

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

I. OPENING SESSION

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

II. APPROVAL OF ORDER OF AGENDA

III. CONSENT CALENDAR

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

4. Approval of Affidavit of Posting for the Planning Commission meeting of November 19, 2015.
5. Approval of the following minutes: Regular Meeting of October 15, 2015.
6. Receive and file the Strategic Plan Update: No update since last month
7. Receive and file written communications.

IV. AUDIENCE OATH

V. EX PARTE COMMUNICATIONS

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

VI. EXCLUDED CONSENT CALENDAR ITEMS

VII. PUBLIC HEARINGS

8. A Public Hearing for consideration of an Exemption Declaration, Conditional Use Permit, Planning Commission Design Review, Coastal Development Permit, Vesting Tentative Parcel Map No. 73613 for the construction of a 4-unit residential condominium development, and Variance to allow tandem configuration of guest parking, on property located within a Medium-Density Multiple-Family Residential (RMD) zone, in the Coastal Zone.

APPLICANT:	Bagnard Co. LLC
PROPERTY OWNER:	Same as applicant
LOCATION:	111 Vista Del Mar
CASE NO.:	2015-11-PC-012
RECOMMENDATION:	Approve with conditions

VIII. OLD BUSINESS

Items continued from previous agendas.

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

APPLICANT: Legado Redondo, LLC
 PROPERTY OWNER: Same as applicant
 LOCATION: **1700 S. Pacific Coast Highway**
 CASE NO.: 2015-03-PC-005
 RECOMMENDATION: 1. Accept further testimony and consider denying the current pending application for a 149 unit mixed use development by adopting the Resolution of Denial after considering the Study of Effects of Denial; or
 2. Continue the public hearing on the revised (149 unit) project to a date certain (minimum 60 days – January 21, 2016) to allow the applicant time to complete their submission of the further revised (146 unit) project and to perform several more community meetings.

IX. NEW BUSINESS

Items for discussion prior to action.

X. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

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

XI. COMMISSION ITEMS AND REFERRALS TO STAFF

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

XII. ITEMS FROM STAFF

XIII. COUNCIL ACTION ON PLANNING COMMISSION MATTERS

XIV. ADJOURNMENT

The next meeting of the Planning Commission of the City of Redondo Beach will be a Regular Meeting to be held at 7:00 p.m. on Thursday, December 17, 2015 in the Redondo Beach City Council Chambers, 415 Diamond Street, Redondo Beach, California.

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

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

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

CONSENT CALENDAR

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

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

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

RULES PERTAINING TO ALL PUBLIC TESTIMONY

(Section 6.1, Article 6, Rules of Conduct)

1. No person shall address the Commission without first securing the permission of the Chairperson; provided, however, that permission shall not be refused except for a good cause.
2. Speakers may be sworn in by the Chairperson.
3. After a motion is passed or a hearing closed, no person shall address the Commission on the matter without first securing permission of the Chairperson.
4. Each person addressing the Commission shall step up to the lectern and clearly state his/her name and city for the record, the subject he/she wishes to discuss, and proceed with his/her remarks.
5. Unless otherwise designated, remarks shall be limited to three (3) minutes on any one agenda item. The time may be extended for a speaker(s) by the majority vote of the Commission.
6. In situations where an unusual number of people wish to speak on an item, the Chairperson may reasonably limit the aggregate time of hearing or discussion, and/or time for each individual speaker, and/or the number of speakers. Such time limits shall allow for full discussion of the item by interested parties or their representative(s). Groups are encouraged to designate a spokesperson who may be granted additional time to speak.
7. No person shall speak twice on the same agenda item unless permission is granted by a majority of the Commission.

8. Speakers are encouraged to present new evidence and points of view not previously considered, and avoid repetition of statements made by previous speakers.
9. All remarks shall be addressed to the Planning Commission as a whole and not to any member thereof. No questions shall be directed to a member of the Planning Commission or the City staff except through, and with the permission of, the Chairperson.
10. Speakers shall confine their remarks to those which are relevant to the subject of the hearing. Attacks against the character or motives of any person shall be out of order. The Chairperson, subject to appeal to the Commission, shall be the judge of relevancy and whether character or motives are being impugned.
11. The public participation portion of the agenda shall be reserved for the public to address the Planning Commission regarding problems, question, or complaints within the jurisdiction of the Planning Commission.
12. Any person making personal, impertinent, or slanderous remarks, or who shall become boisterous while addressing the Commission, shall be forthwith barred from future audience before the Commission, unless permission to continue be granted by the Chairperson.
13. The Chairperson, or majority of the members present, may at any time request that a police officer be present to enforce order and decorum. The Chairperson or such majority may request that the police officer eject from the place of meeting or place under arrest, any person who violates the order and decorum of the meeting.
14. In the event that any meeting is willfully interrupted so as to render the orderly conduct of such meeting unfeasible and order cannot be restored by the removal of individuals willfully interrupting the meeting, the Commission may order the meeting room cleared and continue its session in accordance with the provisions of Government Code subsection 54957.9 and any amendments.

APPEALS OF PLANNING COMMISSION DECISIONS:

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

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

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

November 12, 2015

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

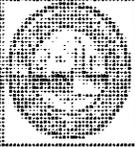
AFFIDAVIT OF POSTING

Pursuant to the requirements of Government Code Section 54955, agendas for a regular commission meeting must be posted at least seventy-two (72) hours in advance and in a location that is freely accessible to members of the public. As Planning Analyst of the City of Redondo Beach, I declare, under penalty of perjury, that in compliance with the requirements of Government Code Section 54955, I caused to have posted on Thursday November 12, 2015, the agenda for the November 19, 2015 Regular Meeting of the City of Redondo Beach Planning Commission in the following locations:

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



Lina Portolese
Planning Analyst



CITY OF REDONDO BEACH
PROOF OF POSTING
PLANNING COMMISSION MEETING AGENDA

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

Posted on: 1/12/2015 at 5:00 pm
(date) (time)

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

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

1

Signature

11/12/15
Date

CALL TO ORDER

A regular meeting of the Planning Commission was called to order by Chairperson Biro at 7:00 p.m. in the City Hall Council Chambers, 415 Diamond Street.

ROLL CALL

Commissioners Present: Biro, Gaian, Goodman, Mitchell, Rodriguez, Sanchez, Ung
Commissioners Absent: None
Officials Present: Marianne Gastelum, Assistant Planner
Aaron Jones, Community Development Director
Anita Kroeger, Senior Planner
Stacey Kinsella, Associate Planner
Cheryl Park, Assistant City Attorney
Tyson Sohagi, City Contracted Environmental Attorney
Margareet Wood, Recording Secretary

SALUTE TO THE FLAG

Commissioner Sanchez led the members in the salute to the flag.

APPROVAL OF ORDER OF AGENDA

Motion by Commissioner Sanchez, seconded by Commissioner Ung to approve the Order of Agenda. Motion carried unanimously.

CONSENT CALENDAR ITEMS #4 THROUGH #7

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

4. Approved Affidavit of Posting for the Planning Commission meeting of October 15, 2015
5. Approved the following minutes: September 17, 2015
6. Received and filed the Strategic Plan Update of September 15, 2015
7. Received and filed written communications

Motion carried unanimously.

AUDIENCE OATH

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

“Do each of you swear or affirm that the testimony you shall give shall be the truth, the whole truth, and nothing but the truth”? Audience members stood and answered, “I do”.

EX PARTE COMMUNICATIONS

Commissioner Gaian disclosed speaking to residents regarding Kensington.

EXCLUDED CONSENT CALENDAR

None.

PUBLIC HEARINGS

8. APPROVE TANDEM/VALET PARKING FOR A NEW COMMERCIAL BUILDING 221 AVENUE I CASE NO. 2015-10-PC-014

Motion by Commissioner Sanchez, seconded by Commissioner Mitchell, to open the Public Hearing and receive and file all documents regarding Case No. 2015-10-PC-014, the applicant being Buena Vista Real Estate Holdings, Inc., to consider approval of an Exemption Declaration, Coastal Development Permit, and Planning Commission Design Review to allow tandem/valet parking for a new commercial building to be constructed on property located within a Mixed-Use (MU-3C zone in the Coastal Zone. Motion carried unanimously.

Assistant Planner Marianne Gastelum gave a staff report and described the project, request and parking requirements. She also described the parking arrangements and access to the business space. She described the architecture and circulated materials to the Commission. She also circulated the materials sample board and showed the east and west elevations. She concluded by recommending approval.

Chairperson Biro invited the project applicant to speak.

Louie Tamara, architect, Manhattan Beach, reviewed the design and materials, parking, driveway in and out, letters received regarding concerns. He also stated cars pull off the alley in the back, and they are working with staff to mitigate any down time and in and out traffic.

In response to Commissioner Sanchez, Assistant Planner Gastelum stated that the Building Department had concerns with loading/unloading and the slope of the driveway and Fire only had concerns with fire sprinklers. She also said the project went through a low impact development review because it is west of PCH.

In response to Commissioner Sanchez, Mr. Tamara stated the restaurant will open at 6 p.m. and the office itself will be for the owner user only with 4 or 5 employees at any one time. He said there is a small overlap and the restaurant doesn't start its occupant load until 8 or 9 p.m. He also requested earlier hours for the restaurant on the weekends starting at 8 a.m. to midnight.

In response to Commissioner Gaian, Mr. Tamara explained the parking will take place on both sides, and the turntable is at the end. He stated that 6 to 7 cars can be staged in a row with 2 attendants.

Commissioner Gaian expressed concern with people parking on Avenue I.

In response to Commissioner Ung, Mr. Tamara explained the area calculation sheet and said every part of the building is all counted. He said part of the requirement is a parking attendant area and stated an attendant should be there all the time but if not, people will have access to parking.

In response to Commissioner Mitchell, Mr. Tamara stated offsite parking would be available for the employees and said the intention is a LEED type building which he explained.

In response to Commissioner Goodman, Assistant Planner Marianne Gastelum stated there will be a 3 foot walkway along the side between the two buildings.

In response to Commissioner Goodman, Mr. Tamara stated the area is well-lit and a courtyard was created to break up the area.

In response to Commissioner Goodman, Community Development Director Aaron Jones explained the parking requirements with small restaurants up to 2,000 square feet. He also said there is an onsite requirement and the shared benefit of public parking on the street.

In response to Commissioner Sanchez, Community Development Director Aaron Jones explained that the parking requirements are tied to both seat count and square footage and includes the employees at 4 spaces per 1,000 square feet.

In response to Commissioner Sanchez, Mr. Tamara stated the attendants would have to be employed by the owner of the building. He also stated that the actual required parking for the restaurant is 8 spots but noted there will be 15 spots.

In response to Commissioner Rodriguez, Community Development Director Aaron Jones stated the alley already conducts a number of uses and there will be no conflict with traffic flow. He also said the ground water is quite deep in this location and there will be no problem with de-watering.

Commissioner Gaian suggested collecting data on the parking meter use, and also questioned the monitoring of an attendant being in place.

In response to Commissioner Biro, Community Development Director Aaron Jones stated the turntable is an effective way to turn a car around.

In response to Commissioner Biro, Mr. Tamara explained the turntable which is an effective system and said there will be a public button and will have ADA access.

In response to Commissioner Biro, Community Development Director Aaron Jones explained that additional parking could take place in the driveway with a full-time attendant in place, with no interference with emergency access.

In response to Commissioner Gaian, Assistant City Attorney Cheryl Park referred to the letter from the owner at 225 Ave I which she briefly reviewed, and said this property as well as anyone else has the right to sue the City if there was harm done. She also said she would rely on staff assessment and recommendation to the Planning Commission.

Community Development Director Aaron Jones stated the applicant will be required full insurance requirements and appropriate licensing to do shoring and grading adjacent to an existing structure. He also said this project is no different from any other subterranean project in town.

Assistant Planner Marianne Gastelum stated the plans will go through a thorough review by Building and Engineering.

In response to Commissioner Biro, Mr. Tamara described the piling and shoring which shows on the plans, and will be a drilled shoring method.

In response to Commissioner Gaian, Mr. Tamara stated the applicant does not intend to use the neighbor's parking lot.

Motion by Commissioner Mitchell, seconded by Commissioner Sanchez, to close the Public Hearing. Motion carried unanimously.

Commissioner Biro reviewed additional items requested by the Commission to include two electric car charging stations, eight bike racks, weekend hours from 8am to midnight, and weekday office hours from 7 a.m. to 4 p.m., adding Conditions #25, #26, #27, and amending Condition #2.

Motion by Commissioner Goodman, seconded by Commissioner Mitchell, to approve an Exemption Declaration, Coastal Development Permit, and Planning Commission Design Review to allow tandem/valet parking for a new commercial building to be constructed on property located within a Mixed-Use (MU-3C) zone in the Coastal Zone, subject to the 5 findings and 24 conditions in the staff report, adding Conditions 25, 26 and 27 and amending Condition #2. Motion carried unanimously.

**9. CONSIDER LOT LINE ADJUSTMENT TO REALIGN THE PROPERTY LINE BETWEEN TWO ADJACENT PARCELS
204 S. HELBERTA AVENUE/205 S. IRENA AVENUE**

Motion by Commissioner Mitchell, seconded by Commissioner Rodriguez, to open the Public Hearing and receive and file all documents regarding Case No. 2015-10-PC-015, the applicant being 204 S. Helberta LLC/Evgeny Kernes, to consider approval of an Exemption Declaration and Lot Line Adjustment to realign the property line between two adjacent parcels to reconfigure each parcel to the lot depth consistent with the original area subdivision on properties located within a Low-Density Multiple-Family Residential (R-3) zone. Motion carried unanimously.

Associate Planner Stacey Kinsella showed the map, location and zoning. She also described the deed history and requirements for a lot line adjustment, and stated staff recommends approval.

Elizabeth Srour spoke on behalf of both property owners, and stated everything is consistent with codes and standards, and said they are seeking approval.

Elaine Vanderman stated the lot at 204 S Helberta has already been approved so this prop line adjustment is coming after fact. She expressed concern that 204 Helberta LLC is planning a 10-condo build on back to back lots on Helberta and Irena. She said the lot on 205 Irena has been purchased by another party, to put in more condos, with 12

condos on site. She said they will be 30' high and the biggest footprint on the property. She said she met with staff and this development is not noted in the staff report.

Marcie Guillermo expressed concern with the development of condominiums in the pipeline and changing zoning. She supported listening and being proactive.

In response to Commissioner Gaian, Associate Planner Stacey Kinsella stated 205 S. Irena will be gaining 10 feet and will get back what they used to have. She also said each one of the properties will be developed with two units at a time.

Commissioner Gaian stated the Commission never sees two unit developments for approval and the procedure is to go to staff. He also stated if the same person owns the same property and develops 10 to 12 units, even though they are developing 2 at a time, it should be reviewed at the Planning Commission meeting.

Commissioner Sanchez encouraged residents to work with staff.

In response to Commissioner Ung, Associate Planner Stacey Kinsella stated there will be no impact in relation to the rear setback by shifting the property line 10 feet.

In response to Chairperson Biro, Community Development Director Aaron Jones stated 2 and 3 unit developments are subject to administrative approval with an opportunity for the public to ask questions. He also explained that the local ordinance requires the Planning Commission to approve lot line adjustments.

In response to Commissioner Gaian, Community Development Director Aaron Jones explained that everything came to the Planning Commission about ten years ago.

Motion by Commissioner Rodriguez, seconded by Commissioner Mitchell, to close the Public Hearing. Motion carried unanimously.

Motion by Chairperson Biro, seconded by Commissioner Rodriguez, to approve an Exemption Declaration and Lot Line Adjustment to realign the property line between two adjacent parcels to reconfigure each parcel to the lot depth consistent with the original area subdivision on properties located within a Low-Density Multiple-Family Residential (R-3) zone, subject to the 4 findings in the staff report. Motion carried unanimously.

**10. CONSIDERATION OF A FINAL ENVIRONMENTAL IMPACT REPORT
320 KNOB HILL AVENUE
FOUNTAIN SQUARE DEVELOPMENT**

Motion by Commissioner Sanchez, seconded by Commissioner Goodman, to open the Public Hearing and to receive and file the documents regarding Case No. 2015-10-PC-016, the applicant being Fountain Square Development, to consider a Final Environmental Impact Report (SCH#2013121065), Amendments to the General Plan, Coastal Land Use Plan and Coastal Zoning Ordinance, a Conditional Use Permit, Planning Commission Design Review, Coastal Development Permit, and Vesting Tentative Parcel Map No. 72314, for a project that consists of the demolition of nine of the ten existing structures; the construction and operation of a two-story building totaling approximately 80,000 gross square feet containing a 96-suite assisted living facility

(Residential Care for the Elderly) accommodating up to 130 people; and the reuse/rehabilitation of an existing one-story 2,600 square foot building located at the northwestern corner of the site, which may potentially become available for a community use, on property located within the Public Community Facility (P-CF) Zone. Motion carried unanimously.

Senior Planner Anita Kroeger reviewed the following:

- Vicinity map and aerial view
- Background – zoning, history, occupants
- Project Description – preserve kindergarten, construct 80,000 square feet assisted living facility, parking requirement asked for 70 parking spaces which exceeds requirements, 28 bike racks, driveway off Knob Hill, secondary service access, defined senior housing, assisted living
- Proposed layout – H-shaped structure, internal courtyard
- Proposed architectural elevations – Mediterranean with Spanish influence throughout
- Environmental Review
- Approval/entitlement – this is the first project – effects of ballot measure DD will be seen
- Land Use Conformity – changes required in laws
- CUP elevation
- PCDR evaluation
- Errata
- Recommendation

In response to Chairperson Biro, City Contracted Environmental Attorney Tyson Sohagi stated the amendments are all in the same document for City Council consideration.

Billy Shields, applicant, gave a presentation and discussed the following:

- Background on Fountain Square Development
- Customer base
- Supply and demand in Redondo Beach
- Operating with Silverado
- Introduction to the Community – meetings
- Demand on safety and noise issues
- Benefits to Redondo Beach

David Wickham, Redondo Beach School Board, gave a history of the site, appraisals, bidders, and noted a 99-yr lease. He also spoke on the benefits to the School District with this project.

Beth Mineam supported the project and benefits to the school and community.

Raymor Sweeney supported the project, the District's improvement and keeping the class sizes smaller.

Vish Chatterji supported the project and Silverado, and supported funding the schools and Redondo Beach residents retiring in the City.

Marna Smeltzer stated the Chamber of Commerce is in favor of the project which will be a win/win for the schools and community, and noted these facilities will be needed for more seniors.

Anita Reviiczky supported the project and the School District, and noted a lack of assistant living facilities for the elderly.

Don Szerlip supported the project, programs that are available and the City partnering with the School District. He supported senior housing and said he would like to stay in the community. He also supported the design but questioned the requirement for electric car chargers.

Todd Lowenstein supported the project which is much needed in the community and brings in revenue to the School District. He also believed it will bring in less traffic than an elementary school.

Jennifer Bell, teacher at Tulita Elementary, stated the revenue will help keep the classrooms small.

Andy Shelby supported the project and believed it will not cause a lot of traffic or density and will be a good think for the City and School District.

Kelly Martin 213 Avenue A, covered 11 items directed towards the EIR, and expressed concern about the trash pickup and noise impact on Avenue A, increased noise with emergency vehicles, increase in emergency calls, traffic impacts and being a 24/7 facility in terms of traffic and noise, and requested an accurate assessment.

Motion by Chairperson Biro, seconded by Commissioner Sanchez, to extend Ms. Martin's time. Motion carried unanimously.

Ms. Martin also requested restoration of the preschool remodel inside and out, and to review the revenue anticipated, noting rent will not be seen for five to seven years.

Anne Sharp expressed concern with noise from the project affecting her life to include a commercial alleyway, trash pickup and smell, the parking lot, round the clock care, charging stations next to her property, truck traffic and loading/unloading, and not living in peace in her home.

Monica Joyce, President Redondo Beach Teachers Association, supported the land being leased out and the facility which would be a great source of revenue.

Delia Vechi expressed concern with too many senior facilities in the City with a total of eight, discriminating against the youth and families with children and noted 90% of people prefer to live and die in their own home. She also expressed concern with the proposal generating more demand for services than Redondo Beach has to offer. She suggested looking for another alternative that will benefit the schools and City.

Marcie Guillermo opposed the project which is in a prime location and noted according to AARP that 90% of seniors want to remain in their homes, and RB is the only city that has more licensed beds than Hermosa Beach and Manhattan Beach. She also said

many residents are worried about the number of condos in the City with overcrowding of schools, and suggested something in between that is more reasonable, rather than on PCH or Artesia.

Motion by Chairperson Biro, seconded by Commissioner Mitchell, to receive and file a document presented by Ms. Guillermo. Motion carried unanimously.

Sandy Marchese stated that changes are inevitable, this is progress within City, the demographics are aging, and we are serving both sides of the population. She supported the project moving forward.

Motion by Chairperson Biro, seconded by Commissioner Mitchell, to receive and file a document submitted by Ms. Arina Shelby. Motion carried unanimously.

Ms. Shelby spoke in favor of the project which will not generate significant traffic and said there is a significant need for senior housing and facilities as the population ages.

Lisa Watts, counselor in the School District, supported this type of facility in the City which is needed and will provide good revenue for the School District.

Mr. Shields stated they have met with a number of neighbors and have made some adjustments to plans accordingly.

Community Development Director Aaron Jones clarified that the Community Development Department responds to comments, not just one staff member. He also said they have responded to neighbors' concerns such as noise issues.

Senior Planner Anita Kroeger referred to the official response to comments which addresses deliveries and trash trucks. She also said the EIR is written by environmental consultants with review of many different parts of staff. She referred to the Avenue A driveway which must be available and will be keyed and gated and made no exit.

Community Development Director Aaron Jones noted concerns include impacts on adjoining residents, a change from a school site to active parking use, and because of these concern, Condition No. 8 was recommended to include an 8 foot solid wall for separation with an extensive landscape buffer of 15 feet. He also said emissions from vehicles were considered, and the applicant will be placing an electric vehicle charging station there. He further pointed out that staff responds to neighbor concerns which has to be balanced with potential impacts. He stated they went through many design modifications to break the building down into a scale within a two-story neighborhood fill without the appearance of a large structure. He also said the setbacks are generous on all sides.

In response to Chairperson Biro, Senior Planner Anita Kroeger explained that many roofs are mansard and are not necessarily all flat, and the solar panels will not be visible.

Senior Planner Anita Kroeger reviewed the site plan and the location for the electric vehicles, the service entry, and location of the trash.

Community Development Director Aaron Jones stated that the trash facilities will be moved into an air conditioned climate control building, and that emergency vehicles will have instant access at the gate.

Mr. Shields stated that Avenue A will be used as an entrance for the trash vehicles and larger food service trucks, who will provide a schedule and route regarding entering and exiting.

Commissioner Gaian pointed out that refrigerated trucks are loud, and believed that distinct hours should be provided.

Commissioner Sanchez agreed and believed that restrictions on deliveries are reasonable.

In response to Commissioner Sanchez, Mr. Shields believed that volume of collection could be accommodated three times a week. He also said the refrigerated truck will come in once a week, and will park between 30 to 45 minutes midmorning. He stated the smaller delivery service trucks come in between 10 to 15 a week on average.

In response to Chairperson Biro, Mr. Shields reviewed the service entrance area.

In response to Commissioner Sanchez, Mr. Shields stated the Avenue A entrance will be gated and other measures could take place if needed such as speed bumps, spikes, etc.

In response to Chairperson Biro, Senior Planner Anita Kroeger stated that a condition is included that staff will continue to work with landscape designers to put in best landscape possible to create a buffer at 8 feet.

In response to Commissioner Gaian, Mr. Lowenstein stated this is the only viable project that has been brought forward and no one else has come forward with a signed lease agreement.

Commissioner Gaian pointed out that a boutique hotel or Whole Foods would be much more intrusive.

Commissioner Goodman believed the project could be very attractive.

In response to Commissioner Goodman, Community Development Director Aaron Jones explained that 10 feet dedication would be landscaped until the section is ever widened. He also said there would probably be an annual adjustment to the dollar figure of the lease payment. He referred to the zoning and said there was a concern from the Coastal Commission regarding senior housing uses placed on property south of Knob Hill which is why the amendment was required.

In response to Commissioner Mitchell, Community Development Director Aaron Jones stated the use is community serving and no coastal serving commercial will be lost and the project should be given a fair chance.

In response to Commissioner Mitchell, Mr. Shields stated they are the only investors with a traditional lender, have run the numbers many times and are fully aware of any risks.

In response to Commissioner Rodriguez, Mr. Lowenstein stated the CA State Department of Education Guidelines require 5 acres plus an additional acre for every 100 students for a school, so the proposed site would not be viable for a school.

Janet Redella, finance director, explained that there are escalations in lease with certain milestones, receiving half at the beginning of construction, and then at that time, the lease payments would begin with escalators.

In response to Chairperson Biro, Mr. Shields stated they will work with staff regarding delivery schedules.

Commissioner Gaian suggested delivery take place after 9 am and before 3 pm for big service truck and trash trucks.

Senior Planner Anita Kroeger stated a condition would be added as part of the CUP.

Assistant City Attorney Park advised using Condition #15, since it is being struck out.

In response to Commissioner Goodman, Assistant City Attorney Park stated this item would not have to come back to the Planning Commission.

Commissioner Ung questioned if the 130 beds would help contribute to the affordable housing requirements. He also pointed out that his parents are in assisted living facilities and more 911 calls took place with them being home and falling.

City Contracted Environmental Attorney Tyson Sohagi explained that this site wasn't taken into consideration regarding affordable housing since it is zoned PCF.

Motion by Commissioner Sanchez, seconded by Commissioner Rodriguez, to close the public participation portion of the Public Hearing. Motion carried unanimously.

Community Development Director Aaron Jones reviewed the recommendation on the screen and Condition No. 15 as follows: That all semi-truck delivery trucks and trash collection shall be restricted between the hours of 9 am to 3 pm as a replacement for Condition No. 15.

Motion by Commissioner Goodman, seconded by Commissioner Mitchell, to adopt all resolutions and approve a Final Environmental Impact Report (SCH#2013121065), Amendments to the General Plan, Coastal Land Use Plan and Coastal Zoning Ordinance, a Conditional Use Permit, Planning Commission Design Review, Coastal Development Permit, and Vesting Tentative Parcel Map No. 72314, for a project that consists of the demolition of nine of the ten existing structures; the construction and operation of a two-story building totaling approximately 80,000 gross square feet containing a 96-suite assisted living facility (Residential Care for the Elderly) accommodating up to 130 people; and the reuse/rehabilitation of an existing one-story 2,600 square foot building located at the northwestern corner of the site, which may potentially become available for a community use, on property located within the Public Community Facility (P-CF) Zone, Case No. 2015-10-PC-016, the applicant being

Fountain Square Development, subject to the 10 findings and 39 conditions in the staff report, replacing Condition No. 15. Motion carried unanimously.

RECESS: 10:42 PM

The Commission recessed at 10:42 p.m.

RECONVENE: 10:56 PM

ROLL CALL

Commissioners Present: Biro, Gaian, Goodman, Mitchell, Rodriguez, Sanchez, Ung
Commissioners Absent: None
Officials Present: Marianne Gastelum, Assistant Planner
Aaron Jones, Community Development Director
Anita Kroeger, Senior Planner
Stacey Kinsella, Associate Planner
Cheryl Park, Assistant City Attorney
Tyson Sohagi, City Contracted Environmental Attorney
Margareet Wood, Recording Secretary

OLD BUSINESS

None.

NEW BUSINESS

Planning Commission Nominations and Election of Chair, Vice-Chair, and Secretary.

RECOMMENDATION:

- a. That the Chairperson opens nominations for the positions of Chairperson, Vice-Chair and Secretary;
- b. That the Chairperson closes nominations;
- c. That the Chairperson calls for a motion; and
- d. That the new Officers assume seats.

Commissioner Goodman nominated Commissioner Rodriguez for Chair.

Commissioner Biro nominated Commissioner Goodman for Vice-Chair.

Commissioner Biro nominated Commissioner Sanchez for Secretary.

Nominations were approved unanimously and the new officers took their seats.

Community Development Director Aaron Jones thanked Commissioner Biro for his service.

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Sandy Marchese thanked the officers and Commission for their service.

ITEMS FROM STAFF

Community Development Director Aaron Jones passed out a handout, and stated staff has now included all site project context requirements as part of the preliminary plan review. He also said by December, staff will provide guidelines for public outreach. He further said that the Legado project will be on the November agenda.

Motion by Commissioner Sanchez, seconded by Commissioner Goodman, to consider Commission items and Referrals to Staff. Motion carried unanimously.

COMMISSION ITEMS AND REFERRALS TO STAFF

Commissioner Gaian believed the same owner/developer putting in separate 2 units should all be on the same agenda, to allow for public input.

Community Development Director Aaron Jones stated the property owner has the right to build units all at once or separately. He also stated staff can bring back in December information on what items come before the Commission.

COUNCIL ACTION ON PLANNING COMMISSION MATTERS

Community Development Director Aaron Jones stated the 52 unit mixed use project on S. PCH was approved by City Council to include developing an internal ramp. He also said the December 20 agenda will include a report on a potential moratorium on new entitlements for MU projects in the City's MU zones, and a solar ordinance on the next City Council agenda.

ADJOURNMENT: 11:05 PM

There being no further business to come before the Commission, Motion by Commissioner Mitchell, seconded by Commissioner Goodman, to adjourn at 11:05 p.m. to a regular meeting to be held at 7:00 p.m. on Thursday, November 19, 2015 in the Redondo Beach City Council Chambers, 415 Diamond Street, Redondo Beach, California. Motion carried unanimously.

Respectfully submitted,

Aaron Jones
Community Development Director



CITY OF REDONDO BEACH

BLUE FOLDER ITEMS

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

Regular Meeting of the Planning Commission November 19, 2015

VII. PUBLIC HEARINGS

8. A Public Hearing for consideration of an Exemption Declaration, Conditional Use Permit, Planning Commission Design Review, Coastal Development Permit, Vesting Tentative Parcel Map No. 73613 for the construction of a 4-unit residential condominium development, and Variance to allow tandem configuration of guest parking, on property located within a Medium-Density Multiple-Family Residential (RMD) zone, in the Coastal Zone.

APPLICANT:	Bagnard Co. LLC
PROPERTY OWNER:	Same as applicant
LOCATION:	111 Vista Del Mar
CASE NO.:	2015-11-PC-012
RECOMMENDATION:	Approve with conditions

- Comment letter received from adjacent residents at 109 Vista Del Mar

To Redondo Beach Planning Commission and whom it may concern as a written submission into record for the November 19, 2015 public hearing regarding:

111 Vista Del Mar, Redondo Beach, CA. 90277

Applicant Name: Bagnard Co LLC,

Coastal Development: 2015-11-CDP-012



As directly adjacent neighbors to 111 Vista Del Mar there are a few very significant issues which we are seriously concerned about. Issues that we would like to bring to the planning commission's attention, for consideration, on how the new building project is reviewed, designed, and completed.

The residents of the adjacent building at 109 Vista Del Mar have become accustomed to a certain historical level of air quality and amount of natural sunlight, available to them, by 111 Vista Del Mar's historical footprint and building layout. We feel that there is an important precedent for open space on the property adjacent to our building doorways at 109 Vista Del Mar. This should be maintained and further environmental review should be undertaken before a final design plan is approved.

Currently this open space of the 111 Vista Del Mar building allows for essential airflow and important sunlight to the residents in the 109 Vista Del Mar adjacent building as well as to the surrounding neighborhood. If this open space is lost, and the new construction is built completely to the maximum limit of the setback and to the full height that is being proposed, the residents of 109 Vista Del Mar's amount of available sunlight, air quality, and fresh air flow will be greatly diminished and certainly will be below historical living standards for the area.

Because of the negative impacts of loss of sunlight, air quality, air circulation, and historical footprint that to which the adjacent residents have become accustomed, we respectfully request that the need for an environmental impact report is required and not be waived. If it is decided that there not be an environmental impact report, we would like to request that some type of review and potential architectural adjustments be made by the Planning Commission and the developer. It is our hope that upon further review a large portion of open space similar to the current 111 Vista Del Mar footprint, along our adjacent property line, will be maintained and required as part of the design plan for the new construction. As concerned and impacted adjacent neighbors, we feel that our request is a reasonable justified and fair request. A request that deserves further review and a potential full environmental impact report to be undertaken for the new development.

Additionally once construction and demolition begins, we are very concerned about the amount of potentially toxic dust that will be entering our adjacent dwellings. For this reason we would like to request that during construction the Planning Commission require the developer to construct a scientifically proven dust filter barrier, or impermeable transparent barrier along the 111 Vista Del Mar property line along our adjacent property line.

Finally, as the approval process of what will be built in the redevelopment of 111 Vista Del Mar moves forward, we would like the planning commission to carefully consider not rushing through the approval

process and waiving essential impact reports and design requirements. The effect this development will have on the character of this vintage California neighborhood, that is truly one of a kind, is significant. The precedent this redevelopment will set for future non-ocean-view-developments on the Vista Del Mar residential block is at stake. The Vista Del Mar street is in the heart of the Redondo Beach Riviera. Vista Del Mar is a very unique microcosm neighborhood that beautifully reflects the original historical California beach town experience. Much of the streets historical charm is created by the unique open space areas and yards that many of the multi-unit buildings on the block still possess. To lose these established open spaces and historic character, by building massive square footage focused developments pushed to the edge of all setbacks and property lines, without regard of the natural outdoor space being lost, could easily make this light airy and very special Redondo Beach neighborhood extinct in the future.

Regards,

A Number Of Concerned Adjacent Residents in 109 Vista Del Mar, Redondo Beach CA. 90277





CITY OF REDONDO BEACH

BLUE FOLDER ITEMS

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Regular Meeting of the Planning Commission November 19, 2015

VII. PUBLIC HEARINGS

8. A Public Hearing for consideration of an Exemption Declaration, Conditional Use Permit, Planning Commission Design Review, Coastal Development Permit, Vesting Tentative Parcel Map No. 73613 for the construction of a 4-unit residential condominium development, and Variance to allow tandem configuration of guest parking, on property located within a Medium-Density Multiple-Family Residential (RMD) zone, in the Coastal Zone.

APPLICANT:	Bagnard Co. LLC
PROPERTY OWNER:	Same as applicant
LOCATION:	111 Vista Del Mar
CASE NO.:	2015-11-PC-012
RECOMMENDATION:	Approve with conditions

- Renderings received after distribution of agenda packet



Proposed: Four Unit Condominium Project
111 Vista Del Mar, Redondo Beach CA.

JAN TROBAUGH AND ASSOCIATES
ARCHITECTURE AND PLANNING

VISTA DEL MAR

Proposed: Four Unit Condominium Project
111 Vista Del Mar, Redondo Beach CA.

LANDSCAPE PLAN

Landscape shown on this site plan is only to provide landscape intent and location. Numerical call-outs represent preliminary group selections. Container sizes 5-15 gallon shrubs, tree sizes 36" box.

VISTA DEL MAR



- 1 - Horsetail - Equisetum Hyemale
- 2 - New Zealand Flax - Phormium Maori Queen, Phormium Platts Black
- 3 - Pygmy Date - Phoenix Roebelenii
- 4 - Golden Variegated Sweet Flag - Arcoris Ogón
- 5 - Salvia Leucantha, Mexican Bush Sage
- 6 - Prunus Cerasifera - Krauter Vesuvius
- 7 - Agonis Flexuosa - After Dark
- 8 - Pittosporum Tobira Variegatum, Variegated Japanese Mock Orange

VISTA DEL MAR

Proposed: Four Unit Condominium Project

111 Vista Del Mar, Redondo Beach CA.

MATERIAL BOARD



STUCCO -
X-16 SILVER GREY
La Habra Stucco Finish or Equal

ROOFING -
8806 TUCSON BLEND
EAGLE TILE or Equal



Sample photos of Precast
Concrete Trim



Blue window frames by
Marvin or Equal



Sample photos of decorative
Wrought Iron



VISTA DEL MAR

JAN TROBAUGH AND ASSOCIATES
ARCHITECTURE AND PLANNING



Photo used for Rendering



VISTA DEL MAR



JAN TROBAUGH AND ASSOCIATES
ARCHITECTURE AND PLANNING



Administrative Report

Planning Commission Hearing Date: November 19, 2015

AGENDA ITEM: 8 (PUBLIC HEARING)

PROJECT LOCATION: 111 VISTA DEL MAR

APPLICATION TYPE: CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, COASTAL DEVELOPMENT PERMIT, VESTING TENTATIVE PARCEL MAP NO. 73613, AND AN EXEMPTION DECLARATION

CASE NUMBER: 2015-11-PC-017

COASTAL DEVELOPMENT PERMIT NUMBER: 2015-11-CDP-012

APPLICANT'S NAME: WILLIAM BAGNARD

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of an Exemption Declaration, Conditional Use Permit, Planning Commission Design Review, Coastal Development Permit, and Vesting Tentative Parcel Map Number 73613 and to permit the construction of a four-unit residential condominium development on property situated within a Medium Density Multiple-Family Residential Zone (RMD).

DEPARTMENT'S RECOMMENDATION:

The Planning Division recommends that the Planning Commission make the findings as set forth in the staff report, adopt the Exemption Declaration, and grant the requests for a Conditional Use Permit, Planning Commission Design Review, and Coastal Development Permit, subject to the plans and applications submitted, and the conditions below.

Please note: The advertised project included a variance request to allow the required visitor parking within the exterior setback, that variance is no longer necessary. See attached revised site plan and floor plan.

EXISTING CONDITIONS/BACKGROUND:

The subject property is located at 111 Vista Del Mar at the north-west corner of Camino De La Costa and Vista Del Mar. The property is zoned Medium Density Multiple-Family Residential Zone (RMD). The property is approximately 85 feet in width and 125 feet in depth and is approximately 10,625 square feet in area. The subject property is currently developed with a 6-unit apartment building built in 1953. Development in the immediate vicinity of 111 Vista Del Mar consists of multi-family developments containing up to 13 dwelling units per lot.

DETAILED DESCRIPTION OF REQUEST:

The applicant seeks a conditional use permit to build four attached residential condominium units on the lot. The dwelling units range in size from 2,178 to 2,452 square feet. Entrances for all the units will be from Vista Del Mar. Two (2) units will face Vista Del Mar and the other two units will have their entry areas facing the interior side yard.

The project meets all setback requirements and development standards. In addition to providing two guest parking spaces, this project proposes an additional one on-site space for Unit #4 and two on-site spaces for Units 1-3. All additional surface parking is directly in front of each of the four garages except one visitor space is in the rear setback.

Driveway access will be from Camino De La Costa. Each unit will have an individual driveway area that provides direct access to their individual garage space. Each driveway is designed to provide a minimum of nineteen feet from the property line to the garage door. Visitor parking spaces are not permitted in the exterior side setback per Section 10-5.1704(a)(2)d., therefore 2 visitor parking spaces are located further west on the site to comply. The architect worked with staff and traffic engineering during the initial design of this project to ensure compliance with access and parking requirements. As designed, the project minimizes the loss of legal street parking spaces and provides nine surface parking spaces on the lot.

The following provides a further description of the project:

<u>Street Address:</u>	111 Vista Del Mar
<u>Zone:</u>	RMD
<u>Lot Size:</u>	Approximately 85' x 125', with a total land area of 10,625 square feet
<u>Number/Type of Units:</u>	Four attached residential condominium units
<u>Number of Stories:</u>	2
<u>Height:</u>	29-feet, 11-inches

<u>Parking:</u>	Two enclosed spaces per unit Two guest parking spaces
<u>Setbacks, Turning Radius, Projections Meet Code?</u>	Yes
<u>Living Space in Square Feet:</u>	2,178 to 2,452 square feet per unit
<u>First Floor Rooms:</u>	Entry, 2 bedrooms and bathroom, laundry area
<u>Second Floor Rooms:</u>	Living room, dining room, kitchen, ½ bathroom, master bedroom and bathroom
<u>Level of Garage:</u>	Direct access off of Camino De La Costa
<u>Outdoor Living Space:</u> Units 1, 2, 3: Unit 4:	2 nd floor Balcony adjacent to communal area Back yard
<u>Storage Space:</u>	Garage and under the stairs (if needed)
<u>Architectural Style:</u>	Mediterranean
<u>Exterior Materials:</u>	Stucco
<u>Roofing Materials:</u>	Tile Roof
<u>Trees to be Preserved:</u>	None
<u>Project Categorically Exempt, Pursuant to Section 15332 of CEQA?</u>	Yes
<u>Covenants, Conditions and Restrictions Acceptable?</u>	Yes

EVALUATION OF REQUEST:

Planning Commission Design Review

Pursuant to the Section 10-5.2502 of the Redondo Beach Municipal Code, the proposed project requires Planning Commission Design review. The purpose of the review is to examine the compatibility, variety and innovation in the architecture, landscaping design, and site design of the proposed project. A number of criteria are measured against the project to determine a project's consistency with the intent and purpose of this section.

The proposed architectural style is Mediterranean and uses architectural features and materials commonly utilized in the style including stucco exteriors, tile roofs, and metal railing. The proposed height, mass, bulk and scale are compatible with existing

development including the new residential units located in the area and throughout the City in multi-family zones. The project is well designed in terms of access, parking and outdoor living space.

The project design considers the impact and needs of the future owners with respect to the utilities, public services, noise and odor, private and common open spaces, trash collection and other design concerns. In terms of utilities, public services and trash collection, this project will receive the same services as all other residential units in the City.

Re-development of this property will require the removal of all of the existing landscaping and concrete areas. Staff has requested that the developer prepare a landscape and irrigation plan for the Planning Commission's review. That plan was not available at the time of packet delivery and is expected early next week.

Coastal Development Permit

Pursuant to Section 10-5.2200 of the Zoning Ordinance the Coastal Development Permit procedure is established to ensure that the review process for private development within the Coastal Zone conforms to the policies and procedures of the California Coastal Act and implementing regulations, and the City of Redondo Beach Certified Land Use Plan. A project located within the City's Coastal zone is required to preserve on-street parking to the maximum extent feasible as determined by the City.

Site specific and street parking spaces are very limited in the area. Typically, inadequate on-street parking occurs to a large extent in areas where there are older apartment buildings developed at higher densities than currently allowed. In addition, the older units were developed when storage space requirements were less, resulting in more frequent use of garages for storage rather than parking. This area has a number of these older apartment buildings that heavily contribute to the lack of on-street parking. Some residents squeeze their vehicles in street parking spaces that are not legal in length then their vehicles block driveway approaches. Some residents park their vehicles on their non-conforming driveways then their vehicles block the sidewalks or they park their vehicles in the driveway approach area then their vehicles encroach into the street.

As these non-conforming apartments redevelop with projects that comply with the current parking, storage, and density standards, it is anticipated that the availability of street parking and public parking in the area as a whole will improve.

The new driveway approach is basically in the same location as the existing non-conforming driveway approach except that the new driveway approach is widened to accommodate the required driveway width for the two-car garages. The garage doors will be set in the required nineteen foot distance from the property line to ensure parking spaces can be accommodated in front of the garage doors. The garage door for Unit #4 will be designed with ½ of the garage recessed six additional feet so that the space in

front of this unit meets the required six feet exterior setback. The additionally required visitor parking space will be located within the 10 feet rear yard setback and also setback 6 feet from the exterior side yard property line. This second required visitor parking space will be accessed off of Camino Del La Costa and located immediately east of the proposed trash enclosure. This will require that this visitor space have a minor restriction in availability for only when the trash pick-up service is performed. Signage to this effect is conditioned upon the project. Since the design provides a total of nine on-site parking spaces, in addition to the eight required parking spaces, the noted minimal restriction of one visitor space is not significant. One other design requirement is being conditioned on the project not currently illustrated on the plans, but nevertheless is noteworthy. As designed the multiple additional on-site parking must provide enhanced "line of site" to protect pedestrians on the adjacent sidewalk. A condition has been added that requires the applicant to meet with the Community Development Department and Engineering Department to ensure this is accomplished and conflicts are minimized.

All vehicular access remains off of Camino De La Costa. This design preserves the one legal on-street parking space on Camino Del La Costa and the two parkway trees on Vista Del Mar as shown on the plans.

The proposed development will not affect coastal resources. The project is a residential infill development, located in an already developed area. The residential use is consistent with the residential designation in the Coastal Land Use Plan and Zoning Ordinance, and similar to the uses on adjacent properties. The project complies with the requirements of the California Environmental Quality Act (CEQA). As such, the proposed project meets the criteria for the approval of a Coastal Development Permit.

Environmental Review

Pursuant to the California Environmental Quality Act (CEQA), Section 15332 of the Guidelines (In-fill Development Projects), the proposed project is categorically exempt from the preparation of environmental analyses. The eligibility for in an-fill exemption is substantiated by the facts that the proposed project consists of the construction of a four-unit residential condominium project located in a Medium Density Multiple-Family Residential Zone (RMD). The project serves to replace an existing six unit residential development with a four unit development. The project occurs within city limits on a site no more than five acres in size, is on a site with no value as a habitat for endangered, rare or threatened species, does not result in significant effects on traffic, noise, air quality or water quality, and is adequately served by all required utilities and public services.

FINDINGS:

1. In accordance with Section 10-5.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the following reasons:

- a) The proposed use is permitted in the land use district in which the site is located, and the site is adequate in size and shape to accommodate the use and all yards, open spaces, walls, and fences, parking, landscaping and other features, and the project is consistent with the requirements of Chapter 5, Title 10 of the Redondo Beach Municipal Code, to adjust the use with the land and uses in the neighborhood.
 - b) The site has adequate access to a public street of adequate width to carry the kind and quantity of traffic generated by the proposed use.
 - c) The proposed use has no adverse effect on abutting property or the permitted use thereof, subject to the conditions of approval.
 - d) The condominium project conforms to all of the requirements of the Zoning Ordinance.
 - e) The project is consistent with the Comprehensive General Plan of the City.
2. In accordance with Section 10-5.2502(b) of the Redondo Beach Municipal Code, the applicant's request for Planning Commission Design Review is consistent with the criteria set forth therein for the following reasons:
- a) The design of the project considers the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.
 - b) The location of structures respects the natural terrain of the site and is functionally integrated with natural features of the landscape to include the preservation of existing trees, where feasible.
 - c) The design of the project is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment.
 - d) The design of the project is integrated and compatible with the neighborhood and is in harmony with the scale and bulk of surrounding properties.
 - e) The design of the project provides innovation, variety, and creativity in the proposed design solution and serves to minimize the appearance of flat facades and box-like construction.

3. In accordance with Section 10-5.2218(b) of the Redondo Beach Municipal Code, the applicant's request for a Coastal Development Permit is consistent with the findings set forth therein for the following reasons:
 - a) The proposed development is in conformity with the Certified Local Coastal Program because it is consistent with the Medium Density Multiple-Family Residential Zone (RMD) zone and associated development standards.
 - b) That the proposed development is not located between the sea (or the shoreline of any body of water located within the coastal zone) and the first public road paralleling the sea, and is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code (commencing with Section 30200).
 - c) That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project, and that, in approving the proposed development, the decision-making body is not violating any CEQA prohibition that may exist on approval of projects for which there is a less environmentally damaging alternative or a feasible mitigation measure available.
5. The Vesting Parcel Map 73613 is consistent with the Comprehensive General Plan of the City.
6. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.
7. The project is Categorically Exempt from the preparation of environmental documents, pursuant to Section 15332 of the Guidelines of the California Environmental Quality Act (CEQA).
8. The Planning Commission hereby finds that the proposed project will have no effect on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.

CONDITIONS:

Plan Check

1. That the approval granted herein is for the construction of a four-unit condominium development with additional visitor parking spaces provided within the shared driveway for each unit as noted on the submitted plans and applications reviewed and approved by the Planning Commission at its meeting on November 19, 2015.

2. That the approval is for conceptual plans only, and therefore the submission to and approval by the Community Development Department, Engineering Division and Fire Department of fully dimensioned, detailed and accurate site plan, floor plan and elevations shall be required prior to the issuance of building permits.
3. The precise architectural treatment of the building exterior, roof, walks, walls, and driveways shall be subject to Planning Division approval prior to issuance of a building permit.
4. The applicant shall submit a final landscape and sprinkler plan, including a clock-operated sprinkler control, for approval prior to issuance of building permits.
5. The landscaping and sprinklers shall be installed per the approved plan, prior to final inspection.
6. The applicant shall meet and confer with the Community Development Department and Engineering Division (Traffic Engineer) to ensure adequate "line of site" for on-site parking spaces provided to minimize potential conflicts with pedestrians.
7. For the visitor parking space provided in the rear setback area and adjacent to the proposed trash enclosure, signage must be posted to ensure access to trash is provided as needed.

Construction

8. If selected design of the water and/or heating system permits, individual water shut-off valves shall be installed for each unit, subject to Community Development Department approval.
9. Subject to approval of the Fire Department, a horn/strobe fire alarm may be installed on the exterior of the units instead of the typical 8-inch bell-type fire alarm.
10. The sidewalk, curb, and gutter shall be replaced, as necessary, to the satisfaction of the Engineering Department.
11. The applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Department.
12. The applicants and/or their successors shall maintain the subject property in a clean, safe, and attractive state until construction commences. Failure to maintain the subject property may result in reconsideration of this approval by the Planning Commission.
13. The Community Development Department shall be authorized to approve minor changes.

14. In the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit. The decision of the Planning Commission shall be final.
15. The garage doors shall be equipped with remotely operated automatic door openers and maintain a minimum vertical clearance of 7-feet, 4-inches with the door in the open position.
16. No plastic drain pipes shall be utilized in common walls or ceilings.
17. Color and material samples shall be submitted for review and approval of the Planning Division prior to the issuance of Building Permits.
18. The applicants and/or their successors shall maintain the subject property in a clean, safe, and attractive state until construction commences.
19. That an automatic fire sprinkler system is required and installation shall comply with Redondo Beach Fire Department regulations.
20. Barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.
21. A new 6-foot decorative masonry wall or a 6-foot high mixed construction wall measured from finished grade shall be constructed on all common property lines with adjacent properties, exclusive of the front setback and exterior side setback and required 15 foot line of site area along the rear property line. Mixed construction walls shall consist of a masonry base and masonry pilasters, which shall be composed of a least thirty percent (30%) masonry and seventy percent (70%) wood. Projects may only utilize existing property line walls when the walls are 6-foot masonry or mixed construction, exclusive of the front setback and exterior side setback.
22. The applicant shall finish all new property line walls equally on both sides wherever possible. Projects utilizing existing property line walls shall restore the walls to an "as new condition," on both sides at time of final condominium inspection subject to Planning Division approval.
23. That a minimum of 15% decorative material will be utilized for all driveways.
24. The site shall be fully fenced prior to the start of construction.
25. All on-site litter and debris shall be collected daily.

26. Construction work shall occur only between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday, between 9:00 a.m. and 5:00 p.m. on Saturday, with no work occurring on Sunday and holidays.
27. Material storage on public streets shall not exceed 48-hours per load.
28. The project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighbors are not subjected to excessive noise, disorderly behavior, or abusive language.
29. Streets and sidewalks adjacent to job sites shall be clean and free of debris.

Final Inspection

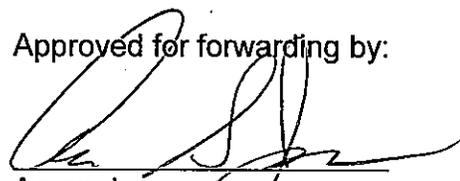
30. The landscaping and sprinklers shall be installed per the approved plan, prior to final inspection.
31. Fire protection system shall be equipped with an alarm initiating device and an outside horn/strobe located at the front of the front of the building and/or as near as possible to the front. Horn/strobe shall not be obstructed from front of residence view by down spouts, gutters, trim or mullions, etc.
32. The existing driveway approach shall be removed and a new sidewalk, curb, gutter, and asphalt concrete pavement shall be constructed, to the specifications of the Public Works Engineering Services Division and be noted on the plans.
33. The Vesting Tentative Parcel Map shall be recorded within 36-months of the effective date of this approval, unless an extension is granted pursuant to law. If said map is not recorded within said 36-month period, or any extension thereof, the map shall be null, void, and of no force and effect.
34. The developer shall plant a minimum 36-inch box tree within the front-yard of the project, subject to Planning Division approval (not a palm tree).
35. Any future exterior or interior alterations shall require the approval of the Home Owner's Association and the Community Development Department.

Prepared by:



Marianne Gastelum
Assistant Planner

Approved for forwarding by:



Aaron Jones
Community Development Director



CITY OF REDONDO BEACH

EXEMPTION DECLARATION PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

DATE: November 19, 2015

PROJECT ADDRESS: 111 Vista Del Mar

PROPOSED PROJECT: Construction of a 4-unit residential condominium development on property located within a Medium-Density Multiple-Family Residential (RMD) zone.

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

Section 15332 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA) states, in part, that projects characterized as in-fill development do not require further environmental study. This finding is supported by the fact that the proposed project consists of the construction of a four-unit, two-story residential condominium project located in a Medium Density Multi-Family Residential (RMD) zone that meets all the applicable zoning regulations, occurs within city limits on a site no more than five acres in size, is on a site with no value as habitat for endangered, rare or threatened species, does not result in significant effects on traffic, noise, air quality or water quality, and is adequately served by all required utilities and public services.

Marianne Gastelum
Assistant Planner

RESOLUTION NO. 2015-11-PCR-020

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH APPROVING AN EXEMPTION DECLARATION AND GRANTING THE REQUEST FOR A CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, COASTAL DEVELOPMENT PERMIT, AND VESTING TENTATIVE TRACT MAP NO. 73613 TO ALLOW THE CONSTRUCTION OF A 4-UNIT RESIDENTIAL CONDOMINIUM DEVELOPMENT ON PROPERTY LOCATED WITHIN A MEDIUM-DENSITY MULTIPLE-FAMILY RESIDENTIAL (RMD) ZONE IN THE COASTAL ZONE AT 111 VISTA DEL MAR (CASE NO. 2015-11-PC-017)

WHEREAS, an application was filed on behalf of the owner of the property located at 111 Vista Del Mar for approval of an Exemption Declaration and consideration of a Conditional Use Permit, Planning Commission Design Review, Coastal Development Permit, and Vesting Tentative Tract Map No. 73613 to allow the construction of a 4-unit residential condominium development on property located within a Medium-Density Multiple-Family Residential (RMD) zone in the Coastal Zone; and

WHEREAS, notice of the time and place of the public hearing where the Exemption Declaration and applications would be considered was given pursuant to State law and local ordinances by publication in the Easy Reader, by posting the subject property, and by mailing notices to property owners within 300 feet and occupants within 100 feet of the exterior boundaries of the subject property; and

WHEREAS, the Planning Commission of the City of Redondo Beach has considered evidence presented by the applicant, the Planning Division, and other interested parties at the public hearing held on the 19th day of November, 2015, with respect thereto.

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

1. In accordance with Section 10-5.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the following reasons:
 - a) The proposed use is permitted in the land use district in which the site is located, and the site is adequate in size and shape to accommodate the use and all yards, open spaces, walls, and fences, parking, landscaping and other features, and the project is consistent with the requirements of

Chapter 5, Title 10 of the Redondo Beach Municipal Code, to adjust the use with the land and uses in the neighborhood.

- b) The site has adequate access to a public street of adequate width to carry the kind and quantity of traffic generated by the proposed use.
 - c) The proposed use has no adverse effect on abutting property or the permitted use thereof, subject to the conditions of approval.
 - d) The condominium project conforms to all of the requirements of the Zoning Ordinance.
 - e) The project is consistent with the Comprehensive General Plan of the City.
2. In accordance with Section 10-5.2502(b) of the Redondo Beach Municipal Code, the applicant's request for Planning Commission Design Review is consistent with the criteria set forth therein for the following reasons:
- a) The design of the project considers the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.
 - b) The location of structures respects the natural terrain of the site and is functionally integrated with natural features of the landscape to include the preservation of existing trees, where feasible.
 - c) The design of the project is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment.
 - d) The design of the project is integrated and compatible with the neighborhood and is in harmony with the scale and bulk of surrounding properties.
 - e) The design of the project provides innovation, variety, and creativity in the proposed design solution and serves to minimize the appearance of flat facades and box-like construction.
3. In accordance with Section 10-5.2218(b) of the Redondo Beach Municipal Code, the applicant's request for a Coastal Development Permit is consistent with the findings set forth therein for the following reasons:

- a) The proposed development is in conformity with the Certified Local Coastal Program because it is consistent with the Medium Density Multiple-Family Residential Zone (RMD) zone and associated development standards.
 - b) That the proposed development is not located between the sea (or the shoreline of any body of water located within the coastal zone) and the first public road paralleling the sea, and is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code (commencing with Section 30200).
 - c) That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project, and that, in approving the proposed development, the decision-making body is not violating any CEQA prohibition that may exist on approval of projects for which there is a less environmentally damaging alternative or a feasible mitigation measure available.
5. The Vesting Parcel Map 73613 is consistent with the Comprehensive General Plan of the City.
 6. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.
 7. The project is Categorical Exempt from the preparation of environmental documents, pursuant to Section 15332 of the Guidelines of the California Environmental Quality Act (CEQA).
 8. The Planning Commission hereby finds that the proposed project will have no effect on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.

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

Section 1. That based on the above findings, the Planning Commission does hereby approve the Exemption Declaration and grant the Conditional Use Permit, Planning Commission Design Review, Coastal Development Permit, and Vesting Tentative Tract Map No. 73613 pursuant to the plans and applications considered by the Planning Commission at its meeting of the 19th day of November, 2015.

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

Plan Check

1. That the approval granted herein is for the construction of a four-unit condominium development with additional visitor parking spaces provided within the shared driveway for each unit as noted on the submitted plans and applications reviewed and approved by the Planning Commission at its meeting on November 19, 2015.
2. That the approval is for conceptual plans only, and therefore the submission to and approval by the Community Development Department, Engineering Division and Fire Department of fully dimensioned, detailed and accurate site plan, floor plan and elevations shall be required prior to the issuance of building permits.
3. The precise architectural treatment of the building exterior, roof, walks, walls, and driveways shall be subject to Planning Division approval prior to issuance of a building permit.
4. The applicant shall submit a final landscape and sprinkler plan, including a clock-operated sprinkler control, for approval prior to issuance of building permits.
5. The landscaping and sprinklers shall be installed per the approved plan, prior to final inspection.
6. The applicant shall meet and confer with the Community Development Department and Engineering Division (Traffic Engineer) to ensure adequate "line of site" for on-site parking spaces provided to minimize potential conflicts with pedestrians.
7. For the visitor parking space provided in the rear setback area and adjacent to the proposed trash enclosure, signage must be posted to ensure access to trash is provided as needed.

Construction

8. If selected design of the water and/or heating system permits, individual water shut-off valves shall be installed for each unit, subject to Community Development Department approval.
9. Subject to approval of the Fire Department, a horn/strobe fire alarm may be installed on the exterior of the units instead of the typical 8-inch bell-type fire alarm.

10. The sidewalk, curb, and gutter shall be replaced, as necessary, to the satisfaction of the Engineering Department.
11. The applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Department.
12. The applicants and/or their successors shall maintain the subject property in a clean, safe, and attractive state until construction commences. Failure to maintain the subject property may result in reconsideration of this approval by the Planning Commission.
13. The Community Development Department shall be authorized to approve minor changes.
14. In the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit. The decision of the Planning Commission shall be final.
15. The garage doors shall be equipped with remotely operated automatic door openers and maintain a minimum vertical clearance of 7-feet, 4-inches with the door in the open position.
16. No plastic drain pipes shall be utilized in common walls or ceilings.
17. Color and material samples shall be submitted for review and approval of the Planning Division prior to the issuance of Building Permits.
18. The applicants and/or their successors shall maintain the subject property in a clean, safe, and attractive state until construction commences.
19. That an automatic fire sprinkler system is required and installation shall comply with Redondo Beach Fire Department regulations.
20. Barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.
21. A new 6-foot decorative masonry wall or a 6-foot high mixed construction wall measured from finished grade shall be constructed on all common property lines with adjacent properties, exclusive of the front setback and exterior side setback and required 15 foot line of site area along the rear property line. Mixed construction walls shall consist of a masonry base and masonry pilasters, which shall be composed of a least thirty percent (30%) masonry and seventy percent (70%) wood. Projects may only utilize existing property line walls when the walls

are 6-foot masonry or mixed construction, exclusive of the front setback and exterior side setback.

22. The applicant shall finish all new property line walls equally on both sides wherever possible. Projects utilizing existing property line walls shall restore the walls to an "as new condition," on both sides at time of final condominium inspection subject to Planning Division approval.
23. That a minimum of 15% decorative material will be utilized for all driveways.
24. The site shall be fully fenced prior to the start of construction.
25. All on-site litter and debris shall be collected daily.
26. Construction work shall occur only between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday, between 9:00 a.m. and 5:00 p.m. on Saturday, with no work occurring on Sunday and holidays.
27. Material storage on public streets shall not exceed 48-hours per load.
28. The project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighbors are not subjected to excessive noise, disorderly behavior, or abusive language.
29. Streets and sidewalks adjacent to job sites shall be clean and free of debris.

Final Inspection

30. The landscaping and sprinklers shall be installed per the approved plan, prior to final inspection.
31. Fire protection system shall be equipped with an alarm initiating device and an outside horn/strobe located at the front of the front of the building and/or as near as possible to the front. Horn/strobe shall not be obstructed from front of residence view by down spouts, gutters, trim or mullions, etc.
32. The existing driveway approach shall be removed and a new sidewalk, curb, gutter, and asphalt concrete pavement shall be constructed, to the specifications of the Public Works Engineering Services Division and be noted on the plans.
33. The Vesting Tentative Parcel Map shall be recorded within 36-months of the effective date of this approval, unless an extension is granted pursuant to law. If

said map is not recorded within said 36-month period, or any extension thereof, the map shall be null, void, and of no force and effect.

34. The developer shall plant a minimum 36-inch box tree within the front-yard of the project, subject to Planning Division approval (not a palm tree).
35. Any future exterior or interior alterations shall require the approval of the Home Owner's Association and the Community Development Department.

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

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

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

PASSED, APPROVED, AND ADOPTED this 19th day of November, 2015.

Nicholas Biro, Chair
Planning Commission
City of Redondo Beach

ATTEST:

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

I, Aaron Jones, Community Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 2015-11-PCR-020 was duly passed, approved and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said Planning Commission held on the 19th day of November, 2015, by the following vote:

AYES:

NOES:

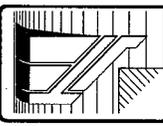
ABSENT:

Aaron Jones
Community Development Director

APPROVED AS TO FORM:

City Attorney's Office

NO.	DATE	BY	REVISIONS



**JAN TROBAUGH
AND ASSOCIATES**
ARCHITECTURE AND PLANNING
2420 CARSON STREET, SUITE 225
TORRANCE, CALIFORNIA 90501
TEL 310-322-1310
FAX 310-322-6451

SHEET DESCRIPTION
SITE PLAN
THIS SHEET IS TO BE USED IN CONJUNCTION WITH THE OTHER SHEETS OF THIS PROJECT. IT IS THE RESPONSIBILITY OF THE ARCHITECT TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AGENCIES. THE ARCHITECT ASSUMES NO LIABILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON.

PROJECT DESCRIPTION
4-UNIT PROJECT
VISTA DEL MAR LLC
111 VISTA DEL MAR
REDONDO BEACH, CA.

DATE	11/12/15
SCALE	1/8" = 1'-0"
SHEET	1
DATE	11/12/15
SCALE	1/8" = 1'-0"
SHEET	1

FRONT YARD AVERAGE
REQUIRED: 15'x15' = 1045 SQ.FT.
PROVIDED: AREA I: 18.5'x16' = 246 SQ.FT.
AREA II: 20'x22.42' = 450.4 SQ.FT.
AREA III: 10'x34.08' = 340.8 SQ.FT.
TOTAL 1045.20 SQ.FT.

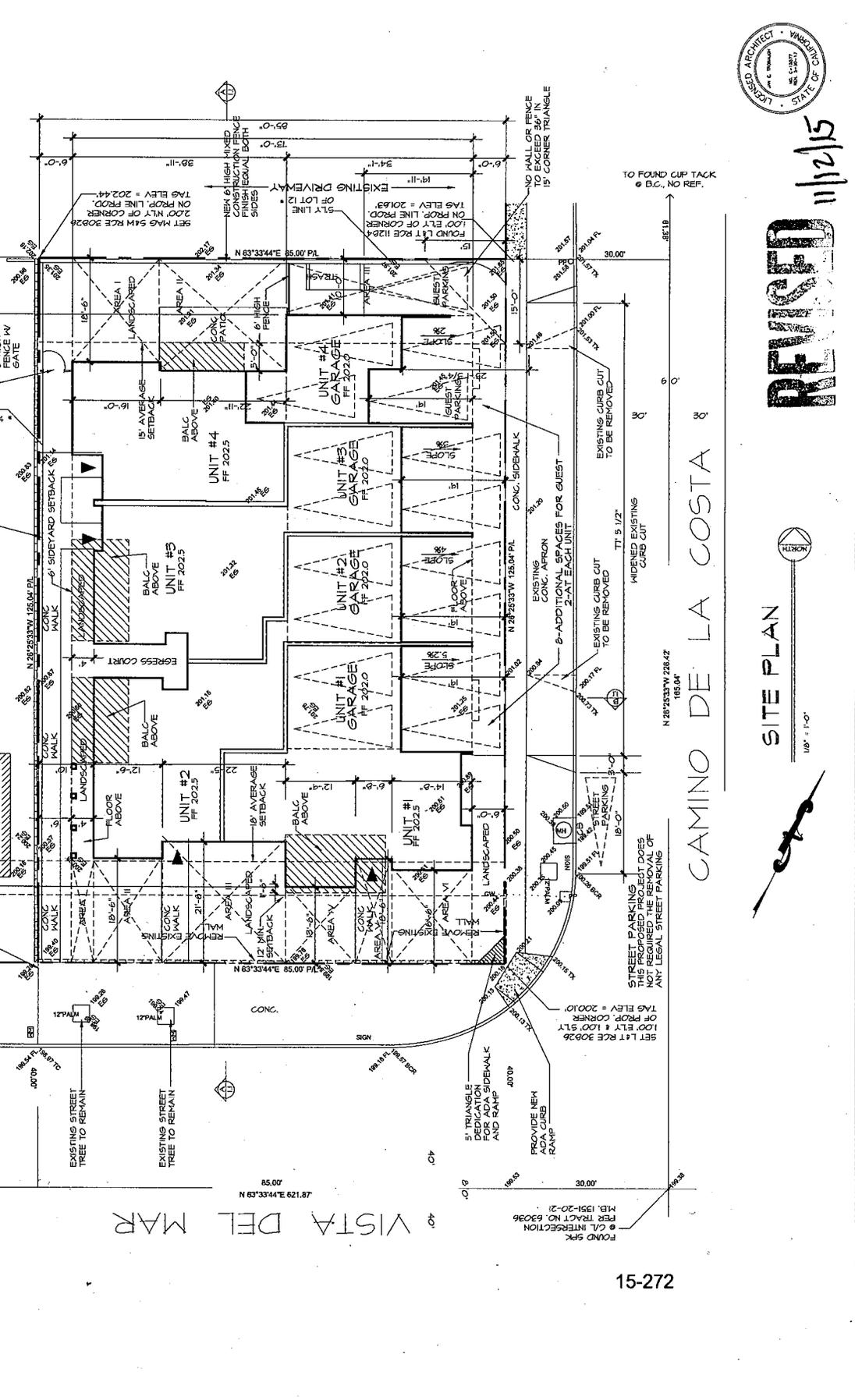
REAR YARD AVERAGE
REQUIRED: 19'x15' = 1045 SQ.FT.
PROVIDED: AREA I: 18.5'x16' = 246 SQ.FT.
AREA II: 20'x22.42' = 450.4 SQ.FT.
AREA III: 10'x34.08' = 340.8 SQ.FT.
TOTAL 1045.20 SQ.FT.

FRONT YARD AVERAGE
REQUIRED: 15'x18' = 194 SQ.FT.
PROVIDED: AREA I: 17.5'x41' = 70 SQ.FT.
AREA II: 15'x22.42' = 336.3 SQ.FT.
AREA III: 15'x22.19' = 332.8 SQ.FT.
AREA IV: 15'x26.61' = 399.2 SQ.FT.
TOTAL 1320.84 SQ.FT.

REAR YARD AVERAGE
REQUIRED: 19'x15' = 1045 SQ.FT.
PROVIDED: AREA I: 18.5'x16' = 246 SQ.FT.
AREA II: 20'x22.42' = 450.4 SQ.FT.
AREA III: 10'x34.08' = 340.8 SQ.FT.
TOTAL 1045.20 SQ.FT.

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AREA III: 10'x34.08' = 340.8 SQ.FT.
TOTAL 1045.20 SQ.FT.



11/12/15

REVISED



SITE PLAN

1/8" = 1'-0"

CAMINO DE LA COSTA

15-272

4-UNIT PROJECT

VISTA DEL MAR L.L.C.

111 VISTA DEL MAR

REDONDO BEACH, CA.

BUILDING DATA

UNIT 1	UNIT 3	UNIT 1	UNIT 3
FIRST FLOOR SECOND FLOOR TOTAL	FIRST FLOOR SECOND FLOOR TOTAL	BALCONY: 10X15x200% = 360 SQ.FT. TOTAL	BALCONY: 10X15x200% = 350 SQ.FT. TOTAL
658 SQ. FT. 1320 SQ. FT. 2178 SQ. FT.	875 SQ. FT. 1349 SQ. FT. 2224 SQ. FT.		
BALCONY ROOF DECK GARAGE	BALCONY ROOF DECK GARAGE		
219 SQ. FT. 304 SQ. FT. 402 SQ. FT.	193 SQ. FT. 340 SQ. FT. 402 SQ. FT.		
UNIT 2	UNIT 4	UNIT 2	UNIT 4
FIRST FLOOR SECOND FLOOR TOTAL	FIRST FLOOR SECOND FLOOR TOTAL	BALCONY: 10X15x200% = 300 SQ.FT. ROOF DECK: 356 SQ.FT. x 15% = 53.4 SQ.FT. TOTAL	UNIT 4 YARD: 891 SQ.FT.
434 SQ. FT. 1513 SQ. FT. 2453 SQ. FT.	840 SQ. FT. 1454 SQ. FT. 2344 SQ. FT.		
BALCONY ROOF DECK GARAGE	BALCONY ROOF DECK GARAGE		
231 SQ. FT. 356 SQ. FT. 402 SQ. FT.	193 SQ. FT. 245 SQ. FT. 402 SQ. FT.		

BUILDING ANALYSIS

OCCUPANCY: R3U
 TYPE OF CONSTRUCTION
 R-3: TYPE VB, 2-STORIES W/SPRINKLERS W/ AREA SEPARATION WALL
 AREA ALLOWED:
 R-3 TYPE VB W/ SPRINKLERS, UNLIMITED

PROJECT DIRECTORY

CONTRACTOR DC DEVELOPMENTS 121 2ND ST. SUITE 204 HERMOSA BEACH, CA. 90254 310-466-1115	ARCHITECT JAN TROBAUGH & ASSOCIATES 2420 CARSON ST. SUITE 225 TORRANCE, CA. 90501 310-328-1210
CIVIL ENGINEER DENN ENGINEERS 3914 DEL AMO BLVD. SUITE 421 TORRANCE, CA. 90503 310-542-4433	

ADDITIONAL PERMITS REQUIRED

GRADING AND SHORING PERMIT
 SITE WALLS
 SITE RETAINING WALLS
 DEMOLITION
 PLUMBING, MECHANICAL AND ELECTRICAL
 FIRE SPRINKLERS

OPEN SPACE

UNIT 1
 BALCONY: 10X15x200% = 360 SQ.FT.
 TOTAL

UNIT 3
 BALCONY: 10X15x200% = 350 SQ.FT.
 TOTAL

UNIT 2
 BALCONY: 10X15x200% = 300 SQ.FT.
 ROOF DECK: 356 SQ.FT. x 15% = 53.4 SQ.FT.
 TOTAL 353.4 SQ.FT.

UNIT 4
 YARD: 891 SQ.FT.

PROJECT DATA

LOT AREA 10628 SQ.FT.
 LOT COVERgae 49%
 DRIVEWAYS 5247 SQ.FT. 1474 SQ.FT. 148
 WALKS AND PATIOS 1474 SQ.FT. 118
 LANDSCAPED AREA 2794 SQ.FT. 20%
 FLOOD ZONE: 'X'
 PARKING REQUIRED AND PROVIDED
 4 UNITS PER UNIT = 8 PARKING SPACES
 2 ADDITIONAL PARKING SPACES PROVIDED FOR EACH UNIT
 STORAGE 400 CU.FT. PER UNIT

LEGAL ADDRESS

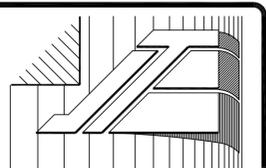
LOTS 13
 BLOCK B
 TRACT NO. 0303
 M.B. 152-34-37
 TOGETHER WITH A PORTION
 OF VACATED VISTA DEL MAR
 APN: 7511-010-011

SHEET INDEX

TS-1	COVER SHEET
1	SITE PLAN
2	SURVEY
3	FIRST FLOOR
4	SECOND FLOOR
5	ROOF/ROOF DECK
6	EXTERIOR ELEVATIONS
	EXTERIOR ELEVATIONS



REVISIONS	BY



JAN TROBAUGH AND ASSOCIATES
 ARCHITECTURE AND PLANNING
 2420 CARSON STREET, SUITE 225
 TORRANCE, CALIFORNIA 90501
 310-328-1210 FAX 310-328-6461

SHEET DESCRIPTION
TITLE SHEET

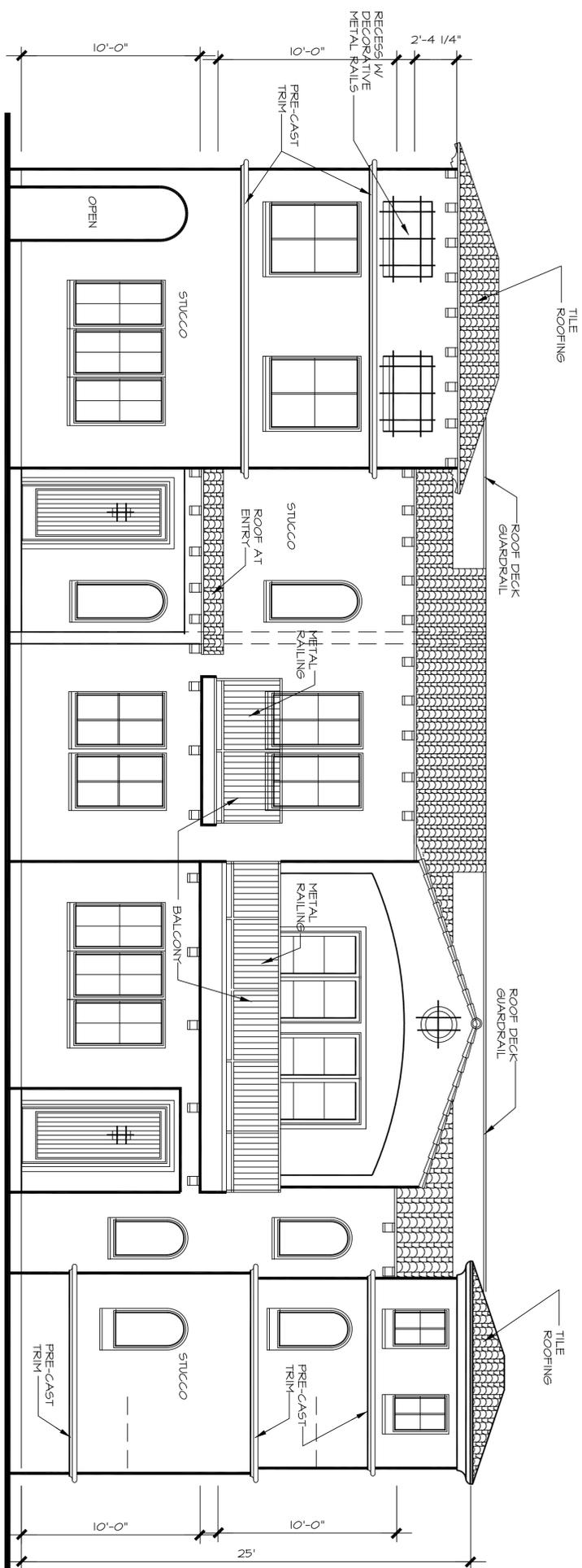
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PROJECT DESCRIPTION
4-UNIT CONDOMINIUM FOR

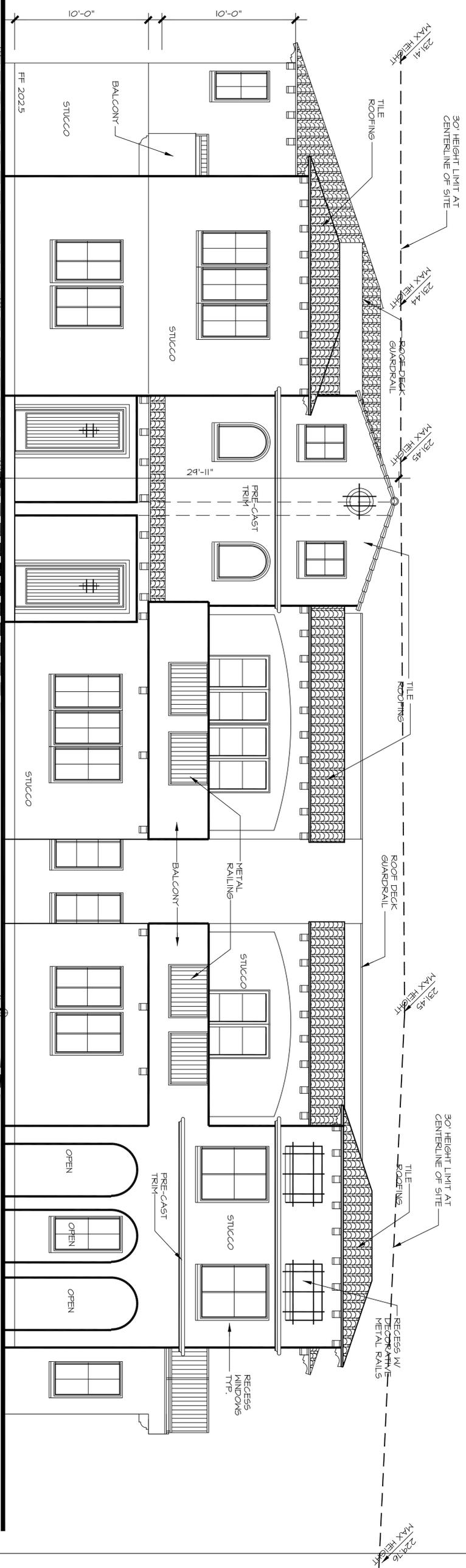
111 VISTA DEL MAR
REDONDO BEACH, CA.

DRAWN	JT
CHECKED	JT
DATE	4-15
SCALE	NOTED
SHEET NO.	15-11B
SHEET	SHEET



SOUTH ELEVATION

1/4" = 1'-0"



WEST ELEVATION

1/4" = 1'-0"

DRAWN	JT
CHECKED	JT
DATE	4-15
SCALE	NOTED
SHEET NO.	15-118
SHEET	5

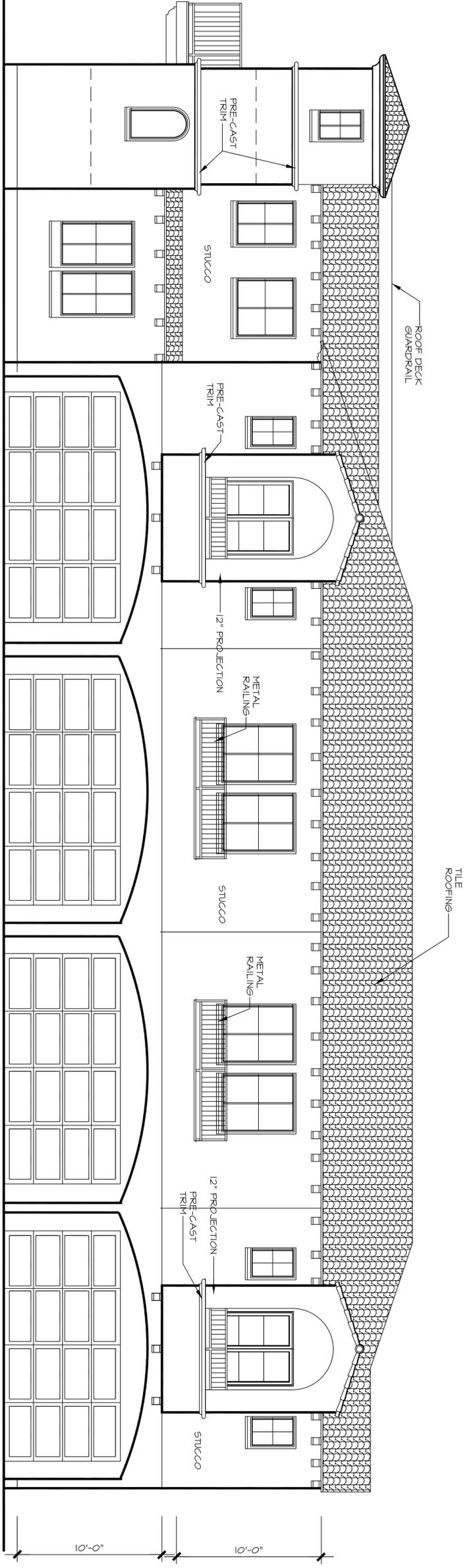
PROJECT DESCRIPTION



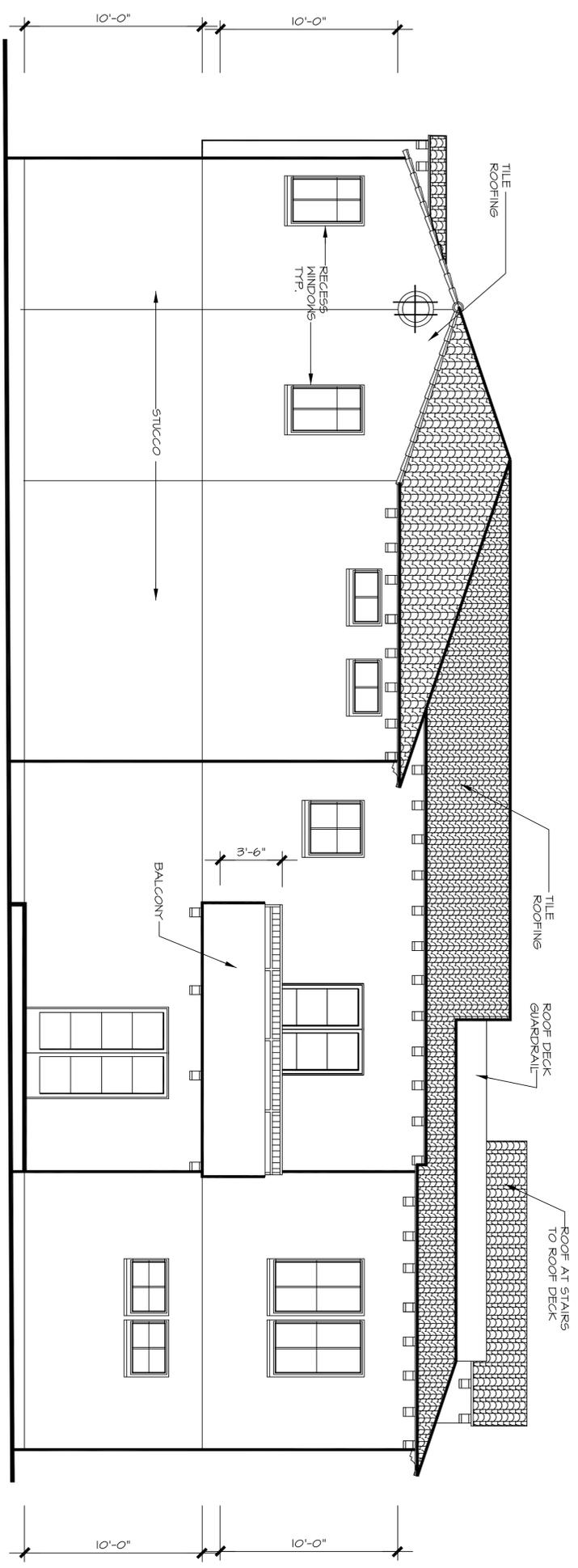
SHEET DESCRIPTION
ELEVATIONS
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 TORRANCE, CALIFORNIA 90501
 310-328-1210 FAX 310-328-6461

REVISIONS	BY

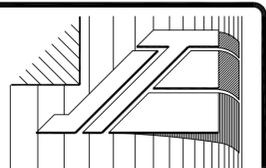


EAST ELEVATION
1/4" = 1'-0"



NORTH ELEVATION
1/4" = 1'-0"

REVISIONS	BY



JAN TROBAUGH AND ASSOCIATES
ARCHITECTURE AND PLANNING
2420 CARSON STREET, SUITE 225
TORRANCE, CALIFORNIA 90501
310-328-1210 FAX 310-328-6461

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PROJECT DESCRIPTION

DATE	BY	DESCRIPTION
4-15	JT	CHECKED
4-15	JT	DRAWN
15-115	JT	NOTED
15-115	JT	SHEET

6 SHEETS



BLUE FOLDER ITEMS

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

Regular Meeting of the Planning Commission November 19, 2015

VIII. OLD BUSINESS

Items continued from previous agendas.

9. A continued Public Hearing to consider adopt/certify a (Revised) Mitigated Negative Declaration, Initial Study (IS-MND), and Mitigation Monitoring and Reporting Program (including modified mitigation measures), a revised application for Conditional Use Permit, Planning Commission Design Review, Landscape and Irrigation Plans, and Minor Subdivision (Vesting Tentative Tract Map No. 72662) for the construction of a mixed-use development to include 149 residential apartment units (a reduction from 180), approximately 37,000 square feet of neighborhood serving commercial development (a reduction from 37,600), and renovation of the existing 100-room hotel. A total of 649 parking spaces (an increase from 614) will be provided, with 587 parking spaces in an enclosed parking structure and 62 spaces in an existing surface parking lot. The project is designed to be a maximum of three (3) stories and 45 feet above existing grade (a reduction from four (4) stories and 56 feet). The IS-MND is being revised, and includes an approximately two page discussion to reflect these and other changes, and impacts are anticipated to be reduced in comparison to the previously analyzed project description. The property is located within a Mixed-Use (MU-3A) zone.
- Comment letters received after distribution of agenda
 - Jodi Smith letter dated November 16, 2015
 - Gigi Gonzalez letter dated November 18, 2015
 - Louis Fermelia letter dated November 18, 2015
 - Amy Josefek letter dated November 19, 2015
 - Peter Verenkoff letter dated November 19, 2015

From: Jodi Smith [REDACTED]
Sent: Monday, November 16, 2015 10:46 PM
To: Aaron Jones <Aaron.Jones@redondo.org>; anita.kroger@redondo.org
Subject: Comments on proposed Legado development in South Redondo



Dear Aaron and Anita,

Please accept this e-mail from a concerned Sunset Riviera HOA owner on Avenue G in regards to the November 19th Public Hearing on the Legado Mixed Use project. Unfortunately, I am unable to attend the hearing and deliver this message in person due to a prior work commitment out of town that could not be rescheduled.

I believe it is time for the Planning Commission to take action and vote to deny Legado's current 149 unit plan as well as any requested extensions for their revised 146 unit plan. I believe the Planning Commission and the residents of Redondo Beach have given the Legado proposal sufficient attention and public hearing time over the past year, and despite minor changes and alterations to the original plan, the Legado development is still not the right fit for our community here in South Redondo.

Please do not not give Legado any further extensions and instead move forward with denying this project.

Thank you for your time.

Regards,
Jodi Smith

From: Gigi Gonzalez [REDACTED]
Sent: Wednesday, November 18, 2015 11:25 AM
To: Lina Portolese <Lina.Portolese@redondo.org>
Subject: ~LEGADO LLC, 1700 PACIFIC COAST HIGHWAY~



November 18th, 2015

Subject: Legado Redondo, LLC, 1700 Pacific Coast Highway

I am writing today out of my love for this community.

Although I am 90277 I reside in Torrance, spend 90% of my time and money in the Riviera Village. I don't feel the tension between two cities, I only see respectful residents in both communities working toward a common goal.

Having met with Mr Czucker/Legado since the last City meeting. I personally feel he has started to reach out to the community with some effort.

As of today we have seen drawings of some changes, heard about ideas, the hotel still needs to be addressed along with their parking.

Overall, Legado is beginning to see the importance of getting involved with the community, listening more and talking less.

It is my opinion more time is needed and necessary in order for this project to move forward. I urge Planning & Community Development to listen to the community.

Thank you for your hard work and time on this important issue and project.

Virginia Gonzalez
108 Palos Verdes Blvd#3
Redondo Beach CA 90277

From: Fermelia, Louis R
Sent: Wednesday, November 18, 2015 11:50 AM
To: Anita Kroeger <Anita.Kroeger@redondo.org>
Cc: Lina Portolese <Lina.Portolese@redondo.org>
Subject: Re: Automatic reply: Community Development-Legado



Dear Aaron and Anita,

I am a Sunset Riviera HOA owner on Avenue G and wanted very much to attend the Public Hearing on November 19 on the Legado Mixed Use project. Unfortunately, I am currently on business travel in Dubai so I will not be in attendance at this meeting to express my strong disapproval of the Legado project and their attempt to steam-roll our community by continuing to ignore the overwhelming residents' appeal for a development that is right-sized for our neighborhood. Further they have ignored the commission's request to provide meaningful outreach with the community to develop a more appropriately sized project. I have attended all previous public commission meetings but the continued Legado postponements have finally caught me on a date when I cannot attend.

Please accept this e-mail and forward my comments to the Planning Commission. I have followed the Legado project application in 2014/2015 and all of it's delays. I request that the Planning Commission vote to deny the current project (149 unit plan) and not allow for the applicant to present their revised plan for 146. Legado had adequate time to complete the outreach meetings and submit all completed documents to support a new plan by the end of October. Legado did not follow the Commission's instructions that were given to them on August 20.

Please do not give Legado any further extensions.

Thanks very much for your consideration.

Best regards,
Louis Fermelia



From: Amy Josefek

Sent: Thursday, November 19, 2015 11:15 AM

To: Eleanor Manzano <Eleanor.Manzano@redondo.org>; Aaron Jones <Aaron.Jones@redondo.org>; Anita Kroeger <Anita.Kroeger@redondo.org>

Cc: Lina Portolese <Lina.Portolese@redondo.org>

Subject: Planning Commission hearing, 11/19/15 - Legado

I totally agree with the staff findings in Resolution 2015-11 PCR-021, which states in part, "there is no feasible method to satisfactorily mitigate or avoid the adverse impact identified above other than disapproval of the project."

For all of the reasons detailed (including traffic, safety, public health, noise), I support the Planning Commission's denial of Legado's application for the 149-unit proposal.

Thank you.

Amy Josefek

19 November 2015

To: Redondo Beach Planning Commission
c/o: Aaron Jones, Community Development Director
City of Redondo Beach
425 Diamond Street
Redondo Beach, CA 90277



Subject: **Support for the Approval/Adoption of Resolution #2015-11-PCR-021**

Redondo Beach Planning Commissioners:

After carefully reviewing the subject resolution, I am in complete agreement with the City's findings and support its approval and adoption by the Planning Commission.

Should the Planning Commission and developer choose to continue the public hearing in order to provide the developer time to submit a further revised project, I pledge to continue to support meetings with the developer, along with other members of the community, urging him to submit an acceptable revised project.

The revised project will need to have significantly reduced net residential density and a commercial intensity that nullifies key findings cited by the City in support of the subject Resolution of Denial.

The current 149 apartment project has a residential density of 47 dwelling units per net acre. This density coupled with the commercial intensity being proposed produces a project that is clearly "too big" and "too large" for the site.

Respectfully submitted,

[signed]

Peter B Verenkoff
533 Via La Selva
Redondo Beach, CA 90277
Email: petev@vsdev.com
Phone: (424) 634-9073

Ref: RESOLUTION NO. 2015-11-PCR-021

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, DENYING REVISED APPLICATIONS FOR CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, VESTING TENTATIVE TRACT MAP NO. 72662, ENVIRONMENTAL REVIEW (MITIGATED NEGATIVE DECLARATION) AND SIGN REVIEW FOR THE DEVELOPMENT OF ONE HUNDRED FOURTY NINE (149) RESIDENTIAL APARTMENT UNITS AND APPROXIMATELY 37,000 SQUARE FEET OF COMMERCIAL USE LOCATED IN A MIXED-USE PROJECT WITHIN A MIXED-USE (MU-3A) ZONE AT 1700 S. PACIFIC COAST HIGHWAY



Administrative Report

Planning Commission Hearing Date: November 19, 2015

AGENDA ITEM: 9 (CONTINUED PUBLIC HEARING)

PROJECT LOCATION: 1700 SOUTH PACIFIC COAST HIGHWAY

PROJECT LOCATION: 1700 SOUTH PACIFIC COAST HIGHWAY

APPLICATION TYPE: CONSIDERATION OF A (REVISED) MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY (IS-MND), AND MITIGATION MONITORING AND REPORTING PROGRAM, (REVISED) CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW INCLUDING LANDSCAPE AND IRRIGATION PLANS, AND SIGN REVIEW AND VESTING TENTATIVE TRACT MAP NO. 72662 FOR THE LEGADO MIXED USE DEVELOPMENT

CASE NUMBER: 2015-03-PC-005

APPLICANT'S NAME: LEGADO REDONDO, LLC

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of the approval/certification of a (Revised) Mitigated Negative Declaration/Initial Environmental Study (IS-MND), and Mitigation Monitoring and Reporting Program (including Modified Mitigation Measures), a Conditional Use Permit, Design Review, Landscape and Irrigation Plan, Sign Review, and a Minor Subdivision (Vesting Tentative Tract Map No. 72662) to permit the construction of a mixed-use project with 149 residential apartment units, and approximately 37,000 square feet of neighborhood-serving commercial development with a total of 614 parking spaces at a maximum height of three stories and 45 feet above existing grade, and the renovation of an existing 110-room hotel, on property located within a Mixed Use (MU-3A) zone, located at 1700 South Pacific Coast Highway.

DEPARTMENT'S RECOMMENDATION:

The Community Development Department recommends that the Planning Commission either:

1. Accept further testimony and consider denying the current pending application for a 149 unit mixed use development by adopting the Resolution of Denial after considering the Study of Effects of Denial, or

2. Continue the public hearing on the revised (149 unit) project to a date certain (minimum 60 days- January 21, 2016) to allow the applicant time to complete their submission of the further revised (146 unit) project and to perform several more community meetings.

Note: The Planning Commission may wish to provide additional direction to the applicant on design and other considerations in conjunction with this action.

BACKGROUND INFORMATION

The Planning Commission last considered this revised application to develop a 149 unit mixed use project on August 20, 2015 and continued the matter to November 19, 2015 (at the specific request of the applicant) In granting the continuance the Planning Commission provided clear direction to the applicant. That direction included strong suggestions to “significantly” revise the project in terms of mass, scale, bulk and design to address concerns raised by the Planning Commission, and to “conduct further meaningful community outreach.”

Since the continuance of this case Staff has been actively attempting to assist the applicant in performing community outreach and has been providing the applicant with clear deadlines for revised project submittals. The applicant has specifically requested that City Staff not attend any of the few neighborhood meetings that they have conducted and has not met the submittal deadlines necessary to bring a further revised project before the Planning Commission for consideration.

On November 5, 2015 the applicant’s representative sent a letter to the Planning Commission (via email to the City Clerk) at approximately 2:50 PM. That letter was first written communication that the Community Development Department received (indirectly) regarding a revised 146 unit project. Later the same day the applicant delivered multiple sets of plans for a revised 146 unit project which Staff had never reviewed. Additionally, the applicant delivered multiple sets of drawings for the prior 180 unit development proposal that has been superseded by their revised application for the 149 unit project.

The delivery of new plans to the Community Development Department at approximately 5:00 PM on November 5, 2015 was not timely. Since mid-October staff had been reminding the applicant via email of the necessity to receive revised drawings no later than the end of the month. The applicant did question their own ability to meet that deadline and committed to have plans submitted no later than November 2, 2015. When the plans arrived late in the day on November 5, 2015 this placed staff in the difficult position of having only 4 working days to evaluate a new plan that we had never seen and to prepare all reports and information for the Planning Commission. This level of review typically takes up to 30 days.

To compound matters, the letter submitted to the Planning Commission via the City Clerk requests that the Commission make a “up or down” vote on the 146 unit project that Staff

November 19, 2015

has not evaluated. While staff is forwarding the applicant's letter and a response to that letter, Staff cannot provide the Planning Commission with a detailed discussion of the further revised 146 unit project at this time. The applicant was notified that their plans and applications were incomplete on November 6, 2015. Therefore it is Staff's recommendation that the Planning Commission either act to deny the pending 149 unit project last submitted and evaluated by Staff, or continue the Public Hearing for at least 60 days to a date certain (either January 21, 2016 or February 18, 2016).

Should the Commission be inclined to continue the public hearing, Staff strongly recommends that the Commission include a provision that the applicant must submit all plans, information to the Community Development Department by January 4 for the January 21, 2016 Planning Commission hearing or February 1 for the February 18, 2016 Planning Commission hearing.

Approved by:



Aaron Jones
Community Development Director

Attachments:

- Resolution of Denial
- Study of Effects of Denial
- Letter from Applicant's Attorney to Planning Commission dated November 5, 2015
- Response to Applicant's Attorney letter with attachments
- Applicant presentation – "Building Community with Purpose"
- Applicant letter regarding Community Outreach dated November 5, 2015
- Applicant spreadsheet of community contact
- Applicant Summary of Changes

RESOLUTION NO. 2015-11-PCR-021

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, DENYING REVISED APPLICATIONS FOR CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, VESTING TENTATIVE TRACT MAP NO. 72662, ENVIRONMENTAL REVIEW (MITIGATED NEGATIVE DECLARATION) AND SIGN REVIEW FOR THE DEVELOPMENT OF ONE HUNDRED FOURTY NINE (149) RESIDENTIAL APARTMENT UNITS AND APPROXIMATELY 37,000 SQUARE FEET OF COMMERCIAL USE LOCATED IN A MIXED-USE PROJECT WITHIN A MIXED-USE (MU-3A) ZONE AT 1700 S. PACIFIC COAST HIGHWAY

WHEREAS, an application was filed on behalf of the owner of the property located at 1700 S. Pacific Coast Highway for approval/certification of a Mitigated Negative Declaration/Initial Environmental Study and Mitigation Monitoring and Reporting Program, a Conditional Use Permit, Planning Commission Design Review, Sign Review, Density Bonus (including concessions and incentives) and Vesting Tentative Tract Map No. 72662 to allow the construction of a mixed-use development including one hundred eighty (180) residential units and approximately 37,600 square feet of commercial space in the Mixed-Use (MU-3A) zone; and

WHEREAS, the Planning Commission considered the application for the 180 unit mixed use development at a public hearing on March 19, 2015 during which extensive public testimony was taken. After accepting all testimony the Planning Commission concurred with the Community Development Department's recommendation that the project should be redesigned to address the concerns identified by the Planning Commission, staff and the public, and continued the public hearing to May 21, 2015; and

WHEREAS, on May 6, 2015 a letter was received from the representative of the applicant requesting that the Planning Commission continue the May 21, 2015 public hearing to June 18, 2015; and

WHEREAS, on May 20, 2015 further discussions were held with the applicant during which the applicant requested a further continuance of the hearing to the July 16, 2015 Planning Commission meeting; and

WHEREAS, Notices of Postponement were provided to the public and all interested parties via posting, publishing and mailing for all the above noted continuances; and

WHEREAS, revised applications, studies and supporting documents were filed on behalf of the owner of the property located at 1700 S. Pacific Coast Highway for approval/certification of a Mitigated Negative Declaration/Initial Environmental Study and Mitigation Monitoring and Reporting Program, a Conditional Use Permit, Planning Commission Design Review, Sign Review, and Vesting Tentative Tract Map No. 72662 for the construction of a revised mixed-use development including one hundred fourth nine (149) residential units, 649 parking spaces, and approximately 37,000square feet of commercial space without a request for a Density Bonus (including concessions and incentives) in the Mixed-Use (MU-3A) zone; and

WHEREAS, the Planning Commission considered the revised application studies and supporting documents for the 149 unit mixed use development at a public hearing on July 16, 2015 during which extensive public testimony was taken. At this hearing the Planning Commission asked the applicant if they were willing to further revise the project to address concerns raised by the Commission and the public to which the applicant responded that they requested an “up or down” vote. City Staff did not recommend final action, as staff needed to prepare additional materials, including a report studying the effects of denial, before taking final action; and

WHEREAS, on August 13, 2015 a letter was received from the applicant’s representative requesting that the Planning Commission postpone any decision on the project and continue any action until October 15, 2015; and

WHEREAS, at the Planning Commission meeting on August 20, 2015 the Community Development Department recommended continuance of the public hearing to October 15, 2015. However, the applicant requested a further continuance of the public hearing to November 19, 2015 which was granted by the Planning Commission; and

WHEREAS, on November 5, 2015 the applicant’s representative sent a letter via email to the City Clerk at approximately 2:05 PM regarding a revised project with 146 residential units, a reduction of commercial space, reduced overall building height, and a change in the architectural style to Mediterranean.

WHEREAS, on November 5, 2015, at least 5 days after the agreed late deadline for submission, the applicant delivered revised site plans, floor plans, renderings, community outreach documents and a Power Point presentation for a 146 unit project.

WHEREAS, submission of revised plans and information typically occurs at least 30 days prior to the expected date of a public hearing to allow adequate time to review and consider the completeness of the application. The failure of the applicant to provide plans and information by either the traditional or late deadline resulted in the Community Development Department having only four (4) working

days to consider and evaluate the revised plans, applications and information as to completeness; and

WHEREAS, on November 9, 2015 the Community Development Department advised the applicant that their revised application is considered incomplete; and

WHEREAS, on November 19, 2015 the Planning Commission considered the second revised application (with 149 units), studies and supporting documents including a study and analysis of the effects of denial for the 149 unit mixed use development at a public hearing. After accepting all testimony the Planning Commission concluded that the revised one hundred forty nine (149) unit project did not meet the criteria necessary for the granting of the requested entitlements and that the applicant had not sufficiently complied with Planning Commission direction to perform additional public outreach and to significantly revise the project to address identified concerns. At this hearing the applicant was provided the opportunity to consider further revisions to the project to address identified concerns before the vote of the Planning Commission.

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

1. The Planning Commission has reviewed and considered an analysis of the effects of denial of the project.

2. The Planning Commission of Redondo Beach makes the following findings.

A. The project does not comply with applicable, objective general plan and zoning standards and criteria, including design review standards in effect at the time the project's application was deemed complete.

I. The project would have a specific, adverse impact upon the public health or safety unless the project is disapproved. Additionally, for the reasons set forth below, there is no feasible method to satisfactorily mitigate or avoid the adverse impact identified above other than disapproval of the project.

II. That the project will have a specific, adverse impact upon the public health or safety with respect to traffic. The traffic engineering study for the proposed project concludes that the project will add significant (more than 1 percent) new traffic to intersections that are already operating at a level of service (LOS) "E" or "F". (Final IS/MND, Section XVI, Tables 28-29; General Plan, Circulation Element, Policies 9 and 10.) The City's specific objective is to maintain or achieve LOS "D". (General Plan,

Circulation Element, Policies 9.) While the traffic engineering study concludes that mitigation measures are available, testimony was received from that the mitigation will be ineffective at reducing or eliminating the project impact. Specifically, it is the conclusion of the Planning Commission that the proposed southbound right turn lane at Pacific Coast Highway and Palos Verdes Boulevard and the southbound and northbound Pacific Coast Highway left turn pocket reconfigurations will be ineffective at mitigating the project's additional traffic generation. The mitigation would also require removal of a tree which is inconsistent with General Plan, Land Use Element, Policy 1.56.9. There are no feasible methods to satisfactorily mitigate or avoid the adverse impact identified above other than the disapproval of the Project.

III. That the project will have a specific, adverse impact upon the public health or safety with respect to on-site parking and neighborhood parking. This finding is supported by the fact that the project relies exclusively on subterranean parking. Testimony was received that residents, visitors and employees will not utilize the on-site subterranean parking due to safety, convenience and other concerns. Therefore, the project will not provide parking in compliance with RBMC §§ 10-2.1704 and 10-2.1706. This will result in off-site parking in residential neighborhoods surrounding the project that are already parking impacted. Therefore, the reliance of the project solely on subterranean parking will result in significant and adverse impacts to the surrounding neighborhood. There are no feasible methods to satisfactorily mitigate or avoid the adverse impact identified above other than the disapproval of the Project.

IV. That the project will have a specific, adverse impact upon the public health or safety with respect to noise. Testimony was received from residents that the project would violate the City's Noise standards contained in RBMC §§ 4-24.301 and 4-24.401 and would result in significant noise impacts to neighboring properties due to trips generated by the project on the northern access road, from air conditioning units installed with the project. As shown in Table 20, in the Mitigated Negative Declaration, the project's operational roadway noise would result in increases in noise levels which already exceed 65 dBA, and would therefore be inconsistent with General Plan, Section 4.2, Policy 10.3.4 ["Prohibit the development of new industrial, commercial, or related land uses or the expansion of existing land uses when it can be demonstrated that such new or expanded land uses would be directly responsible for causing overall (ambient noise levels to exceed an Ldn of 65 db(A) exterior upon areas containing housing, schools, health care

facilities, or other “noise-sensitive” land uses (as determined by the City of Redondo Beach).”] There are no feasible methods to satisfactorily mitigate or avoid the adverse impact identified above (which is based upon the project’s trip generation) other than the disapproval of the Project.

3. The City of Redondo Beach finds that denial of the project is consistent with the adopted General Plan, including the Housing Element, based upon the evidence provided below. Approval of the project would violate Housing Element Policy 1.1, which requires the City to “enforce adopted code requirements that set forth the acceptable health and safety standards for the occupancy of existing housing.” As outlined in Section 2, the project would violate the City’s standards associated with traffic, parking, and noise. The Planning Commission of Redondo Beach finds that the remaining sites identified in the housing element are adequate to accommodate the jurisdictions share of the regional housing need pursuant to Section 65584. To fulfil the City’s RHNA allocation, the City relies primarily upon the MU and CR zones (about 67 acres). (Housing Element page 86.) While the Housing Element identifies the project site as being available for further residential development (see Section 2.2.4(A)(3) (Figure H-5)), the Housing Element relies primarily upon Galleria site (zoned CR) as fulfilling the majority of the City’s RHNA allocation (approximately 1,172 at 80% of maximum development). As shown in Table H-47 the City has a surplus of 1,025 units above its RHNA allocation. Consequently, if the City denies the proposed Legado project (149 units), the City would still have adequate remaining sites identified in the Housing Element to accommodate the jurisdictions share of the regional housing needs assessment.

4. In accordance with Section 10-2.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is not in accord with the criteria set forth therein for the following reasons:

- a) The proposed use is permitted in the land use district in which the site is located. However, the site is not adequate in size and shape to accommodate the use and all yards, open spaces, walls, and fences, parking, landscaping and other features based on public testimony received that the project is “too big” and “too large” for the site.
- b) The site does not have adequate access to public streets of adequate width to carry the kind and quantity of traffic generated by the proposed use based on public testimony that the traffic mitigation is inadequate and statements that the traffic analysis was “flawed”.
- c) The proposed use will have adverse effect on abutting property or the permitted use thereof based on public testimony received.

- d) The proposed project does not conform to all of the requirements of the Zoning Ordinance including provisions regarding design review and architectural compatibility. This finding is supported by testimony received during the public hearing.
- e) The project is not consistent with the Comprehensive General Plan of the City based on public testimony received.

5. In accordance with Section 10-2.2502(b) of the Redondo Beach Municipal Code, the applicant's request for Planning Commission Design Review is not consistent with the criteria set forth therein for the following reasons:

- a) The design of the project does not adequately consider the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns. This conclusion is based on testimony received during the public hearing.
- b) The location of the structure does not respect the natural terrain of the site and is functionally integrated with natural features of the landscape to include the preservation of existing trees, where feasible. This conclusion is based on testimony received during the public hearing.
- c) The design of the project is not harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment. This conclusion is based on testimony received during the public hearing.
- d) The design of the project is not integrated and compatible with the neighborhood and is not in harmony with the scale and bulk of surrounding properties. This conclusion is based on testimony received during the public hearing.
- e) The design of the project does not provide innovation, variety, and creativity in the proposed design solution and does not serve to minimize the appearance of flat facades and box-like construction. This conclusion is based on testimony received during the public hearing.

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

Section 1. That based on the above findings, the Planning Commission does hereby deny the current application (149 units) for the Conditional Use Permit,

Planning Commission Design Review, Sign Review and Environmental Review (Mitigated Negative Declaration) pursuant to the plans and applications considered by the Planning Commission at its meetings of the 16th day of July, 2015, the 20th day of August, 2015 and the 19th day of November, 2015.

Section 2. That this resolution does not preclude consideration and approval of a different proposal on the project site, including Legado's proposal for 146 units, which was submitted on November 5, 2015.

Section 3. If any section, subsection, sentence, clause, finding, or phrase of this resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the resolution. The Planning Commission hereby declares that it would have passed this resolution and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

Section 4. The City Clerk shall certify to the passage and adoption of this resolution and shall enter the same in the Book of Original Resolutions.

PASSED, APPROVED, AND ADOPTED this 19th day of November, 2015.

Douglas Rodriguez, Chair

ATTEST:

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

I, Aaron Jones, Community Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No.2015-11-PCR-021 was duly passed, approved, and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said Planning Commission held on the 19th day of November, 2015, by the following vote:

AYES :

NOES :

ABSENT :

ABSTAIN:

Aaron Jones
Community Development Director

APPROVED AS TO FORM:

City Attorney's Office

Study of Economic, Social and Environmental Effects

The State Legislature has adopted laws specifically targeted at housing development projects in the State of California. More specifically, Government Code § 65589.5(a) states “The legislature finds and declares all of the following:

- (1) The lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California.
- (2) California housing has become the most expensive in the nation. The excessive cost of the state’s housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing.
- (3) Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration.
- (4) Many local governments do not give adequate attention to the economic, environmental, and social costs of decisions that result in disapproval of housing projects, reduction in density of housing projects, and excessive standards for housing projects.”

Subsection (b) goes on to state “It is the policy of the state that a local government not reject or make infeasible housing developments, including emergency shelters, that contribute to meeting the need determined pursuant to this article without a thorough analysis of the economic, social, and environmental effects of the action...”

Summary

As outlined in greater detail below, the City Council recently adopted the updated Housing Element in March 2014.¹ The Housing Element contains state mandated policies and analysis to ensure that the City “facilitate[s] the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community.” (Gov. Code § 65580(d).) More specifically, the legislatures stated intent is “to assure that counties and cities recognize their responsibilities in contributing to the attainment of the state housing goal...to assure that counties and cities will prepare and implement housing elements which...will move toward attainment of the state housing goal.” (Gov. Code § 65581.)

The Housing Element specifically relies upon Mixed Use Housing to meet its State mandated housing allocation (also referenced as the Regional Housing Needs Allocation or the “RHNA”). Furthermore, the project site is specifically called out as being one the

¹ Redondo Beach Housing Element available online at:
<http://www.redondo.org/civica/filebank/blobdload.asp?BlobID=2868>

“three []key residential sites in the City.” (Housing Element page 87-88.) The Housing Element further notes that “the new residential and retail uses will maximize the site capacity and provide complementary uses.”

The following discussion provides a summary of this report.

- The denial of the project will result in the loss of \$ 547,300 in ongoing annual net General Fund revenues.
- The denial of the project will result in the loss of 112 new local jobs.
- The denial of the project will result in the loss of improvements to a current public sewer deficiency, and a street dedication and traffic improvement on Pacific Coast Highway valued to be in excess of \$1 Million.
- Due to high land values and a limited and diminishing stock of multi-family rental housing the denial of the project with 149 rental units will increase the barrier to affordability housing within the City.
- The denial of the project will be a setback to achieving the City’s goals of providing compact and transportation efficient housing in close proximity to the shops and services available in the Riviera Village.
- The denial of the project on a site specifically zoned to accommodate a portion of the City’s Regional Housing Needs Allocation (RHNA) could prevent or strictly limit the City’s ability to deny (or require a reduction in density) other housing/mixed use projects in the future.
- The denial of this project goes against the goals of the Regional Transportation Plan / Sustainable Communities’ Strategies (RTP/SCS) that seeks to reduce traffic, greenhouse gas (GHG) emissions, and air quality emissions by promoting compact infill development with more varied housing options.
- The denial of the project will result in continued environmental impacts associated with vacant and underutilized sites.
- The denial of the project will eliminate the local impacts that the neighborhood residents assert would occur regarding the project’s mass, scale, bulk and design, character of the neighborhood, as well as the unsubstantiated assertions that the project will result in significant traffic and parking impacts.

Economic/Social Effects

Direct Effects

The denial of the project will result in the loss of \$ 533,600 in ongoing annual net General Fund revenues. Total annual City revenue from the project is estimated at \$728,700 with estimated annual General Fund service costs of \$181,400. New Transient Occupancy Tax (TOT) is expected to comprise 58 percent of the Project’s revenues to the General Fund with sales and use tax generating 22 percent and property tax contributing 10 percent. Other taxes and fees would total 11 percent. The City collects 16.67 cents of each property tax dollar paid, 4.75 percent in Utility User’s Tax and Sales Tax from the commercial retail sales.

With respect to TOT, the existing hotel generates approximately \$140,095 in annual City revenue. The renovated hotel is estimated to generate \$573,477 in annual TOT. This would provide \$433, 382 in annual net new TOT revenues to the City's General Fund.

The \$181,400 in service costs of the project are distributed as follows: Police, 37 percent, Recreation, Transit and Community Services 23 percent, Fire Services 15 percent and public works at 13 percent. The remaining costs, from Engineering and Building, Public Library, Administrative Services and General Government contribute to 11 percent of total costs.

The assessed value of the new development would be approximately \$66,618,200 minus the existing assessed value of \$27,696,079 resulting in a net new assessed value of \$38,922,121.

Despite the fact that denial of the project would result in a loss of City revenues, the City has a balanced budget and does not require the revenues from this project for continued operations.

The project would generate approximately 222 jobs with 112 of these jobs being net new including, facilities management and maintenance, additional hotel and retail sales positions.

While the payroll from these positions has beneficial impacts on the surrounding community, the jobs created are not necessarily jobs that are typically desired or sought after by local residents. Nonetheless, the denial of the project would result in the loss of local jobs and payroll.

The project would result in public infrastructure improvements including the upsizing of a current public sewer deficiency, the dedication and improvement of Pacific Coast Highway to improve traffic flow and the construction of a southbound right hand turn land on Pacific Coast Highway at Palos Verdes Boulevard. The value of these improvements is in excess of \$1 Million.

The construction of these improvements at the developer's sole cost would avoid future City costs as these improvements while directly necessary to serve the project are also necessary in the future to accommodate regional traffic and local wastewater needs. However, funding for wastewater and intersection improvements is available through sewer bonds and sewer service fees and regional Measure R monies can be programed for intersection improvements.

Indirect Effects

A recent article with the title 'How Much Does Los Angeles Have to Build to Get Out Of Its Housing Crisis' by Biannca Barragan, published March 18, 2015,² discusses the fact that Los Angeles has the biggest disconnect between incomes and rents of anywhere in the nation. Explained are the some of the measures in California that have kept the growth of housing much lower than the demand, especially in Coastal communities, which accounts for the fact that the cost of housing in California versus the rest of the nation doubled between 1940 and 2015. Furthermore, during the period of 1980 and 2010 the number of housing units in the typical US metro grew by 54 percent, compared with 32 percent for California coastal metros and 20 percent for Los Angeles. According to the US Census, the number of housing units in Redondo Beach has only increased by 3.6 percent over the ten-year period of 2000 to 2010. Why isn't more housing being built? "One reason is NIMBY'S..... while it is important that local residents have input on new housing, their resistance to new development is 'heightened' especially in coastal California."

An article by Jason Islas, published March 2015, discusses a report released by the California's Legislative Analyst's Office that looks at the roots of California's dire housing affordability crisis and how to solve it. The Legislative Analyst's Office report³ lays the blame for the current housing crunch (and the skyrocketing rents and housing prices it's producing) at the feet of state's many coastal cities and counties, two thirds of which have enacted formal constraints on housing growth. To make up for decades of stifling housing growth, California, and especially, its coastal cities would have to roughly double the amount of housing built each year, the report says..... "First, build more housing. Do it in coastal cities and build it densely." "Local residents are often resistant to new housing development and they'll use their local communities' land- use authority to delay or block new housing development," said Brian Uhler, senior fiscal and policy analyst with the LAO. "We see that this type of resistance is particularly heightened in California's coastal communities."

The Executive Summary of the publication by the Legislative Analyst's Office, March 17, 2015, "California's High Housing Costs, Causes and Consequences" provides five conclusions on the subject as follows:

1. California's Prices and Rents Are Higher than Just About Anywhere Else
2. Building Less Housing Than People Demand Drives High Housing Costs
3. High Housing Costs are Problematic for Households and the State's Economy
4. The Legislature Must Consider Targeted Programs to Provide Affordable Housing Programs

² http://la.curbed.com/archives/2015/03/housing_crisis_los_angeles_construction.php

³ <http://www.lao.ca.gov/reports/2015/finance/housing-costs/housing-costs.aspx>

5. The Legislature must change policies to Facilitate More Private Home and Apartment Building

“Millenials in Adulthood, Detached from Institutions, Networked with Friends” a study published March 7, 2014 by the Pew Research Center,⁴ states that Millenials are the ‘first in the modern era’ to have higher levels of student loan debt, poverty and unemployment, and lower levels of wealth and personal income than their two immediate predecessor generations (Gen Xers and Boomers) had at the same stage of their life cycles.

There are several significant points that these reports make as they relate to the proposed project:

- 1) Rental housing units are becoming increasingly attractive to a wide variety of households in terms of age, type and income.
- 2) The newest generation, known as “Millennials”, are more likely to be renters than homeowners, at least over the next decade.
- 3) A history of 30 plus years of policies blocking the construction of new housing in California, especially in coastal communities, has caused home prices and rents to skyrocket causing unintended consequences on the State demographics and economy.

Social/Economic/Legal Effects

The denial of the project would result in 149 fewer rental apartment units being provided in the City’s housing stock. As reported to the City Council this year, the City has experienced a net loss of 325 rental housing units since January 1988. The City’s rental vacancy at 2.94 percent is lower than an ideal vacancy rate of 5 percent, and is a factor in market rent escalation. While housing is available in surrounding communities at more affordable rents, high land values and limited housing development will continue to be a barrier to affordability whether or not the project is approved.

The denial of the project has the potential to tarnish the City’s image as a good place to invest and may result in the diversion of potential investment to surrounding communities that are more receptive to development. While the specific dollar amount of diversion is not quantifiable, it is well accepted that development dollars will follow the path of least opposition.

The denial of the project would result in a setback to achieving the City’s goals of enhancing the pedestrian oriented character of the Riviera Village and providing compact and transportation efficient housing in close proximity to shops and services.

The denial of the project that is located on a site specifically zoned to accommodate a portion of the City’s Regional Housing Needs Allocation (RHNA) could prevent or strictly limit the City’s ability to deny (or require a reduction in density) other housing/mixed use

⁴ Available online at: <http://www.pewsocialtrends.org/2014/03/07/millennials-in-adulthood/>

projects in the future. (Gov. Code § 65863(b)(2) [City actions to reduce residential density to include finding that “the remaining sites identified in the housing element are adequate to accommodate the jurisdiction’s share of the regional housing needs pursuant to Section 65584..])]

As described in greater detail in Section 2.2.4(A)(1) of the Housing Element,⁵ state law requires that a community provide adequate sites with residential development potential to allow for and facilitate production of the City’s regional share of housing needs. Redondo Beach’s Regional Housing Needs Allocation (RHNA) for the 2013-2021 planning period has been determined by SCAG to be 1,397 housing units, including 186 units for extremely low income households, 186 units for very low income households, and 223 units for low income households, and 238 units for moderate incomes households, and 564 units for above moderate incomes households.

To fulfil the City’s RHNA allocation, the City relies primarily upon the MU and CR zones (about 67 acres). (Housing Element page 86.) While the Housing Element identifies the project site as being appropriate for further residential development (see Section 2.2.4(A)(3) (Figure H-5)), the Housing Element relies primarily upon Galleria site (zoned CR) as fulfilling the majority of the City’s RHNA allocation (approximately 1,172 at 80% of maximum development). As shown in Table H-47 the City has a surplus of 1,025 units above its RHNA allocation. Consequently, if the City denies the proposed Sea-breeze project (52 units),⁶ in combination with denial of the proposed Legado project (identified as 180 units in the Housing Element), the City would still have adequate remaining sites identified in the Housing Element to accommodate the jurisdictions share of the regional housing needs assessment. However, as noted above, denial of this project may limit the City’s discretion to deny subsequent housing/mixed use proposals.

Environmental (including secondary Social/Economic effects)

In the last decade there has been a dramatic shift in land use and planning with the goal of reducing traffic, greenhouse gas (GHG) emissions, and air quality emissions. Senate Bill 375, signed into law in August 2008, requires the inclusion of sustainable communities’ strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. In response to this Bill, the Southern California Association of Governments (SCAG) adopted the 2012-2035 RTP/SCS⁷ which includes a commitment to reduce emissions from transportation sources by promoting compact and infill development in order to comply with SB 375. One of the primary goals of the SCS is to

⁵ Redondo Beach Housing Element available online at:

<http://www.redondo.org/civica/filebank/blobdload.asp?BlobID=2868>

⁶ At the time of the August 20, 2015 Planning Commission hearing, the City Council had not taken any official action to deny the proposed Sea Breeze project located at 1914-1926 Pacific Coast Highway. The Sea Breeze project proposes to construct 52 units and approximately 10,552 square feet of commercial space (replacing 30,622 square feet of existing commercial space) in the MU-3A zone. The appeal of the approval of this project is currently pending before a continued City Council meeting.

⁷ SCAG 2012-2035 RTP/SCS available online at: <http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf>

“promote the development of better places to live and work through measures that encourage more compact development, varied housing options...”

More recently, Senate Bill 743 was adopted by the legislature in 2013 with goal of focusing transportation analysis on Vehicle Miles Traveled, rather than the traditional Level of Service (LOS) metric. Historically, the Level of Service Metric has provided an analysis of the local vehicular capacity of an intersection, by adding on traffic generated by the specific development project. However, this LOS metric does not take into account the fact that if a specific development project is not constructed, that the potential residents of that development would still reside elsewhere in the City/region. If this residential and mixed use development is not allowed to be constructed in City centers or in proximity to jobs and other commercial/entertainment uses, then development has traditionally been forced to expand on the urban fringes, thereby resulting in increased commute times and greater regional traffic, GHG emissions, and air quality emissions. More recently, the Office of Planning and Research has provided preliminary guidance recommending the use of a VMT metric, which, unlike the LOS metric, can disclose whether a project would result in fewer/shorter regional vehicle trips (because it is located in close proximity to jobs and other commercial/entertainment options).

The Legado Project proposes the type of mixed use development contemplated in the RTP/SCS. While projects such as this may, in the short term, result in increases in local vehicles trips, these trips will be shorter in duration and occur less frequently if constructed at the Legado site (rather than at the fringes of LA County). Municipalities throughout Southern California, the City of Los Angeles, and the South Bay, are constructing developments similar to the Legado project.⁸ If each Municipality does its part in approving mixed use projects in their City, the region as a whole will benefit from reduced traffic (reduced frequency and shorter duration trips), reduced greenhouse gas emissions, and reduced air quality emissions (and a reduction in other secondary effect associated with urban sprawl). Improvements to air quality and GHG emissions also provide secondary economic and social benefits from reduced health care costs.

However, the denial of the project would eliminate the impacts the neighborhood residents assert would occur. Testimony has asserted that the project will have impacts on the neighborhood and surrounding community. These impacts include the effects of

⁸ LA County is seeing a large number of mixed use projects being proposed and approved. This includes but is not limited to (1) numerous mixed use projects in Santa Monica, including approval of (a) a 57 unit mixed use development, (b) a 49 unit mixed use development with 45,039 square feet of commercial space, (c) a 56 unit mixed use development with 28,869 feet of commercial space. (2) a mixed use project in Westlake with 600 units and 26,000 square feet of neighborhood-serving commercial. (3) Korean American seven-story mixed-use building with 103 market-rate apartments above the museum, (4) Ivy Station in Culver City with 500,000 square feet of offices, apartments, a hotel, stores and restaurants, (5) Pasadena Parsons Project “mixed use urban village” featuring 620,000 square feet of office use, 30,000 square feet of which could be used as retail space, plus 10,000 square feet of restaurant space and 475 residential units, including work/live units, (6) Los Angeles Playa Vista Development, the last phase of which includes 2,600 residential units, 200 independent/assisted-living homes, more office space, a second resident club and new parks and open space, and 200,000-square-foot shopping center.

the project's mass, scale, bulk and design that are considered to be inappropriate and in conflict with the character of the neighborhood. Others have asserted that the project will result in significant traffic and parking impacts. Concerns over pedestrian safety in crossing Pacific Coast Highway and traffic safety have also been raised.

The denial of the project result in continued environmental impacts of the vacant and underutilized site in terms of lack of water quality improvements, aesthetic impacts of vacant structure and crime and public safety impacts associated with the partially vacant site.

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Via Hand Delivery and Email

November 5, 2015

City Planning Commission
c/o Director Aaron Jones, Staff Advisor
City of Redondo Beach
415 Diamond Street, P.O. Box 270
Redondo Beach, CA 900277-0270



Re: Legado Redondo LLC's Project Located at 1700 S. Pacific Coast Highway, Redondo Beach

Dear Commissioners:

At the direction of the Planning Commission, Legado Redondo, LLC ("Legado") has conducted extensive outreach with resident stakeholders, City staff and City decision-makers. After four years of work since our first community outreach effort -- including no less than four Planning Commission hearings and a series of substantial redesigns based on community and City input, Legado has arrived at a significantly reduced project with the following features: (a) reduction of residential units from 180 units allowed under SB 1818 to 146 units; (b) a reduction of commercial space from 37,600 square feet to 23,764 square feet; (c) a significant reduction of project massing; (d) reduced building heights that fall below the City's height limit; and (e) an overall architectural overhaul that changes the styling from Contemporary to Mediterranean, in keeping with the desires of the residents. The end result is a project of which the City of Redondo Beach ("City") can be proud. The redesigned project now falls well *under* the density allowed by the City's own municipal code and General Plan. It embodies Legado's good faith effort to respond to community input and arrive at a solution that strikes a balance between addressing community concerns and providing critical Regional Housing Needs Allocation ("RHNA") housing units for the City's residents.

We enclose for your information the site plans, floor plans and renderings for the alternative 146-unit project design that reflects the results of the robust dialogue that Legado has had with many community constituencies since your August 20, 2015 meeting on Legado's project. Also enclosed is the project presentation that we will present at the November 19, 2015 hearing.

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Legado submits that it has rights under state law to pursue the original, 180-unit project (the "DBL Project") at 1700 S. Pacific Coast Highway (the "Property") under the state Density Bonus Law ("DBL") in accordance with the application Legado submitted in February 2015. *Legado continues to reserve those rights.* Legado nevertheless has made the above-project revisions identified in the context of those state rights in the interest of achieving a mutually acceptable design.

The DBL Project has been revised to include minor design changes that City Planning staff had recommended in the March 19, 2015 Administrative Report to break up the east/west mass of the eastern four-story structure and incorporate an additional 1,300 square feet of open space. Importantly, that Administrative Report found that with these minor changes the DBL Project complies with the DBL and all applicable zoning standards, CUP findings, development standards and design review criteria under the Redondo Beach Municipal Code. Accordingly, the City Community Planning Department recommended approval of the DBL Project. In addition to the plans for the reduced-scale, 146-unit project, we also enclose for the record -- and for the City's consideration -- the site plans, floor plans and renderings for the DBL Project.

As presented below, Legado is concerned that recent developments have disclosed efforts by the City -- with the support of some residents -- to enact a moratorium or other measures to eliminate or seriously hinder Legado's ability to develop the proposed mixed-use project. In view of these efforts Legado demands that if the Planning Commission denies the 146-unit Project, it also vote on the DBL Project and adopt findings that support its decision on the 146-unit Project and the DBL Project at its November 19th meeting.

1. Legado's History of Project Redesigns to Accommodate Community Concerns.

It is noteworthy that Legado originally considered revising the DBL Project to make it smaller and reduce density because of representations by the City's Mayor, City Planning Staff and community members that our project would be approved by the City and accepted by the community if reduced in density, height and mass to meet the City's Code without use of the DBL.

At the March 19, 2015 Planning Commission hearing, Commissioners expressed concern about the size and density of the DBL Project. Commissioner Sanchez stated that affordable housing has to be tempered with the DBL Project and that Legado relied on the state DBL. Commissioner Gaian repeatedly indicated that the DBL Project was "too big." Commissioner Ung suggested removing the fourth floor of the DBL Project and reducing the unit count to 153 units. He also asked what considerations were made to fit within the guidelines the City already has in place as opposed to the DBL standards. Community Development Director Aaron Jones stated that it was important that Legado work towards addressing the public comments directed at reducing the DBL Project's scale, massing, bulk and size, and that based on Planning Commission comments and public testimony, a cosmetic or minor modification to the DBL Project did not appear to be

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acceptable to the City. The Commission continued the hearing and directed Legado to do additional community outreach, address the Commissioners' and public comments, which included reducing the DBL Project's size and unit count, decreasing the height and stories of the buildings to meet the City's standards, increasing the number of on-site parking spaces and changing the DBL Project's architectural design.

Subsequently, Legado's team members, including Heather Lee, Julie Oakes, Henry Rogers and me, held many meetings with City Planning Staff, including Mr. Jones and City Planner Anita Kroeger. At these meetings, Mr. Jones advised the Legado team that Legado should consider changing the DBL Project to meet the City's standards without reliance on the DBL, including reducing the residential density to 149 units, decreasing the number of stories to no more than three and limiting the height not to exceed the City's height restriction. On May 4, 2015, Edward Czucker, Legado's Chief Executive Officer, met with Mayor Steve Aspel, who advised Mr. Czucker that Legado should change the DBL Project's overall design for a significantly reduced development that would meet these City's standards, not those set forth in the DBL. Mayor Aspel added that reducing the DBL Project in this manner would make it favorable for Legado to obtain approval of the Project's entitlements by the City's Planning Commission and City Council.

In response to these comments and direction from the Mayor, Community Development Director, Planning Staff and community residents with whom the Legado team met, Legado in July 2015 submitted a redesigned 149-unit project that met all of the City's development standards, including limiting the residential density to 149 units, not 180 units as allowed under the DBL, eliminating all affordable units, reducing height, number of stories, and overall density, and increasing parking.

The Community Development Director and Staff expressed their satisfaction with the 149-unit project, and presented the Planning Commission with an Administrative Report that recommended approval of the 149-unit project, proposed findings that would support such an approval, and conditions of approval, and asked for the adoption of the Mitigated Negative Declaration as revised to address various comments received. This Administrative Report concluded that the 149-unit project complied with all of the City's applicable zoning, General Plan, CUP, development standards and Design Review criteria.

Although Staff recommended approval, the Planning Commission at its July 16, 2015 meeting voted unanimously to direct the City's Community Development Director to prepare a resolution for a denial of the project and findings that would support such a denial. During this July 16th meeting, the Commissioners again stated that the 149-unit project was still "too big," had too many stories, too many residential units and too much massing and height, and faulted Legado's community outreach. Several residents who presented testimony at this meeting echoed these comments.

At its August 20, 2015 meeting the Planning Commission continued its consideration of the project as requested by Legado to allow time for additional community outreach and to make further significant project revisions based on the input received from the community and the expressed direction of the Commission.

Following this meeting and in good faith reliance on the representations by the Mayor, Planning Commission, and Community Development Staff that the City would approve and community accept the project if it were substantially changed, the Legado principal team worked closely and collaboratively with Community Development Staff and community members to come up with an even more reduced scale design for the project that would be deemed acceptable by the City and community.

Legado's team, comprising Mr. Czucker and Ki Youl Ryu, Vice President of Project Management, has conducted many meetings with a wide variety of residents and groups, such as representatives of Save the Riviera, the Redondo Beach Chamber of Commerce, NRBBA, Building the Best Redondo, 1800 PCH HOA, Sunset Riviera HOA, Riviera Village BID, Voice for Vitality – Waterfront, and Women's Club of Redondo Beach, among others, including those who oppose and those who support the Project. Legado met with many of these individuals and organizations several times each although the City's Code does not require community outreach.

Indeed, Legado produced a design that we were told by community stakeholders was a substantial improvement.

As reflected in the enclosed site plans and renderings, this design changed the architecture of the project to the Santa Barbara Spanish/Mediterranean style favored by the community, reduced the commercial space by 36% to 23,764 sq. ft. from 37,000 sq. ft. as a response to specific comments from community meetings to reduce traffic impacts, reduced the residential density by a further three units to 146 units, reduced the buildings' height to at or below the City's height limits, broke up the residential buildings to provide for several stand alone, stepped back buildings and increased the setbacks from adjacent properties. The commercial space in the alternative plan is even less than current commercial space of 33,154 sq. ft.

2. The Threatened Moratorium and Revised Development Standards.

Legado's reliance on the City's representations unfortunately may have proved misplaced. Even as Legado engaged in efforts to secure support for the reduced 146-unit design, the City Council on October 6, 2015 directed the City Attorney to prepare an urgency ordinance for a moratorium to stop all development in mixed use zones that would prohibit or otherwise adversely impact Legado's ability to develop the project.

At the City Council hearings on October 6 and 20, 2015, Legado's project was specifically identified as one that the City Council felt should be the subject of the moratorium and as one that

must be stopped by some of the same residents with whom we were meeting to receive comments on a reduced project design.

We understand that at its October 20th hearing the City Council directed City Staff to undertake proceedings either to amend the General or Specific Plan or to otherwise adopt revised development standards that would substantially eliminate or reduce the residential density of the Mixed Use zone that encompasses the Property, and reduce the height, stories and massing, and increase the setbacks, of the parcels subject to this zone, including the Property. At this hearing Community Development Director Aaron Jones, in response to a question by the Mayor, confirmed that Legado's project is the sole development that the City is presently considering in the Mixed Use zone.

Shortly thereafter, on October 22, 2015 Director Jones requested that Legado postpone the November 19, 2015 Planning Commission hearing on its project by sixty to ninety days, apparently while the City considers enacting the revisions to the development standards that would preclude or greatly limit Legado's project. In short, the City appears to be staving off further action on Legado's project while it prepares measures to stop the Project.

These actions by the City are not only unlawful, they do not reflect the hallmark of good faith efforts by the City and even some stakeholders to work with Legado to craft a design that would be deemed acceptable. In view of these unfortunate considerations, Legado *hereby demands action on its 146-unit project at the Planning Commission's hearing on November 19*. The current, 146-unit project represents a substantially redesigned configuration for the Property that reflects the results of Legado's robust interaction with the community. It should be approved.

If the Planning Commission decides to not approve the 146-unit project, Legado demands that this body approve the DBL Project, and adopt findings that support its actions on both projects, at the November 19th meeting.

Legado will not consider any further reductions or concessions. Further continuances therefore are devoid of any practical purpose except to perpetuate an unlawful pattern of "death by delay" which Legado will not continue to facilitate. (See, e.g., *Wilson v. City of Laguna Beach* (1992) 6 Cal.App.4th 543 [7 Cal.Rptr.2d 848].).

3. Density Bonus Law.

As previously conveyed to the City, the DBL prohibits the City from requiring reductions in the DBL Project's density or in the building envelope necessary to accommodate this density, as a prerequisite for City approval. The City does not have discretion to deny a density bonus to a qualifying project. A request for a density bonus under the Density Bonus Law *must* be granted "when an applicant for a housing development seeks and agrees to construct a housing development" that meets one or more of the statute's thresholds. (Gov. Code § 65915(b)(1);

Wollmer v. City of Berkeley (2011) 193 Cal. App. 4th 1329, 1339.) If a developer agrees to dedicate the required percentage of a development's overall units to lower-income or very low-income housing, the municipality is required to grant the developer a density bonus of at least 20 percent. (*Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App. 4th 807, 825.

Importantly, the density bonus requested for the DBL Project is calculated based on the allowable residential density *as of the date of Legado's application to the City*. Government Code section 65915(f) provides that: "'density bonus' means a density increase over the otherwise maximum allowable residential density *as of the date of application by the applicant to the city*." (emphasis added). Because Legado has met the DBL's thresholds by designating six percent of its pre-bonus units as very low income, the City must grant Legado's request for a 21 percent density bonus and 180 units, regardless of whether it may decide to amend the development standards for mixed-use projects.

Legado is also entitled under the DBL to the incentive for increased height it has requested. A developer must receive one incentive for projects that include at least five percent of the total pre-density bonus units for very low-income households, unless the City makes one of the following written findings, based upon substantial evidence:

- The concession or incentive is not required in order to provide for affordable housing costs;
- The concession or incentive would have a specific adverse impact upon public health and safety or the physical environment that cannot be feasibly mitigated without making the development unaffordable to low- and moderate-income households; or
- The concession or incentive would be contrary to state or federal law.

(Gov. Code § 65915 (d)(1)).

Similarly, Legado is entitled to a waiver of the City's development standards to allow a fourth story on part of the Project, because the City cannot find that this waiver would have a specific, adverse impact upon health, safety, or the physical environment for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact, would have an adverse impact on any real property that is listed in the California Register of Historical Resources, or be contrary to state or federal law. (Gov. Code § 65915 (e) (1)). Attorney's fees are recoverable where it is determined that a refusal to grant a concession, incentive or waiver of development standards violates the DBL.

There is no evidence before the City that the DBL Project would have a specific, adverse impact upon health, safety or the physical environment, or that shows that any of the other findings could be made to support a denial of the requested incentives. To the contrary, as the March 16,

2015 Administrative Report (at p. 25) makes clear, the DBL Project complies with the City's requirements: "Based on a comprehensive analysis, the proposed project complies with the City's goals, policies, development standards (with the exception of the open space requirements¹) and regulation as contained in the Zoning Ordinance, the General Plan Land Use Element, the General Plan Housing Element, and the Density Bonus Law." Further, the Administrative Report (at p. 24) concludes that the DBL Project is compatible with the surrounding properties: "Since the proposed mixed-use project consists of the same variety of uses, it is compatible and will blend well with the existing vicinity."

In fact, the DBL Project would have a beneficial impact on the City by addressing the critical need for affordable housing identified as one of the focuses of the City's General Plan Housing Element. (City of Redondo Beach 2013-2021 Housing Element § 2.2.1.B). Specifically, the DBL Project furthers Housing Element Goal 2.0: "Assist in the provision of housing that meets the needs of all economic segments of the community" and Policy 2.2 "Use density bonuses and other incentives to facilitate the development of new housing for very low, low and moderate income households." (*Id.* at 2.2.5.B). In short, there is no evidence that the DBL Project would result in any specific, adverse impacts, as required to make the findings to deny the incentives and waiver requested by the DBL Project.

4. **Housing Accountability Act.**

Both versions of Legado's project also fall under the ambit of the state Housing Accountability Act (the "HAA"), as noted by the City's Planning Staff in the March 19, 2015 Administrative Report (at p. 42). The HAA limits the City's discretion to deny a qualifying housing development by requiring that certain rigorous findings be made and supported by substantial evidence in order to deny the project. It provides as follows:

When a proposed housing development project complies with applicable, objective general plan and zoning standards and criteria, including design review standards, *in effect at the time that the housing development project's application is determined to be complete*, but the local agency proposes to disapprove the project or to approve it upon the condition that the project be developed at a lower density, the local agency shall base its decision regarding the proposed housing development project upon written findings supported by substantial evidence on the record that both of the following conditions exist:

¹ As the materials submitted with this letter indicate, the DBL Project has been revised to add the 1,300 square feet of public open space that satisfies the City's open space requirements.

(1) The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a 'specific, adverse impact' means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

(2) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density. (Gov. Code § 65589.5(j) (emphasis added).)

As discussed above, there is no evidence before the City that the DBL Project would have a specific, adverse impact upon the public health or safety. To the contrary, the evidence, including the March 16, 2015 Administrative Report, demonstrates that the DBL Project complies with the City's requirements and would have a beneficial impact on the City, as demonstrated above.

5. Regional Housing Needs Allocation and Housing Element Law.

The City is also constrained from denying any version of the Legado project or reducing the permitted density in mixed-use zones because it cannot make the required findings based on its Regional Housing Needs Allocation ("RHNA"). Under Government Code Section 65863(b), the City cannot by administrative, quasi-judicial, legislative, or other action, reduce, or require or permit the reduction of, the residential density for any parcel to, or allow development of any parcel at, a lower residential density, unless the City makes written findings supported by substantial evidence of both of the following:

- The reduction is consistent with the adopted general plan, including the housing element; and
- The remaining sites identified in the housing element are adequate to accommodate the City's share of the regional housing need.

If a reduction in residential density for any parcel would result in the remaining sites in the housing element not being adequate to accommodate the City's share of the regional housing need, the City may reduce the density on that parcel *only* if it identifies sufficient additional, adequate, and available sites with an equal or greater residential density in the jurisdiction so that there is no net loss of residential unit capacity.

As stated in the March 19, 2015 Administrative Report (at p. 7-8), “[t]he City does not have the capacity to meet its housing allocation requirement exclusively in existing residential zones. Mixed-use zones are essential in meeting future housing allocation without adversely impacting established neighborhoods . . . the City must demonstrate in the Housing Element that it has adequate development capacity to accommodate the RHNA. The majority of the City's RHNA is being accommodated on mixed use/commercial sites.” In short, by its own admission the City cannot make the required findings to deny the DBL Project or reduce permitted density in the mixed-use zones, because the majority of the City's RHNA is allocated to these zones. Indeed, Legado's Property was considered as a potential residential site under the Redondo Beach Housing Element 2008-2014.

6. Conclusion and Demand.

Legado has worked hard to address the concerns of the community and the City staff. It has produced a project that will advance the state and City General Plan's goals of addressing the City's critical housing needs while putting a long moribund commercial site into productive use as a vibrant mixed use development.

Legado's good faith efforts are manifest on the record. It has significantly scaled down its project even in the face of its expansive rights under state law, including its rights to develop the Property with the DBL Project under SB 1818.

By contrast, the record reveals a persistent pattern of delay and a strategy of “bait and switch” compromise proposals intended to mislead Legado into believing it is engaging in good faith attempts to address community concerns while the City gears up for a moratorium or other measures that have only one objective: to kill the Legado project through rezoning.

It bears noting that the City's actions bear all the indicia of unlawful delay that could give rise to a regulatory takings case. Notably, at least one court has found that the state housing law “imposes a substantial limitation on the government's discretion to deny a permit.” (See, *N. Pacifica LLC v City of Pacific* (N.D. Cal., 2002) 234 F.Supp.2d 1053, 1059.) The same court held that the limitations on discretion to deny a permit gave rise to a constitutionally protected property right that could give rise to a regulatory takings claim. (*Ibid.*) If Legado is forced to bring such a claim, it will not hesitate to seek recovery of its attorneys' fees and costs.

Finally, Legado hereby demands action by the Planning Commission at its November 19, 2015, meeting. The Planning Commission's endless continuances constitute the kind of municipal bad faith excoriated by the courts in such cases as *Wilson v. City of Laguna Beach*, supra, 6 Cal.App.4th 543. Moreover, the City's manifest strategy of delay has placed it in potential violation of Legado's rights under the Permit Streamlining Act (Gov. Code, § 65920, et seq.) The City is on notice that Legado has completed its efforts to scale down its project in response to community demands. It is proud of the Project that has resulted from the hard work on both sides and it now

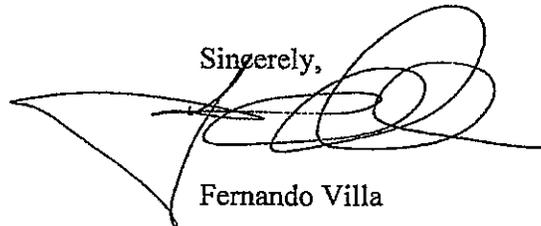
Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law

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submits that project for review and approval. If the Planning Commission denies the 146-unit project, however, Legado demands that the Planning Commission also take action on the DBL Project at its November 19th meeting and that it adopt findings at this meeting to support its decisions regarding both Projects.

On behalf of Legado we look forward to presenting its project for approval at the Planning Commission's November 19th meeting. Meanwhile, please contact me if you have any questions or comments in advance of this meeting.

Sincerely,



Fernando Villa

FV:emo
Enclosures (by Hand Delivery only)
cc: Edward Czucker
Ki Ryu
Aaron Jones
Anita Kroeger
Cheryl Park Esq.



Sent via Email

November 06, 2015

Mr. Fernando Villa
Vice President, Project Development
Legado
270 N. Canon Drive, 2nd Floor
Beverly Hills, CA 90210

RE: November 5, 2015 Letter from Fernando Villa titled "Legado Redondo LLC's Project Located at 1700 S. Pacific Coast Highway, Redondo Beach."
Dear Mr. Villa:

We wish to acknowledge receipt of your letter addressed to the Planning Commission, dated November 5, 2015, sent via email to the City Clerk at approximately 2:50 p.m. Your letter makes numerous assertions that completely misrepresent the facts related to review and consideration of your client's development proposal (Legado Redondo LLC). Your letter incorrectly asserts:

"on October 22, 2015 Director Jones requested that Legado postpone the November 19, 2015 Planning Commission hearing on its project by sixty to ninety days, apparently while the City consider enacting the revisions to the development standards that would preclude or greatly limit Legado's project. In short, the City appears to be staving off further action on Legado's project whil it prepares measures to stop the Project." (November 5, 2015 letter from F. Villa, page 5.)¹

When read in context, it is clear that Mr. Jones statements regarding a continuance (Attachment B) are unrelated to the potential moratorium, and are instead based upon your client's failure to timely provide materials requested by the City. This lack of information has resulted in delays, as described in greater detail below.

Your letter fails to mention that your client submitted a letter to the City on August 13, 2015 which "requests that the Planning Commission postpone any decision on its Project at this time. Legado makes this request as we desire to propose to the Planning Commission a significantly new design." (Attachment A.) While your letter originally requested a continuance to October 15, 2015, Mr. Czucker,

¹ Legado's November 5, 2015 correspondence makes a number of legal and factual assertions which are largely addressed in the City's response letter; however the City's silence on any issue should not be interpreted as an admission that Legado's letter has accurately portrays the laws or facts related to Legado's Project.

Legado's Chairman and CEO, requested "an additional month to November 19, 2015."²

Subsequent to this August hearing, the City sent several emails inquiring into the status of the updated plans and noting that Legado had missed several deadlines to have their revised proposal considered by Planning Commission on November 19. As discussed in the City's October 23 email to Legado:

The November 19, 2015 Planning Commission Public Hearing is fast approaching and yet we have heard little of any progress that has been made on the project proposal. Shortly after the August 20, 2015 Planning Commission meeting we sent out a schedule proposal requesting involvement in the community outreach process, however, a decision was made to keep the City out of that process. The schedule also requested that revised plans be submitted to us in early October so that we could review and provide reasonable feedback; those dates have also come and gone. (Attachment D.)

Legado's representative, Ki Ryu, acknowledged in an earlier letter that the revised project materials were to be provided, at the latest, by "the end of October." (Attachment C.) When the City failed to hear back from Legado, it sent a subsequent email on October 27 which noted that "[w]e have yet to set any revised plans or other new information regarding the project" and noting that the revised architectural plans were "[d]ue now." (Attachment E.)

Nevertheless, these revised plans were not provided to the City until the end of the day on November 5, 2015. This provided City Staff with only four (4) working days³ before materials would need to be finalized for the November 19 Planning Commission hearing. Four days is an insufficient amount of time to review revised plans, which were described by Legado as "substantially redesigned configuration for the Property." (November 5, 2015 Letter from F. Villa.) Filing of these materials also fails to comply with City procedures, which note that "Applications for Conditional Use Permits shall be filed with the Planning Department approximately 30 days prior to the date of the public hearing...Additional time will be required between the filing date and the date of public hearing where review under the California Environmental Quality Act (CEQA) is required."⁴

City Staff needs time to review the updated materials for (1) compliance with the Building Code and the Municipal Code (including Design Review), (2) to determine whether the project has been adequately addressed in the previous

² Planning Commission August 20, 2015 Minutes (page 6):
<http://www.redondo.org/civica/filebank/blobdload.asp?BlobID=29664>

³ The City's offices were closed for Veteran's day on November 11, 2015, and are closed on Alternate Fridays (including November 13, 2015).

⁴ Redondo Beach Conditional Use Permit Application, Section 5(a) ("Procedure"):
<http://www.redondo.org/civica/filebank/blobdload.asp?BlobID=21396>

environmental document (i.e. the proposed Mitigated Negative Declaration), and (3) to prepare Staff Reports, draft findings, revised conditions of approval, and draft resolutions. Your “demand” to have Planning Commission consider the revised Plans on November 19 is inherently unreasonable given these facts.

Legado’s November 5, 2015 correspondence is the first communication we have received which references the revised project with a 146 residential units, a reduction of commercial space, reduced overall building height and a change in architectural style form Contemporary to Mediterranean. Additionally, we wish to inform you of the following:

1. We need you to provide a digital/electronic file of the revised conceptual architectural drawings as is common practice when submitting plans to the Planning Division for the discretionary approval of the Planning Commission.
2. It appears that the revised plans include the construction of a semi-subterranean parking garage with roof-top parking directly south the existing hotel in place of the existing surface parking lot. We need to see the proposed architectural elevations for this newly proposed parking facility. It may also require further analysis with respect to potential environmental impacts.
3. We regret that you invested time, energy and resources providing copies us with copies of the 180-unit mixed-use project which relied upon the approval of a Density Bonus Law request. However, the 180-unit project proposal is no longer valid in light of your submittal of revised applications for a 149-unit mixed use project.

Please feel free to contact me at (310) 318-0637 extension x1 x 2200 or email me at aaron.jones@redondo.org should you have any further questions regarding this matter.

We look forward to continuing our work with you.

Best Regards,

Aaron Jones
Director, Community Development

cc. Edward Czucker
Fernando Villa
Cheryl Park

Attachment A: August 13, 2015 letter from Legado's representative Fernadno Villa requesting a continuance.

Attachment B: October 21, 2015 email from Aaron Jones (Redondo Beach) to Ki Ryu (Legado).

Attachment C: October 22, 2015 email from Ki Ryu (Legado) to Aaron Jones (Redondo Beach).

Attachment D: October 23, 2015 email from the Anita Kroger (Redondo Beach) to Legado's representatives Ki Ryu, Fernando Villa, Edward Czucker, and Julie Oakes.

Attachment E: October 27, 2015 email from Anita Kroeger (Redondo Beach) to Legado's representatives Ki Ryu, Fernando Villa, Edward Czucker, and Julie Oakes

Allen Matkins

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law
515 South Figueroa, 9th Floor | Los Angeles, CA 90071-3309
Telephone: 213.622.5555 | Facsimile: 213.620.8816
www.allenmatkins.com

Fernando Villa
E-mail: fvilla@allenmatkins.com
Direct Dial: 213.955.5647 File Number: 373344-00001/LA1023158.04

August 13, 2015

VIA E-MAIL

Chairperson Nicholas J. Biro
Commissioner Phillip Sanchez
Commissioner Marc Mitchell
Commissioner Doug Rodriguez
Commissioner Tom Gaian
Commissioner David Goodman
Commissioner Wayne Ung
City Planning Commission
City of Redondo Beach
415 Diamond Street, P.O. Box 270
Redondo Beach, CA 900277-0270



Re: Legado Redondo LLC's Project Located at 1700 S. Pacific Coast Highway, Redondo Beach

Dear Commissioners:

Legado Redondo, LCC ("Legado") hereby respectfully requests that the Planning Commission postpone any decision on its Project at this time. Legado makes this request as we desire to propose to the Planning Commission a significantly new design and we require time to meet meaningfully with neighborhood stakeholders and to incorporate their input into a revised project. We will aim to have the revised project satisfactorily address concerns about architectural design, density and other issues that have been raised. Due to the complexity of the changes that might be necessary we believe that a continuance of the case until October 15, 2015 will be advisable.

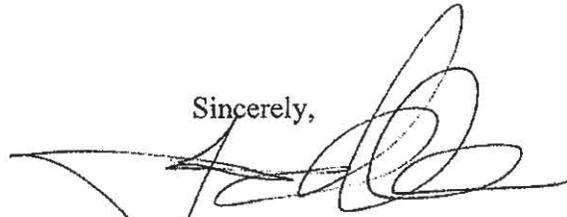
We look forward to developing the revised project in collaboration with the residents that have expressed their concerns and ask that the Planning Commission provide us the time necessary to address these concerns in a revised project.

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law

City of Redondo Beach Planning Commission
August 13, 2015

Page 2

Sincerely,



Fernando Villa

FV:emo

cc: Community Development Director Aaron Jones
Assistant City Attorney Cheryl Park
Tyson Sohagi, Esq.

Each via e-mail

Tyson Sohagi

From: Aaron Jones <Aaron.Jones@redondo.org>
Sent: Wednesday, October 21, 2015 8:12 PM
To: Ki Ryu
Cc: Joe Hoefgen; Mike Witzansky
Subject: Re: MU zone moratorium

Ki,
No Moratorium was imposed. However, the City Council is reserving the right to do so. I fully expect that our Council will be directing adjustment of our MU development standards and I highly recommend that you review the video of the meeting.
Given the significant opposition to Mixed Use and the call to revise the development standards, I highly recommend that we meet and discuss the best possible trajectory of your project.
My opinion is that significant revisions will be required. I am also of the opinion that a new approach is necessary. This might include modifications to the proposed height, setback, open space and mix of uses. All of these standards and others were mentioned as subject to consideration for revision.
I am concerned that you have not accomplished the outreach directed by the Planning Commission I am also concerned that your project may not adequately address neighborhood and community concerns. As such, I recommend that we meet as soon as possible to discuss where you might want to consider going with your project. I do not foresee that you will be submitting revised plans by tomorrow which was our agreed deadline for the November Planning Commission meeting. As such, I do recommend that you request a 60-90 day continuance. We will support that request.
Please let me know when we can meet and let me know if you agree with a 60-90 day continuance. We will be recommending that action at our November meeting, and I know that the Planning Commission will be very interested in a progress report.

Sent from my iPhone

On Oct 20, 2015, at 4:53 PM, Ki Ryu <kryu@legado.net> wrote:

Hi Aaron,
Thanks for reply. Unfortunately I am in Korea visiting my family so I cannot attend.
I will keep my fingers crossed. ...
Thanks,
Ki

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

From: Aaron Jones <Aaron.Jones@redondo.org>
Date: 10/21/2015 8:29 AM (GMT+09:00)
To: Ki Ryu <kryu@legado.net>
Subject: RE: MU zone moratorium

Ki,

The item is on tonight's agenda for consideration and would require a 4/5 vote to pass. The wording of the draft Ordinance states that it would apply to projects that have not received required entitlements. Therefore, if passed it would appear to apply to your request. You may be interested in attending and providing testimony. The meeting begins at 6:00 PM and it is the last item on the agenda.

From: Ki Ryu [<mailto:kryu@legado.net>]
Sent: Tuesday, October 20, 2015 3:31 PM
To: Aaron Jones <Aaron.Jones@redondo.org>
Cc: Edward Czucker <edward@legado.net>
Subject: MU zone moratorium
Importance: High

Hi Aaron,

I am informed that the city passed an ordinance adopting 45 day moratorium on all development projects in MU zone.

Is Legado project affected by this? Will it stop us from seeking approval at November hearing?

Please advise.

Thanks,

Ki

Sent from my Verizon Wireless 4G LTE smartphone

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<http://www.eset.com>

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12439 (20151020) _____

Tyson Sohagi

From: Ki Ryu <kryu@legado.net>
Sent: Thursday, October 22, 2015 5:35 PM
To: Aaron Jones
Cc: Joe Hoefgen; Mike Witzansky; Edward Czucker; Fernando Villa
Subject: RE: MU zone moratorium

In addition, we believe the submittal date is by the end of October which is 20 days before the hearing as it used to be.

Please confirm if there is any change of policy.

Thanks,

Ki

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

From: Aaron Jones
Date: 10/22/2015 12:12 PM (GMT+09:00)
To: Ki Ryu
Cc: Joe Hoefgen , Mike Witzansky
Subject: Re: MU zone moratorium

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No Moratorium was imposed. However, the City Council is reserving the right to do so. I fully expect that our Council will be directing adjustment of our MU development standards and I highly recommend that you review the video of the meeting.

Given the significant opposition to Mixed Use and the call to revise the development standards, I highly recommend that we meet and discuss the best possible trajectory of your project.

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Please advise.

Thanks,

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The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

Tyson Sohagi

From: Anita Kroeger <Anita.Kroeger@redondo.org>
Sent: Tuesday, October 27, 2015 4:56 PM
To: 'Ki Ryu'; fvilla@allenmatkins.com; Edward Czucker
Cc: Aaron Jones; Cheryl Park; Tyson Sohagi; Julie Oakes (julie@oakesarc.com)
Subject: Legado Project Submittal Requirements & Due Dates

Importance: High

Good Afternoon All,

We were hoping to get some feedback from Legado (Ki, Fernando, Ed?) after sending out an email last week. We have yet to see any revised plans or other new information regarding the project.

1. Architectural Plans – Due Now (10.27.15)

The architect(s) agreed to start providing the City with portions of the agreed to plans starting yesterday. However, we have not seen anything.

2. Summary of Changes – Due 11.02.15

Provide a Summary of Changes comparing the latest project proposal with the proposal for 149 units last presented.

3. Summary of Revised Traffic Numbers – Due ASAP but no later than 11.02.15

Provide a brief summary of revised Traffic number based on this latest proposal given that traffic is among the biggest concerns of the community.

4. Community Outreach Report – Due ASAP but no later than 11.02.15

You provide a summary of the community outreach activities that have occurred since the Planning Commission meeting in August, 2015.

5. Status Report of Palos Verdes Inn – Due ASAP but no later than 11.02.15

A status report on the Palos Verdes Inn. Why is the hotel still closed? When are you preparing to open for business. Is there any new information about the future plans for the hotel?

We look forward to receiving this information from as soon as possible but no later than the above stated deadlines.

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Tyson Sohagi

From: Anita Kroeger <Anita.Kroeger@redondo.org>
Sent: Friday, October 23, 2015 5:01 PM
To: 'Ki Ryu'; fvilla@allenmatkins.com; Edward Czuker; Julie Oakes (julie@oakesarc.com)
Cc: Aaron Jones; Cheryl Park; Tyson Sohagi
Subject: Status Report on Legado Project

Good Afternoon All,

The November 19, 2015 Planning Commission Public Hearing is fast approaching and yet we have heard little of any progress that has been made on the project proposal. Shortly after the August 20, 2015 Planning Commission meeting we sent out a schedule proposal requesting involvement in the community outreach process, however, a decision was made to keep the City out of that process. The schedule also requested that revised plans be submitted to us in early October so that we could review and provide reasonable feedback; those dates have also come and gone. The following is a revised schedule revised request for information for the November 19th public hearing.

1. Architectural Plans – Due ASAP

I spoke to the architect(s) this afternoon and they have agreed to provide us with portions of the agreed to plans starting next Monday, which will be our first glimpse of the revised project..

2. Summary of Changes – Due November 2, 2015

Given the reduced time period for the City's review of the revised plans we would like you to prepare a summary of the proposed project revisions, comparing the project that was last presented with this revised project. This is the Table we used last time.

TABLE 1
SUMMARY OF CHANGES

	Original Project in the MND	Revised Project	Difference between Original and Revised
Units Total	180	149	31 less
Studio	34	0	34 less
One Bedroom	78	87	9 more
Two Bedroom	68	62	6 less
Restaurant/Cafe	7,600	8,600	Increase of 1000 SF
Retail	6,000	5,600	Decrease of 400
Market	24,000	22,800	Decrease of 1,200
Parking Required	548	649	101 more*
Parking Provided	614	649	35 more
Public Open Space	26,241	26,752	511 sq. ft. more
Private Open Space	48,995	33,580	15,415 SF less**
Total (SF) including the	278,727 SF	267,572 SF	11,155 SF less

existing Hotel			
FAR	1.5	1.5	4% reduction
Stories	4 stories	2-3 stories	1-2 stories lower
Height at highest point	56 feet	Mostly 38 feet; 45 feet in limited areas	11-18 feet lower

* The Original Project was parked under a reduced parking standard as per the State DBL.

**The SF of the Private Open Space is the same per unit. The total is reduced based on the reduction in total number of units.

3. Summary of Revised Traffic Numbers

You should provide a brief summary of revised Traffic number based on this latest proposal given that traffic is among the biggest concerns of the community.

4. Community Outreach Report

You provide a summary of the community outreach activities that have occurred since the Planning Commission meeting in August, 2015.

5. Status Report of Palos Verdes Inn

You should provide us with a status report on the Palos Verdes Inn. Based on a discussion with our Building Regulations Manager this afternoon the City is not preventing the hotel from resuming operations. Therefore, when are you preparing to open for business. Additionally, is there any new information about the future plans for the hotel?

We look forward to receiving this information from as soon as possible but no later than the above stated deadlines.

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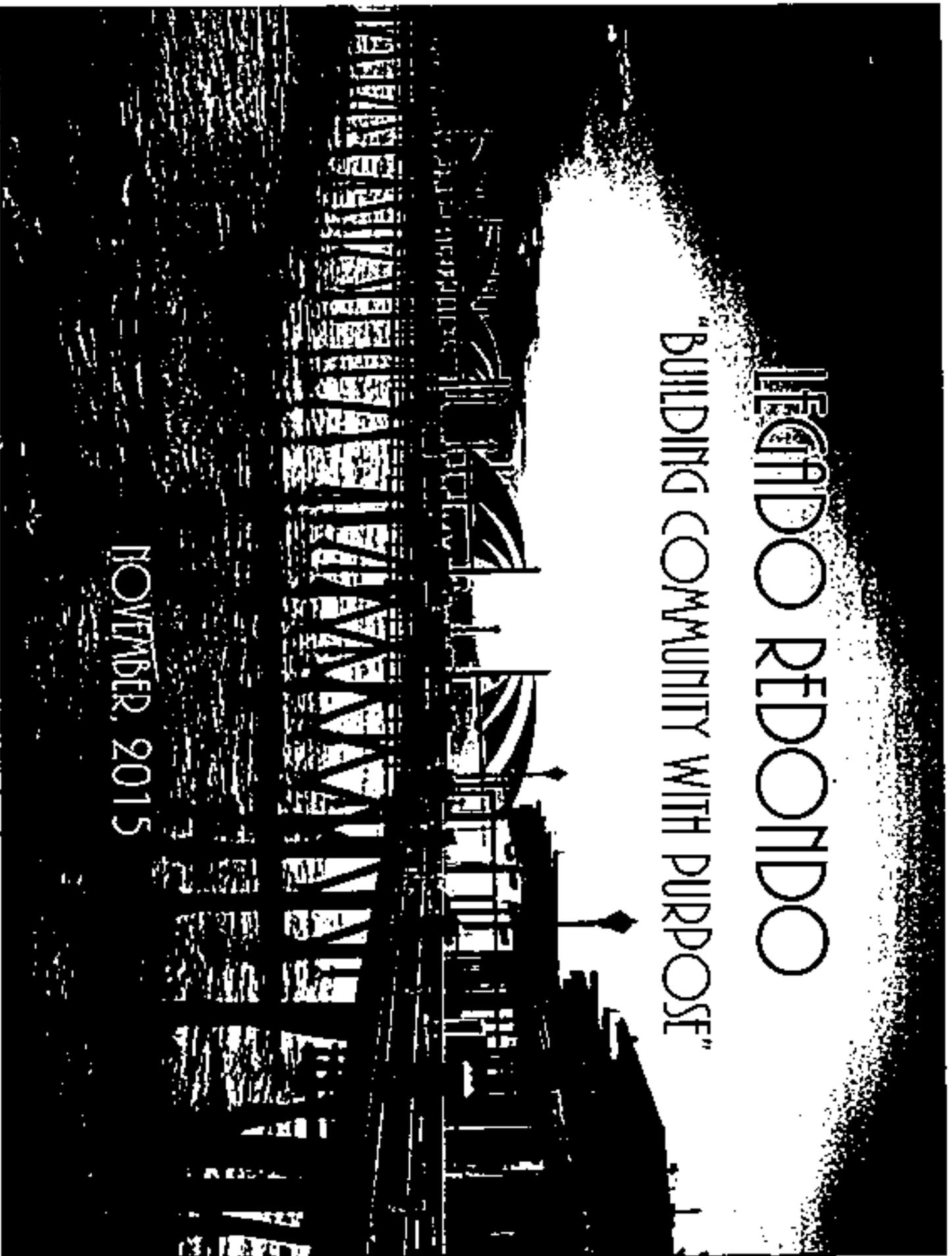
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LEONARDO REDONDO

"BUILDING COMMUNITY WITH PURPOSE"

NOVEMBER, 2015



LEGADO REDONDO

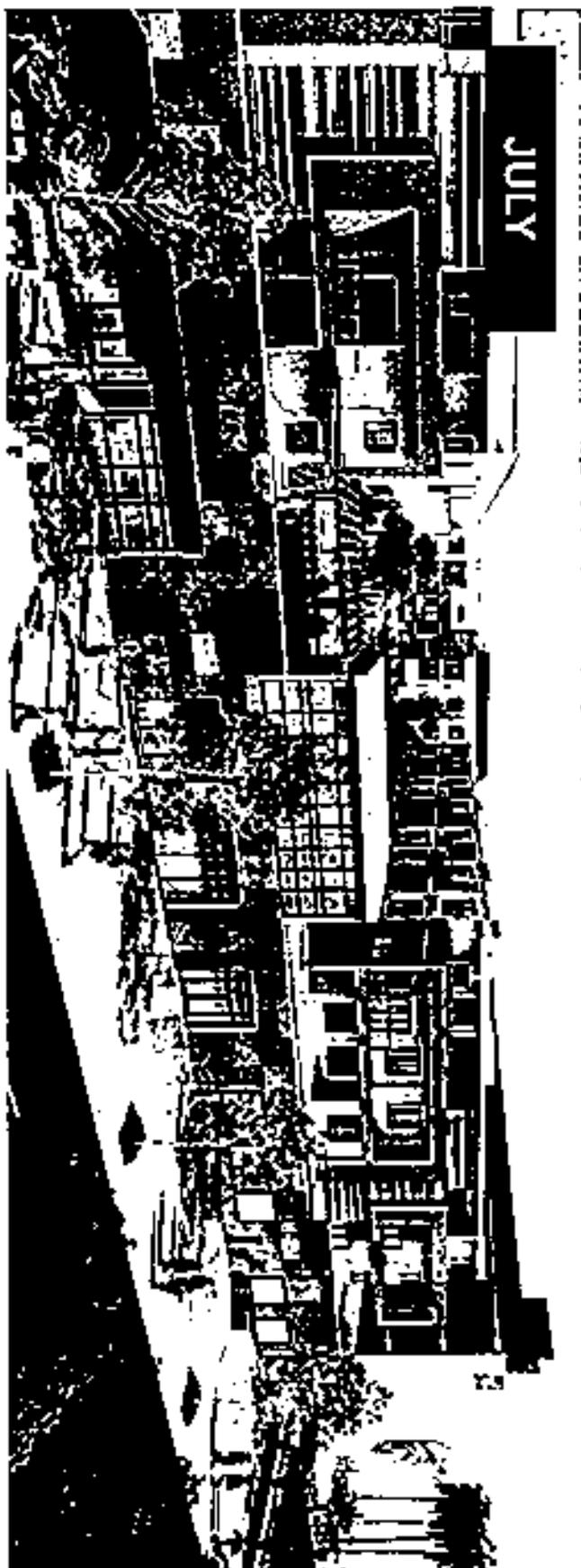
“BUILDING COMMUNITY WITH PURPOSE”

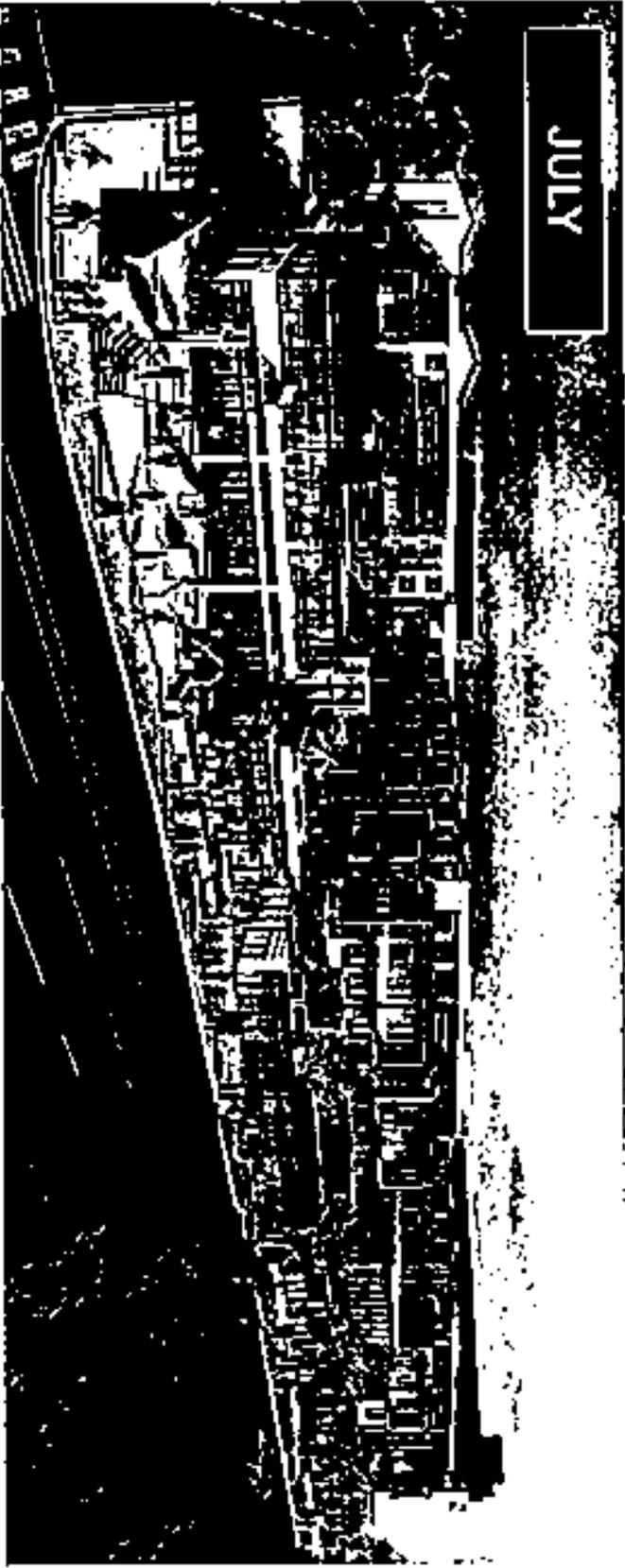
**LEGADO IS A PURPOSE DRIVEN ECONOMY COMPANY
ENRICHING AND CONNETING THE LIVES OF
INDIVIDUALS, FAMILIES, AND BUSINESS
BY IMPROVING THEIR LIFE STYLE AND ENVIRONMENT
WITH SUSTAINABLE GREEN
COMMERCIAL AND RESIDENTIAL SPACES,
WITH RECREATIONAL AND SOCIAL GATHERING PODS**

LEGADO REDONDO

• PROJECT TIMELINES

- Jan 2012
COMMUNITY OUTREACH STARTED
- Feb 2015
SUBMITTED 180 UNIT/ 37,600 SQ. FT. RETAIL
- JUN. 2015
REDUCED TO 149 UNIT/ 37,000 SQ. FT. RETAIL
- NOV. 2015
REDUCED TO 146 UNITS/ 23,764 SQ. FT. RETAIL

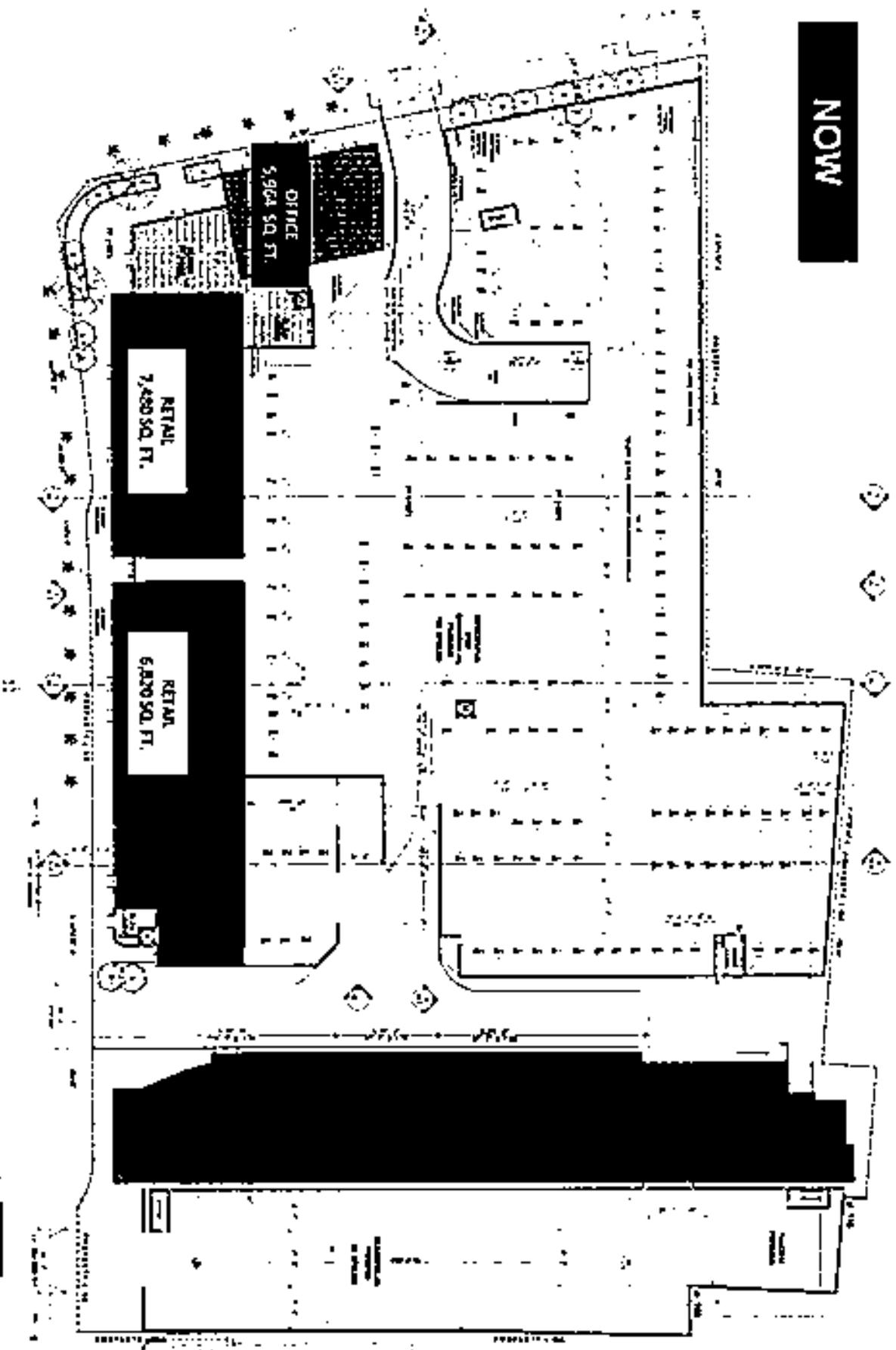




COMPARISON TABLE

	JULY	NOW	±	%	Remark
Retail	28,400 sq. ft.	14,300 sq. ft.	-14,100	-50%	Less Traffic
Restaurant	8,600 sq. ft.	3,500 sq. ft.	-5,100	-59%	Less Traffic
Office	-	5,964 sq. ft.	5,964		Less Traffic
Total Commercial	37,000 sq. ft.	23,764 sq. ft.	-13,236	-36%	Less Traffic
Common Area (Gym, Lobby)	3,567 sq. ft.	6,209 sq. ft.	2,642	74%	No Traffic
Residential	149 units	146 units	-3		Below code
BUILDING HEIGHT	36'	31'	-5 FT		Overall Building Including Rear
BUILDING MASS	1-3 STORY BUILDING	5- SMALLER BUILDINGS			4: 3-STORY 1: 2-STORY
BUILDING DESIGN	MODERN/ RETRO	MEDITERANEAN			
PUBLIC OPEN SPACE	PCH & PV CORNER	CLOSER TO HOTEL			
RESTAURANT	PCH & PV CORNER	CLOSER TO HOTEL			

NOW

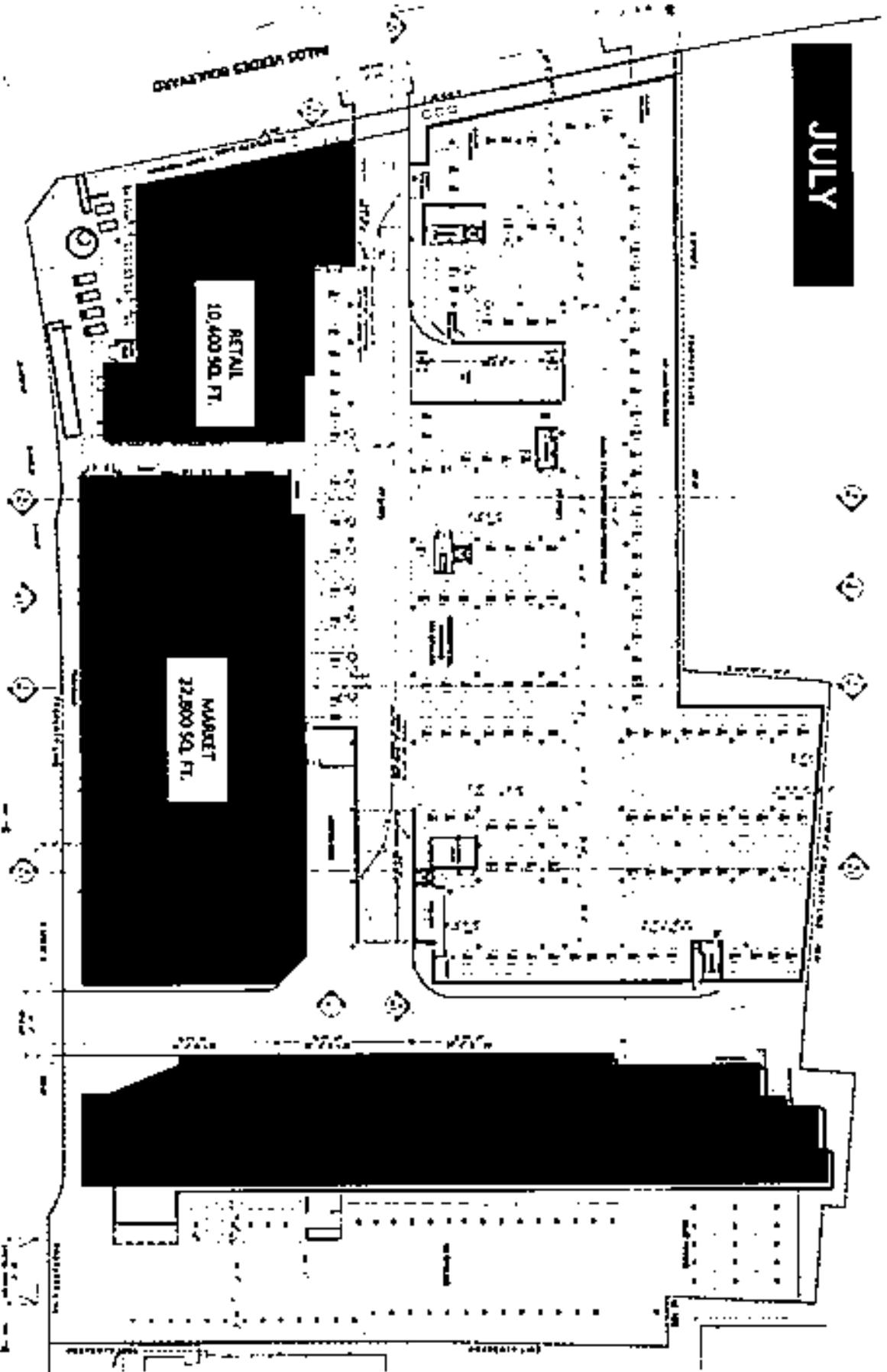


LEGADO REDONDO
1212 N. MOORE COURT, WENAT
REDONDO BEACH, CALIF 92670

GROUND FLOOR/ 2ND FLOOR
DATE: 08/27/2019

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DATE: 08/27/2019
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JULY

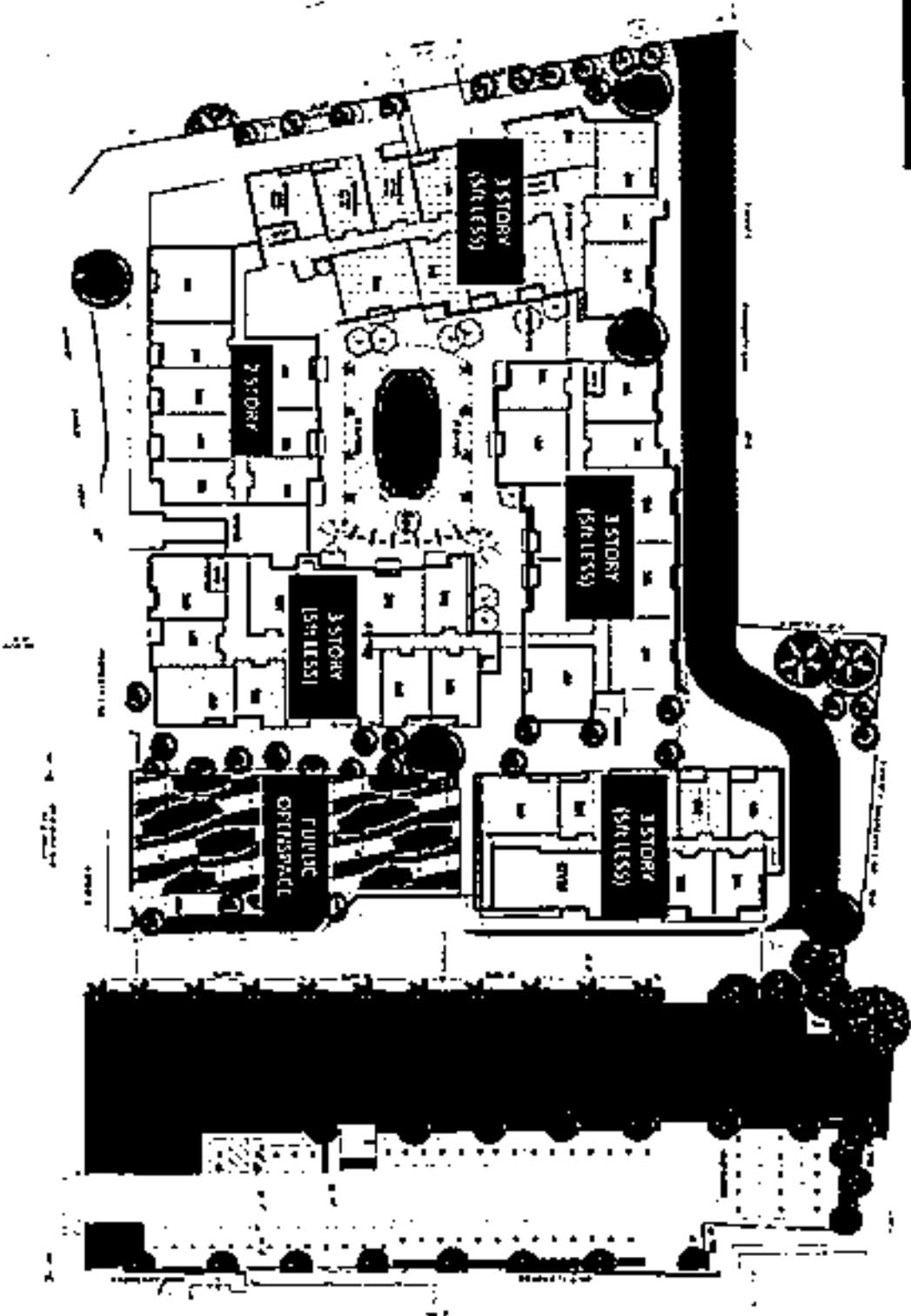


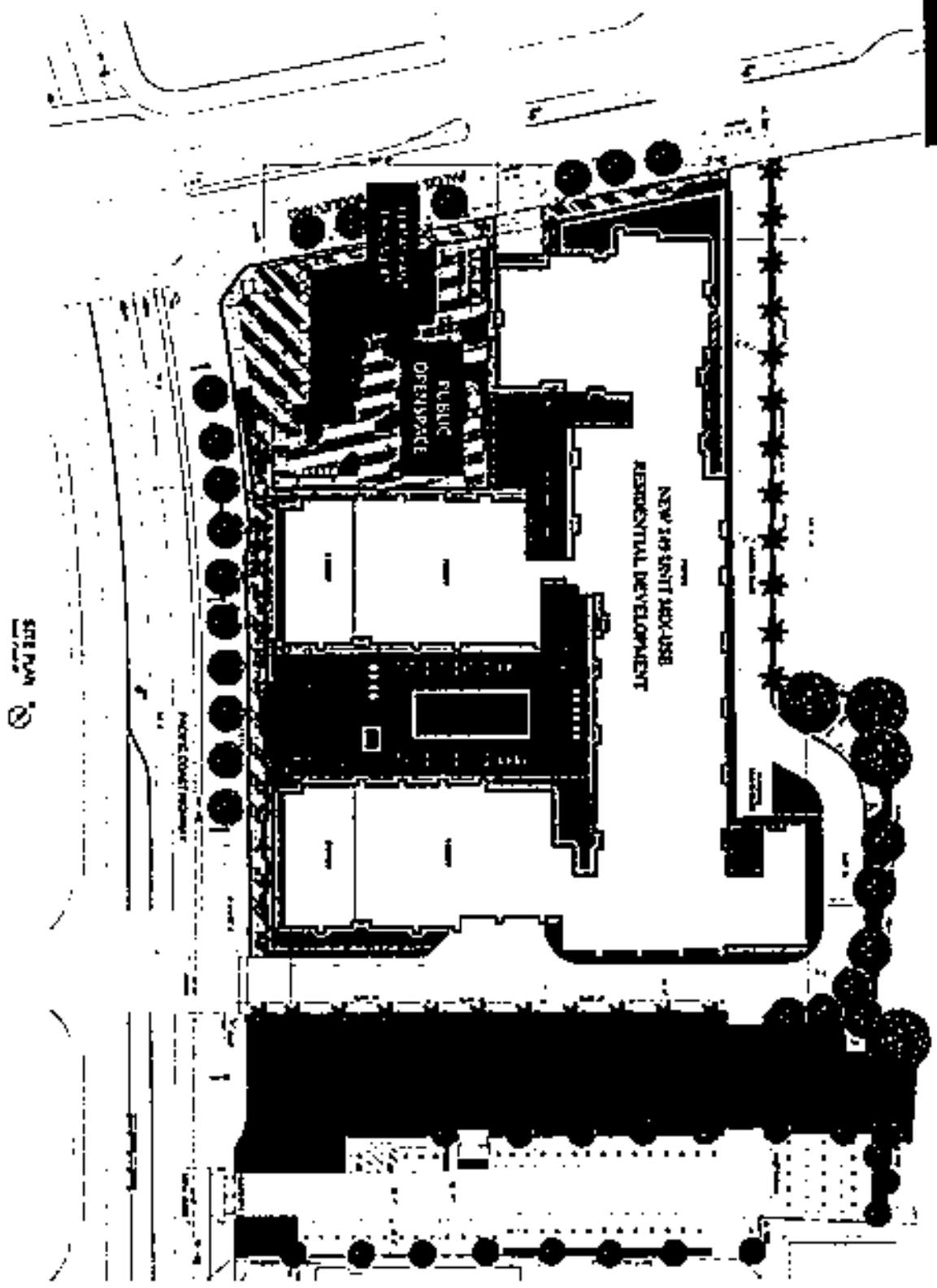
LEGADO REDONDO
DUAL VENTURE BOWLINGWAY REDONDO BLVD CHANDLER

CHANDLER BLVD CHANDLER BLVD

DATE: 07/15/15
PROJECT: LEGADO REDONDO
SHEET: AD.1
AUG 5, 2015

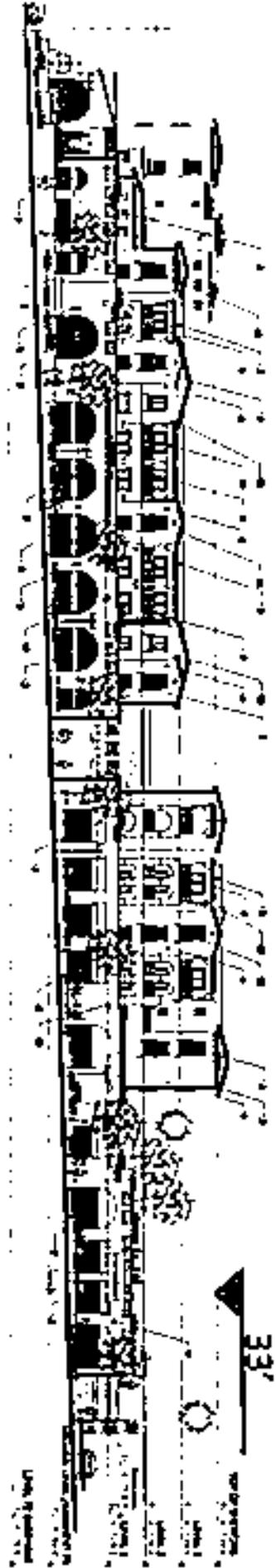
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STEP PLAN

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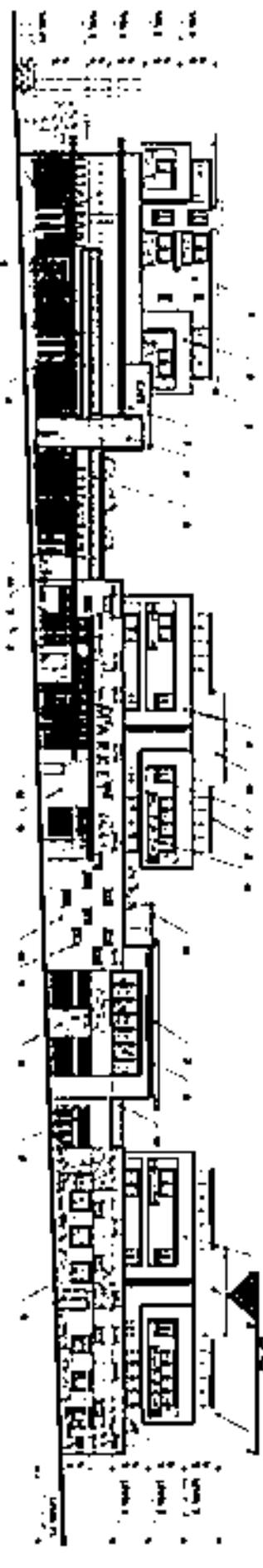


WEST ELEVATION - PACIFIC COAST HWY
AND NORTH

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- 2. New Building
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- 1. Existing Building
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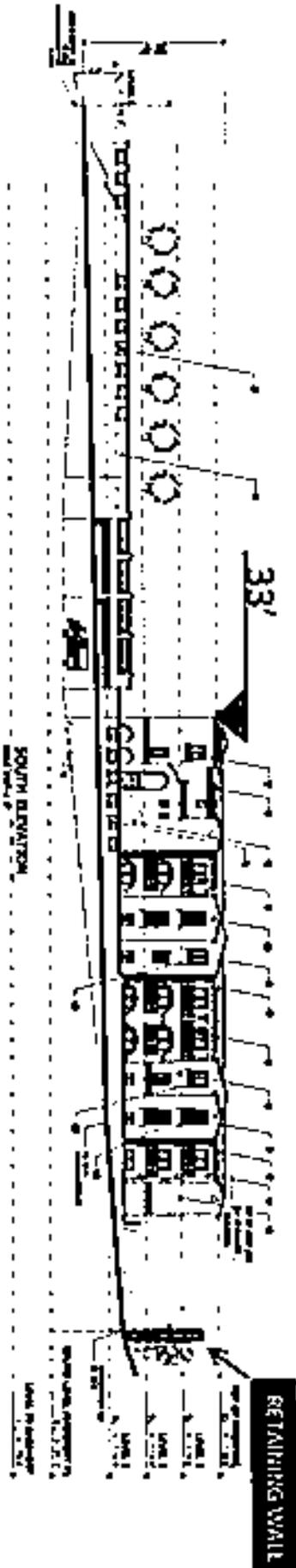


WEST ELEVATION - PACIFIC COAST HWY
AND NORTH

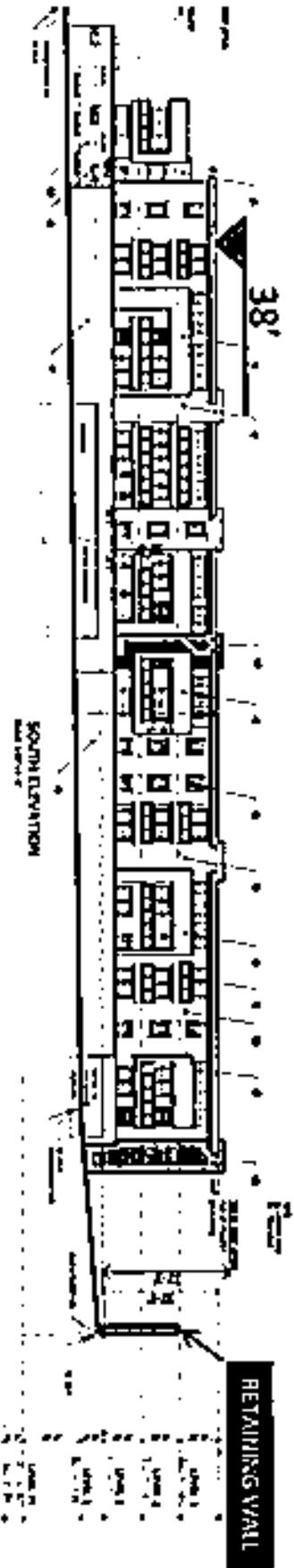
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- 1. Existing Building
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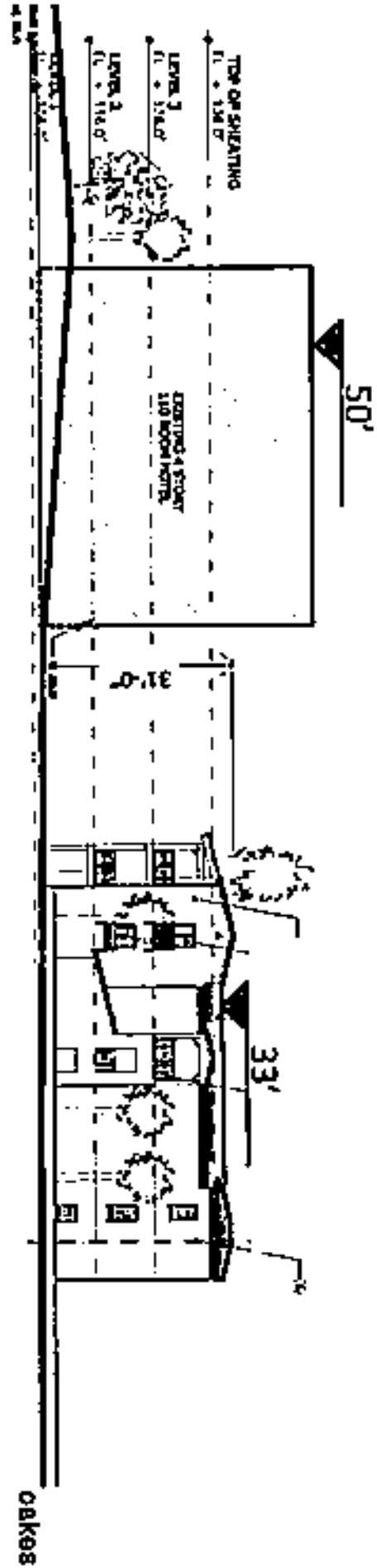
NOW



JULY



HEIGHT TO PV INN





November 5, 2015

VIA HAND-DELIVERY

Mr. Aaron Jones
Director of Community Development
Community Development Department
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Re: Legado Redondo, LLC Mixed-Use Project – Community Outreach

Greetings Aaron:

For the past four years, Legado, a Purpose Driven Economy Company, has met with community groups and more than a thousand individuals on their behalf to gain their feedback on the Legado Redondo building project. During this period, Edward Czuker, Legado's chief executive officer and I have undertaken this outreach on behalf of Legado. Our outreach objective was to elicit input from stakeholders regarding concerns, ideas, and changes they would like to see executed on the Project. We believe with the input and relationships we have built over this timeframe that we have come up with the most favorable design for the Legado Redondo project.

To date we have participated in and ran more than 50 meetings in an effort to consistently and proactively remain in touch with those who have requested more time with us to better understand our imperative behind building the Legado Redondo project. In the past few months Legado has conducted meetings with representatives of Save the Riviera, neighboring HOAs, the Redondo Beach Chamber of Commerce, NRBBA, Building the Best Redondo, Sunset Riviera HOA, Riviera Village BID, Voice for Vitality – Waterfront, and Women's Club of Redondo Beach including with those who oppose Legado Redondo and those who support Legado Redondo. We have also attached a list of the parties we have met with since the Planning Commission's July 2015 on this Project.

PROJECT REQUESTS

Stakeholders asked for a Mediterranean themed architecture, that we reduce the height, size, massing and density of the Project, especially in a manner that would reduce traffic trips. Several residents asked that Legado reduce the density of the Project with a less commercial design which they believe would generate significantly greater traffic than a residential complex would produce. We were also asked to move the main public open space area

closer to the Palos Verdes Inn to provide a more accessible gathering space for the community.

REVISED PROJECT PLAN

The revised design accompanying this letter shows a resplendent Mediterranean architecture that blends beautifully with the surrounding Spanish and Mediterranean style buildings in the neighborhood. There is now a reduction in the total commercial density by 36% from 37,000 square feet to 23,764 square feet. Office spaces are also added as suggested by a few groups. The height of buildings no longer exceeds 33 feet and is five feet lower than the last design which is well below the City's height limits. The massing and size of the buildings have been reduced in great measure by breaking up the residential buildings into five smaller building amounting to four, three-story buildings, and one, two-story building. Building setbacks have generally increased and the buildings have been stepped to further reduce massing and scale. The public open space has been moved next to the hotel on the podium level to provide a more usable gathering space for the community. In addition to decreasing the commercial area, the residential units have also been reduced from 149 to 146. This revised Project will now alleviate far more traffic trips.

In summary, the revised Lagado Redondo plan has been generally well-received by residents who have reviewed the updated plans. We believe that the current design is a direct outcome of our extensive community outreach and how we have worked with the community as advocates and business partners.

We are pleased to present our new Legado Redondo project to the Planning Commission and look forward to the opportunity of seeking approval of this exemplary "community inspired" project that will benefit individuals, families, businesses, the community, and the environment.

Thank you for your time and consideration.

A handwritten signature in black ink, appearing to read 'Ki Youl Ryu', with a long horizontal stroke extending to the right.

Ki Youl Ryu

Vice President, Project Development, Legado

1700 PCH Legado Redondo Community Outreach Log

Meeting Date	Organization/Group	Name	Phone	Email	Address
9/10/2015	City of Redondo Beach	Christian Horvath		christian.horvath@redondo.org	
9/10/2015		Laura Emdee		laura.emdee@redondo.org	
10/8/2015 9/1/2015	NRBBA	John Gran	310-934-3474	jgran@fishwindowcleaning.com	1525 Aviation Blvd. #1979
10/26/2015 10/8/2015 9/1/2015		Don Szerlip	310-798-2285	don@adwerx.net	1525 Aviation Blvd. #1979
10/8/2015		Wanda Ray Willis		wandalovechild@sbcglobal.net	
10/8/2015		<u>Project Presentation to the Group</u>			
9/1/2015	Building the Best Redondo	Harry Munns		harry@munns.org	
10/8/2015 9/1/2015	Chamber of Commerce	Michael Jackson	562-230-4698	m.jackson@dardanelleinc.com	
10/8/2015 9/1/2015		Ann Garten		agarten@wlcamino.edu	
10/8/2015 9/1/2015		Marna Smelter	310-376-6911	marna@redondochamber.org	
10/8/2015		Mike Gin	310-318-5965	mikegin4supervisor@gmail.com	
10/8/2015	<u>Project Presentation to the Group (8 peoples)</u>				
9/15/2015	Riviera Village BID	Chris Hatanelas + Board Members		hatanelas@icloud.com	
9/15/2015 11/17/2015 (scheduled)		<u>Project Presentation to the Group</u>			
9/11/2015	Voice for Vitality-Waterfront	Chris Voicsey	310-941-4810	chris@voisey.net	
11/3/2015	Woman's Club of Redondo Beach	Sheila Kutkus	310-542-3448	sheila.k@verizon.net	

1700 PCH Legado Redondo Community Outreach Log

Meeting Date	Organization/Group	Name	Phone	Email	Address
9/30/2015	Blue Zone Project	Lauren Nakano	310-374-3426 x115	lauren.nakano@bchd.org	Beach City Health District
9/30/2015		Jacqueline Sun	310-374-3426 x266	jacqueline.sun@bchd.org	Beach City Health District
9/30/2015		Sean Guthrie		sean@kingharbor.com	
11/11/2105 (scheduled)	PV Inn Labor Group	Goran Ljubinovic	310-316-4211	goran@palosverdesinn.com	
11/11/2105 (scheduled)		Robert Rycroft		robert@broughtonhotels.com	
11/11/2105 (scheduled)		Tim Smith		tim@broughtonhotels.com	
11/11/2105 (scheduled)		Teri Serrano		Teri@broughtonhotels.com	
11/11/2105 (scheduled)		Albert Ramos		albert@broughtonhotels.com	
11/11/2105 (scheduled)		Ann Truong		ann@broughtonhotels.com	
11/11/2105 (scheduled)		Marie and John Morgenstern		mariemorgensternrealtor@gmail.com	
9/24/2015 11/03/2015	Save the Riviera/Sunset	Andy Shelby	310-740-5724	acshelby@verizon.net	1800 South Pacific Coast Hwy. #31
9/24/2015 11/03/2016		Arinna Shelby			
9/24/2015 11/03/2015		Jane Abrams			
9/24/2015 11/03/2015		Nils Nehreheim			
9/24/2015		Joyce Neu		joyceneu@gmail.com	
9/24/2015		Jeff Abrams	310-678-2172	jabrams415@verizon.net	

1700 PCH Legado Redondo Community Outreach Log

Meeting Date	Organization/Group	Name	Phone	Email	Address
9/24/2015	Riviera/Hollywood Riviera at. el.	Julie Moore	310-880-9176	morejewels@verizon.net	416 Avenue G, #5
9/24/2015		Pete Verenkoff			
11/03/2015		Verginia Gonzalez		ggonzalez310@me.com	108 Palos Verdes Blvd.
11/03/2015		Bruce Szekes	310-994-4416	bruce.szeles@gmail.com	5326 Linda Dr.
11/03/2016		Ellen Margetich			
9/24/2015 11/03/2015		<u>Project Presentation to the Group</u>			
	Moss Company	Chris Gary	818-305-3608	chrisgray@mosscompany.com	
Emails	1800 PCH HOA	Trudy Linke			1800 PCH
8/11/2015		Don Moore	310-463-7631	dmoore@mooreprotection.net	416 Avenue G, #5
8/13/2015		Steve Selleck	800-515-5450	steve@prideadjuster.com	
9/17/2015		Jorray Zhou-Ess	310-437-9020	jorayzhou@gmail.com	707 N. Guadalupe Ave
8/18/2015		Michael Donovan III	310-437-9716	md3trojantwice@gmail.com	2021 Curtis Avenue
9/30/15 10/6/2015		Konni Tanaka	310-265-3632	konni@konnitانaka.com	
10/30/2015		Cathy Caplener	310-374-2874 (office) 310-428-7476 (cell)	cathy@beacusepr.com	

1700 PCH Legado Redondo Community Outreach Log

Meeting Date	Organization/Group	Name	Phone	Email	Address
8/24/2015 9/18/15	Individual	Edo Chandra	310-441-5521	edochandra@aol.com	
9/10/2015 10/3/2015		Anthony White	310-441-7624	awhite15@aol.com	306 Camino de la Costa Blvd
10/8/2015 8/19/2015		Paul Sizerberg	310-441-0076	psizerberg@aol.com	411 Ave F
1/3/2015 8/24/2015		Dr. Robert S. Kim	310-441-3400	rskim@redondo.net	712 Sappington St
Emails		Gallye Parks	310-441-0076	gallyparks@gmail.com	604 Ave G #115
Emails		Gary Stephenson	310-530-1154	Gary.Stephenson@aol.com	1115 Camino de la Costa
Emails		Howard Beverly Scola	310-441-2215	hscola320@aol.com	1035 Calle Arroyo
Emails		Edo Mirassou	310-441-5123		
Emails		Mary Katz	310-441-7722	marykatz@aol.com	
Emails		Karen Whinnard	310-441-1100	karenwhinnard@aol.com	402 Avenue G #25
Emails		Justin B		justinb@aol.com	
Emails		Ken Hilber		kenhilber@comcast.net	406 Avenue G #11
Emails		Harry Antoniou		hantonio@worldnet.att.net	
Emails	Rosemarie Bailey		mbailey@socialtv.com		

1700 PCH Legado Redondo Community Outreach Log

Meeting Date	Organization/Group	Name	Phone	Email	Address
Emails		Carl Scott		carlscott@att.net	
Emails		Toni Cook		toni@att.net	1221 S. Arroyo Ave
Emails		Amy Howell		amyhowell@att.net	115 Camino de las Alamos
Emails		Michael Bure	510-495-1121	michaelbure@att.net	269 Paseo de las Alamos
11/11/2015 (scheduled)		Mans and Chr Hogensen		mansandchr@att.net	
11/11/2015 (scheduled)		NE and Diana Arnold		neanddiana@att.net	

Summary of Changes

	Original Project	Revised Project	Difference between Original and Revised
Units Total	149	146	3 less
Studio	0	0	Same
One Bedroom	87	98	11 more
Two Bedroom	62	48	14 less
Residential Sq. Ft.	158,005	153,323	4,682 less
Restaurant/Cafe	8,600	3,500	Decrease of 5,100 sq. ft.
Retail	5,600	14,300	Increase of 8,700 sq. ft.
Commercial Office	0	5,964	Added
Market	22,800	0	Removed
Hotel	69,000	69,000	Same
Common Amenities	3,567	6,209	2,642 sq. ft. more
TOTAL Sq. Ft.	267,572	252,296	15,276 sq. ft. less
FAR	1.5:1	1.35:1	0.15 less FAR
Private Open Space	35,853	35,148	705 sq. ft. less
Public Open Space	26,757	26,556	201 sq. ft. less
Parking Required	649	562	87 less
Parking Provided	649	580	69 less
Stories New Bldg.	2-3 stories	1, 2-3 stories	Portion of building lowered
Height at highest point of New Bldg.	Mostly 38 feet; 45 feet in limited areas	33 feet; 40' feet in limited areas	5 feet lower
Hotel Height	50 feet	50 feet	none

**Architectural Drawings for 1700 S. Pacific Coast Highway
proposed Mixed-Use Project on file in the Planning Division,
Door E of City Hall.**



CITY OF REDONDO BEACH

BLUE FOLDER ITEMS

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

Regular Meeting of the Planning Commission November 19, 2015

VIII. OLD BUSINESS

Items continued from previous agendas.

9. A continued Public Hearing to consider adopt/certify a (Revised) Mitigated Negative Declaration, Initial Study (IS-MND), and Mitigation Monitoring and Reporting Program (including modified mitigation measures), a revised application for Conditional Use Permit, Planning Commission Design Review, Landscape and Irrigation Plans, and Minor Subdivision (Vesting Tentative Tract Map No. 72662) for the construction of a mixed-use development to include 149 residential apartment units (a reduction from 180), approximately 37,000 square feet of neighborhood serving commercial development (a reduction from 37,600), and renovation of the existing 100-room hotel. A total of 649 parking spaces (an increase from 614) will be provided, with 587 parking spaces in an enclosed parking structure and 62 spaces in an existing surface parking lot. The project is designed to be a maximum of three (3) stories and 45 feet above existing grade (a reduction from four (4) stories and 56 feet). The IS-MND is being revised, and includes an approximately two page discussion to reflect these and other changes, and impacts are anticipated to be reduced in comparison to the previously analyzed project description. The property is located within a Mixed-Use (MU-3A) zone.
- Materials submitted by the applicant on Tuesday November 17, 2015
 - Hotel status report letter
 - Second Supplemental Traffic Evaluation for 146-unit project



November 3, 2015

Mr. Aaron Jones
Planning Department
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Re.: Legado Redondo - Hotel Status Report
1700 S. Pacific Coast Highway

Dear Mr. Jones:

We are still in the process of our insurance claim with no set date to finalize. We will inform the City as soon as we get the process completed. Then the plans for building permit for repair/restoration will be submitted to the City. Reopening date can be informed at that time.

Sincerely,
Legado Companies



Ki Ryu, V.P. Project Management

/KR

Second Supplemental Traffic Evaluation of Further Reduced Legado Redondo Project

The proposed Redondo Legado Project has been reduced to include 146 apartment units and 23,764 square feet of commercial. The commercial components will include 3,500 square feet of restaurant, 5,964 square feet of office, and 14,300 square feet of retail. A grocery store use is no longer being considered for the Project.

Trip Generation

The trip generation rates for the Project are based on Institute of Transportation Engineer rates as shown below in Table 1.

Table 1
 Trip Generation Rates

<u>Description</u>	<u>ITE Code</u>	<u>Daily Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Apartment	220	6.65	0.51	0.10	0.41	0.62	0.40	0.22
Hotel*	310	8.17	0.53	0.31	0.22	0.60	0.31	0.29
Office	710	11.03	1.56	1.37	0.19	1.49	0.25	1.24
Shopping Center	820	42.7	0.96	0.60	0.36	3.71	1.78	1.93
High Turnover Restaurant	932	127.15	10.81	5.95	4.86	9.85	5.91	3.94

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

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

The trip generation rates were applied to the project components to determine the net vehicle trips associated with the Project. The trip generation incorporates a reduction for vehicle trips associated with residents, employees and patrons and guests who visit more than one site (internal trips), vehicles that are already on the roadway system and turn into the Project and their way to or from another destination, and prior uses on the site. The Project creates a net trip generation of 797 daily trips with 87 new AM Peak Hour trips and 103 new PM Peak Hour trips. Table 2a presents the further reduced Project trip generation calculated the same manner as the full and subsequent traffic analysis.

Table 2b
Project Trip Generation (with seasonal credits)

Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Project								
High Turnover Restaurant	3,500 sf	445	38	21	17	34	21	13
Internal Trips	20%	(89)	(8)	(4)	(4)	(7)	(4)	(3)
Pass-By	20%	(71)	(6)	(3)	(3)	(5)	(3)	(2)
Office	5,964 sf	66	9	8	1	9	2	7
Internal Trips	5%	(3)	(0)	(0)	(0)	(0)	(0)	(0)
Retail	14,300 sf	634	14	9	5	53	25	28
Internal Trips	10%	(63)	(1)	(1)	0	(5)	(3)	(2)
Pass-By	10%	(57)	(0)	(1)	(1)	(5)	(2)	(3)
Subtotal Commercial	23,764 sf	861	44	28	16	74	36	38
Apartment	146 units	971	74	15	59	91	59	32
Proposed Subtotal		1,832	118	43	75	165	95	70
Existing Use								
Miscellaneous Retail	4,800 sf	213	7	4	3	13	6	7
Pass-By	10%	(21)	(1)	(1)	(0)	(2)	(1)	(1)
Retail Store	21,130 sf	936	28	17	11	57	25	32
Pass-By	10%	(94)	(3)	(2)	(1)	(7)	(4)	(3)
Existing Subtotal		1,035	31	18	13	62	27	35
Net Commercial (Project-Existing)		-174	13	10	3	12	9	3
Net New Apartment		971	74	15	59	91	59	32
Combined Net New		797	87	25	62	103	68	35

This is a reduction from the previous Project descriptions.

- Daily: 2,677 trips Original Project, 2,433 trips Reduced Project, 797 trips Current Further Reduced Project (70% fewer daily trips)
- AM Peak Hour: 143 Original Project, 123 Reduced Project, 87 Current Further Reduced Project (39% fewer AM Peak Hour trips)
- PM Peak Hour: 267 Original Project, 245 Reduced Project, 103 Current Further Reduced Project (61% fewer PM Peak Hour trips)

In order to present a conservative estimate of potential traffic impacts, the current further reduced Project analysis does not take credit for the previous seasonal retail store. Table 2b displays the trip generation without these credits.

Table 2b
Project Trip Generation (without seasonal credits)

<u>Description</u>	<u>Size</u>	<u>Daily Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
<u>Proposed Project</u>								
High Turnover Restaurant	3,500 sf	445	38	21	17	34	21	13
Internal Trips	20%	(89)	(8)	(4)	(4)	(7)	(4)	(3)
Pass-By	20%	(71)	(6)	(3)	(3)	(5)	(3)	(2)
Office	5,964 sf	66	9	8	1	9	2	7
Internal Trips	5%	(3)	(0)	(0)	(0)	(0)	(0)	(0)
Retail	14,300 sf	634	14	9	5	53	25	28
Internal Trips	10%	(63)	(1)	(1)	0	(5)	(3)	(2)
Pass-By	10%	(57)	(0)	(1)	(1)	(5)	(2)	(3)
Subtotal Commercial	23,764 sf	861	44	28	16	74	36	38
Apartment	146 units	971	74	15	59	91	59	32
Proposed Subtotal		1,832	118	43	75	165	95	70
<u>Existing Use</u>								
Miscellaneous Retail	4,800 sf	213	7	4	3	13	6	7
Pass-By	10%	(21)	(1)	(1)	(0)	(2)	(1)	(1)
Retail Store	21,130 sf	0	0	0	0	0	0	0
Pass-By	10%	0	0	0	0	0	0	0
Existing Subtotal		193	5	3	3	12	5	6
Net Commercial (Project-Existing)		668	38	26	13	63	30	32
Net New Apartment		971	74	15	59	91	59	32
Combined Net New		1,639	112	41	72	154	89	64

Intersection Evaluation

Traffic assessment has been conducted based on the Intersection Capacity Utilization (ICU) methodology for the signalized study intersection and Highway Capacity Manual (HCM) methodology for the intersections that are not signalized. The eleven previously analyzed intersection have been reanalyzed with the current further reduced project. The traffic growth created by the Project (impact) are reduced with the new Project as demonstrated in Table 3a & 3b on the following page.

An impact is defined as significant by the City of Redondo Beach according to the following:

Significant Impact Criteria
City of Redondo Beach

1. A project impact at an intersection is determined to be significant if any of the following occurs:
 - a. A four percent (0.04) increase in the volume to capacity ratio at an intersection where the baseline intersection condition is LOS C; or
 - b. A two percent (0.02) increase in the volume to capacity ratio at an intersection where the baseline intersection condition is LOS D; or
 - c. A one percent (0.01) increase in the volume to capacity ratio at an intersection where the baseline intersection condition is LOS E or F.

The criteria above applied to the project's contribution under existing and cumulative conditions. "Baseline intersection condition refers to the LOS value during the specific peak hour being analyzed."

2. A project impact at an unsignalized intersection is determined to be significant if any of the following occur:
 - a. When the project traffic is included, if the intersection has a projected LOS F on a side street for one-way or two-way stop control or LOS E or worse for an intersection at an all-way stop controlled intersection and the addition of the project traffic results in the addition of more than 3 seconds for any movement.

The intersection of Palos Verdes Boulevard and Pacific Coast Highway is significantly impacted with the Project. A north and southbound right turn lane will be added, extension of the left turn pockets for north and southbound Pacific Coast Highway, widening of Pacific Coast Highway, wider lanes on Pacific Coast Highway and acceleration and deceleration lanes on Pacific Coast Highway will be added. This is the same mitigation as with the prior project. The impact is reduced to a level of insignificance with the proposed project.

One additional intersection, Palos Verdes Boulevard and Riviera Village Parkway has been added to the analysis. Traffic counts for this intersection are provided in Attachment 2.

Table 3a and 3b provides the analysis summary without the seasonal use credits and Attachment 1 provides the analysis worksheets.

**Table 3a
Existing & Existing + Project Analysis Summary**

No.	Intersection	Peak Hour	Existing		Existing + Project			Significant Impact?	Existing with Mitigation With Project			Significant Impact
			ICU or Delay	LOS	ICU or Delay	LOS	Impact		ICU	LOS	IMPACT	
1	Pacific Coast Highway & Torrance Boulevard	AM	0.927	E	0.934	E	+ 0.007	NO				
		PM	0.848	D	0.854	D	+ 0.006	NO				
2	Pacific Coast Highway & Avenue C	AM	0.599	A	0.606	B	+ 0.007	NO				
		PM	0.610	B	0.621	B	+ 0.011	NO				
3	Pacific Coast Highway & Avenue F	AM	0.718	C	0.728	C	+ 0.010	NO				
		PM	0.732	C	0.747	C	+ 0.015	NO				
4	Pacific Coast Highway & Avenue I	AM	11.10	B	11.20	B	+ 0.10	NO				
		PM	15.40	C	15.90	C	+ 0.50	NO				
5"	Pacific Coast Highway & Palos Verdes Boulevard	AM	0.879	D	0.886	D	+ 0.007	NO	0.881	D	0.002	NO
		PM	0.970	E	0.980	E	+ 0.010	YES	0.880	D	-0.090	NO
6	Avenue F & Palos Verdes Boulevard	AM	12.82	B	13.17	B	+ 0.35	NO				
		PM	12.78	B	13.18	B	+ 0.40	NO				
7	Helberta Avenue & Palos Verdes Boulevard	AM	12.37	B	12.75	B	+ 0.38	NO				
		PM	12.51	B	13.11	B	+ 0.60	NO				
8	Prospect Avenue & Palos Verdes Boulevard	AM	0.457	A	0.470	A	+ 0.013	NO				
		PM	0.540	A	0.558	A	+ 0.018	NO				
9	Pacific Coast Highway & Prospect Avenue	AM	0.603	B	0.610	B	+ 0.007	NO				
		PM	0.676	B	0.685	B	+ 0.009	NO				
10	Palos Verdes Bl & Avenue G	AM	13.10	B	13.30	B	+ 0.20	NO				
		PM	15.60	C	15.90	C	+ 0.30	NO				
11	Prospect Bl & Avenue G	AM	9.24	A	9.49	A	+ 0.25	NO				
		PM	9.09	A	9.33	A	+ 0.24	NO				
12	Palos Verdes Boulevard & Riviera Village Parkway	AM	14.00	B	14.70	B	+ 0.70	NO				
		PM	23.50	C	26.60	D	3.10	NO				

**Table 3b
Future and Future + Project Analysis Summary**

No.	Intersection	Peak Hour	Future (2017) Without Project				Future (2017) With Project				Significant Impact	Future with Mitigation With Project			Significant Impact
			ICU or Delay	LOS	Growth	ICU or Delay	LOS	IMPACT	ICU	LOS		IMPACT			
1	Pacific Coast Highway & Torrance Boulevard	AM	0.980	E	+	0.053	0.986	E	+	0.006	NO	0.961	E	-0.019	NO
		PM	0.884	D	+	0.036	0.890	D	+	0.006	NO	0.890	D	0.006	NO
2	Pacific Coast Highway & Avenue C	AM	0.613	B	+	0.014	0.620	B	+	0.007	NO				
		PM	0.624	B	+	0.014	0.635	B	+	0.011	NO				
3	Pacific Coast Highway & Avenue F	AM	0.758	C	+	0.040	0.768	C	+	0.010	NO				
		PM	0.773	C	+	0.041	0.787	C	+	0.014	NO				
4	Pacific Coast Highway & Avenue I	AM	11.50	B	+	0.40	11.60	B	+	0.10	NO				
		PM	16.60	C	+	1.20	16.90	C	+	0.30	NO				
5*	Pacific Coast Highway & Palos Verdes Boulevard	AM	0.888	D	+	0.009	0.895	D	+	0.007	NO	0.889	D	0.001	NO
		PM	0.980	E	+	0.010	0.991	E	+	0.011	YES	0.884	D	-0.096	NO
6	Avenue F & Palos Verdes Boulevard	AM	13.73	B	+	0.91	14.15	B	+	0.42	NO				
		PM	13.76	B	+	0.98	14.23	B	+	0.47	NO				
7	Helberta Avenue & Palos Verdes Boulevard	AM	13.20	B	+	0.83	13.65	B	+	0.45	NO				
		PM	13.38	B	+	0.87	14.17	B	+	0.79	NO				
8	Prospect Avenue & Palos Verdes Boulevard	AM	0.480	A	+	0.023	0.493	A	+	0.013	NO				
		PM	0.569	A	+	0.029	0.586	A	+	0.017	NO				
9	Pacific Coast Highway & Prospect Avenue	AM	0.636	B	+	0.033	0.643	B	+	0.007	NO				
		PM	0.712	C	+	0.036	0.721	C	+	0.009	NO				
10	Palos Verdes Bl & Avenue G	AM	13.80	B	+	0.70	14.00	B	+	0.20	NO				
		PM	16.50	C	+	0.90	16.60	C	+	0.10	NO				
11	Prospect Bl & Avenue G	AM	9.77	A	+	0.53	10.02	B	+	0.25	NO				
		PM	9.62	A	+	0.53	9.89	A	+	0.27	NO				
12	Palos Verdes Boulevard & Riviera Village Parkway	AM	15.00	B	+	15.30	11.90	B		-3.10	NO				
		PM	26.80	D	+	3.30	31.20	D		4.40	NO				
ICU for signalized intersections 1,2,3,5,8,9															
Delay HCM Analysis for stop controlled intersections 4,6,7,10,11,12															

Project Truck Trips

The new Project will create a fewer truck trips. The removal of the grocery store reduces the need for truck deliveries. Table 4 displays the land uses truck trip generation and the new Project’s anticipated truck trips per day.

Table 4
Truck Trips Rate
&
Project Truck Trips

<u>Truck Trips per day per 1,000 sf</u>							
			Courier	Light	Heavy	Articulated	
			<u>Van</u>	<u>Rigid Truck</u>	<u>Rigid Truck</u>	<u>Truck</u>	<u>Total</u>
Local Supermarket			0.1	0.9	0.5	0.2	1.7
Soft Retail							2.0
Other Retail			0.7	0.9	0.4	0.0	2.0
Prepared Foods							3.9
Office							2.0
<u>Potential Commercial Trucks</u>							
			Courier	Light	Heavy	Articulated	
			<u>Van</u>	<u>Rigid Truck</u>	<u>Rigid Truck</u>	<u>Truck</u>	<u>Total</u>
<u>Land Use</u>	<u>Size</u>						
High Turnover Restaurant	3,500	sf					14
Office	5,964	sf					12
Retail	14,300	sf	10	13	6	0	29
	23,764						54

The current proposed further reduced Project is approximately 34% fewer daily truck trips than the original Project. The majority of the trucks will also be smaller than those that are typically used to supply a grocery store.

The current proposed reduced Project will provide one dedicated loading dock space for commercial deliveries and one for residents moving in or out.

Parking Evaluation

A parking summary has been conducted for the current further reduced Project. Table 5 displays the City of Redondo Beach requirement. The Project will meet the code requirements and exceed them by 18 spaces.

Table 5
Parking Requirements

<u>Land Use</u>	<u>Size</u>	<u>Code Requirements</u>	<u>Parking Required</u>	<u>Parking Provided*</u>
<u>Residential Housing</u>				
Residences	146 units	2 spaces per unit	292	
Guest Parking		1 space per 3 units	48	
Total Residential	146 units		340	340
<u>New Commercial</u>				
Office	5,964 sf	1 space per 300 sf	20	
Restaurant**	3,500 sf	1 space per 50 sf of dining area	35	
Retail	14,300 sf	1 space per 250 sf	57	
Total New Commercial	23,764 sf		112	113
<u>Commercial to Remain</u>				
Hotel	110 rooms	1 space per guest room	110	127
Total Project Parking			562	580
* The project will provide an excess of 18 spaces beyond City of Redondo Beach Code Required Parking				
** Seating area is one half of full restaurant area (1750 sf)				

Roadway Segments

The street segment of Avenue G between Pacific Coast Highway and Palos Verdes Boulevard and Avenue H between Avenue G and Palos Verdes Boulevard have been evaluated for potential street impacts with the Project. Avenue G and Avenue H are both designated as Local streets by the City of Redondo Beach. The City's Circulation Element defines a Local street as generally intended to carry less than 2,000 vehicles per day with the highest priority to the function of providing access to abutting properties. Traffic counts indicate 1,299 daily trips on Avenue G and 485 daily trips on Avenue H. New traffic counts are provided in Attachment 2. These traffic volumes are below street design standards for local streets. If up to 1% (16 daily trips) to 5% (81 daily trips) were added to these roadway segments they would still be within the roadway designated design volumes.

Summary

- The current further reduced Project creates fewer vehicle trips than previously proposed.
- The current further reduced Project creates one significant traffic impact as defined by the City of Redondo Beach. The impact occurs at Pacific Coast Highway and Palos Verdes Boulevard and the impact is reduced to a level of insignificance with mitigation.
- The current further reduced Project creates fewer truck trips to and from the site.
- The current further reduced Project will meet and exceed City of Redondo Beach code requirement for parking.
- The Project will not create any roadway segment impacts.



ATTACHMENT 1
ANALYSIS WORKSHEETS



Legado Redondo
ICU CALCULATIONS

INTERSECTION: 1. Pacific Coast Highway & Torrance Boulevard
EXISTING CONDITION

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR				CRITICAL PAIR	PM PEAK HOUR				CRITICAL PAIR			
			Add Baseline	2011 VOLUMES	VOLUMES	V/C		Add Baseline	2011 VOLUMES	VOLUMES	V/C				
NB LEFT	1	1,600	0	30	31	0.019	*	1	67	70	0.044	*			
NB THRU	2	3,200	2	1316	1360	0.447		6	924	960	0.328				
NB RIGHT	0	0	1	67	70	0.000		3	85	91	0.000				
							0.596					0.509			
SB LEFT	1	1,600	0	231	238	0.149	*	0	261	269	0.168	*			
SB THRU	2	3,200	3	791	819	0.267		5	1401	1451	0.465				
SB RIGHT	0	0	0	34	35	0.000		0	36	37	0.000				
							0.231					0.239			
EB LEFT	1	1,600	0	66	68	0.043	*	0	70	72	0.045	*			
EB THRU	2	3,200	0	298	308	0.096		0	366	378	0.118				
EB RIGHT	1	1,600	0	22	23	0.014		0	52	54	0.034				
							0.231					0.239			
WB LEFT	1	1,600	2	92	97	0.061	*	2	131	137	0.086	*			
WB THRU	2	3,200	0	271	280	0.087		0	437	451	0.141				
WB RIGHT	1	1,600	0	292	301	0.188		0	301	311	0.194				
							0.231					0.239			
NORTH/SOUTH CRITICAL SUM							0.596	NORTH/SOUTH CRITICAL SUM							0.509
EAST/WEST CRITICAL SUM							0.231	EAST/WEST CRITICAL SUM							0.239
CLEARANCE INTERVAL							0.100	CLEARANCE INTERVAL							0.100
INTERSECTION ICU VALUE							0.927	INTERSECTION ICU VALUE							0.848
AM INTERSECTION LOS							E	PM INTERSECTION LOS							D



Legado Redondo
ICU CALCULATIONS

INTERSECTION: 1. Pacific Coast Highway & Torrance Boulevard
EXISTING + PROJECT

MOVEMENT	NO. OF LANES	AM PEAK HOUR						CRITICAL PAIR	PM PEAK HOUR				CRITICAL PAIR
		CAPACITY	EXISTING	PROJECT	TOTAL	V/C	EXISTING		PROJECT	TOTAL	V/C		
NB LEFT	1	1,600	31	1	32	0.020		70	1	71	0.044	*	
NB THRU	2	3,200	1360	14	1374	0.454	*	960	13	973	0.334		
NB RIGHT	0	0	70	7	77	0.000		91	6	97	0.000		
							0.603					0.515	
SB LEFT	1	1,600	238	0	238	0.149	*	269	0	269	0.168		
SB THRU	2	3,200	819	8	827	0.270		1451	18	1469	0.471	*	
SB RIGHT	0	0	35	0	35	0.000		37	0	37	0.000		
							0.231					0.239	
EB LEFT	1	1,600	68	0	68	0.043	*	72	0	72	0.045	*	
EB THRU	2	3,200	308	0	308	0.096		378	0	378	0.118		
EB RIGHT	1	1,600	23	1	24	0.015		54	2	56	0.035		
							0.231					0.239	
WB LEFT	1	1,600	97	4	101	0.063		137	9	146	0.091		
WB THRU	2	3,200	280	0	280	0.087		451	0	451	0.141		
WB RIGHT	1	1,600	301	0	301	0.188	*	311	0	311	0.194	*	
							0.603					0.515	
							0.231					0.239	
							0.100					0.100	
INTERSECTION ICU VALUE							0.934	INTERSECTION ICU VALUE				0.854	
AM INTERSECTION LOS							E	PM INTERSECTION LOS				D	
AM IMPACT							0.007	PM IMPACT				0.006	



Legado Redondo
ICU CALCULATIONS

INTERSECTION: 1. Pacific Coast Highway & Torrance Boulevard
EXISTING + PROJECT with shared improvement

MOVEMENT	NO. OF LANES	AM PEAK HOUR						CRITICAL PAIR	PM PEAK HOUR				CRITICAL PAIR
		CAPACITY	EXISTING	PROJECT	TOTAL	V/C	EXISTING		PROJECT	TOTAL	V/C		
NB LEFT	1	1,600	31	1	32	0.020		70	1	71	0.044	*	
NB THRU	2	3,200	1360	14	1374	0.429	*	960	13	973	0.304		
NB RIGHT	1	1600	70	7	77	0.048		91	6	97	0.06		
													0.578
SB LEFT	1	1,600	238	0	238	0.149	*	269	0	269	0.168		
SB THRU	2	3,200	819	8	827	0.259		1451	18	1469	0.459	*	
SB RIGHT	1	1,600	35	0	35	0.022		37	0	37	0.023		
EB LEFT	1	1,600	68	0	68	0.043	*	72	0	72	0.045	*	
EB THRU	2	3,200	308	0	308	0.096		378	0	378	0.118		
EB RIGHT	1	1,600	23	1	24	0.015		54	2	56	0.035		
													0.231
WB LEFT	1	1,600	97	4	101	0.063		137	9	146	0.091		
WB THRU	2	3,200	280	0	280	0.087		451	0	451	0.141		
WB RIGHT	1	1,600	301	0	301	0.188	*	311	0	311	0.194	*	
NORTH/SOUTH CRITICAL SUM							0.578	NORTH/SOUTH CRITICAL SUM				0.503	
EAST/WEST CRITICAL SUM							0.231	EAST/WEST CRITICAL SUM				0.239	
CLEARANCE INTERVAL							0.100	CLEARANCE INTERVAL				0.100	
INTERSECTION ICU VALUE							0.909	INTERSECTION ICU VALUE				0.842	
AM INTERSECTION LOS							E	PM INTERSECTION LOS				D	
AM IMPACT							-0.018	PM IMPACT				-0.006	

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 1. Pacific Coast Highway & Torrance Boulevard

FUTURE WITHOUT PROJECT
EXISTING + AMBIENT GROWTH
2017

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR				CRITICAL PAIR	PM PEAK HOUR				CRITICAL PAIR			
			EXISTING	AMBIENT GROWTH	TOTAL	V/C		EXISTING	AMBIENT GROWTH	TOTAL	V/C				
NB LEFT	1	1,600	31	2	33	0.021		70	4	75	0.047	*			
NB THRU	2	3,200	1360	87	1447	0.476	*	960	61	1021	0.349				
NB RIGHT	0	0	70	4	75	0.000		91	6	97	0.000				
							0.635					0.529			
SB LEFT	1	1,600	238	15	254	0.159	*	269	17	287	0.179				
SB THRU	2	3,200	819	52	872	0.272		1451	93	1544	0.482	*			
SB RIGHT	1	1,600	35	2	37	0.023		37	2	40	0.025				
EB LEFT	1	1,600	68	4	72	0.045	*	72	5	77	0.048	*			
EB THRU	2	3,200	308	20	327	0.102		378	24	402	0.126				
EB RIGHT	1	1,600	23	1	24	0.015		54	3	57	0.036				
							0.245					0.255			
WB LEFT	1	1,600	97	6	103	0.064		137	9	146	0.091				
WB THRU	2	3,200	280	18	298	0.093		451	29	480	0.150				
WB RIGHT	1	1,600	301	19	321	0.200	*	311	20	331	0.207	*			
NORTH/SOUTH CRITICAL SUM							0.635	NORTH/SOUTH CRITICAL SUM							0.529
EAST/WEST CRITICAL SUM							0.245	EAST/WEST CRITICAL SUM							0.255
CLEARANCE INTERVAL							0.100	CLEARANCE INTERVAL							0.100
INTERSECTION ICU VALUE							0.980	INTERSECTION ICU VALUE							0.884
AM INTERSECTION LOS							E	PM INTERSECTION LOS							D
AM GROWTH							0.053	PM GROWTH							0.036

future without project SB Right incorporated in analysis



Legado Redondo
ICU CALCULATIONS

INTERSECTION: 1. Pacific Coast Highway & Torrance Boulevard
FUTURE WITH PROJECT with shared improvement
EXISTING + AMBIENT GROWTH + PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR					CRITICAL PAIR	PM PEAK HOUR					CRITICAL PAIR			
			EXISTING	AMBIENT GROWTH	PROJECT	TOTAL	V/C		EXISTING	AMBIENT GROWTH	PROJECT	TOTAL	V/C				
NB LEFT	1	1,600	31	2	1	34	0.021		70	4	1	76	0.047	*			
NB THRU	2	3,200	1360	87	14	1461	0.457	*	960	61	13	1034	0.323				
NB RIGHT	1	1600	70	4	7	82	0.051		91	6	6	103	0.064				
SB LEFT	1	1,600	238	15	0	254	0.159	*	269	17	0	287	0.179				
SB THRU	2	3,200	819	52	8	880	0.275		1451	93	18	1562	0.488	*			
SB RIGHT	1	1,600	35	2	0	37	0.023		37	2	0	40	0.025				
EB LEFT	1	1,600	68	4	0	72	0.045	*	72	5	0	77	0.048	*			
EB THRU	2	3,200	308	20	0	327	0.102		378	24	0	402	0.126				
EB RIGHT	1	1,600	23	1	1	25	0.016		54	3	2	59	0.037				
WB LEFT	1	1,600	97	6	4	107	0.067		137	9	9	155	0.097				
WB THRU	2	3,200	280	18	0	298	0.093		451	29	0	480	0.150				
WB RIGHT	1	1,600	301	19	0	321	0.200	*	311	20	0	331	0.207	*			
NORTH/SOUTH CRITICAL SUM								0.616	NORTH/SOUTH CRITICAL SUM								0.535
EAST/WEST CRITICAL SUM								0.245	EAST/WEST CRITICAL SUM								0.255
CLEARANCE INTERVAL								0.100	CLEARANCE INTERVAL								0.100
INTERSECTION ICU VALUE								0.961	INTERSECTION ICU VALUE								0.890
AM INTERSECTION LOS								E	PM INTERSECTION LOS								D
AM IMPACT								-0.019	PM IMPACT								0.006

future without project SB Right incorporated in analysis



Legado Redondo
ICU CALCULATIONS

INTERSECTION: 2. Pacific Coast Highway & Avenue C
EXISTING CONDITION
2013

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR					PM PEAK HOUR					
			Add Baseline	2011 VOLUMES	2013 VOLUMES	V/C	CRITICAL PAIR	Add Baseline	2011 VOLUMES	2013 VOLUMES	V/C	CRITICAL PAIR	
NB LEFT	1	1,600	0	12	12	0.008		0	33	34	0.021	*	
NB THRU	2	3,200	3	1423	1472	0.462	*	10	1051	1095	0.346		
NB RIGHT	0	0	0	6	6	0.000		0	12	12	0.000		
							0.475					0.471	
SB LEFT	1	1,600	0	20	21	0.013	*	0	29	30	0.019		
SB THRU	2	3,200	5	834	866	0.275		7	1370	1421	0.450	*	
SB RIGHT	0	0	0	15	15	0.000		0	20	21	0.000		

EB LEFT	0	0	0	13	13	0.000	*	0	19	20	0.000		
EB THRU	1	1,600	0	6	6	0.023		0	13	13	0.039	*	
EB RIGHT	0	0	0	16	17	0.000		0	28	29	0.000		
							0.024					0.039	
WB LEFT	0	0	0	15	15	0.000		0	23	24	0.000	*	
WB THRU	1	1,600	0	7	7	0.024	*	0	11	11	0.033		
WB RIGHT	0	0	0	15	15	0.000		0	17	18	0.000		

NORTH/SOUTH CRITICAL SUM							0.475	NORTH/SOUTH CRITICAL SUM					0.471
EAST/WEST CRITICAL SUM							0.024	EAST/WEST CRITICAL SUM					0.039
CLEARANCE INTERVAL							0.100	CLEARANCE INTERVAL					0.100
INTERSECTION ICU VALUE							0.599	INTERSECTION ICU VALUE					0.610
AM INTERSECTION LOS							A	PM INTERSECTION LOS					B



Legado Redondo
ICU CALCULATIONS

INTERSECTION: 2. Pacific Coast Highway & Avenue C
EXISTING + PROJECT

MOVEMENT	NO. OF LANES	AM PEAK HOUR						CRITICAL PAIR	PM PEAK HOUR				CRITICAL PAIR
		CAPACITY	EXISTING	PROJECT	TOTAL	V/C	EXISTING		PROJECT	TOTAL	V/C		
NB LEFT	1	1,600	12	1	13	0.008		34	1	35	0.022	*	
NB THRU	2	3,200	1472	23	1495	0.469	*	1095	20	1115	0.352		
NB RIGHT	0	0	6	0	6	0.000		12	0	12	0.000		
							0.482						0.482
SB LEFT	1	1,600	21	0	21	0.013	*	30	0	30	0.019		
SB THRU	2	3,200	866	13	879	0.279		1421	29	1450	0.460	*	
SB RIGHT	0	0	15	0	15	0.000		21	0	21	0.000		
EB LEFT	0	0	13	0	13	0.000	*	20	0	20	0.000		
EB THRU	1	1,600	6	0	6	0.023		13	0	13	0.039	*	
EB RIGHT	0	0	17	0	17	0.000		29	1	30	0.000		
							0.024						0.039
WB LEFT	0	0	15	0	15	0.000		24	0	24	0.000	*	
WB THRU	1	1600	7	0	7	0.024	*	11	0	11	0.033		
WB RIGHT	0	0	15	0	15	0.000		18	0	18	0.000		
NORTH/SOUTH CRITICAL SUM							0.482	NORTH/SOUTH CRITICAL SUM				0.482	
EAST/WEST CRITICAL SUM							0.024	EAST/WEST CRITICAL SUM				0.039	
CLEARANCE INTERVAL							0.100	CLEARANCE INTERVAL				0.100	
INTERSECTION ICU VALUE							0.606	INTERSECTION ICU VALUE				0.621	
AM INTERSECTION LOS							B	PM INTERSECTION LOS				B	
AM IMPACT							0.007	PM IMPACT				0.011	

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 2. Pacific Coast Highway & Avenue C

FUTURE WITHOUT PROJECT
EXISTING + AMBIENT GROWTH
2017

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR				CRITICAL PAIR	PM PEAK HOUR				CRITICAL PAIR			
			EXISTING	AMBIENT GROWTH	TOTAL	V/C		EXISTING	AMBIENT GROWTH	TOTAL	V/C				
NB LEFT	1	1,600	12	1	13	0.008		33	2	35	0.022	*			
NB THRU	2	3,200	1423	91	1514	0.475	*	1051	67	1118	0.353				
NB RIGHT	0	0	6	0	6	0.000		12	1	13	0.000				
							0.488					0.484			
SB LEFT	1	1,600	20	1	21	0.013	*	29	2	31	0.019				
SB THRU	2	3,200	834	53	887	0.282		1370	88	1458	0.462	*			
SB RIGHT	0	0	15	1	16	0.000		20	1	21	0.000				
EB LEFT	0	0	13	1	14	0.000	*	19	1	20	0.000				
EB THRU	1	1,600	6	0	6	0.023		13	1	14	0.040	*			
EB RIGHT	0	0	16	1	17	0.000		28	2	30	0.000				
							0.025					0.040			
WB LEFT	0	0	15	1	16	0.000		23	1	24	0.000	*			
WB THRU	1	1600	7	0	7	0.025	*	11	1	12	0.034				
WB RIGHT	0	0	15	1	16	0.000		17	1	18	0.000				
NORTH/SOUTH CRITICAL SUM							0.488	NORTH/SOUTH CRITICAL SUM							0.484
EAST/WEST CRITICAL SUM							0.025	EAST/WEST CRITICAL SUM							0.040
CLEARANCE INTERVAL							0.100	CLEARANCE INTERVAL							0.100
INTERSECTION ICU VALUE							0.613	INTERSECTION ICU VALUE							0.624
AM INTERSECTION LOS							B	PM INTERSECTION LOS							B
AM GROWTH							0.014	PM GROWTH							0.014



Legado Redondo
ICU CALCULATIONS

INTERSECTION: 2. Pacific Coast Highway & Avenue C

FUTURE WITH PROJECT

EXISTING + AMBIENT GROWTH + PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR					V/C	CRITICAL PAIR	PM PEAK HOUR					V/C	CRITICAL PAIR	
			EXISTING	AMBIENT GROWTH	PROJECT	TOTAL				EXISTING	AMBIENT GROWTH	PROJECT	TOTAL				
NB LEFT	1	1,600	12	1	1	14	0.009		33	2	1	36	0.023	*			
NB THRU	2	3,200	1423	91	23	1537	0.482	*	1051	67	20	1138	0.360				
NB RIGHT	0	0	6	0	0	6	0.000		12	1	0	13	0.000				
								0.495						0.494			
SB LEFT	1	1,600	20	1	0	21	0.013	*	29	2	0	31	0.019				
SB THRU	2	3,200	834	53	13	900	0.286		1370	88	29	1487	0.471	*			
SB RIGHT	0	0	15	1	0	16	0.000		20	1	0	21	0.000				
EB LEFT	0	0	13	1	0	14	0.000	*	19	1	0	20	0.000				
EB THRU	1	1,600	6	0	0	6	0.023		13	1	0	14	0.041	*			
EB RIGHT	0	0	16	1	0	17	0.000		28	2	1	31	0.000				
								0.025						0.041			
WB LEFT	0	0	15	1	0	16	0.000		23	1	0	24	0.000	*			
WB THRU	1	1600	7	0	0	7	0.025	*	11	1	0	12	0.034				
WB RIGHT	0	0	15	1	0	16	0.000		17	1	0	18	0.000				
NORTH/SOUTH CRITICAL SUM								0.495	NORTH/SOUTH CRITICAL SUM								0.494
EAST/WEST CRITICAL SUM								0.025	EAST/WEST CRITICAL SUM								0.041
CLEARANCE INTERVAL								0.100	CLEARANCE INTERVAL								0.100
INTERSECTION ICU VALUE								0.620	INTERSECTION ICU VALUE								0.635
AM INTERSECTION LOS								B	PM INTERSECTION LOS								B
AM IMPACT								0.007	PM IMPACT								0.011



Legado Redondo
ICU CALCULATIONS

INTERSECTION: 3. Pacific Coast Highway & Avenue F
EXISTING CONDITION
2013

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR					PM PEAK HOUR						
			Add Baseline	2011 VOLUMES	2013 VOLUMES	V/C	CRITICAL PAIR	Add Baseline	2011 VOLUMES	2013 VOLUMES	V/C	CRITICAL PAIR		
NB LEFT	0.5	800	0	1	1	0.001		0	1	1	0.001	*		
NB THRU	1.5	2400	3	1318	1363	0.568	*	10	1076	1120	0.467			
NB RIGHT	1	1600	0	14	14	0.009		0	30	31	0.019			
							0.568						0.592	
SB LEFT	0.5	800	0	0	0	0.000	*	0	5	5	0.006			
SB THRU	1.5	2,400	5	827	858	0.358		8	1366	1418	0.591	*		
SB RIGHT	1	1,600	0	7	7	0.005		0	21	22	0.014			

EB LEFT	0	0	0	13	13	0.000	*	0	23	24	0.000			
EB THRU	1	1,600	0	28	29	0.039		0	15	15	0.040	*		
EB RIGHT	0	0	0	20	21	0.000		0	24	25	0.000			
							0.050						0.040	
WB LEFT	0	0	0	6	6	0.000		0	13	13	0.000	*		
WB THRU	1	1,600	0	9	9	0.050	*	0	21	22	0.037			
WB RIGHT	0	0	0	63	65	0.000		0	24	25	0.000			

			NORTH/SOUTH CRITICAL SUM				0.568		NORTH/SOUTH CRITICAL SUM				0.592	
			EAST/WEST CRITICAL SUM				0.050		EAST/WEST CRITICAL SUM				0.040	
			CLEARANCE INTERVAL				0.100		CLEARANCE INTERVAL				0.100	
			INTERSECTION ICU VALUE				0.718		INTERSECTION ICU VALUE				0.732	
			AM INTERSECTION LOS				C		PM INTERSECTION LOS				C	

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 3. Pacific Coast Highway & Avenue F

FUTURE WITHOUT PROJECT
EXISTING + AMBIENT GROWTH

2017

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR				CRITICAL PAIR	PM PEAK HOUR				CRITICAL PAIR			
			EXISTING	AMBIENT GROWTH	TOTAL	V/C		EXISTING	AMBIENT GROWTH	TOTAL	V/C				
NB LEFT	0.5	800	1	0	1	0.001		1	0	1	0.001	*			
NB THRU	1.5	2400	1363	87	1450	0.604	*	1120	72	1192	0.497				
NB RIGHT	1	1600	14	1	15	0.010		31	2	33	0.021				
							0.604					0.630			
SB LEFT	0.5	800	0	0	0	0.000	*	5	0	5	0.007				
SB THRU	1.5	2,400	858	55	913	0.381		1418	91	1508	0.629	*			
SB RIGHT	1	1,600	7	0	8	0.005		22	1	23	0.014				
EB LEFT	0	0	13	1	14	0.000	*	24	2	25	0.000				
EB THRU	1	1,600	29	2	31	0.042		15	1	16	0.043	*			
EB RIGHT	0	0	21	1	22	0.000		25	2	26	0.000				
							0.054					0.043			
WB LEFT	0	0	6	0	7	0.000		13	1	14	0.000	*			
WB THRU	1	1600	9	1	10	0.054	*	22	1	23	0.040				
WB RIGHT	0	0	65	4	69	0.000		25	2	26	0.000				
NORTH/SOUTH CRITICAL SUM							0.604	NORTH/SOUTH CRITICAL SUM							0.630
EAST/WEST CRITICAL SUM							0.054	EAST/WEST CRITICAL SUM							0.043
CLEARANCE INTERVAL							0.100	CLEARANCE INTERVAL							0.100
INTERSECTION ICU VALUE							0.758	INTERSECTION ICU VALUE							0.773
AM INTERSECTION LOS							C	PM INTERSECTION LOS							C
AM GROWTH							0.040	PM GROWTH							0.041



Legado Redondo
ICU CALCULATIONS

INTERSECTION: 3. Pacific Coast Highway & Avenue F

FUTURE WITH PROJECT

EXISTING + AMBIENT GROWTH + PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR					CRITICAL PAIR	PM PEAK HOUR					CRITICAL PAIR			
			EXISTING	AMBIENT GROWTH	PROJECT	TOTAL	V/C		EXISTING	AMBIENT GROWTH	PROJECT	TOTAL	V/C				
NB LEFT	0.5	800	1	0	1	2	0.003		1	0	1	2	0.003	*			
NB THRU	1.5	2400	1363	87	24	1474	0.614	*	1120	72	21	1213	0.505				
NB RIGHT	1	1600	14	1	0	15	0.010		31	2	0	33	0.021				
								0.614									
SB LEFT	0.5	800	0	0	0	0	0.000	*	5	0	0	5	0.007				
SB THRU	1.5	2,400	858	55	13	926	0.386		1418	91	29	1537	0.641	*			
SB RIGHT	1	1,600	7	0	0	8	0.005		22	1	0	23	0.014				
EB LEFT	0	0	13	1	0	14	0.000	*	24	2	0	25	0.000				
EB THRU	1	1,600	29	2	0	31	0.042		15	1	0	16	0.043	*			
EB RIGHT	0	0	21	1	0	22	0.000		25	2	1	27	0.000				
								0.054						0.043			
WB LEFT	0	0	6	0	0	7	0.000		13	1	0	14	0.000	*			
WB THRU	1	1600	9	1	0	10	0.054	*	22	1	0	23	0.040				
WB RIGHT	0	0	65	4	0	69	0.000		25	2	0	26	0.000				
NORTH/SOUTH CRITICAL SUM								0.614	NORTH/SOUTH CRITICAL SUM								0.644
EAST/WEST CRITICAL SUM								0.054	EAST/WEST CRITICAL SUM								0.043
CLEARANCE INTERVAL								0.100	CLEARANCE INTERVAL								0.100
INTERSECTION ICU VALUE								0.768	INTERSECTION ICU VALUE								0.787
AM INTERSECTION LOS								C	PM INTERSECTION LOS								C
AM IMPACT								0.010	PM IMPACT								0.014

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	4
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-15	Analysis Year	Existing + Project
Analysis Time Period	AM PEAK HOUR		

Project Description <i>REDONDO LEGADO</i>	
East/West Street: <i>AVENUE I</i>	North/South Street: <i>PACIFIC COAST HIGHWAY</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	183	1171			706	21
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	183	1171	0	0	706	21
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		106			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	106	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	183						106	
C (m) (veh/h)	886						685	
v/c	0.21						0.15	
95% queue length	0.77						0.55	
Control Delay (s/veh)	10.1						11.2	
LOS	B						B	
Approach Delay (s/veh)	--	--					11.2	
Approach LOS	--	--					B	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	4
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-15	Analysis Year	FUTURE WITH PROJECT
Analysis Time Period	AM PEAK HOUR		

Project Description <i>REDONDO LEGADO</i>	
East/West Street: <i>AVENUE I</i>	North/South Street: <i>PACIFIC COAST HIGHWAY</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	194	1252			751	22
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	194	1252	0	0	751	22
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		117			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	117	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	194						117	
C (m) (veh/h)	851						666	
v/c	0.23						0.18	
95% queue length	0.88						0.63	
Control Delay (s/veh)	10.5						11.6	
LOS	B						B	
Approach Delay (s/veh)	--	--					11.6	
Approach LOS	--	--					B	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	4
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-15	Analysis Year	EXISTING + PROJECT
Analysis Time Period	PM PEAK HOUR		

Project Description <i>REDONDO LEGADO</i>	
East/West Street: <i>AVENUE I</i>	North/South Street: <i>PACIFIC COAST HIGHWAY</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	285	991			1152	30
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	285	991	0	0	1152	30
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		183			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	183	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	285						183	
C (m) (veh/h)	598						511	
v/c	0.48						0.36	
95% queue length	2.56						1.61	
Control Delay (s/veh)	16.4						15.9	
LOS	C						C	
Approach Delay (s/veh)	--	--					15.9	
Approach LOS	--	--					C	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	4
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-15	Analysis Year	FUTURE WITH PROJECT
Analysis Time Period	PM PEAK HOUR		

Project Description <i>REDONDO LEGADO</i>	
East/West Street: <i>AVENUE I</i>	North/South Street: <i>PACIFIC COAST HIGHWAY</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	303	1053			1222	32
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	303	1053	0	0	1222	32
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		195			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	195	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	303						195	
C (m) (veh/h)	562						496	
v/c	0.54						0.39	
95% queue length	3.19						1.85	
Control Delay (s/veh)	18.6						16.9	
LOS	C						C	
Approach Delay (s/veh)	--	--					16.9	
Approach LOS	--	--					C	



Legado Redondo
ICU CALCULATIONS

INTERSECTION: 5. Pacific Coast Highway & Palos Verdes Boulevard
EXISTING CONDITION

MOVEMENT	NO. OF LANES	AM PEAK HOUR				CRITICAL PAIR	PM PEAK HOUR		
		CAPACITY	VOLUMES	V/C			VOLUMES	V/C	CRITICAL PAIR
EB LEFT	1	1,600	412	0.258	*		290	0.181	*
EB THRU	2	3,200	594	0.230			409	0.179	
EB RIGHT	0	0	142	0.000			163	0.000	
						0.422			0.365
WB LEFT	1	1,600	50	0.031			81	0.051	
WB THRU	2	3,200	403	0.164	*		455	0.184	*
WB RIGHT	0	0	122	0.000			135	0.000	

SB LEFT	1	1,600	74	0.046			86	0.054	
SB THRU	1.75	2,800	471	0.244	*		807	0.389	*
SB RIGHT	0	0	212	0.000			281	0.000	
						0.357			0.505
NB LEFT	1	1,600	180	0.113	*		185	0.116	*
NB THRU	1.75	2,800	837	0.299			694	0.248	
NB RIGHT	1	1,600	60	0.038			82	0.051	

		NORTH/SOUTH CRITICAL SUM				0.422	NORTH/SOUTH CRITICAL SUM		0.365
		EAST/WEST CRITICAL SUM				0.357	EAST/WEST CRITICAL SUM		0.505
		CLEARANCE INTERVAL				0.100	CLEARANCE INTERVAL		0.100
						-----			-----
		INTERSECTION ICU VALUE				0.879	INTERSECTION ICU VALUE		0.970
		AM INTERSECTION LOS				D	PM INTERSECTION LOS		E



Legado Redondo
ICU CALCULATIONS

INTERSECTION: 5. Pacific Coast Highway & Palos Verdes Boulevard
EXISTING + PROJECT

MOVEMENT	NO. OF LANES	AM PEAK HOUR						CRITICAL PAIR	PM PEAK HOUR						CRITICAL PAIR
		CAPACITY	EXISTING	PROJECT	TOTAL	V/C	EXISTING		PROJECT	TOTAL	V/C				
EB LEFT	1	1,600	412	0	412	0.258	*	290	0	290	0.181	*			
EB THRU	2	3,200	594	4	598	0.231		409	9	418	0.182				
EB RIGHT	0	0	142	0	142	0.000		163	0	163	0.000				
							0.422								0.365
WB LEFT	1	1,600	50	10	60	0.038		81	11	92	0.058				
WB THRU	2	3,200	403	0	403	0.164	*	455	0	455	0.184	*			
WB RIGHT	0	0	122	0	122	0.000		135	0	135	0.000				
SB LEFT	1	1,600	74	7	81	0.051		86	14	100	0.063				
SB THRU	1.75	2,800	471	9	480	0.247	*	807	19	826	0.395	*			
SB RIGHT	0	0	212	0	212	0.000		281	0	281	0.000				
							0.364								0.515
NB LEFT	1	1,600	180	7	187	0.117	*	185	7	192	0.120	*			
NB THRU	1.75	2800	837	26	863	0.308		694	24	718	0.256				
NB RIGHT	1	1,600	60	0	60	0.038		82	0	82	0.051				
NORTH/SOUTH CRITICAL SUM							0.422	NORTH/SOUTH CRITICAL SUM							0.365
EAST/WEST CRITICAL SUM							0.364	EAST/WEST CRITICAL SUM							0.515
CLEARANCE INTERVAL							0.100	CLEARANCE INTERVAL							0.100
INTERSECTION ICU VALUE							0.886	INTERSECTION ICU VALUE							0.980
AM INTERSECTION LOS							D	PM INTERSECTION LOS							E
AM IMPACT							0.007	PM IMPACT							0.010
Significant Impact?							NO	Significant Impact?							YES



Legado Redondo
ICU CALCULATIONS

INTERSECTION: 5. Pacific Coast Highway & Palos Verdes Boulevard
EXISTING + PROJECT
WITH MITIGATION - SOUTHBOUND PCH RIGHT

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR				CRITICAL PAIR	PM PEAK HOUR				CRITICAL PAIR
			EXISTING	PROJECT	TOTAL	V/C		EXISTING	PROJECT	TOTAL	V/C	
EB LEFT	1	1,600	412	0	412	0.258	*	290	0	290	0.181	*
EB THRU	2	3,200	594	4	598	0.231		409	9	418	0.182	
EB RIGHT	0	0	142	0	142	0.000		163	0	163	0.000	
							0.422					0.365
WB LEFT	1	1,600	50	10	60	0.038		81	11	92	0.058	
WB THRU	2	3,200	403	0	403	0.164	*	455	0	455	0.184	*
WB RIGHT	0	0	122	0	122	0.000		135	0	135	0.000	
							0.359					0.415
SB LEFT	1	1,600	74	7	81	0.051	*	86	14	100	0.063	
SB THRU	1.75	2,800	471	9	480	0.171		807	19	826	0.295	*
SB RIGHT	1	1,600	212	0	212	0.133		281	0	281	0.176	
							0.359					0.415
NB LEFT	1	1,600	180	7	187	0.117		185	7	192	0.120	*
NB THRU	1.75	2,800	837	26	863	0.308	*	694	24	718	0.256	
NB RIGHT	1	1,600	60	0	60	0.038		82	0	82	0.051	
NORTH/SOUTH CRITICAL SUM							0.422	NORTH/SOUTH CRITICAL SUM				0.365
EAST/WEST CRITICAL SUM							0.359	EAST/WEST CRITICAL SUM				0.415
CLEARANCE INTERVAL							0.100	CLEARANCE INTERVAL				0.100
INTERSECTION ICU VALUE							0.881	INTERSECTION ICU VALUE				0.880
AM INTERSECTION LOS							D	PM INTERSECTION LOS				D
AM IMPACT							0.002	PM IMPACT				-0.090
Significant Impact?							NO	Significant Impact?				NO

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 5. Pacific Coast Highway & Palos Verdes Boulevard

FUTURE WITHOUT PROJECT
EXISTING + AMBIENT GROWTH
2017

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR				CRITICAL PAIR	PM PEAK HOUR				CRITICAL PAIR		
			EXISTING	AMBIENT GROWTH	TOTAL	V/C		EXISTING	AMBIENT GROWTH	TOTAL	V/C			
EB LEFT	1	1,600	412	26	438	0.274	*	290	19	309	0.193	*		
EB THRU	2	3,200	594	38	632	0.245		409	26	435	0.190			
EB RIGHT	0	0	142	9	151	0.000		163	10	173	0.000			
							0.408							
WB LEFT	1	1,600	50	3	53	0.033		81	5	86	0.054			
WB THRU	2	3,200	403	26	429	0.134	*	455	29	484	0.151	*		
WB RIGHT	1	1,600	122	8	130	0.081		135	9	144	0.09			
							0.380							
SB LEFT	1	1,600	74	5	79	0.049		86	6	92	0.057			
SB THRU	1.75	2,800	471	30	501	0.260	*	807	52	859	0.413	*		
SB RIGHT	0	0	212	14	226	0.000		281	18	299	0.000			
							0.380							
NB LEFT	1	1,600	180	12	192	0.120	*	185	12	197	0.123	*		
NB THRU	1.75	2800	837	54	891	0.318		694	44	738	0.264			
NB RIGHT	1	1,600	60	4	64	0.040		82	5	87	0.055			
Future City improvement of SB Right added														
							0.408							
							0.380							
							0.100							
							0.344							
							0.536							
							0.100							
							0.888							
							0.980							
							D							
							0.009							
							E							
							0.010							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	LC	Intersection	6
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11/6/15	Analysis Year	Existing + Project
Analysis Time Period	AM PEAK HOUR		

Project ID LEGADO REDONDO	
East/West Street: AVENUE F	North/South Street: PALOS VERDES BOULEVARD

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	34	13	7	17	23	17
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	24	640	4	9	544	18
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	1.00		1.00		1.00	1.00	1.00	1.00
Flow Rate (veh/h)	54		57		344	324	281	290
% Heavy Vehicles	0		0		0	0	0	0
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.6		0.3		0.1	0.0	0.0	0.0
Prop. Right-Turns	0.1		0.3		0.0	0.0	0.0	0.1
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.1		0.0	-0.0	0.0	-0.0

Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.05		0.05		0.31	0.29	0.25	0.26
hd, final value (s)	6.50		6.32		5.57	5.52	5.66	5.60
x, final value	0.10		0.10		0.53	0.50	0.44	0.45
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t _s (s)	4.5		4.3		3.3	3.2	3.4	3.3

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	304		307		594	574	531	540
Delay (s/veh)	10.20		10.03		14.42	13.56	12.76	12.82
LOS	B		B		B	B	B	B
Approach: Delay (s/veh)	10.20		10.03		14.00		12.79	
LOS	B		B		B		B	
Intersection Delay (s/veh)	13.17							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	LC	Intersection	6
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11/6/15	Analysis Year	future with project
Analysis Time Period	AM PEAK HOUR		

Project ID LEGADO REDONDO	
East/West Street: AVENUE F	North/South Street: PALOS VERDES BOULEVARD

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	36	14	8	18	24	18
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	25	679	4	10	578	19
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	1.00		1.00		1.00	1.00	1.00	1.00
Flow Rate (veh/h)	58		60		364	344	299	308
% Heavy Vehicles	0		0		0	0	0	0
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.6		0.3		0.1	0.0	0.0	0.0
Prop. Right-Turns	0.1		0.3		0.0	0.0	0.0	0.1
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.1		0.0	-0.0	0.0	-0.0

Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.05		0.05		0.32	0.31	0.27	0.27
hd, final value (s)	6.62		6.46		5.67	5.62	5.77	5.71
x, final value	0.11		0.11		0.57	0.54	0.48	0.49
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t _s (s)	4.6		4.5		3.4	3.3	3.5	3.4

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	308		310		614	594	549	558
Delay (s/veh)	10.41		10.24		15.68	14.66	13.65	13.73
LOS	B		B		C	B	B	B
Approach: Delay (s/veh)	10.41		10.24		15.18		13.69	
LOS	B		B		C		B	
Intersection Delay (s/veh)	14.15							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	LC	Intersection	6
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-15	Analysis Year	EXISTING + PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID LEGADO REDONDO

East/West Street: AVENUE F

North/South Street: PALOS VERDES BOULEVARD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	30	5	7	11	7	7
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	17	535	14	15	680	41
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	1.00		1.00		1.00	1.00	1.00	1.00
Flow Rate (veh/h)	42		25		284	282	355	381
% Heavy Vehicles	0		0		0	0	0	0
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7		0.4		0.1	0.0	0.0	0.0
Prop. Right-Turns	0.2		0.3		0.0	0.0	0.0	0.1
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.1		0.0	-0.0	0.0	-0.1

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.04		0.02		0.25	0.25	0.32	0.34
hd, final value (s)	6.40		6.34		5.54	5.48	5.35	5.26
x, final value	0.07		0.04		0.44	0.43	0.53	0.56
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t _s (s)	4.4		4.3		3.2	3.2	3.1	3.0

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	292		275		534	532	605	631
Delay (s/veh)	9.91		9.63		12.47	12.23	13.88	14.34
LOS	A		A		B	B	B	B
Approach: Delay (s/veh)	9.91		9.63		12.35		14.12	
LOS	A		A		B		B	
Intersection Delay (s/veh)	13.18							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	LC	Intersection	6
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-15	Analysis Year	FUTURE WITH PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID LEGADO REDONDO	
East/West Street: AVENUE F	North/South Street: PALOS VERDES BOULEVARD

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	32	5	8	12	8	8
%Thrus Left Lane						
Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	18	567	15	16	723	44
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	1.00		1.00		1.00	1.00	1.00	1.00
Flow Rate (veh/h)	45		28		301	299	377	406
% Heavy Vehicles	0		0		0	0	0	0
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.7		0.4		0.1	0.0	0.0	0.0
Prop. Right-Turns	0.2		0.3		0.0	0.1	0.0	0.1
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.1		0.0	-0.0	0.0	-0.1

Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.04		0.02		0.27	0.27	0.34	0.36
hd, final value (s)	6.51		6.46		5.65	5.58	5.44	5.34
x, final value	0.08		0.05		0.47	0.46	0.57	0.60
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t _s (s)	4.5		4.5		3.3	3.3	3.1	3.0

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	295		278		551	549	627	656
Delay (s/veh)	10.09		9.80		13.29	13.01	15.08	15.79
LOS	B		A		B	B	C	C
Approach: Delay (s/veh)	10.09		9.80		13.15		15.45	
LOS	B		A		B		C	
Intersection Delay (s/veh)	14.23							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	LC	Intersection	7
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11/6/15	Analysis Year	EXISTING + PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID LEGADO REDONDO

East/West Street: HELBERTA AVENUE

North/South Street: PALOS VERDES BOULEVARD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	6	25	8	20	21	19
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	6	665	17	9	510	3
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	1.00		1.00		1.00	1.00	1.00	1.00
Flow Rate (veh/h)	39		60		338	350	264	258
% Heavy Vehicles	0		0		0	0	0	0
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.3		0.0	0.0	0.0	0.0
Prop. Right-Turns	0.2		0.3		0.0	0.0	0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.1		0.0	-0.0	0.0	-0.0

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.03		0.05		0.30	0.31	0.23	0.23
hd, final value (s)	6.29		6.19		5.42	5.37	5.60	5.58
x, final value	0.07		0.10		0.51	0.52	0.41	0.40
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t _s (s)	4.3		4.2		3.1	3.1	3.3	3.3

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	289		310		588	600	514	508
Delay (s/veh)	9.75		9.91		13.59	13.80	12.16	11.94
LOS	A		A		B	B	B	B
Approach: Delay (s/veh)	9.75		9.91		13.69		12.05	
LOS	A		A		B		B	
Intersection Delay (s/veh)	12.75							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	LC	Intersection	7
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-15	Analysis Year	FUTURE WITH PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID LEGADO REDONDO	
East/West Street: HELBERTA AVENUE	North/South Street: PALOS VERDES BOULEVARD

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	7	26	9	21	22	20
%Thrus Left Lane						
Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	7	705	18	10	543	3
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	1.00		1.00		1.00	1.00	1.00	1.00
Flow Rate (veh/h)	42		63		359	371	281	275
% Heavy Vehicles	0		0		0	0	0	0
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.3		0.0	0.0	0.0	0.0
Prop. Right-Turns	0.2		0.3		0.0	0.0	0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.1		0.0	-0.0	0.0	-0.0

Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.04		0.06		0.32	0.33	0.25	0.24
hd, final value (s)	6.42		6.32		5.50	5.46	5.70	5.68
x, final value	0.07		0.11		0.55	0.56	0.45	0.43
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t _s (s)	4.4		4.3		3.2	3.2	3.4	3.4

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	292		313		609	621	531	525
Delay (s/veh)	9.94		10.11		14.69	14.95	12.90	12.66
LOS	A		B		B	B	B	B
Approach: Delay (s/veh)	9.94		10.11		14.82		12.78	
LOS	A		B		B		B	
Intersection Delay (s/veh)	13.65							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	LC	Intersection	7
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11/6/14	Analysis Year	EXISTING + PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID LEGADO REDONDO	
East/West Street: HELBERTA AVENUE	North/South Street: PALOS VERDES BOULEVARD

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	3	7	4	9	14	6
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	9	554	9	5	739	11
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	1.00		1.00		1.00	1.00	1.00	1.00
Flow Rate (veh/h)	14		29		286	286	374	381
% Heavy Vehicles	0		0		0	0	0	0
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.3		0.0	0.0	0.0	0.0
Prop. Right-Turns	0.3		0.2		0.0	0.0	0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.1		0.0	-0.0	0.0	-0.0

Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.01		0.03		0.25	0.25	0.33	0.34
hd, final value (s)	6.24		6.26		5.44	5.40	5.23	5.21
x, final value	0.02		0.05		0.43	0.43	0.54	0.55
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t _s (s)	4.2		4.3		3.1	3.1	2.9	2.9

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	264		279		536	536	624	631
Delay (s/veh)	9.40		9.59		12.20	12.09	13.99	14.10
LOS	A		A		B	B	B	B
Approach: Delay (s/veh)	9.40		9.59		12.15		14.05	
LOS	A		A		B		B	
Intersection Delay (s/veh)	13.11							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	LC	Intersection	7
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-5-15	Analysis Year	FUTURE WITH PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID LEGADO REDONDO	
East/West Street: HELBERTA AVENUE	North/South Street: PALOS VERDES BOULEVARD

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	3	8	4	10	15	7
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	10	587	10	5	788	12
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	1.00		1.00		1.00	1.00	1.00	1.00
Flow Rate (veh/h)	15		32		303	304	399	406
% Heavy Vehicles	0		0		0	0	0	0
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.3		0.0	0.0	0.0	0.0
Prop. Right-Turns	0.3		0.2		0.0	0.0	0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.1		0.0	-0.0	0.0	-0.0

Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.01		0.03		0.27	0.27	0.35	0.36
hd, final value (s)	6.37		6.36		5.53	5.49	5.31	5.28
x, final value	0.03		0.06		0.47	0.46	0.59	0.60
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t _s (s)	4.4		4.4		3.2	3.2	3.0	3.0

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	265		282		553	554	649	656
Delay (s/veh)	9.55		9.74		12.97	12.86	15.30	15.45
LOS	A		A		B	B	C	C
Approach: Delay (s/veh)	9.55		9.74		12.91		15.38	
LOS	A		A		B		C	
Intersection Delay (s/veh)	14.17							
Intersection LOS	B							



Legado Redondo
ICU CALCULATIONS

INTERSECTION: 8. Palos Verdes Boulevard & Prospect Avenue
EXISTING CONDITION

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR				CRITICAL PAIR	PM PEAK HOUR				CRITICAL PAIR		
			Add Baseline	2011 VOLUMES	VOLUMES	V/C		Add Baseline	2011 VOLUMES	VOLUMES	V/C			
NB LEFT	0	0	0	3	3	0.000	*	0	3	3	0.000	*		
NB THRU	2	3,200	0	296	305	0.139		0	254	262	0.115			
NB RIGHT	0	0	0	133	137	0.000		0	101	104	0.000			
							0.142					0.172		
SB LEFT	0	0	0	25	26	0.000		0	23	24	0.000			
SB THRU	2	3,200	2	288	299	0.142	*	2	307	319	0.172	*		
SB RIGHT	0	0	2	124	130	0.000		2	200	208	0.000			

EB LEFT	1	1,600	2	143	150	0.093	*	6	139	149	0.093	*		
EB THRU	2	3,200	2	465	482	0.152		5	357	373	0.119			
EB RIGHT	0	0	0	4	4	0.000		0	6	6	0.000			
							0.215					0.268		
WB LEFT	1	1,600	1	95	99	0.062		1	97	101	0.063			
WB THRU	2	3,200	2	347	360	0.122	*	2	501	519	0.175	*		
WB RIGHT	0	0	0	29	30	0.000		0	41	42	0.000			

			NORTH/SOUTH CRITICAL SUM				0.142					NORTH/SOUTH CRITICAL SU	0.172	
			EAST/WEST CRITICAL SUM				0.215					EAST/WEST CRITICAL SUM	0.268	
			CLEARANCE INTERVAL				0.100					CLEARANCE INTERVAL	0.100	
							-----					-----		
			INTERSECTION ICU VALUE				0.457					INTERSECTION ICU VALUE	0.540	
								AM INTERSECTION LOS					PM INTERSECTION LOS	A



Legado Redondo
ICU CALCULATIONS

INTERSECTION: 8. Palos Verdes Boulevard & Prospect Avenue
EXISTING + PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR				V/C	CRITICAL PAIR	PM PEAK HOUR				CRITICAL PAIR
			EXISTING	PROJECT	TOTAL				EXISTING	PROJECT	TOTAL	V/C	
NB LEFT	0	0	3	0	3	0.000	*	3	0	3	0.000	*	
NB THRU	2	3,200	305	0	305	0.139		262	0	262	0.115		
NB RIGHT	0	0	137	0	137	0.000		104	0	104	0.000		
													0.145
SB LEFT	0	0	26	0	26	0.000		24	0	24	0.000		
SB THRU	2	3,200	299	4	303	0.145	*	319	9	328	0.178	*	
SB RIGHT	0	0	130	4	134	0.000		208	9	217	0.000		
EB LEFT	1	1,600	150	14	164	0.102	*	149	13	162	0.102	*	
EB THRU	2	3,200	482	11	493	0.155		373	10	383	0.122		
EB RIGHT	0	0	4	0	4	0.000		6	0	6	0.000		
													0.225
WB LEFT	1	1,600	99	2	101	0.063		101	4	105	0.066		
WB THRU	2	3,200	360	4	364	0.123	*	519	9	528	0.178	*	
WB RIGHT	0	0	30	0	30	0.000		42	0	42	0.000		
													0.280
NORTH/SOUTH CRITICAL SUM							0.145	NORTH/SOUTH CRITICAL SUM				0.178	
EAST/WEST CRITICAL SUM							0.225	EAST/WEST CRITICAL SUM				0.280	
CLEARANCE INTERVAL							0.100	CLEARANCE INTERVAL				0.100	
INTERSECTION ICU VALUE							0.470	INTERSECTION ICU VALUE				0.558	
AM INTERSECTION LOS							A	PM INTERSECTION LOS				A	
AM IMPACT							0.013	PM IMPACT				0.018	

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 8. Palos Verdes Boulevard & Prospect Avenue

FUTURE WITHOUT PROJECT

EXISTING + AMBIENT GROWTH + CUMULATIVE PROJECTS

2017

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR				CRITICAL PAIR	PM PEAK HOUR				CRITICAL PAIR			
			EXISTING	AMBIENT GROWTH	TOTAL	V/C		EXISTING	AMBIENT GROWTH	TOTAL	V/C				
NB LEFT	0	0	3	0	3	0.000	*	3	0	3	0.000	*			
NB THRU	2	3,200	305	20	325	0.148		262	17	279	0.123				
NB RIGHT	0	0	137	9	146	0.000		104	7	111	0.000				
							0.151								
SB LEFT	0	0	26	2	27	0.000		24	2	25	0.000				
SB THRU	2	3,200	299	19	318	0.151	*	319	20	339	0.183	*			
SB RIGHT	0	0	130	8	138	0.000		208	13	222	0.000				
							0.229								
EB LEFT	1	1,600	150	10	159	0.099	*	149	10	159	0.099	*			
EB THRU	2	3,200	482	31	513	0.162		373	24	397	0.126				
EB RIGHT	0	0	4	0	4	0.000		6	0	7	0.000				
							0.229								
WB LEFT	1	1,600	99	6	105	0.066		101	6	108	0.067				
WB THRU	2	3,200	360	23	383	0.130	*	519	33	552	0.187	*			
WB RIGHT	0	0	30	2	32	0.000		42	3	45	0.000				
							0.229								
NORTH/SOUTH CRITICAL SUM							0.151	NORTH/SOUTH CRITICAL SUM							0.183
EAST/WEST CRITICAL SUM							0.229	EAST/WEST CRITICAL SUM							0.286
CLEARANCE INTERVAL							0.100	CLEARANCE INTERVAL							0.100
INTERSECTION ICU VALUE							0.480	INTERSECTION ICU VALUE							0.569
AM INTERSECTION LOS							A	PM INTERSECTION LOS							A
AM GROWTH							0.023	PM GROWTH							0.029



Legado Redondo
ICU CALCULATIONS

INTERSECTION: 8. Palos Verdes Boulevard & Prospect Avenue

FUTURE WITH PROJECT

EXISTING + AMBIENT GROWTH + PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR					CRITICAL PAIR	PM PEAK HOUR					CRITICAL PAIR			
			EXISTING	AMBIENT GROWTH	PROJECT	TOTAL	V/C		EXISTING	AMBIENT GROWTH	PROJECT	TOTAL	V/C				
NB LEFT	0	0	3	0	0	3	0.000	*	3	0	0	3	0.000	*			
NB THRU	2	3,200	305	20	0	325	0.148		262	17	0	279	0.123				
NB RIGHT	0	0	137	9	0	146	0.000		104	7	0	111	0.000				
								0.154						0.189			
SB LEFT	0	0	26	2	0	27	0.000		24	2	0	25	0.000				
SB THRU	2	3,200	299	19	4	322	0.154	*	319	20	9	348	0.189	*			
SB RIGHT	0	0	130	8	4	142	0.000		208	13	9	231	0.000				
EB LEFT	1	1,600	150	10	14	173	0.108	*	149	10	13	172	0.108	*			
EB THRU	2	3,200	482	31	11	524	0.165		373	24	10	407	0.129				
EB RIGHT	0	0	4	0	0	4	0.000		6	0	0	7	0.000				
								0.239						0.297			
WB LEFT	1	1,600	99	6	2	107	0.067		101	6	4	112	0.070				
WB THRU	2	3,200	360	23	4	387	0.131	*	519	33	9	561	0.189	*			
WB RIGHT	0	0	30	2	0	32	0.000		42	3	0	45	0.000				
NORTH/SOUTH CRITICAL SUM								0.154	NORTH/SOUTH CRITICAL SUM								0.189
EAST/WEST CRITICAL SUM								0.239	EAST/WEST CRITICAL SUM								0.297
CLEARANCE INTERVAL								0.100	CLEARANCE INTERVAL								0.100
INTERSECTION ICU VALUE								0.493	INTERSECTION ICU VALUE								0.586
AM INTERSECTION LOS								A	PM INTERSECTION LOS								A
AM IMPACT								0.013	PM IMPACT								0.017



Legado Redondo
ICU CALCULATIONS

INTERSECTION: 9. Prospect Avenue & Pacific Coast Highway
EXISTING + PROJECT

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR				V/C	CRITICAL PAIR	PM PEAK HOUR				CRITICAL PAIR	
			EXISTING	PROJECT	TOTAL				EXISTING	PROJECT	TOTAL	V/C		
NB LEFT	0	0	8	0	8	0.000	*	5	0	5	0.000	*		
NB THRU	1	1600	34	0	34	0.032		19	0	19	0.027			
NB RIGHT	0	0	9	0	9	0.000		20	0	20	0.000			
													0.156	
SB LEFT	0	0	237	6	243	0.000		267	5	272	0.000			
SB THRU	1	1,600	6	0	6	0.156	*	14	0	14	0.179	*		
SB RIGHT	1	1,600	67	6	73	0.046		91	13	104	0.065			
EB LEFT	1	1,600	69	0	69	0.043	*	54	0	54	0.034	*		
EB THRU	2	3,200	731	14	745	0.233		1044	13	1057	0.330			
EB RIGHT	1	1,600	0	0	0	0.000		8	0	8	0.005			
													0.354	
WB LEFT	1	1,600	4	0	4	0.003		13	0	13	0.008			
WB THRU	2	3,200	986	8	994	0.311	*	1171	18	1189	0.372	*		
WB RIGHT	1	1,600	211	0	211	0.132		214	0	214	0.134			
													0.406	
NORTH/SOUTH CRITICAL SUM								0.156	NORTH/SOUTH CRITICAL SUM					0.179
EAST/WEST CRITICAL SUM								0.354	EAST/WEST CRITICAL SUM					0.406
CLEARANCE INTERVAL								0.100	CLEARANCE INTERVAL					0.100
INTERSECTION ICU VALUE								0.610	INTERSECTION ICU VALUE					0.685
AM INTERSECTION LOS								B	PM INTERSECTION LOS					B
AM IMPACT								0.007	PM IMPACT					0.009

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 9. Prospect Avenue & Pacific Coast Highway

FUTURE WITHOUT PROJECT
EXISTING + AMBIENT GROWTH
2017

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR				CRITICAL PAIR	PM PEAK HOUR				CRITICAL PAIR			
			EXISTING	AMBIENT GROWTH	TOTAL	V/C		EXISTING	AMBIENT GROWTH	TOTAL	V/C				
NB LEFT	0	0	8	1	9	0.000	*	5	0	5	0.000	*			
NB THRU	1	1600	34	2	36	0.034		19	1	20	0.029				
NB RIGHT	0	0	9	1	10	0.000		20	1	21	0.000				
							0.162					0.187			
SB LEFT	0	0	237	15	253	0.000		267	17	284	0.000				
SB THRU	1	1,600	6	0	7	0.162	*	14	1	15	0.187	*			
SB RIGHT	1	1,600	67	4	71	0.045		91	6	97	0.06				
EB LEFT	1	1,600	69	4	74	0.046	*	54	3	57	0.036	*			
EB THRU	2	3,200	731	47	777	0.243		1044	67	1111	0.347				
EB RIGHT	1	1,600	0	0	0	0.000		8	1	9	0.005				
							0.374					0.425			
WB LEFT	1	1,600	4	0	4	0.003		13	1	14	0.009				
WB THRU	2	3,200	986	63	1050	0.328	*	1171	75	1246	0.389	*			
WB RIGHT	1	1,600	211	13	224	0.140		214	14	227	0.142				
NORTH/SOUTH CRITICAL SUM							0.162	NORTH/SOUTH CRITICAL SUM							0.187
EAST/WEST CRITICAL SUM							0.374	EAST/WEST CRITICAL SUM							0.425
CLEARANCE INTERVAL							0.100	CLEARANCE INTERVAL							0.100
INTERSECTION ICU VALUE							0.636	INTERSECTION ICU VALUE							0.712
AM INTERSECTION LOS							B	PM INTERSECTION LOS							C
AM GROWTH							0.033	PM GROWTH							0.036

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	10
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-15	Analysis Year	FUTURE WITH
Analysis Time Period	AM PEAK HOUR		

Project Description <i>REDONDO LEGADO</i>	
East/West Street: <i>AVENUE G</i>	North/South Street: <i>PALOS VERDES BL</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	54	729	30	10	626	12
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	54	729	30	10	626	12
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	15	7	9	5	17	35
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	15	7	9	5	17	35
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LTR			LTR		
v (veh/h)	54	10	57			31		
C (m) (veh/h)	949	849	469			432		
v/c	0.06	0.01	0.12			0.07		
95% queue length	0.18	0.04	0.41			0.23		
Control Delay (s/veh)	9.0	9.3	13.7			14.0		
LOS	A	A	B			B		
Approach Delay (s/veh)	--	--	13.7			14.0		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	10
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-2015	Analysis Year	EXISTING + PROJECT
Analysis Time Period	AM PEAK HOUR		

Project Description <i>REDONDO LEGADO</i>	
East/West Street: <i>AVENUE G</i>	North/South Street: <i>PALOS VERDES BL</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	52	663	29	10	573	11
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	52	663	29	10	573	11
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	14	7	9	5	14	33
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	14	7	9	5	14	33
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LTR			LTR		
v (veh/h)	52	10	52			30		
C (m) (veh/h)	994	898	509			465		
v/c	0.05	0.01	0.10			0.06		
95% queue length	0.17	0.03	0.34			0.21		
Control Delay (s/veh)	8.8	9.1	12.9			13.3		
LOS	A	A	B			B		
Approach Delay (s/veh)	--	--	12.9			13.3		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	10
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-15	Analysis Year	FUTURE WITH
Analysis Time Period	PM PEAK HOUR		

Project Description <i>REDONDO LEGADO</i>	
East/West Street: <i>AVENUE G</i>	North/South Street: <i>PALOS VERDES BL</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	15	593	11	45	759	24
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	15	593	11	45	759	24
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	32	27	15	17	19	13
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	32	27	15	17	19	13
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LTR			LTR		
v (veh/h)	15	45	49			74		
C (m) (veh/h)	804	922	425			383		
v/c	0.02	0.05	0.12			0.19		
95% queue length	0.06	0.15	0.39			0.71		
Control Delay (s/veh)	9.6	9.1	14.6			16.6		
LOS	A	A	B			C		
Approach Delay (s/veh)	--	--	14.6			16.6		
Approach LOS	--	--	B			C		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	10
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-15	Analysis Year	EXISTING + PROJECT
Analysis Time Period	PM PEAK HOUR		

Project Description <i>REDONDO LEGADO</i>	
East/West Street: <i>AVENUE G</i>	North/South Street: <i>PALOS VERDES BL</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	14	526	11	43	0	23
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	14	526	11	43	0	23
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	31	26	14	16	18	12
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	31	26	14	16	18	12
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LTR			LTR		
v (veh/h)	14	43	46			71		
C (m) (veh/h)	1597	1011	540			585		
v/c	0.01	0.04	0.09			0.12		
95% queue length	0.03	0.13	0.28			0.41		
Control Delay (s/veh)	7.3	8.7	12.3			12.0		
LOS	A	A	B			B		
Approach Delay (s/veh)	--	--	12.3			12.0		
Approach LOS	--	--	B			B		

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	LC	Intersection	B
Agency/Co.	OTC INC	Jurisdiction	REDONDO BEACH
Date Performed	11-15-2015	Analysis Year	EXISTING + PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID LEGADO REDONDO	
East/West Street: AVENUE G	North/South Street: PROSPECT AVENUE

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	73	2	37	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	14	372	0	0	270	18
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR				LT	T	T	TR
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	112				200	186	135	153
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.7				0.1	0.0	0.0	0.0
Prop. Right-Turns	0.3				0.0	0.0	0.0	0.1
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.1				0.0	0.0	0.0	-0.1

Departure Headway and Service Time								
hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.10				0.18	0.17	0.12	0.14
hd, final value (s)	5.27				5.14	5.10	5.20	5.12
x, final value	0.16				0.29	0.26	0.20	0.22
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t _s (s)	3.3				2.8	2.8	2.9	2.8

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	362				450	436	385	403
Delay (s/veh)	9.30				9.88	9.62	9.16	9.24
LOS	A				A	A	A	A
Approach: Delay (s/veh)	9.30				9.75		9.20	
LOS	A				A		A	
Intersection Delay (s/veh)	9.49							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	LC	Intersection	B
Agency/Co.	OTC INC	Jurisdiction	REDONDO BEACH
Date Performed	11-5-2015	Analysis Year	EXISTING + PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID LEGADO REDONDO	
East/West Street: AVENUE G	North/South Street: PROSPECT AVENUE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	23	0	36	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	27	329	0	0	349	33
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR				LT	T	T	TR
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	59				191	165	174	208
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4				0.1	0.0	0.0	0.0
Prop. Right-Turns	0.6				0.0	0.0	0.0	0.2
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.1	0.0	0.0	-0.1

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.05				0.17	0.15	0.15	0.18
hd, final value (s)	5.12				5.07	5.00	4.98	4.87
x, final value	0.08				0.27	0.23	0.24	0.28
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t _s (s)	3.1				2.8	2.7	2.7	2.6

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	309				441	415	424	458
Delay (s/veh)	8.59				9.62	9.18	9.25	9.46
LOS	A				A	A	A	A
Approach: Delay (s/veh)	8.59				9.42		9.37	
LOS	A				A		A	
Intersection Delay (s/veh)	9.33							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	LC	Intersection	11
Agency/Co.	OTC INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-2015	Analysis Year	FUTURE WITH
Analysis Time Period	AM PEAK HOUR		

Project ID LEGADO REDONDO

East/West Street: AVENUE G

North/South Street: PROSPECT AVENUE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	77	0	36	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	15	437	0	0	316	17
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR				LT	T	T	TR
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	113				233	219	158	175
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7				0.1	0.0	0.0	0.0
Prop. Right-Turns	0.3				0.0	0.0	0.0	0.1
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.1				0.0	0.0	0.0	-0.1

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.10				0.21	0.19	0.14	0.16
hd, final value (s)	5.49				5.21	5.18	5.30	5.23
x, final value	0.17				0.34	0.31	0.23	0.25
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t _s (s)	3.5				2.9	2.9	3.0	2.9

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	363				483	469	408	425
Delay (s/veh)	9.63				10.53	10.24	9.60	9.70
LOS	A				B	B	A	A
Approach: Delay (s/veh)	9.63				10.39		9.65	
LOS	A				B		A	
Intersection Delay (s/veh)	10.02							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	LC	Intersection	B
Agency/Co.	OTC INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-2015	Analysis Year	FUTURE WITH
Analysis Time Period	PM PEAK HOUR		

Project ID LEGADO REDONDO	
East/West Street: AVENUE G	North/South Street: PROSPECT AVENUE

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	24	0	37	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	28	364	0	0	431	35
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR				LT	T	T	TR
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	61				210	182	215	251
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.4				0.1	0.0	0.0	0.0
Prop. Right-Turns	0.6				0.0	0.0	0.0	0.1
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.1	0.0	0.0	-0.1

Departure Headway and Service Time								
hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.05				0.19	0.16	0.19	0.22
hd, final value (s)	5.34				5.17	5.10	5.04	4.94
x, final value	0.09				0.30	0.26	0.30	0.34
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t _s (s)	3.3				2.9	2.8	2.7	2.6

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	311				460	432	465	501
Delay (s/veh)	8.87				10.08	9.56	9.89	10.21
LOS	A				B	A	A	B
Approach: Delay (s/veh)	8.87				9.84		10.07	
LOS	A				A		B	
Intersection Delay (s/veh)	9.89							
Intersection LOS	A							

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	12
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-15	Analysis Year	Existing +PROJECT
Analysis Time Period	AM PEAK HOUR		

Project Description <i>REDONDO LEGADO</i>	
East/West Street: <i>RIVIERA VILLAGE PARKWAY</i>	North/South Street: <i>PALOS VERDES BL</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	32	668	31	16	573	26
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.83	0.83	0.83
Hourly Flow Rate, HFR (veh/h)	34	726	33	19	690	31
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration	LT		TR	LT		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	2	0	10	5	0	40
Peak-Hour Factor, PHF	0.50	0.50	0.50	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	4	0	20	5	0	40
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (veh/h)	34	19		45			24	
C (m) (veh/h)	877	847		452			396	
v/c	0.04	0.02		0.10			0.06	
95% queue length	0.12	0.07		0.33			0.19	
Control Delay (s/veh)	9.3	9.3		13.8			14.7	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--		13.8			14.7	
Approach LOS	--	--		B			B	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	12
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-15	Analysis Year	Existing
Analysis Time Period	AM PEAK HOUR		

Project Description <i>REDONDO LEGADO</i>	
East/West Street: <i>RIVIERA VLG PKWAY</i>	North/South Street: <i>PALOS VERDES BL</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	32	668	0	4	573	26
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.83	0.83	0.83
Hourly Flow Rate, HFR (veh/h)	34	726	0	4	690	31
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration	<i>LT</i>		<i>TR</i>	<i>LT</i>		<i>TR</i>
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	2	0	10	0	0	0
Peak-Hour Factor, PHF	0.50	0.50	0.50	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	4	0	20	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		<i>LTR</i>			<i>LTR</i>	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LT</i>	<i>LT</i>		<i>LTR</i>			<i>LTR</i>	
v (veh/h)	34	4		0			24	
C (m) (veh/h)	877	872					422	
v/c	0.04	0.00					0.06	
95% queue length	0.12	0.01					0.18	
Control Delay (s/veh)	9.3	9.1					14.0	
LOS	<i>A</i>	<i>A</i>					<i>B</i>	
Approach Delay (s/veh)	--	--					14.0	
Approach LOS	--	--					<i>B</i>	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	12
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-15	Analysis Year	FUTURE WITHOUT
Analysis Time Period	AM PEAK HOUR		

Project Description <i>REDONDO LEGADO</i>	
East/West Street: <i>RIVIERA VLG PKWAY</i>	North/South Street: <i>PALOS VERDE BL</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	34	700	0	16	601	27
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.83	0.83	0.83
Hourly Flow Rate, HFR (veh/h)	36	760	0	19	724	32
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration	<i>LT</i>		<i>TR</i>	<i>LT</i>		<i>TR</i>
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	2	0	10	0	0	0
Peak-Hour Factor, PHF	0.50	0.50	0.50	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	4	0	20	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		<i>LTR</i>			<i>LTR</i>	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LT</i>	<i>LT</i>		<i>LTR</i>			<i>LTR</i>	
v (veh/h)	36	19		0			24	
C (m) (veh/h)	851	847					385	
v/c	0.04	0.02					0.06	
95% queue length	0.13	0.07					0.20	
Control Delay (s/veh)	9.4	9.3					15.0	
LOS	A	A					B	
Approach Delay (s/veh)	--	--					15.0	
Approach LOS	--	--					B	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	12
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-15	Analysis Year	EXISTING+PROJECT
Analysis Time Period	PM PEAK HOUR		

Project Description <i>REDONDO LEGADO</i>	
East/West Street: <i>RIVIERA VLG PKWY</i>	North/South Street: <i>PALOS VERDES BL</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	23	570	54	26	696	24
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.83	0.83	0.83
Hourly Flow Rate, HFR (veh/h)	24	619	58	31	838	28
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration	LT		TR	LT		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	15	0	44	8	0	48
Peak-Hour Factor, PHF	0.50	0.50	0.50	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	30	0	88	8	0	48
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (veh/h)	24	31		56			118	
C (m) (veh/h)	775	909		407			282	
v/c	0.03	0.03		0.14			0.42	
95% queue length	0.10	0.11		0.47			1.97	
Control Delay (s/veh)	9.8	9.1		15.3			26.6	
LOS	A	A		C			D	
Approach Delay (s/veh)	--	--		15.3			26.6	
Approach LOS	--	--		C			D	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	12
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-15	Analysis Year	EXISTING
Analysis Time Period	PM PEAK HOUR		

Project Description <i>REDONDO LEGADO</i>	
East/West Street: <i>RIVIERA VLG PKWAY</i>	North/South Street: <i>PALOS VERDES BL</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	23	570	3	7	696	24
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.83	0.83	0.83
Hourly Flow Rate, HFR (veh/h)	24	619	3	8	838	28
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration	<i>LT</i>		<i>TR</i>	<i>LT</i>		<i>TR</i>
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	15	0	44	3	0	8
Peak-Hour Factor, PHF	0.50	0.50	0.50	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	30	0	88	3	0	8
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		<i>LTR</i>			<i>LTR</i>	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LT</i>	<i>LT</i>	<i>LTR</i>			<i>LTR</i>		
v (veh/h)	24	8	11			118		
C (m) (veh/h)	775	953	330			311		
v/c	0.03	0.01	0.03			0.38		
95% queue length	0.10	0.03	0.10			1.71		
Control Delay (s/veh)	9.8	8.8	16.3			23.5		
LOS	A	A	C			C		
Approach Delay (s/veh)	--	--	16.3			23.5		
Approach LOS	--	--	C			C		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	12
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-15	Analysis Year	FUTURE WITHOUT
Analysis Time Period	PM PEAK HOUR		

Project Description <i>REDONDO LEGADO</i>	
East/West Street: <i>RIVIERA VLG PKWAY</i>	North/South Street: <i>PALOS VERDES BL</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	24	597	3	7	729	25
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.83	0.83	0.83
Hourly Flow Rate, HFR (veh/h)	26	648	3	8	878	30
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration	<i>LT</i>		<i>TR</i>	<i>LT</i>		<i>TR</i>
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	16	0	46	3	0	8
Peak-Hour Factor, PHF	0.50	0.50	0.50	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	32	0	92	3	0	8
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		<i>LTR</i>			<i>LTR</i>	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LT</i>	<i>LT</i>		<i>LTR</i>			<i>LTR</i>	
v (veh/h)	26	8		11			124	
C (m) (veh/h)	747	930		304			287	
v/c	0.03	0.01		0.04			0.43	
95% queue length	0.11	0.03		0.11			2.07	
Control Delay (s/veh)	10.0	8.9		17.3			26.8	
LOS	A	A		C			D	
Approach Delay (s/veh)	--	--	17.3			26.8		
Approach LOS	--	--	C			D		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	12
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-15	Analysis Year	FUTURE WITH
Analysis Time Period	AM PEAK HOUR		

Project Description <i>REDONDO LEGADO</i>	
East/West Street: <i>RIVIERA VILLAGE PARKWAY</i>	North/South Street: <i>PALOS VERDES BL</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	34	700	31	16	601	27
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.83	0.83	0.83
Hourly Flow Rate, HFR (veh/h)	36	760	33	19	724	32
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration	<i>LT</i>		<i>TR</i>	<i>LT</i>		<i>TR</i>
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	2	0	10	5	0	40
Peak-Hour Factor, PHF	0.50	0.50	0.50	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	4	0	20	5	0	40
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		<i>LTR</i>			<i>LTR</i>	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LT</i>	<i>LT</i>	<i>LTR</i>			<i>LTR</i>		
v (veh/h)	36	19	45			24		
C (m) (veh/h)	851	824	431			372		
v/c	0.04	0.02	0.10			0.06		
95% queue length	0.13	0.07	0.35			0.21		
Control Delay (s/veh)	9.4	9.5	14.3			15.3		
LOS	A	A	B			C		
Approach Delay (s/veh)	--	--	14.3			15.3		
Approach LOS	--	--	B			C		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LC	Intersection	12
Agency/Co.	OTC, INC	Jurisdiction	REDONDO BEACH
Date Performed	11-6-15	Analysis Year	FUTURE WITH
Analysis Time Period	PM PEAK HOUR		

Project Description <i>REDONDO LEGADO</i>	
East/West Street: <i>RIVIERA VLG PKWY</i>	North/South Street: <i>PALOS VERDES BL</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	24	597	54	26	729	25
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.83	0.83	0.83
Hourly Flow Rate, HFR (veh/h)	26	648	58	31	878	30
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration	LT		TR	LT		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	16	0	46	8	0	48
Peak-Hour Factor, PHF	0.50	0.50	0.50	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	32	0	92	8	0	48
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (veh/h)	26	31		56			124	
C (m) (veh/h)	747	887		382			258	
v/c	0.03	0.03		0.15			0.48	
95% queue length	0.11	0.11		0.51			2.43	
Control Delay (s/veh)	10.0	9.2		16.0			31.2	
LOS	A	A		C			D	
Approach Delay (s/veh)	--	--		16.0			31.2	
Approach LOS	--	--		C			D	



ATTACHMENT 2
TRAFFIC COUNTS

VOLUME

Avenue H Bet. Avenue G & Palos Verdes Blvd

Day: Thursday
Date: 10/22/2015

City: Redondo Beach
Project #: CA15_5708_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	200	285	485		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			0	0	0	12:00			2	5	7
00:15			1	2	3	12:15			1	2	3
00:30			1	0	1	12:30			4	6	10
00:45			0	2	0	12:45			3	10	16
01:00			0	0	0	13:00			7	3	10
01:15			0	0	0	13:15			3	3	6
01:30			0	0	0	13:30			3	9	12
01:45			0	0	0	13:45			3	16	21
02:00			0	0	0	14:00			2	4	6
02:15			1	2	3	14:15			6	5	11
02:30			0	0	0	14:30			2	2	4
02:45			0	1	0	14:45			8	18	26
03:00			0	0	0	15:00			6	6	12
03:15			0	0	0	15:15			4	4	8
03:30			0	0	0	15:30			5	5	10
03:45			1	1	0	15:45			1	16	17
04:00			1	1	2	16:00			8	8	16
04:15			0	0	0	16:15			4	4	8
04:30			0	0	0	16:30			6	12	18
04:45			0	1	0	16:45			3	21	24
05:00			0	0	0	17:00			3	8	11
05:15			0	1	1	17:15			1	5	6
05:30			1	2	3	17:30			1	4	5
05:45			1	2	2	17:45			3	8	11
06:00			0	0	0	18:00			5	6	11
06:15			0	0	0	18:15			3	4	7
06:30			2	0	2	18:30			4	3	7
06:45			0	2	4	18:45			1	13	14
07:00			2	5	7	19:00			6	9	15
07:15			2	4	6	19:15			1	0	1
07:30			3	2	5	19:30			1	3	4
07:45			4	11	5	19:45			2	10	12
08:00			3	4	7	20:00			4	4	8
08:15			2	8	10	20:15			3	3	6
08:30			1	2	3	20:30			0	1	1
08:45			4	10	6	20:45			3	10	13
09:00			3	2	5	21:00			0	0	0
09:15			4	6	10	21:15			2	0	2
09:30			2	8	10	21:30			1	1	2
09:45			3	12	3	21:45			1	4	5
10:00			3	5	8	22:00			2	1	3
10:15			2	3	5	22:15			2	3	5
10:30			3	2	5	22:30			1	1	2
10:45			3	11	3	22:45			1	6	7
11:00			6	9	15	23:00			0	2	2
11:15			4	4	8	23:15			0	0	0
11:30			0	4	4	23:30			0	0	0
11:45			5	15	7	23:45			0	0	0
TOTALS			68	106	174	TOTALS			132	179	311
SPLIT %			39.1%	60.9%	35.9%	SPLIT %			42.4%	57.6%	64.1%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	200	285	485		
AM Peak Hour			10:30	11:00	11:00	PM Peak Hour			14:45	15:45	15:45
AM Pk Volume			16	24	39	PM Pk Volume			23	30	49
Pk Hr Factor			0.667	0.667	0.650	Pk Hr Factor			0.719	0.625	0.681
7 - 9 Volume	0	0	21	36	57	4 - 6 Volume	0	0	29	48	77
7 - 9 Peak Hour			07:15	08:00	07:30	4 - 6 Peak Hour			16:00	16:30	16:00
7 - 9 Pk Volume	0	0	12	20	31	4 - 6 Pk Volume	0	0	21	29	49
Pk Hr Factor	0.000	0.000	0.750	0.625	0.775	Pk Hr Factor	0.000	0.000	0.656	0.604	0.681

VOLUME

Avenue G Bet. PCH & Palos Verdes Blvd

Day: Thursday
Date: 10/22/2015

City: Redondo Beach
Project #: CA15_5708_001

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	597	702	1,299			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			2	0	2	12:00			15	14	29	
00:15			3	0	3	12:15			13	7	20	
00:30			1	3	4	12:30			8	10	18	
00:45			3	9	3	12:45			7	43	9	40
01:00			1	3	4	13:00			12	8	20	
01:15			0	1	1	13:15			7	11	18	
01:30			1	0	1	13:30			11	5	16	
01:45			1	3	0	13:45			5	35	10	34
02:00			0	0	0	14:00			7	10	17	
02:15			1	0	1	14:15			12	7	19	
02:30			0	0	0	14:30			11	6	17	
02:45			1	2	1	14:45			8	38	7	30
03:00			0	0	0	15:00			13	9	22	
03:15			0	0	0	15:15			8	10	18	
03:30			0	1	1	15:30			9	10	19	
03:45			0	2	3	15:45			21	51	13	42
04:00			0	1	1	16:00			10	4	14	
04:15			0	1	1	16:15			13	6	19	
04:30			1	0	1	16:30			16	11	27	
04:45			0	1	2	16:45			10	49	15	36
05:00			0	0	0	17:00			15	16	31	
05:15			1	1	2	17:15			19	10	29	
05:30			0	2	2	17:30			6	8	14	
05:45			1	2	6	17:45			12	52	15	49
06:00			1	10	11	18:00			15	14	29	
06:15			0	9	9	18:15			15	9	24	
06:30			1	10	11	18:30			7	10	17	
06:45			2	4	15	18:45			11	48	4	37
07:00			3	28	31	19:00			13	11	24	
07:15			3	23	26	19:15			9	3	12	
07:30			3	18	21	19:30			10	3	13	
07:45			10	19	12	19:45			7	39	2	19
08:00			4	17	21	20:00			6	4	10	
08:15			6	15	21	20:15			8	3	11	
08:30			4	24	28	20:30			12	6	18	
08:45			9	23	19	20:45			5	31	1	14
09:00			2	27	29	21:00			4	4	8	
09:15			5	13	18	21:15			5	3	8	
09:30			10	16	26	21:30			5	4	9	
09:45			12	29	14	21:45			3	17	3	14
10:00			7	12	19	22:00			4	4	8	
10:15			8	9	17	22:15			7	0	7	
10:30			6	13	19	22:30			5	2	7	
10:45			15	36	14	22:45			4	20	2	8
11:00			10	7	17	23:00			3	0	3	
11:15			10	8	18	23:15			3	1	4	
11:30			9	7	16	23:30			2	1	3	
11:45			8	37	11	23:45			1	9	2	4
TOTALS			165	375	540	TOTALS			432	327	759	
SPLIT %			30.6%	69.4%	41.6%	SPLIT %			56.9%	43.1%	58.4%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	597	702	1,299		
AM Peak Hour			11:30	08:15	08:15	PM Peak Hour			15:45	16:30	16:30
AM Pk Volume			45	85	106	PM Pk Volume			60	52	112
Pk Hr Factor			0.750	0.787	0.914	Pk Hr Factor			0.714	0.813	0.903
7 - 9 Volume	0	0	42	156	198	4 - 6 Volume	0	0	101	85	186
7 - 9 Peak Hour			07:45	07:00	07:00	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	24	81	100	4 - 6 Pk Volume	0	0	60	52	112
Pk Hr Factor	0.000	0.000	0.600	0.723	0.806	Pk Hr Factor	0.000	0.000	0.789	0.813	0.903

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5707-002
 N/S Street: Palos Verdes Blvd
 E/W Street: Riviera Village Wy
 DATE: 10/22/2015
 CITY: Redondo Beach

DAY: Thursday

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	1	4
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	2	0	0	0
8:15 AM	0	0	0	0	0	2	0	3
8:30 AM	0	0	0	0	3	0	0	3
8:45 AM	0	0	0	0	1	1	0	4
TOTALS	0	0	0	0	6	3	1	15

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	3	0	0	0	0	0	0
8:15 AM	1	2	0	0	0	2	0	0	0	0	0	0
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	2	0	0	0	0	0	0	0
TOTALS	1	6	0	0	3	5	0	0	0	0	0	0

P M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	1	0	0	4
4:15 PM	0	0	0	0	2	1	1	0
4:30 PM	0	0	0	0	3	0	2	1
4:45 PM	0	0	0	0	1	1	0	2
5:00 PM	0	0	1	0	4	2	0	2
5:15 PM	0	0	0	0	1	0	1	2
5:30 PM	0	0	0	0	3	2	1	0
5:45 PM	0	1	0	0	3	5	0	1
TOTALS	0	1	1	0	18	11	5	12

BIKES

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	2	0	0	1	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	1	0	0	0
TOTALS	1	6	0	0	3	0	0	0	2	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5707-002

Day: Thursday

City: Redondo Beach

TOTALS

Date: 10/22/2015

NS/EW Streets:	AM												TOTAL	
	Palos Verdes Blvd			Palos Verdes Blvd			Riviera Village Wy			Riviera Village Wy				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
7:00 AM	1	136	0	0	56	0	0	0	0	0	0	0	0	193
7:15 AM	6	166	0	0	94	2	0	0	2	0	0	0	0	270
7:30 AM	0	150	0	0	90	1	1	0	3	0	0	0	0	245
7:45 AM	2	169	0	1	140	2	0	0	0	0	0	0	0	314
8:00 AM	7	184	0	0	132	5	0	0	2	0	0	0	0	330
8:15 AM	13	158	0	2	167	12	1	0	3	0	0	0	0	356
8:30 AM	10	157	0	1	134	7	1	0	5	0	0	0	0	315
8:45 AM	7	156	1	1	111	9	0	0	4	0	0	0	0	289
TOTAL VOLUMES :	46	1276	1	5	924	38	3	0	19	0	0	0	0	2312
APPROACH %'s :	3.48%	96.45%	0.08%	0.52%	95.55%	3.93%	13.64%	0.00%	86.36%	#DIV/0!	#DIV/0!	#DIV/0!		
PEAK HR START TIME :	745 AM													
PEAK HR VOL :	32	668	0	4	573	26	2	0	10	0	0	0		1315
PEAK HR FACTOR :	0.916			0.833			0.500			0.000				0.923

UTURNS			
NB	SB	EB	WB
1	0	0	0
3	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
1	0	0	0
NB	SB	EB	WB
6	0	0	0

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5707-002

Day: Thursday

City: Redondo Beach

TOTALS

Date: 10/22/2015

NS/EW Streets:	PM												TOTAL
	Palos Verdes Blvd			Palos Verdes Blvd			Riviera Village Wy			Riviera Village Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	2	159	0	3	128	0	0	0	4	0	0	2	298
4:15 PM	7	180	1	1	140	6	0	0	6	0	0	2	343
4:30 PM	4	151	1	3	140	1	2	0	11	7	0	4	324
4:45 PM	6	140	0	1	173	5	3	0	11	2	0	1	342
5:00 PM	5	152	0	1	158	5	2	0	8	1	0	1	333
5:15 PM	3	138	2	3	181	8	3	0	3	0	0	5	346
5:30 PM	4	137	0	1	182	2	3	0	11	1	0	1	342
5:45 PM	11	143	1	2	175	9	7	0	22	1	0	1	372
TOTAL VOLUMES :	42	1200	5	15	1277	36	20	0	76	12	0	17	2700
APPROACH %'s :	3.37%	96.23%	0.40%	1.13%	96.16%	2.71%	20.83%	0.00%	79.17%	41.38%	0.00%	58.62%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	23	570	3	7	696	24	15	0	44	3	0	8	1393
PEAK HR FACTOR :	0.949			0.947			0.509			0.550			0.936

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
2	0	0	0
2	0	0	0
1	1	0	0
1	0	0	0
1	0	0	0
1	0	0	0

NB	SB	EB	WB
8	1	0	0

CONTROL : 1-Way Stop (EB)

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

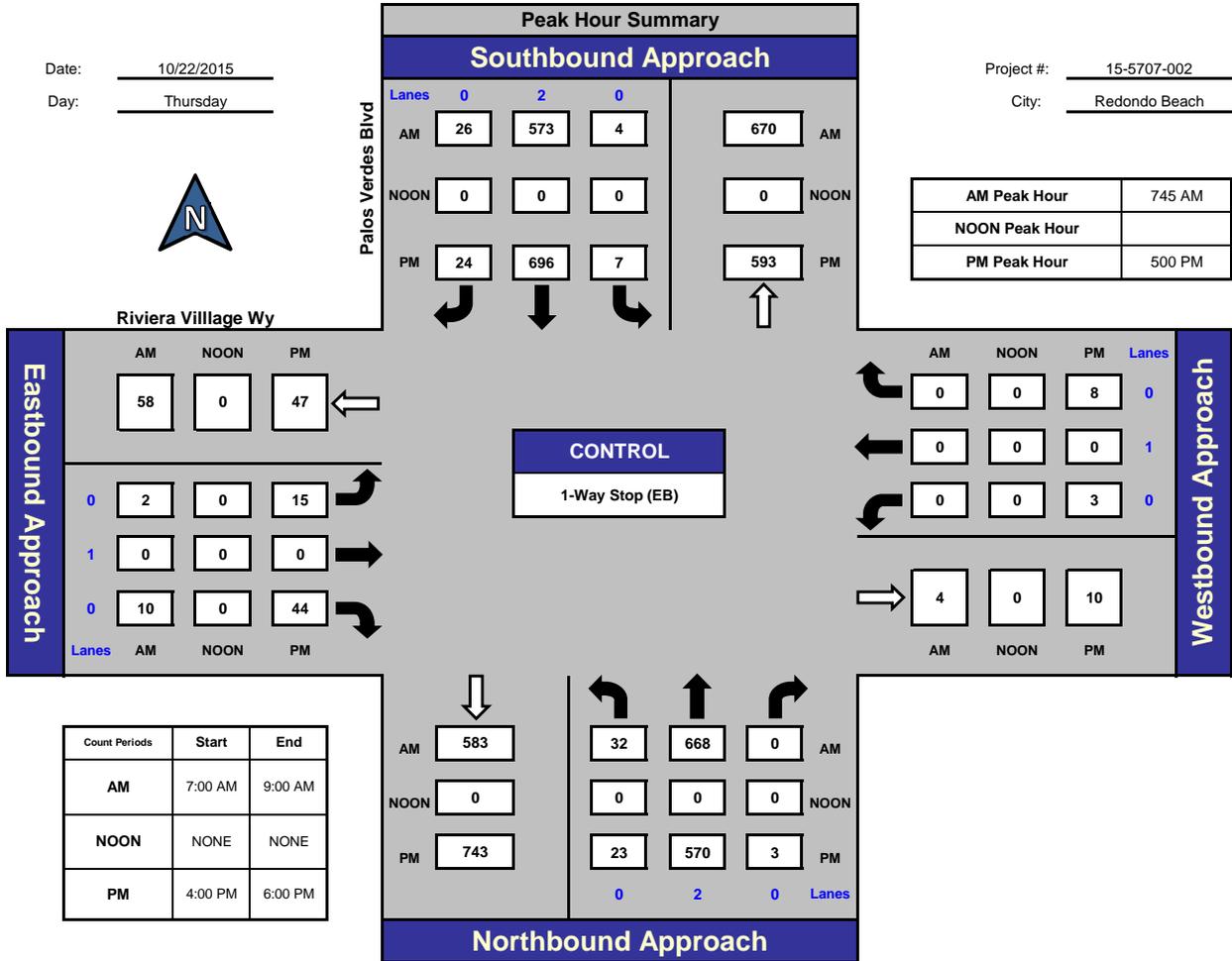
Palos Verdes Blvd and Riviera Village Wy, Redondo Beach

Date: 10/22/2015

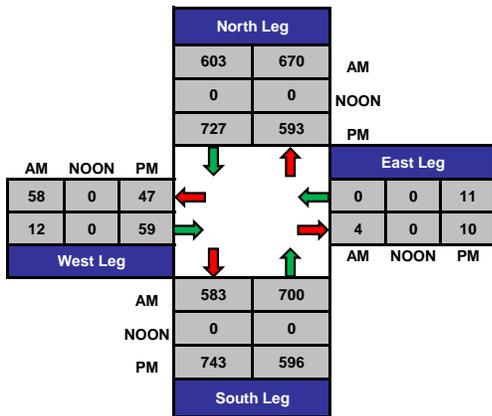
Day: Thursday

Project #: 15-5707-002

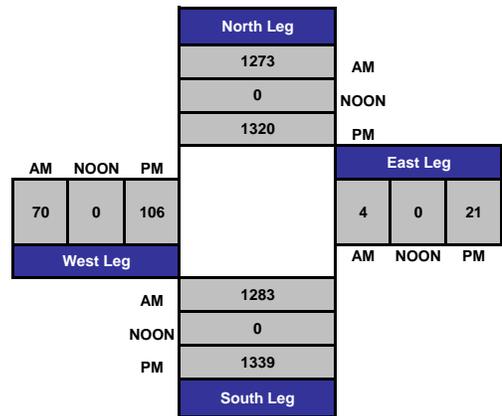
City: Redondo Beach



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5707-002

Day: Thursday

City: Redondo Beach

Cars

Date: 10/22/2015

AM

NS/EW Streets:	Palos Verdes Blvd		Palos Verdes Blvd			Riviera Village Wy			Riviera Village Wy			TOTAL				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND						
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR				
	0	2	0	0	2	0	0	1	0	0	1	0				
7:00 AM	1	136	0	0	55	0	0	0	0	0	0	0	192			
7:15 AM	6	166	0	0	94	2	0	2	0	0	0	0	270			
7:30 AM	0	150	0	0	90	1	1	0	3	0	0	0	245			
7:45 AM	2	169	0	1	140	2	0	0	0	0	0	0	314			
8:00 AM	7	183	0	0	132	5	0	0	2	0	0	0	329			
8:15 AM	13	157	0	2	167	12	1	0	3	0	0	0	355			
8:30 AM	10	157	0	1	134	7	1	0	5	0	0	0	315			
8:45 AM	7	156	1	1	110	9	0	0	4	0	0	0	288			
TOTAL VOLUMES :	46	1274	1	5	922	38	3	0	19	0	0	0	2308			
APPROACH %'s :	3.48%	96.44%	0.08%	0.52%	95.54%	3.94%	13.64%	0.00%	86.36%	#DIV/0!	#DIV/0!	#DIV/0!				
PEAK HR START TIME :	745 AM												TOTAL			
PEAK HR VOL :	32	666	0	4	573	26	2	0	10	0	0	0	1313			
PEAK HR FACTOR :	0.918												0.833	0.500	0.000	0.925

UTURNS			
NB	SB	EB	WB
1	0	0	0
3	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
1	0	0	0
6	0	0	0

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5707-002

Day: Thursday

City: Redondo Beach

Cars

Date: 10/22/2015

PM

NS/EW Streets:	Palos Verdes Blvd		Palos Verdes Blvd			Riviera Village Wy			Riviera Village Wy			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	2	0	0	1	0	0	1	0	
4:00 PM	2	158	0	3	128	0	0	0	4	0	0	2	297
4:15 PM	7	180	1	1	139	6	0	0	6	0	0	2	342
4:30 PM	4	150	1	3	140	1	2	0	11	7	0	4	323
4:45 PM	6	139	0	1	173	5	3	0	11	2	0	1	341
5:00 PM	5	151	0	1	158	5	2	0	8	1	0	1	332
5:15 PM	3	136	2	3	180	8	3	0	3	0	0	5	343
5:30 PM	4	136	0	1	181	2	3	0	11	1	0	1	340
5:45 PM	11	142	1	2	175	9	7	0	22	1	0	1	371
TOTAL VOLUMES :	42	1192	5	15	1274	36	20	0	76	12	0	17	2689
APPROACH %'s :	3.39%	96.21%	0.40%	1.13%	96.15%	2.72%	20.83%	0.00%	79.17%	41.38%	0.00%	58.62%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	23	565	3	7	694	24	15	0	44	3	0	8	1386
PEAK HR FACTOR :	0.947												0.934

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
2	0	0	0
2	0	0	0
1	1	0	0
1	0	0	0
1	0	0	0
1	0	0	0

NB	SB	EB	WB
8	1	0	0

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5707-002

Day: Thursday

City: Redondo Beach

2 Axle+ Trucks

Date: 10/22/2015

NS/EW Streets:	AM												TOTAL
	Palos Verdes Blvd			Palos Verdes Blvd			Riviera Village Wy			Riviera Village Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	0	2	0	0	2	0	0	0	0	0	0	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	2	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.500			0.000			0.000			0.000			0.925

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5707-002

Day: Thursday

City: Redondo Beach

2 Axle+ Trucks

Date: 10/22/2015

NS/EW Streets:	PM												TOTAL
	Palos Verdes Blvd			Palos Verdes Blvd			Riviera Village Wy			Riviera Village Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	0	0	1	0	0	1	0	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	0	8	0	0	3	0	0	0	0	0	0	0	11
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	5	0	0	2	0	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.625			0.500			0.000			0.000			0.934

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (EB)