

# Executive Summary

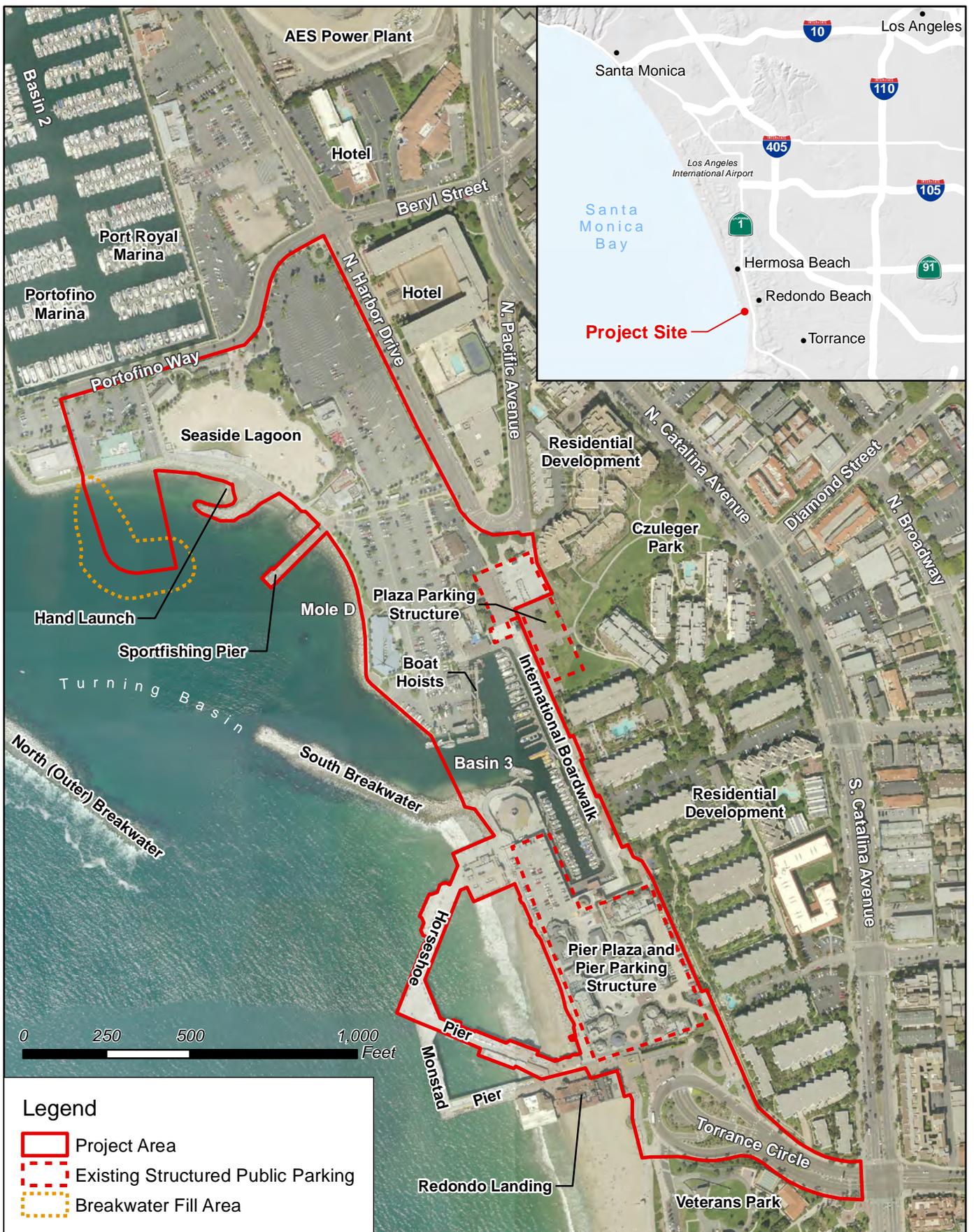
## ES.1 Introduction

This Draft Environmental Impact Report (EIR) has been prepared to evaluate environmental impacts related to the construction and operation of The Waterfront project (hereafter referred to as the “proposed project” or ‘project’). The proposed project is intended to revitalize approximately 36 acres of the 150-acre waterfront, as part of a City-wide waterfront revitalization effort initiated by the City of Redondo Beach (City). The proposed project would revitalize the project site by redeveloping and expanding local and visitor-serving commercial uses, enhancing public access and recreational opportunities and facilities, and improving the aging support infrastructure and parking facilities. The proposed project also includes substantial improvements in site connectivity, public access, and public views to and along the waterfront. As shown on Figure ES-1, the project site is located along the waterfront in the City, which is approximately 20 miles southwest of downtown Los Angeles.

The City is the lead agency responsible for preparation of the Draft EIR. The Draft EIR has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Sections 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act of 1970 (CEQA Guidelines) (14 California Code of Regulations [CCR] Sections 15000 et seq.). Throughout the Executive Summary are references to various chapters and sections in the Draft EIR where detailed information and analyzes can be reviewed. This Draft EIR describes the affected resources and evaluates the potential impacts to those resources as a result of building and operating the proposed project.

### ES.1.1 Purpose of the Draft EIR

This Draft EIR will be used to inform decision-makers, regulatory agencies and the public about the potentially significant physical impacts (i.e., direct, indirect and cumulative) of the proposed project, in accordance with the provisions set forth in the CEQA Guidelines. This Draft EIR is being provided to the public for review, comment, and participation in the planning process. After public review and comment, a Final EIR will be prepared that would include responses to comments on the Draft EIR received from agencies, organizations, and individuals. The Final EIR would then provide the basis for decision-making by the City and other agencies. Other agencies (state, regional, and local), as described in Chapter 1 Introduction in the Draft EIR, that have jurisdiction over an element of the proposed project or a resource area affected by the proposed project are expected to use this Draft EIR as part of their approval or permitting process. This Draft EIR would support permit applications, construction contracts and other actions required to implement the proposed project and to adopt mitigation measures that, where possible, could reduce or eliminate significant environmental impacts.



Source: City of Redondo Beach, 2008; Psomas, 2014; Noble Consultants, Inc., 2015



## ES.1.2 Draft EIR Organization

This *Executive Summary* of the Draft EIR contains a summary of the document and allows the reader to easily reference the analysis of significant impacts, proposed mitigation measures, residual environmental impacts after mitigation (if any), and alternatives to the project that reduce or avoid significant effects on the environment. This summary also presents areas of controversy, including issues raised by members of the public and agencies during the public scoping period. Detailed analysis of these issues is contained in the main body of the document.

*Introduction* (Chapter 1) describes the purpose of the EIR, a list of other agencies that may utilize the EIR, the availability of the Draft EIR, and a brief outline of organization of this document.

*Project Description* (Chapter 2) describes the project location, a description of the proposed project, the purpose, need and objectives of the proposed project, the anticipated phasing of the proposed project, and a brief description of the alternatives evaluated in the document.

*Environmental Analyses* (Chapter 3) contains a discussion of the setting (existing conditions and regulatory framework) for each environmental resource area, impact assessment methodology, the environmental impacts (including cumulative impacts) that could result from the proposed project, and the mitigation measures (if any) that would eliminate or reduce the identified significant impacts. The criteria used to assess the significance of significant environmental impacts are identified, and the significance of the impact both prior to and following mitigation is reported.

*Analysis of Alternatives* (Chapter 4) evaluates a reasonable range of alternatives to the proposed project. It describes impacts that would result from each of the alternatives, compares the significant environmental impacts of the proposed project and alternatives to the proposed project, and identifies the Environmentally Superior Alternative. It also identifies alternatives initially considered but not carried forward for detailed review.

*Other CEQA Considerations* (Chapter 5) discusses the extent to which the proposed project would have significant environmental effects, as well as the mitigation measures proposed to minimize significant effects and identification of those significant environmental effects that cannot be avoided if the proposed project is implemented. It also discusses the potential significant irreversible environmental changes that could result from implementation of the proposed project, including how the proposed project would reduce wasteful, inefficient, and unnecessary consumption of energy over the long-term. In addition, this chapter discusses the extent to which the proposed project would result in growth-inducing impacts. This includes assessing whether or not adverse physical impacts are likely to result from economic impacts of the proposed project in the form of urban decay (e.g., visible symptoms of physical deterioration of existing structures and/or their surroundings).

*References* (Chapter 6) identifies the materials and documents consulted in preparing this Draft EIR.

*List of Preparers* (Chapter 7) lists the individuals involved in preparing this Draft EIR.

*Acronyms and Abbreviations* (Chapter 8) provides the full names for acronyms and abbreviations used in this document.

The Notice of Preparation (NOP)/Initial Study (IS), as well as supporting background documents and technical information for the impact analyses, are presented in the *Appendices*.

## ES.2 Project Location

As shown on Figure ES-1, the project site is located along the waterfront, west of Catalina Avenue, south of Portofino Way, and north of Torrance Boulevard. The project site (Longitude W 118° 23' 30.72"/Latitude N 33° 50' 30.87") is bounded by the Pacific Ocean on the west, the high-density residential development (commonly referred to as "The Village" or "Seascape") on the east, the Port Royal Marina and Portofino Marina to the north, and the Redondo Beach Landing and the Los Angeles County Beach on the south. The Torrance Boulevard Traffic Circle is included in the project site. The northern portion of the project site is currently accessed from Harbor Drive including feeder arterials of Herondo Street and Pacific Avenue and the southern portion is accessed from Torrance Boulevard. The project site is entirely within the City's Coastal Zone, and certain portions are seaward of the mean high tide line (Tidelands).

The project site is in a developed area, surrounded by a variety of land uses to the north, south, and east, and the King Harbor (Outer) Breakwater and Santa Monica Bay to the west. As shown on Figure ES-1, to the north, the surrounding uses are Basin 2 (including Basin 2 improvements such as a hotel, yacht club, apartments, fueling facility, conference facility and restaurant), marinas, and surface parking lots. The AES power plant is located approximately 0.09 mile to the northeast. To the east are a hotel, commercial uses, Czuleger Park,<sup>1</sup> and high-density multi-family residential development. To the south are Veterans Park, the Redondo Landing commercial development, and the Monstad Pier.

The project site is defined in terms of three geographic areas, the northern portion (approximately 19.5 acres [including approximately 1.3 acres of water area for the proposed small craft boat launch ramp area near Mole D]), the southern portion (approximately 13 acres), and Basin 3 (approximately 3.5 acres of water area). Approximately one acre of the southern portion of the site is comprised of the International Boardwalk and the elevated walkway above the Boardwalk, which connects to the northern portion of the site.

The project site is currently developed with approximately 219,881 square feet of existing buildings (not including the parking structures), consisting primarily of restaurants, retail, and office uses. There are approximately 1,289 current employees at the project site. Recreation uses include an enclosed and contained public swimming and recreational facility known as the Seaside Lagoon, which is open to the public during daytime hours during the summer months (from approximately Memorial Day to Labor Day). Other existing uses include the Plaza Parking Structure and the Pier Parking Structure (which collectively provide 1,350 parking stalls), surface parking lots, the Sportfishing Pier, the Horseshoe Pier, and Basin 3 of King Harbor (the Redondo Beach Marina) which provides recreational and visitor-serving uses such as watercraft rentals, sightseeing, and slip rentals. The types of water-related recreation activities available within and surrounding the project site include: fishing, sailing, and power boating, and non-motorized water activities such as kayaking, outrigger canoeing, stand up paddling and swimming. The peak boating season occurs between Memorial Day and Labor Day weekends.

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<sup>1</sup> The lower portion of Czuleger Park is located above the Plaza Parking Structure, which is included in the project site boundary.

## ES.3 Environmental Setting

Section 15125 of the CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of a project that exist at the time of the NOP, which was June 2014. These environmental conditions would normally constitute the baseline physical conditions by which the CEQA lead agency determines if an impact is significant. For discussion purposes, the project site is divided into three general areas: Northern Portion of Project Site, Southern Portion of Project Site, and Basin 3 (Figure ES-2).<sup>2</sup> The environmental setting is described in detail in Section 2.3.2.1 of Chapter 2 Project Description in the Draft EIR and the individual resource area analyses contained in Chapter 3 Environmental Analyses. Following is a brief summary of the existing conditions (environmental setting) at the project site:

### ES.3.1 Northern Portion of Project Site

The 19.5-acre northern portion of the project site is located adjacent to the Turning Basin, south of the Port Royal and Portofino Marinas in Basin 2 and along the northern half of Basin 3. It includes large surface parking lots with several building pads consisting primarily of restaurants. Other features include Seaside Lagoon, the Sportfishing Pier (also known as “Polly’s Pier”), a hand launch (non-motorized/hand carried boats only) and dinghy dock, a splash wall on top of the rock revetment, two boat hoists, a portion of the Plaza Parking Structure, public areas west of the Plaza Parking Structure, and an approximately 1.5 acre portion of the Turning Basin. There is approximately 48,399 square feet of existing development on the northern portion of the project site (not including the parking structure).

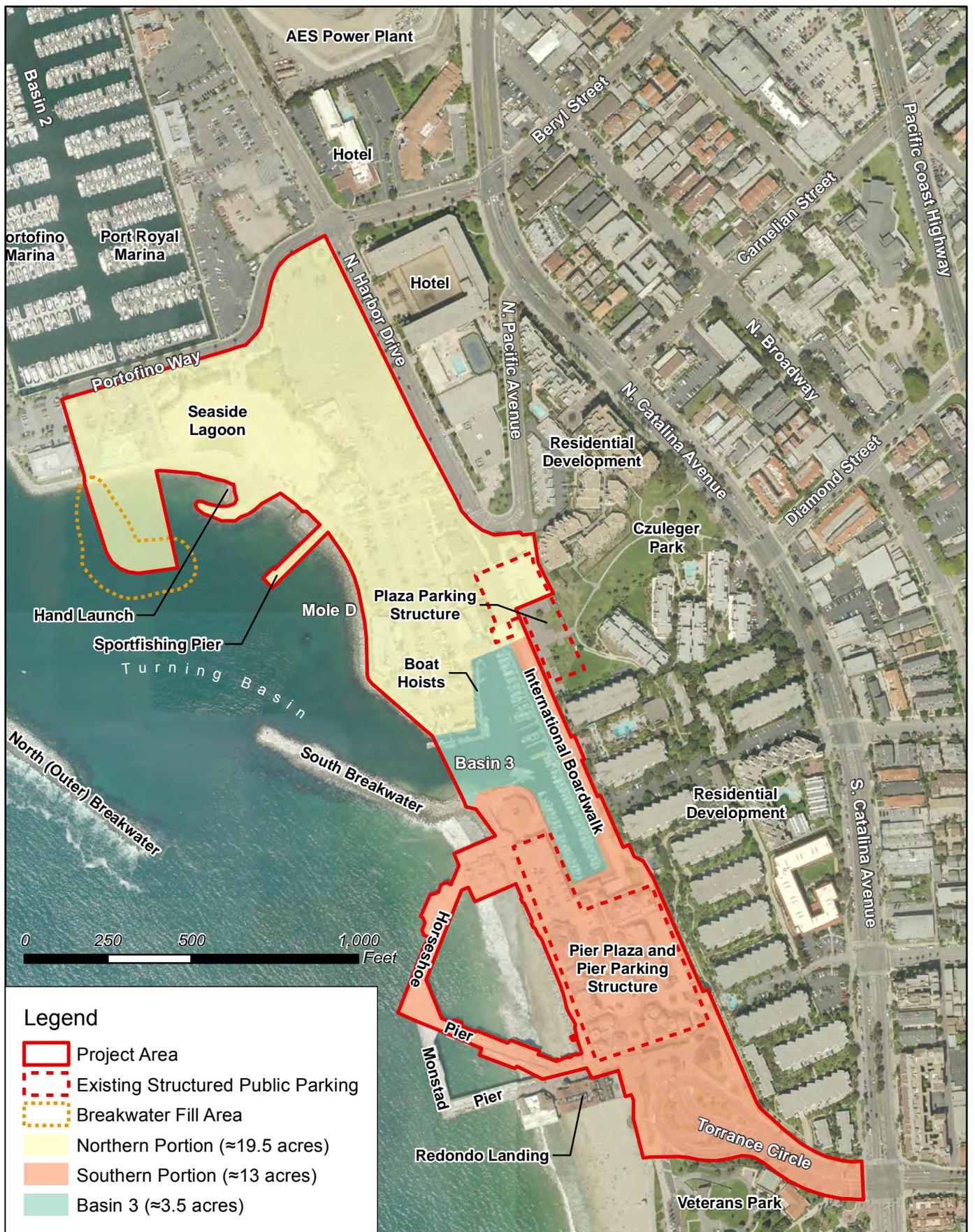
### ES.3.2 Southern Portion of Project Site

The approximately 13-acre southern portion of the project site encompasses the Horseshoe Pier and retail and restaurant buildings located on the pier, the Pier Parking Structure, and Pier Plaza (the two-level commercial and office development on the upper level of the parking structure), as well as the commercial development located along Basin 3 (i.e., International Boardwalk), including restaurants and an arcade. The Torrance Circle south of Catalina Avenue is also included in the southern portion of the project site.

There is approximately 171,482 square feet of existing development within the southern portion of the project site (not including the parking structure). The existing square footage includes the Paddle House located on the north edge of Basin 3, and does not include the former 13,945 square feet octagon-shaped building (the Octagon building) next to the pier that was demolished in February 2013 due to structural issues. The Octagon building is not considered existing square footage under the CEQA Baseline. However, it is included for purposes of determining net new development consistent with Zoning Code Section 10-5.813 that permits cumulative development in all CC coastal commercial zones up to a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

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<sup>2</sup> Since the release of the NOP, the geographic area previously referred to as the “Water Area” has been renamed for clarification purposes and is presented within the Draft EIR as “Basin 3.”



Source: City of Redondo Beach, 2008; Psomas, 2014; Noble Consultants, Inc., 2015



### **ES.3.3 Basin 3**

Basin 3 is an approximately 3.5 acre water area occupied by the Redondo Beach Marina. It has approximately 61 vessel slips utilized for long-term moorage by recreational, commercial, fishing, tourism, and excursion vessels that range in size from 15 to 68 feet in length. There are approximately six residents living aboard vessels (referred to as “liveboards”) in Basin 3.

## **ES.4 Proposed Project**

### **ES.4.1 Background**

The harbor has been a focal point for the City since incorporation in 1892 and it is a valuable amenity and attraction for residents and visitors, as well as a key economic engine for the City. Thus, the waterfront area has been the focus of comprehensive and intensive land use, planning analysis, and master planning for over 10 years, and was studied and comprehensively planned as early as 1959. These past and recent efforts have enabled the informed adoption of site-specific zoning and property development standards, Coastal Land Use Plan and Specific Plan policies and other standards and regulations prescribing a precise plan guiding all future development of the harbor and pier area and its surroundings. Based on this long history of planning, there are consistent and comprehensive standards in place for the project site that have been approved by the elected officials of Redondo Beach, the voters of Redondo Beach, and the California Coastal Commission (Measure G).

### **ES.4.2 Overview**

Subsequent to release of the NOP/IS refinements have been made to the conceptual site plan of the proposed project. The refinements to the proposed project since the NOP was released consist of modifications to the site layout (e.g., building design and layout of public open spaces) mostly within the northern portion of the project site, including a reconfiguration of buildings and the parking structure at the northeast corner of the project site. Other changes include a modified footprint associated with the existing Plaza Parking Structure (a portion of the below ground parking area), a modified alignment of the new main street parallel to Harbor Drive, the addition of a hooked breakwall west of the proposed boat ramp and an increase in the footprint of the boat ramp to be consistent with the latest conceptual design,<sup>3</sup> a revised pedestrian bridge design, and a modified layout of the hotel and hotel entry plaza. The project elements and overall site design concept of the proposed project have not materially changed (Figure ES-3). Further, the proposed uses, project site boundary and amount of square footage proposed to be demolished and constructed/retained remain the same as described in the NOP/IS.

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<sup>3</sup> The current boat ramp design is based on the Redondo Beach Boat Launch Ramp Facility Feasibility Report prepared by Moffatt and Nichol for the California Department of Boating and Waterways 2015 Grant Cycle (March 27, 2014).



The proposed project would revitalize approximately 36 acres of the 150-acre waterfront, as part of a City-wide waterfront revitalization effort initiated by the City. The main components of the proposed project are demolition of approximately 207,402 square feet of existing buildings (which includes demolition of all buildings/structures with the exception of Kincaid's and the restroom facility at the Seaside Lagoon, which equals approximately 12,479 square feet), demolition of the existing Pier Parking Structure (approximately 495,000 square feet), and construction of up to 511,460 square feet of new buildings for a total of 523,929 square feet of development (304,058 square feet of net new development) to include retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel, and construction of two new parking structures. The new parking structure in the northern portion of the project site would be approximately 261,000 square feet and three stories with parking on four levels, including the roof. The replacement parking structure on the southern portion of the project site would be two stories with five levels of parking, including two levels of parking underground and rooftop parking. This structure would have approximately 347,340 square feet. The proposed project also includes public recreation enhancements such as a new small craft boat launch ramp, improvements to Seaside Lagoon (which includes the opening of the lagoon to King Harbor as a protected beach), new surface parking facilities, expanded boardwalk along the water's edge, enhanced open space, pedestrian and bicycle pathways, and new landscaping and lighting. The proposed project includes two options related to the Sportfishing Pier, which are both considered in the visual analysis presented below: 1) replacement of the pier and building; and, 2) not replacing the pier but relocating the building square footage into the northern landside development.

Site connectivity and public access to and along the water would be improved by the establishment of a new pedestrian bridge across the Redondo Beach Marina/Basin 3 entrance. A new main street flanked by commercial uses and public walkways would traverse the northern portion of the project site from north to south, approximately parallel to Harbor Drive, and the project includes the reconnection of Pacific Avenue. Table ES-1 provides a summary of the existing and proposed development square footage.

**Table ES-1: Existing CEQA Baseline and Proposed Development Square Footage**

	<b>Existing CEQA Baseline Development</b>	<b>Existing Development to be Demolished</b>	<b>Existing Development to Remain</b>	<b>New Construction</b>	<b>Total Square Footage</b> (Existing to Remain plus New Construction)	<b>Net New Square Footage</b> (Overall increase in square footage as compared to existing development)
North	48,399	46,286	2,113	288,184	290,297	241,898
South	171,482	161,116	10,366	223,276	233,642	62,160
<b>Total</b>	<b>219,881</b>	<b>207,402</b>	<b>12,479</b>	<b>511,460</b>	<b>523,939</b>	<b>304,058</b>

Note: Existing CEQA Baseline square footage consists of the building square footage existing when the NOP/IS was prepared in June 2014.

#### **ES.4.2.1 Measure G Allocation**

As shown in Table ES-1, above the CEQA Baseline square footage is 219,881 square feet, which, pursuant to CEQA Guidelines Section 15125, is the amount of existing building square footage at the time the NOP/IS was published (June 2014). As approved by the voters by Measure G, Zoning Code Section 10-5.813 allows for net increase of 400,000 square feet of floor area within all areas in the City that are zoned CC coastal commercial, based on existing land use on April 22, 2008. The existing square footage within the project site on April 22, 2008 was 233,826 square feet. Within this Draft EIR, this is referred to as the Coastal Zoning Baseline square footage.

As shown in Table ES-2, the difference between the CEQA Baseline square footage and the Coastal Zoning Baseline square footage is 13,945 square feet. This difference is accounted for by the demolition of the “Octagon” Building at Parcel 10 to the north of the Pier Parking Structure in 2013. The Coastal Zoning Baseline square footage is presented herein for informational purposes, and for purposes of the Land Use analysis relative to consistency of the proposed project with the Measure G allocation and Local Coastal Plan (refer to Section 3.9 Land Use and Planning in the Draft EIR for details). All other analyses within the Draft EIR (e.g., existing traffic generation, air emissions associated with building demolition, existing utility use, and calculations of net new building square footage), use the CEQA Baseline square footage of 219,881 square feet based on existing square footage.

**Table ES-2: Comparison of Existing CEQA Baseline and Existing Coastal Zoning Baseline Square Footage**

Existing Development	Existing Development to be Demolished	Existing Development to Remain	New Construction	Total Square Footage (Existing to Remain plus New Construction)	Net New Square Footage (Overall increase in square footage as compared to existing development)
<b>CEQA Baseline Square Footage</b>					
48,399	46,286	2,113	288,184	290,297	241,898
171,482	161,116	10,366	223,276	233,642	62,160
<b>219,881</b>	<b>207,402</b>	<b>12,479</b>	<b>511,460</b>	<b>523,939</b>	<b>304,058</b>
Existing CEQA Baseline square footage consists of the building square footage existing when the Notice of Preparation/Initial Study was prepared in June 2014. This does <i>not</i> include the 13,945 square foot "Octagon Building" on Parcel 10 that was demolished in 2013.					
<b>Coastal Zoning Baseline Square Footage</b>					
48,399	46,286	2,113	288,184	290,297	241,898
185,427	175,061	10,366	223,276	233,642	48,215
<b>233,826</b>	<b>221,347</b>	<b>12,479</b>	<b>511,460</b>	<b>523,939</b>	<b>290,113</b>
Existing Coastal Zoning Baseline square footage consists of the building square footage existing at the project site on April 22, 2008. This includes the 13,945 square foot "Octagon Building" on Parcel 10 that was demolished in 2013.					
<b>CEQA Baseline as compared to Coastal Zoning Baseline Square Footage</b>					
Same	Same	Same	Same	Same	Same
- 13,945	- 13,945	Same	Same	Same	+ 13,945
<b>- 13,945</b>	<b>- 13,945</b>	<b>Same</b>	<b>Same</b>	<b>Same</b>	<b>+ 13,945</b>

As shown in Table ES-3 below, the net new construction under the proposed project is within the cap of 400,000 square feet of net new floor area allowed within all CC zones based on existing land use on April 22, 2008. Redondo Beach Resolution No. 2011-09-HC-002 (Shade Hotel) states that there are approximately 371,638 remaining square feet<sup>4</sup> of allowed development under the City’s 400,000 square foot limit (RBMC Sections 10-5.813(a), 10-5.814(a), 10-5.815(a), and 10-5.816(a)). Subsequent to the adoption of this resolution, there was an amendment to the Shade Hotel Project approval, which increased the square footage of that project by 8,649 square feet (allowing for an additional 362,989 square feet under the City’s 400,000 square foot limit).

With the additional 290,113 square feet of net new construction that would occur under the proposed project under the Coastal Zoning Baseline, the total net new development within the CC zones since April 22, 2008 would be 327,124 square feet. This is within the 400,000

<sup>4</sup> These calculations included the additional square footage from the Harbor Patrol Facility.

square foot maximum. As shown in Table ES- 3, after buildout of the proposed project, 72,876 square feet of remaining net new development would be allowed within the CC zones.

**Table ES-3: Development within the CC Zones After April 22, 2008**

	Existing Square Footage on April 22, 2008	Completed/Under Construction/ Proposed After April 22, 2008	Net New	Balance
				400,000
Harbor Patrol	1,728	4,430	2,702	397,298
Shade Hotel	13,211	47,520	34,309	362,989
<b>Proposed Project</b>	<b>233,826</b>	<b>523,939</b>	<b>290,113</b>	
<b>Total</b>			<b>327,124</b>	<b>72,876</b>

### ES.4.3 Project Elements

The elements of the proposed project are described in terms of three geographic areas presented above (northern portion of the project site, southern portion of the project site, and Basin 3) and other improvements, which include project elements that span two geographic areas and/or occur site-wide. Each of the proposed project elements is described briefly in Table ES-4 below and in detail in Section 2.4 in Chapter 2 Project Description of the Draft EIR.

The northern portion of the project site would include new commercial development (including a specialty cinema and a public market hall), creative office development, alterations to Seaside Lagoon (to create a tidally-influenced lagoon), a new small craft boat launch ramp, parking structure, and enhanced pedestrian and bicycle paths and open space. A new main street parallel to Harbor Drive (through the center of the northern portion of the site) flanked by commercial uses and public walkways would traverse the northern portion of the project site from north to south. Additionally, new public open spaces would be established.

The southern portion of the project site would include demolition of existing commercial uses (including Pier Plaza, International Boardwalk, and some of the buildings on the Horseshoe Pier) and the Pier Parking Structure. A new boutique hotel, parking structure, and retail and restaurant uses would be constructed. Additionally, new walkways and public open spaces would be established.

The proposed project elements within Basin 3 are the rehabilitation of the dock complex and bulkhead (e.g., minor bulkhead repairs and replacement of the cap), and the construction of a pedestrian/bicycle bridge spanning the Basin 3 entrance.

Additional improvements that would occur include the removal of the International Boardwalk to provide for the reconnection of Pacific Avenue, other circulation enhancements, new public open space and landscape, and infrastructure upgrades throughout the project site.

The proposed elements are summarized in Table ES-4 below and shown in Figures ES-3 (bottom conceptual plan).

**Table ES-4: Elements of Proposed Project**

Proposed Project Elements	Existing Conditions	Proposed Project
<b>Northern Portion of Project Site</b>		
<b>Development</b>	Approximately six stand-alone restaurants (totaling approximately 38,000 square feet) generally located on the edges of the project site, and restaurant and sportfishing charter business located on the Sportfishing Pier. <sup>a</sup>	241,898 net new square feet of new development to include retail, restaurant, creative office, approximately 700 seat specialty cinema, and accessory recreational uses.
<b>Sportfishing Pier</b>	243-foot long and 30-foot wide wooden (timber) pier with a building (approximately 2,704 square feet) that includes a restaurant, sportfishing charter business and restroom.	The proposed project includes two options regarding the Sportfishing Pier: replacement or removal. If replaced, a new pier (timber or concrete) and building would be constructed in a similar configuration as currently exists. If the pier were not replaced, the development would be relocated into the northern landside development.
<b>Seaside Lagoon</b>	Non-tidal chlorinated saltwater, sand-bottom swimming facility with beach, picnic area, concession building and other recreational amenities open only during summer months.	Opening of lagoon to waters of King Harbor to provide sheltered natural beach open year-round (eliminates the use of chlorine) with access for small boats, kayaks and paddle boards and accessory uses/concessions.
<b>Boat Launch Facilities</b>	Hand launch and dinghy dock located along Mole D and a private boat launch facility in Basin 3 consisting of two 5-ton boat hoists.	Removal of the private boat hoist facility. Relocation of the hand launch to within the modified Seaside Lagoon (stand-up paddle boards, kayaks, outriggers, canoes, etc. would be launched from inside the lagoon, once the lagoon has been open tidally to the harbor). Relocation of the dinghy dock within or adjacent to Basin 3. Construction and operation of a small craft boat launch ramp at the Turning Basin.

**Table ES-4: Elements of Proposed Project**

Proposed Project Elements	Existing Conditions	Proposed Project
<p><b>Parking</b></p>	<p>Approximately 332-stall Plaza Parking Structure (which is a three-level structure with the lower two levels being available for parking and the top plaza level only open to pedestrians) and surface parking lots with 757 single stalls and 67 double length (trailer) stalls.</p>	<p>New four-level approximately 757-stall parking garage at the northeast corner.</p> <p>Provision of approximately 109 parking stalls along the new main street (a roadway that transects through the center of the northern portion of the site approximately parallel to Harbor Drive) and surface lot.</p> <p>Surface parking lot for boat trailer and single car parking adjacent to the proposed small craft boat launch ramp.</p> <p>Reconfiguration of Plaza Parking Structure stairwell and elevator shaft, and elimination of below ground parking in the area under the proposed development would result in an approximately 32-stall parking reduction (from approximately 332 stalls to 300 stalls). Minor refurbishment of the structure, which may include repaving, restriping, and new lighting. The upper level of the parking structure, which is considered the lower portion Czuleger Park, would not be altered.</p>
<p><b><i>Southern Portion of Project Site</i></b></p>		
<p><b>Development</b></p>	<p>Shops and restaurants along Horseshoe Pier (approximately 81,300 square feet), the International Boardwalk (including Paddle House) (approximately 22,464 square feet), Pier Plaza (approximately 70,000 square feet) and miscellaneous space such as storage, basement, restroom, and maintenance offices within the Pier Parking Structure (approximately 20,000 square feet of the approximately 495,000 square foot parking structure.)</p>	<p>62,160 net new square feet of commercial development to include replacement of most of the existing and former retail and restaurant buildings on the Horseshoe Pier and new approximately 130-room boutique hotel with retail uses on the ground floor.</p>
<p><b>Pier Plaza</b></p>	<p>Approximately 70,000 square foot office complex, located on top of the Pier Parking Structure and approximately 20,000 of associated square feet</p>	<p>Removal of Pier Plaza Development.</p>

**Table ES-4: Elements of Proposed Project**

Proposed Project Elements	Existing Conditions	Proposed Project
	(storage, basement, restroom, and maintenance offices) within the Pier Parking Structure.	
<b>International Boardwalk</b>	Narrow strip of small shops and restaurants (approximately 22,464 square feet) located along a paved access road (accessible to pedestrians, delivery, service, and emergency vehicles only), subject to flooding and deteriorating condition.	Removal of the International Boardwalk and establishment of a new limited throughway that would accommodate vehicular, bicycle, and pedestrian traffic.  Improvements would address the existing flooding and accommodate sea level rise concerns through the removal of existing structures.
<b>Horseshoe Pier</b>	1,550-foot long horseshoe-shaped pier with restaurants and shops and two currently empty building pads. The pier has a concrete deck, except for a portion of the southern segment, which retains a wooden deck constructed in approximately 1930.	On the northern segment, Kincaids would be retained and a new building would be constructed on a currently vacant building pad (Pad 2). On the southern segment, the wooden portion of the pier and existing buildings would be reconstructed.
<b>Parking</b>	1,018-stall Pier Parking Structure (which is a three-level approximately 495,000 square foot structure with approximately 70,000 square feet of commercial development [Pier Plaza] and parking on the roof), portions of which are in poor condition.	Replace existing Pier Parking Structure with a new five-level approximately 1,157-stall parking structure.
<b>Torrance Circle</b>	Terminus of Torrance Boulevard used to access Pier Parking Structure and for taxi and bus layover, service vehicle loading/unloading zone, and passenger drop off/pick up.	Minor modifications near the entrance to the new parking structure and Pacific Avenue Reconnection.
<b>Basin 3</b>		
<b>Marina Reconstruction/Redevelopment and Bulkhead Rehabilitation</b>	Approximate 61-slip marina (with slips that range in size from 15 to 68 feet) used by recreational, commercial, and excursion vessels.	Reconstruction/redevelopment of the entire floating dock complex and appurtenant facilities within the marina. The number of slips being considered range within the marina range from 33-slips and eight side-ties to a maximum of approximately 60-slips and eight side-ties of various sizes. Timber docks would be replaced with concrete docks. In addition,

**Table ES-4: Elements of Proposed Project**

Proposed Project Elements	Existing Conditions	Proposed Project
		additional gangways would be constructed within the marina and entrance to Basin 3 for side ties for transient mooring of vessels, which includes the relocation of the existing dinghy dock to this area. Complete replacement of the concrete bulkhead cap and minor repair of bulkhead.
<b>Pedestrian/Bicycle Bridge</b>	None. Access road and elevated walkway between the International Boardwalk and Basin 3 provides only pedestrian access from the northern and southern portion of the site.	New pedestrian/bicycle moveable bridge spanning the mouth of Basin 3. Two supporting piers would be placed within the basin entrance.
<b>Other Improvements</b>		
<b>Circulation</b>	Vehicles must use Catalina Avenue to travel between northern and southern portions of the site. Access road between the International Boardwalk and Basin 3 provides pedestrian, and emergency and service vehicle access. Pedestrian and bicycle paths are located throughout site, including an elevated walkway, bicycle paths pass through the Pier Parking Structure.	Replacement of the International Boardwalk with the Pacific Avenue Reconnection including separated roadway, walkway, and bicycle path, and a new retaining wall located in front of the existing retaining wall.  A bicycle path that would improve connection within the project site (including elimination of pathway through the Pier Parking Structure) and to bicycle paths to the north and south of the project site.  New/upgraded pedestrian walkways throughout the site, including a boardwalk along the water's edge.
<b>On-site Security</b>	A police sub-station is located within the Pier Plaza office complex.	A new/replacement police sub-station would be established on-site in one of the proposed new buildings in either the northern or southern portion of the site (the precise location has not yet been determined). The proposed project also includes private security in addition to City police services. In addition, the proposed project incorporates design strategies aimed at deterring criminal behavior. This includes use of nighttime security lighting, security cameras, and providing lighted landscaping that allow for clear sight lines by security personnel and security devices to monitor the site as feasible. Other considerations in designing the project

**Table ES-4: Elements of Proposed Project**

Proposed Project Elements	Existing Conditions	Proposed Project
		included architectural design features, such as placement of windows, stairways, pathways, and building entrances to enhance visibility throughout the site and avoid the presence of blind spots.
<b>Infrastructure</b>	Developed site with existing aging infrastructure and utilities.	Upgrade/relocate on-site utilities (which exclusively serve the project site) as required, including lift stations. Implementation of the proposed project could require modification to the Los Angeles County stormwater outfall structure.
<b>Open Space</b>	Open space includes pedestrian /bicycle pathways, public plazas (e.g. pier entry plaza), landscaped areas, piers, and Seaside Lagoon.	New high-quality public open space throughout the project area, including public seating, gathering spaces, pathways, and a modified Seaside Lagoon.
<b>Service and Loading Areas</b>	Torrance Circle is used for loading/unloading for southern portion of the project site.	Three loading and service bay areas located in the northern portion of the site, and one partially enclosed and screened loading and service bay in the southern portion of the site.
<b>Tidelands Property Exchange</b>	Tidelands are lands seaward of the MHTL designated in 1935, and Uplands are lands east of the MHTL (including Basin 3).	Exchange of an approximately 86,000 square feet portion of the unsubmerged Tidelands between Basin 3 and Seaside Lagoon for a submerged portion of Uplands within Basin 3.

a. Paddle House is considered part of the International Boardwalk and therefore the square footage is included in the southern portion of the site.

## ES.4.4 Project Construction

Construction of the proposed project would commence in 2017 and is anticipated to extend for approximately 27 to 30 months (2.25 to 2.5 years), from January 2017 through June 2019. In order to prepare a conservative daily/peak analysis, many of the construction activities were assumed to occur simultaneously.<sup>5</sup> As detailed below, the proposed project would be implemented within two general areas within the project site: landside (including the northern and southern portions of the project site) and waterside. Each area has distinct construction assumptions associated with the proposed project elements.

Typically, construction work would be performed during normal workdays and hours (Monday through Friday from 7:00 AM to 6:00 PM). Although not proposed on a regular basis, in accordance with the Redondo Beach Municipal Code (RBMC) (Section 4-24.503), construction could occur on Saturday between 9:00 AM to 5:00 PM. Should construction be required (e.g. to perform utility connections) during nighttime hours, Sunday, or on holidays, in accordance with the RBMC (Section 4-24.701), an afterhours construction permit would be required.

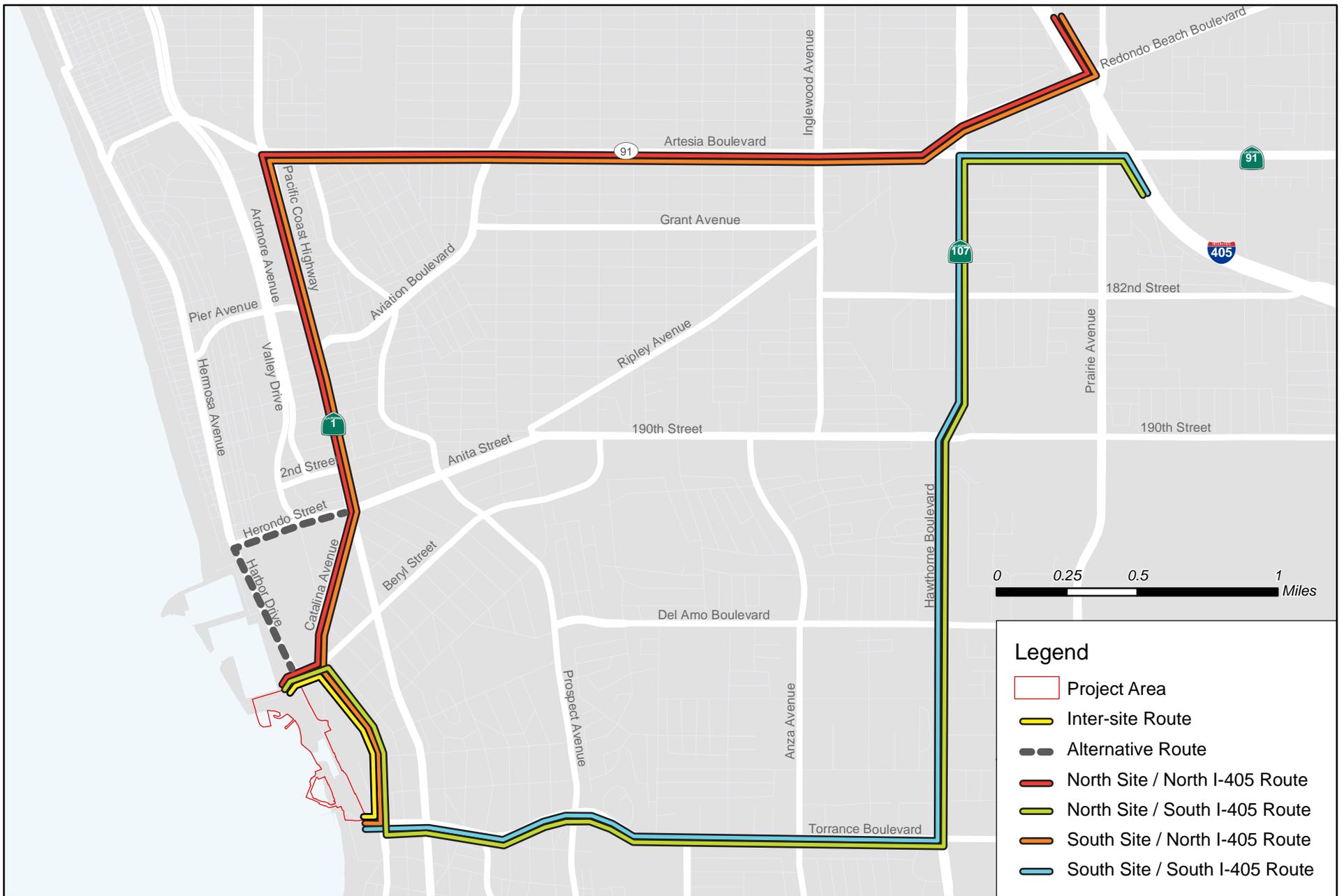
The number of construction workers would vary throughout the construction period. The maximum number of workers expected during the construction period is 280 workers on the north site and 153 workers on the south site, and an additional 187 workers throughout the site. The number of vehicles, transporting workers and materials to and from the project site, would vary up to approximately 1,895 trips per day. The types and number of equipment would vary throughout the construction period, depending on the types of activities occurring. Portions of the project site would be used for construction staging areas and parking of construction workers' personal vehicles. No off-site construction employee parking or staging areas are anticipated.

Haul trucks would access the project site from the Interstate (I)-405 freeway via Torrance Boulevard and Hawthorne Boulevard (Figure ES-4). Heavy loads would be prohibited from using 190<sup>th</sup>/Anita/Herondo Street between Pacific Coast Highway and Beryl Street and would need to use Artesia Boulevard to Pacific Coast Highway or Hawthorne Boulevard to Torrance Boulevard.

Construction staging and laydown is anticipated to occur within the project site, as illustrated in Figure ES-5. Construction of landside elements on the northern portion of the project site during the first phases of the proposed project (approximately the first 10 months), the construction staging area would be located on the utility easement south of the proposed parking structure. Following construction of the parking structure, the top level of the structure would be used for laydown/staging (approximately month 10 – project completion). On the southern portion of the site, the plaza north of Torrance Circle would be used for laydown/staging in the first phases of project construction (approximately the first 16 months). After construction of the proposed parking

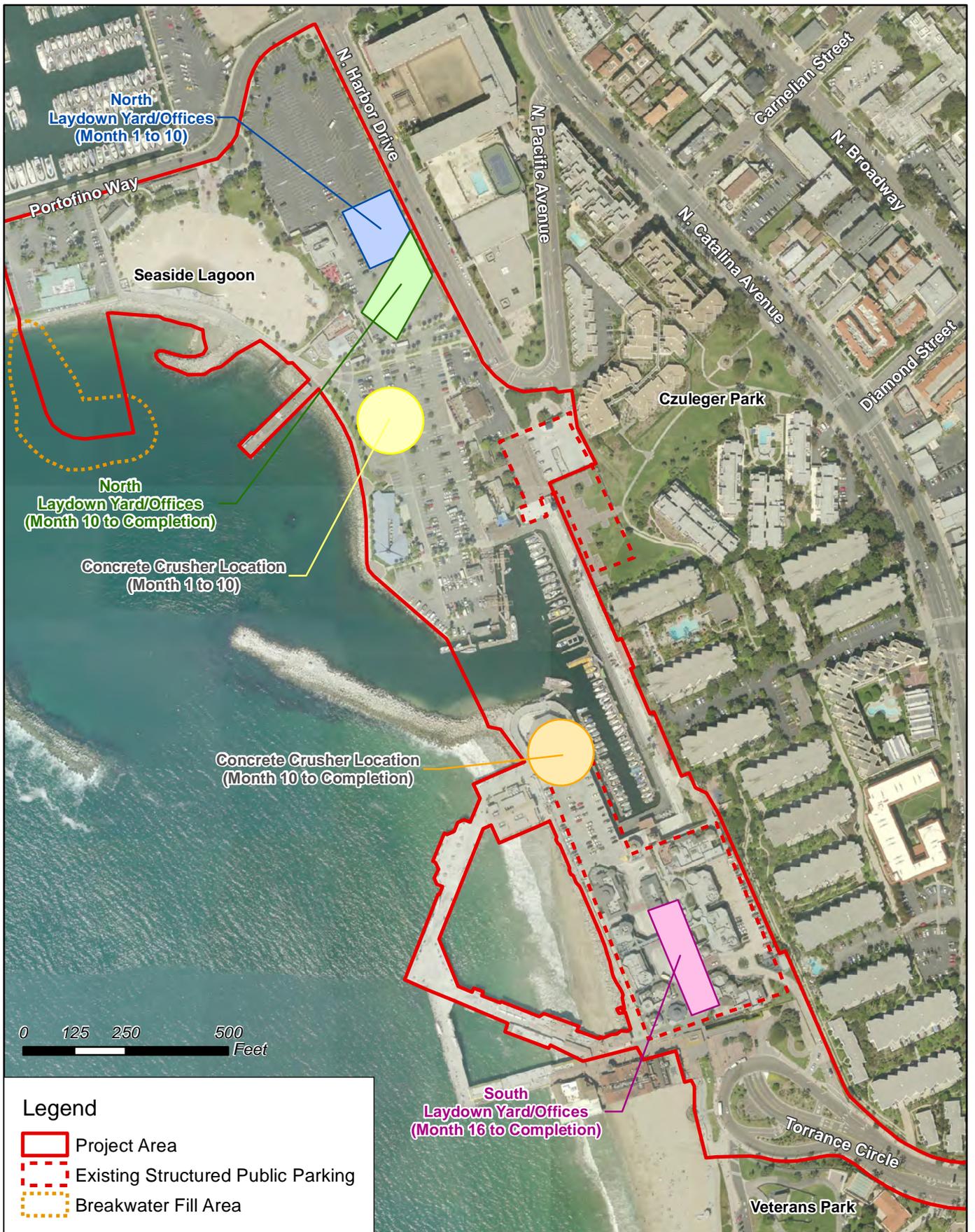
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<sup>5</sup> Project phasing may vary based on the following factors: market conditions, community priorities, regulatory framework, and infrastructure development. For the purposes of this Draft EIR, the environmental analyses are based on conservative assumptions, which are described as appropriate within the individual resource areas (such as Section 3.2 Air Quality).



Source: City of Redondo Beach, 2015





Source: C.W. Driver, 2014; City of Redondo Beach, 2008; Noble Consultants, Inc., 2015



structure, the top level would be used for laydown/staging (approximately month 16 to completion).

As described in detail in Section 2.5.1 in Chapter 2 Project Description of the Draft EIR, construction of waterside elements would involve a combination of land-based and marine-based activities and equipment. For some waterside elements, barges would be used to transport and stage equipment and materials. The waterfront activities are anticipated to occur within the 27 to 30 month period. As a worst-case scenario, it is assumed that up to five of the seven waterside project elements would occur during at the same time and would overlap with the construction occurring within the northern and southern portions of the site.

Typical construction activities include servicing construction equipment at designated areas; transporting construction workers, supervisors, and inspectors onsite in light-duty trucks; and controlling dust, track-out, and erosion by complying with a Construction Storm Water Pollution Prevention Plan (SWPPP) that would require stormwater BMPs such as wetting, wheel washing, erosion barriers, hazardous materials containment, and site inspections. Detailed information on the types and numbers of construction equipment for each phase is presented in Sections 3.2 Air Quality, 3.10 Noise, and 3.13 Traffic and Transportation in the Draft EIR.

## **ES.5 Alternatives to the Proposed Project**

### **ES.5.1 Basis of Alternatives**

An EIR is not required to consider alternatives that are infeasible. There is no standard set forth in the State CEQA Guidelines for the number of alternatives that must be addressed. Instead, the State CEQA Guidelines require that an EIR describe a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. The range of alternatives is determined on a case-by-case basis depending on the unique characteristics of the project location, the project objectives, the environmental setting, and the potentially significant impacts that are associated with the project.

### **ES.5.2 Alternatives To The Proposed Project**

This Draft EIR analyzes a *No Project-No Build Alternative* and *No Project-Necessary Infrastructure Improvement Alternative*, as well as five additional alternatives (for a total of seven alternatives) that would reduce at least one of the significant environmental impacts of the proposed project and meet most of the proposed project's objectives. The seven alternatives to the proposed project are as follows:

- Alternative 1 – No Project – No Build
- Alternative 2 – No Project – Necessary Infrastructure Improvements
- Alternative 3 – Landside Development Only ('No Federal Action Alternative')
- Alternative 4 – No Property Exchange with State
- Alternative 5 – No Pacific Avenue Reconnection
- Alternative 6 – Alternative Construction Phasing

- Alternative 7 – Reduced-Density

In addition to the seven alternatives to the proposed project, an ‘alternative’ to analyze various small craft boat launch ramp facility locations throughout King Harbor, along with impacts from developing the proposed project, are included in the analysis of Alternative 8.

- Alternative 8 – Alternative Small Craft Boat Ramp Facilities Within King Harbor

All eight alternatives are summarized below and described in detail in Section 4.4 of Chapter 4 Analysis of Alternatives in the Draft EIR.

### **ES.5.2.1 Alternative 1 – No Project – No Build**

Under this alternative, the project site would retain the existing physical conditions with future regional growth occurring, such as changes in area-wide traffic. The project site is currently developed with approximately 219,881 square feet of existing structures (not including the parking structures) which would remain. Further, under Alternative 1, no new infrastructure or other site improvements would occur.

### **ES.5.2.2 Alternative 2 – No Project – Necessary Infrastructure Improvements**

Under Alternative 2, project components would include improvements reasonably expected to occur in the foreseeable future if the proposed project was not approved. Such improvements would respond to existing infrastructure and public safety needs. Replacement in kind of some existing development would occur, but the amount of square footage at the project site would remain 219,881 square feet (not including the parking structures) or less if some structures were removed and not replaced.

### **ES.5.2.3 Alternative 3 – Landside Construction Only (No Federal Action)**

Under this alternative, no project elements requiring a U.S. Army Corps of Engineers (USACE) permit (i.e., waterside project elements) would be implemented. As with the proposed project, a maximum of 304,058 square feet of net new development would be constructed, that includes retail, restaurant, creative office, an approximately 700-seat specialty cinema, and hotel, however, some of the square footage would be relocated under Alternative 3 as compared to the proposed project.

### **ES.5.2.4 Alternative 4 – No Property Exchange with the State**

Alternative 4 would not include any property exchange that would require State Lands Commission approval. Therefore, under Alternative 4, the proposed change in designation of approximately 86,000 square feet of Tidelands on Mole D to Uplands, and in exchange for Basin 3 becoming subject to the Public Trust would not occur [see Figure ES-6]). All uses on the Tidelands need to be consistent with Public Trust Doctrine and meet certain criteria including allowable uses and time restrictions on leases in tidelands. As described in Section 2.2.1, Chapter 2 Project Description in the Draft EIR, the Tidelands held in trust by the City are based on the MHTL designated in 1935, prior to the construction of King Harbor in its current configuration, including Basin 3. As such, Basin 3 is classified as Uplands. Alternative 4 would be identical to the proposed project with the exception of a reconfiguration of the conceptual site plan at Mole D.



Source: City of Redondo Beach, 2008; Psomas, 2014; Noble Consultants, Inc., 2015



### **ES.5.2.5 Alternative 5 – No Pacific Avenue Reconnection**

Alternative 5 would include all the proposed project elements except there would be no reconnection of Pacific Avenue as a roadway. The International Boardwalk and elevated walkway would be retained; however, the shops at the International Boardwalk may be closed in the future if the frequency of flooding at that location increases with a predicted rise in sea levels. Should this occur, the building would be walled off, although the access road and elevated walkway would remain open to the public.

### **ES.5.2.6 Alternative 6 – Alternative Construction Phasing**

Under this alternative, the overall amount and type of development on the site would be similar to the proposed project; however, this alternative would occur in phases. The proposed Tidelands Exchange would also occur (subject to approval by the CSLC). Construction would begin in 2017 with construction commencing in the northern portion of the project site. Construction of the northern portion of the site is expected to take approximately 24 months (two years), and thus buildout of the northern portion of the site is anticipated in 2019. Initial construction would include the removal or reconstruction of the Sportfishing Pier and the opening of the Seaside Lagoon to the tidal influences of the harbor. Construction staged on-site where feasible. If it is found to be infeasible to stage all construction on-site, the project may need to explore agreements with adjacent businesses for shared use of existing nearby parking areas.

Construction of the southern portion of the project site would include the Redondo Beach Marina in Basin 3 (including bulkhead repairs), Pacific Avenue Reconnection with associated pedestrian and bicycle connectivity, and the pedestrian/bicycle bridge. Construction in the southern portion of the project site could begin as early as 2018, but as late as 2028. If construction begins in 2018, there could be up to approximately one year of overlap with construction of the northern portion of the project site. However, if construction in the southern portion of the project site begins after 2019, it is anticipated that the northern portion of the project site would be completed and operational while the southern portion of the site is under construction. Construction of the southern portion of the project site would take approximately 24 months (two years) with construction to be staged on the project site where feasible. If it is found to be infeasible to stage all construction on-site, the project may need to explore agreements with adjacent businesses for shared use of existing nearby parking areas. Under Alternative 6, operation of the southern portions of the project site could occur as early as 2020, or as late as 2030.

Construction of the small craft boat launch ramp facility would be completed soon after the development of the northern portion of the site, subject to agreements with California Coastal Commission and taking into account the land assembly constraints of the selected location. Construction associated with the small craft boat launch ramp facility would take approximately 180 days (approximately six months) with construction staged from the proposed ramp site and from the water. Construction of the other waterside elements could occur independently or at the same time other phases of construction are being implemented.

During the phased the construction period under Alternative 6, portions of the project that are not underdoing construction would be open to the public (i.e., if no construction activities are occurring at the southern portion of the project site, it would remain open while the northern portion of the project site is under construction, and vice versa while the southern portion of the site is under construction).

### **ES.5.2.7 Alternative 7 – Reduced Density**

Under this alternative, the amount of net new development on the site would be reduced by 50 percent (152,029 square feet). This would result in a total of 371,910 square feet of development at the project site (which equals an approximately 29 percent reduction in total square footage as compared to the proposed project). The proposed uses of retail, restaurant, creative office, hotel, and specialty cinema would be the same under Alternative 7 and the conceptual site plan would be similar to the proposed project, but some buildings would be eliminated or reduced in size. The other main elements of the proposed project, including improvements in site connectivity and modification of Seaside Lagoon, would be implemented.

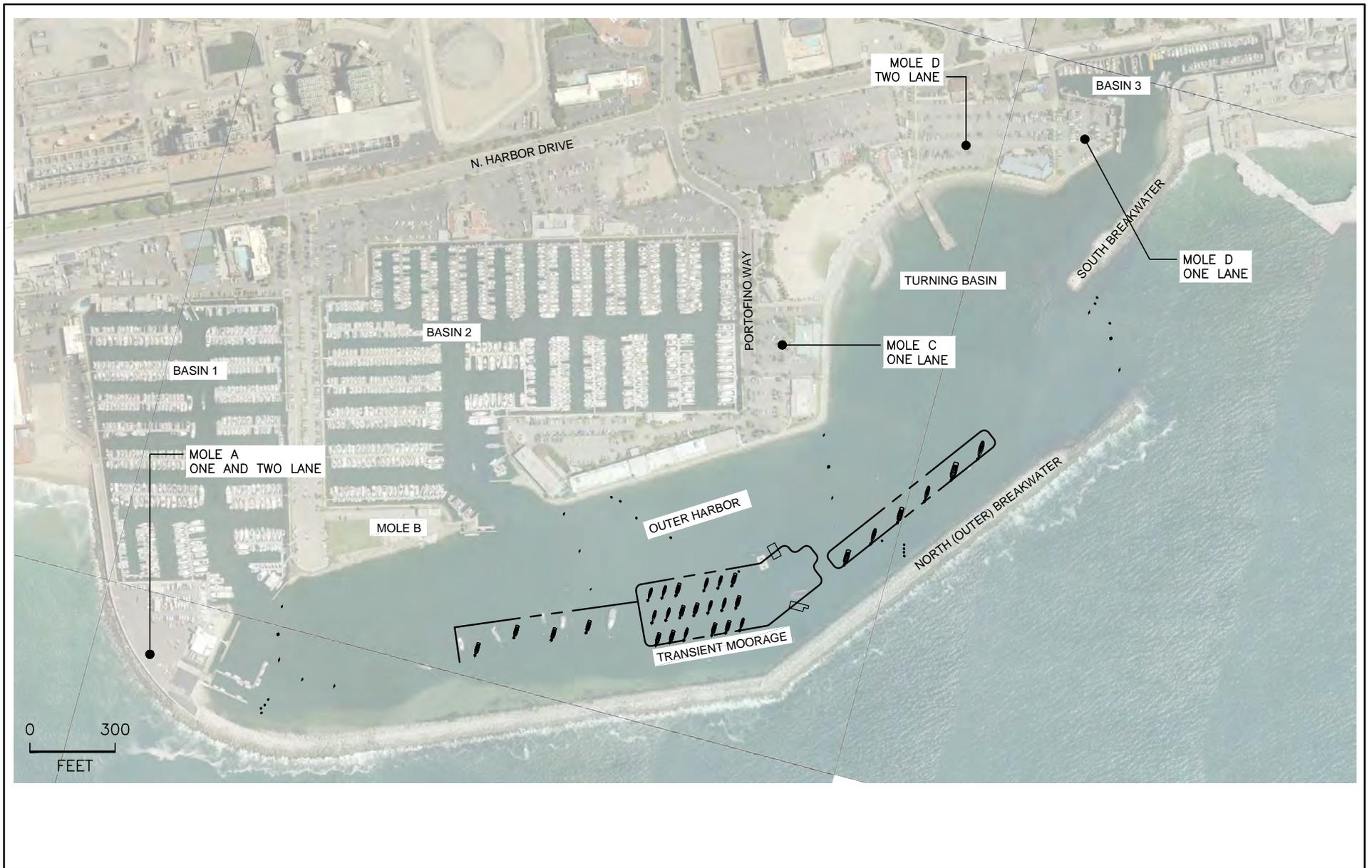
### **ES.5.2.8 Alternative 8 – Alternative Small Craft Boat Ramp Facilities Within King Harbor**

A public boat launch ramp facility has been contemplated for King Harbor for many years, and is required to be implemented under the City's Local Coastal Program. Alternative 8 includes most elements of the proposed project with an alternate location and/or design for the proposed small craft boat launch ramp facility. In developing Alternative 8, multiple locations and boat ramp designs were considered. Four possible locations were identified as potential locations for a boat ramp within King Harbor, considering navigational safety, existing site constraints (such location of existing boat slips and other physical features), and others factors such as typical wave patterns and storm conditions: Mole A, Mole B, Mole C, and Mole D (see Figure ES-7).

As shown on Figure ES-7, of the four possible locations, Mole C and Mole D are located within the project site, while Mole A and Mole B are located to the north. Mole A is located along the North (Outer) Breakwater at the existing King Harbor Yacht Club. There are existing docks as well as parking and yacht club facilities at this site. Mole B is the site of Moonstone Park and the Harbor Patrol Headquarters. Portofino Marina boat slips are located to the east of Mole B and the main channel is to the west.

After further review, it was determined that potential environmental impacts associated with Mole B would be greater than the proposed project, so Mole B was eliminated from further consideration. Specifically, locating a small craft boat launch ramp at Mole B could result in potential significant impacts on emergency services, by disruption of ingress and egress for land vehicles from Fire Station 3/Harbor Patrol Headquarters and use of the helipad at Mole B. Further, locating a boat launch ramp at Mole B would require removal of up to approximately 22 boat slips and marina parking stalls, and require removal of a portion of Moonstone Park. While a one-lane small craft boat launch ramp and parking could be accommodated by removing only a small portion of Moonstone Park, a two-lane ramp would require converting the entire Moonstone Park to a parking lot.

At the remaining three locations (Mole A, Mole C, and Mole D) several different designs were selected for further evaluation, resulting in six options analyzed under Alternative 8. The six small craft boat ramp design options by location are shown on Figure ES-7 and described below, as well as a description of any difference between each option and the proposed project. Each of the boat launch ramp facility options include either one-lane or two-lane



Source: Noble Consultants, Inc., 2015



ramps with 20- or 40-stall parking lots. Each facility would have a wash down space or stall with a stormwater interceptor or other water treatment system that would treat runoff water before discharging it to the storm drain or sewer system.

### **Mole A**

There are three small craft boat launch ramp facilities proposed at Mole A. Because the Mole A options would not develop a small craft boat launch ramp facility at Joe's Crab Shack site, no redevelopment of that portion of the project site would occur should a Mole A option be approved. Following are the three Mole A options:

***Option 1: One-lane boat ramp with boarding float and 20 head-in parking stalls (vehicle/trailer spaces)***

***Option 2: One-lane boat ramp with boarding float, hand launch ramp, and 20 drive-through parking stalls (vehicle/trailer spaces)***

***Option 3: Two-lane boat ramp with boarding float and 40 parking stalls (vehicle/trailer spaces)***

### **Mole C – One-lane boat ramp with boarding float and 20 parking stalls (vehicle/trailer spaces) and no breakwater**

The Mole C option under Alternative 8 would be at the same location as the small craft boat launch ramp facility proposed as part of the project; however, the Mole C option under Alternative 8 would be a one-lane boat ramp with boarding float and 20 parking stalls (vehicle/trailer spaces) and no breakwater.

### **Mole D**

There are two small craft boat launch ramp facilities proposed at Mole D. Because the Mole D options would not develop a small craft boat launch ramp facility at Joe's Crab Shack site, no redevelopment of that portion of the project site would occur should a Mole D option be approved. Following are the two Mole D options:

***Option 1: One-lane boat ramp with boarding float and 20 parking stalls (vehicle/trailer spaces)***

***Option 2: Two-lane boat ramp with boarding float and 40 parking stalls (vehicle/trailer spaces)***

As shown on Figure ES-7, the parking lot for the small craft boat launch ramp would be located in the southern area of the Mole D (in the northern portion of the project site) and accessed from Harbor Drive. The Mole D - Option 1 would encompass a prime portion of the area available for redevelopment and would limit the opportunity to link the northern and southern portions of the project site under a "village" concept. In addition, the amount of development would be reconfigured to accommodate the boat ramp facility at Mole D. No pedestrian/bicycle bridge would be constructed. In addition, no new development, including enhancement of the walkway along the water, would occur at the Joe's Crab Shack site. No Pacific Avenue Reconnection would occur and the International Boardwalk and elevated walkway would remain. Existing infrastructure would be upgraded to serve the redevelopment. Some modest improvements to pedestrian and bicycle paths, as well as landscaping would also occur; however, the retention of the International Boardwalk and possible increased density in the northern portion of the project site could result in constraints

on pedestrian and bicycle path design and linkages. Additionally, given the additional site constraints, open space and public spaces would be reduced compared to the proposed project.

## ES.6 Terminology Used in The Environmental Analysis

In evaluating the potential impacts of the proposed project and the project alternatives, the level of significance is determined by applying the threshold of significance (significance criteria) presented for each resource evaluation area. The following terms are used to describe each impact and, where significant impacts are determined, how mitigation measures are addressed:

*No Impact:* A designation of no impact is given when a project does not apply to the impact category, or would not create an impact. In addition, a no impact is identified if no adverse or beneficial changes in the environment are expected.

*Less Than Significant Impact:* A less than significant impact is identified when the proposed project would cause no substantial adverse change in the environment (i.e., the impact would not reach the threshold of significance), or where impacts have been reduced to less than significant after application of mitigation.

*Significant Impact:* A significant impact would create a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the proposed project. Such an impact would exceed the applicable significance threshold established by CEQA prior to application of mitigation.

*Significant Unavoidable Impact:* As required by Section 15126.2(b) of the CEQA Guidelines, a significant unavoidable impact is identified when a residual impact that would cause a substantial adverse effect on the environment could not be reduced to a less than significant level through any feasible mitigation measure(s).

*Mitigation:* Mitigation refers to measures that would be implemented to avoid or lessen potentially significant impacts. Mitigation includes:

- avoiding the impact completely by not taking a certain action or parts of an action;
- minimizing the impact by limiting the degree or magnitude of the action and its implementation;
- rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
- reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and/or
- compensating for the impact by replacing or providing substitute resources or environments.

The mitigation measures would be proposed as a condition of project approval and would be monitored to ensure compliance and implementation.

*Residual Impacts:* This is the level of impact after the implementation of mitigation measures.

## ES.7 Scope of Analysis and Environmental Impacts

The scope of the Draft EIR was established based on the Initial Study/NOP prepared pursuant to CEQA (see Appendix A of the Draft EIR), comments received during the NOP review process, as well as the expertise of the City's staff and consultants. The NOP scoping period lasted from June 21, 2014 until July 21, 2014, and included one scoping meeting on July 9, 2014. Public and agency comments received during this period were considered in the scope of the analysis for this EIR (NOP comments are included in Appendix A).

The Draft EIR for The Waterfront focuses on the significant environmental effects of the proposed project and their relevance to the decision-making process.

Based on the Initial Study, the following 14 resource areas have been determined to be potentially significant and are therefore evaluated further in the Draft EIR:

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

Chapter 3 Environmental Analyses discusses the issues that would be significantly affected by the proposed project. The criteria for determining the significance of environmental impacts in the Draft EIR analysis are described in the "Thresholds of Significance" sections for each resource topic in Chapter 3 Environmental Analyses. Mitigation measures to reduce impacts to less than significant levels are proposed whenever feasible.

## ES.7.1 Impacts Not Considered in the Draft EIR

The scope of the Draft EIR for The Waterfront was established based on the NOP issued by the City on June 21, 2014. The NOP, and the Initial Study, identified potential impact areas of the proposed project. The NOP/Initial Study also determined that several resource areas would not be affected. In accordance with CEQA, issues found in the Initial Study/NOP that have no impact do not require further evaluation and are not addressed further in the Draft EIR. The resource areas found not have any impacts which are therefore not addressed in the Draft EIR are agricultural and forest resources, mineral resources, and population and housing. The NOP/Initial Study is available for review in Appendix A of the Draft EIR.

## ES.7.2 Summary of Environmental Impacts of the Proposed Project and Alternatives

### ES.7.2.1 Environmental Impacts of the Proposed Project

In Chapter 3 Environmental Analyses of the Draft EIR the proposed project was analyzed for 14 environmental resource areas. The potential for environmental impacts of the proposed project on the environment were analyzed for each of the resource areas for both construction (e.g., short-term impacts throughout the 2.25 to 2.5 years of construction) and operation (e.g., long-term impacts) of the proposed project. The following describes the less than significant, significant impacts that can be mitigated, avoided or substantially lessened with implementation of mitigation measures, and significant and unavoidable impacts associated with implementation of the proposed project:

### ES.7.2.2 Summary of Less than Significant Impacts

Table ES-5 (detailed table) and Table ES-6 (summary table) identifies the resource areas where less than significant impacts were determined. The Draft EIR has determined that implementation of the proposed project (construction and/or operation) would result in a less than significant impact on 13 of the 14 resource areas:

- **Aesthetics and Visual Resources AES-1 through AES-3.** The proposed project: would not have a substantial adverse effect on a designated local valued view available to the general public; would not substantially degrade the existing visual character or quality of the site and its surroundings; and, would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.
- **Air Quality AQ-1 through AQ-3.** The proposed project: would not violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation during operation; would not expose sensitive receptors to substantial pollutant concentrations; and, would not create objectionable odors during construction that affects a substantial number of people.
- **Biological Resources BIO-2 and BIO-5.** The proposed project: would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS; and, would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- **Geology and Soils GEO-1 through GEO--4.** The proposed project: would not expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most

recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault, strong seismic ground shaking, or seismic-related ground failure, including liquefaction; would not result in substantial soil erosion or the loss of topsoil; would not result in a significant impact due to on-site or off-site lateral spreading, subsidence, liquefaction, corrosiveness, or collapse due to being located on a geologic unit or soil that is unstable or that would become unstable as a result of the project; and, would not create substantial risks to life or property due to the presence of expansive soil, as defined in the California Building Code.

- **Greenhouse Gases GHG-1 and GHG-2.** The proposed project: would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and it would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.
- **Hazards and Hazardous Materials HAZ-1 through HAZ-3.** The proposed project: would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction; would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, but is not expected to create a significant hazard to the public or the environment; and, would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- **Hydrology and Water Quality HWQ-1 through HWQ-4.** The proposed project: would not violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality; would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site; would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff that would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects not already addressed as part of the proposed project; and, would not create or place structures within a 100-year flood hazard area such that flood flows would be impeded or redirected or expose people or structures to a significant risk of loss, injury, or death involving flooding.
- **Land Use and Planning LUP-1.** The proposed project would not conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, local coastal program, or zoning ordinance) and would not result in a physical change to the environment not already addressed in the other resource chapters of this EIR.
- **Noise NOI-1.** The proposed project would not expose sensitive receptors to a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- **Public Services PS-1 and PS-2.** The proposed project: would not result in substantial adverse physical impacts associated with the construction of new or physically altered fire protection facilities (i.e., fire stations), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project, in order to maintain adequate services; and, would not result in substantial adverse physical impacts

associated with the construction of new or physically altered police protection facilities (including land-based and maritime police protection/law enforcement), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project, in order to maintain adequate services.

- **Recreation REC-1 and REC-2.** The proposed project: would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; and, would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the proposed project.
- **Traffic and Transportation TRA-2.** The proposed project would not conflict with an applicable congestion management program.
- **Utilities UTL-1 through UTL-4.** The proposed project: would not exceed the capacity of local wastewater infrastructure and result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the proposed project; would not exceed existing potable water supplies, entitlements and resources, or require and result in new and expanded entitlements; would not result in a net increase in project-related solid waste generation that could not be accommodated by existing or permitted regional landfills or other disposal facilities, or conflict with solid waste policies and objectives intended to help achieve federal, state or local waste statutes and regulations; and, would not exceed the capacity of electricity or natural gas transmission facilities and result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the proposed project.

### ES.7.2.3 **Summary of Significant Impacts that Can Be Mitigated, Avoided or Substantially Lessened**

Table ES-5 and Table ES-6 identifies the significant impacts that can be mitigated, avoided or substantially lessened. The Draft EIR has determined that implementation of the proposed project (separated by whether the impact would be during construction and/or operation) would result in four significant impacts during construction and six (two associated with Impact TRA-1) during operation that can be mitigated to less than significant on:

#### **Construction**

**Biological Resources BIO-1.** Related to construction impacts on marine mammals and California grunion, with implementation of mitigation, the proposed project would not have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) CDFW or U.S. Fish and Wildlife Service USFWS, or any species that meets the criteria for endangered, rare or threatened in CEQA Guidelines Section 15380.

**Biological Resources BIO-4.** With implementation of mitigation, the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, specifically the California grunion.

**Cultural Resources CUL-2.** With implementation of mitigation, the proposed project would not cause a substantial adverse change in the significance of an archaeological resource.

**Cultural Resources CUL-3.** With implementation of mitigation, the proposed project would not directly or indirectly destroy a unique paleontological resource.

### ***Operation***

**Biological Resources BIO –1.** Related to an increase in surface coverage, with implementation of mitigation, the proposed project would not have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) CDFW or U.S. Fish and Wildlife Service USFWS, or any species that meets the criteria for endangered, rare or threatened in CEQA Guidelines Section 15380.

**Biological Resources BIO –3.** With implementation of mitigation, the proposed project would not have a substantial adverse effect on federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means.

**Hydrology and Water Quality HWQ-5:** With implementation of mitigation, the proposed project would not expose people and structures to substantial risk associated with sea level rise.

**Traffic and Transportation TRA-1.** With implementation of mitigation, the proposed project would not exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness, at the six intersections impacted, and for one unsignalized intersection. Additionally, with implementation of mitigation (i.e., a parking management plan), the proposed project would not exceed parking capacity.

**Traffic and Transportation TRA-3.** With implementation of mitigation or alternative small craft boat launch facility, the proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.

## **ES.7.2.4 Significant and Unavoidable Impacts**

Table ES-5 and Table ES-6 identifies significant and unavoidable impacts associated with the proposed project. The Draft EIR has determined that implementation of the proposed project would result in a total of six significant and unavoidable impacts of which four would occur during construction (short-term throughout the 2.25 to 2.5 years of construction), two would occur specific to the operation of the project, including one impact (i.e., tsunami hazard) that would continue at the project site (although with implementation of mitigation measure the impacts would be reduced) due to natural uncertainties of such an event occurring in the future. The significant and unavoidable impacts are as follows:

### ***Construction (short-term):***

**Air Quality AQ-1.** During construction, the proposed project would violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation (NOx and CO).

**Cultural Resources CUL-1.** Construction of the proposed project would cause a substantial adverse change in the significance of a historical resource.

**Noise NOI-2.** Construction of the proposed project could expose sensitive receptors to or generation of excessive groundborne vibration or groundborne noise levels.

**Noise NOI-4.** Construction of the proposed project would cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project and in excess of the City's standards.

***Operation (long-term):***

**Hydrology and Water Quality HWQ-5.** Although the project site currently includes a risk associated with inundation by seiche, tsunami, mudflow, or sea level rise, implementation of the proposed project could expose additional people and structures to this risk.

**Noise NOI-3.** Implementation of the proposed project would cause a substantial permanent increase in ambient noise levels in the project vicinity (i.e., Torrance Circle/Boulevard between Catalina Avenue and the project site) above levels existing without the project and in excess of the City's standards.

No feasible or additional feasible mitigation measures are available that would avoid all of the potential impacts or reduce all impacts to less than significant levels. Therefore, potential impacts to these resource areas are considered significant and unavoidable and a Statement of Overriding Considerations, which identifies the specific overriding economic, legal, social, technological, or other benefits of the project that outweigh the s unavoidable adverse environmental effects identified in the EIR, would need to be considered by the decision-makers (PRC Section 21081(b); 14 California Code of Regulations [CCR] Section 15093).

In Chapter 3 Environmental Analyses of the Draft EIR the proposed project was analyzed in conjunction with other related projects in the area for potential to contribute to significant cumulative impacts. Table ES-5 identifies the cumulatively considerable contributions from the proposed project for resource areas analyzed.

## **ES.7.2.5 Environmental Impacts of the Alternatives**

Chapter 4 Analysis of Alternatives details the impacts of the alternatives to the proposed project by resource area. Table ES-5 identifies the significant and unavoidable impacts, significant impacts that can be mitigated, avoided or substantially lessened, and those impacts that are less than significant or no impact. In Table ES-5, an environmental impact "would" occur if the residual impact would remain significant and unavoidable. An environmental impact "could" occur if the residual impact would be less than significant after mitigation. An environmental impact "would not" occur if no impact or a less than significant impact would occur from implementation of the proposed project. Following Table ES-5 is a brief/summary table – Table ES-6 – that compares the impacts from Alternative 1 through Alternative 7 as compared to the impacts from proposed project.

Alternative 8 – Alternative Small Craft Boat Launch Ramp Facility is not included in the table because it is identical to the proposed project with the exception of alternate locations and launch ramp options. Table ES-7 identifies summarizes the impacts (significant and unavoidable, less than significant after mitigation, less than significant and no impact) associated with these location and launch ramp options.

**Table ES-5: Detailed Summary of Potential Significant Impacts, Mitigation and Residual Impacts for the Proposed Project, Cumulative Growth, and Alternatives 1 through 7**

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
<b><i>Aesthetics and Visual Resources</i></b>				
Proposed Project	<b>AES-1:</b> The proposed project would not have a substantial adverse effect on a designated local valued view available to the general public	Less than significant	No mitigation is required	Less than significant
	<b>AES-2:</b> The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings	Less than significant	No mitigation is required	Less than significant
	<b>AES-3:</b> The proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area	Less than significant	No mitigation is required	Less than significant
Cumulative Growth	<b>AES-1:</b> Cumulative growth plus the proposed project would not have a substantial adverse effect on a designated local valued view available to the general public	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
	<b>AES-2:</b> Cumulative growth plus the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
	<b>AES-3:</b> Cumulative growth plus the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
Alternative 1 – No Project – No Build	<b>AES-1:</b> Alternative 1 would not have a substantial adverse effect on a designated local valued view	No impact	No mitigation is required	No impact
	<b>AES-2:</b> Alternative 1 would not substantially degrade the existing visual character or quality of the site and its surroundings	No impact	No mitigation is required	No impact
	<b>AES-3:</b> Alternative 1 would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area	No impact	No mitigation is required	No impact
Alternative 2 – No Project – Necessary Infrastructure Improvements	<b>AES-1:</b> Alternative 2 would not have a substantial adverse effect on a designated local valued view	Less than significant	No mitigation is required	Less than significant
	<b>AES-2:</b> Alternative 2 would not substantially degrade the existing visual character or quality of the site and its surroundings	Less than significant	No mitigation is required	Less than significant
	<b>AES-3:</b> Alternative 2 would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area	Less than significant	No mitigation is required	Less than significant
Alternative 3 – Landside Only (No Federal Action)	<b>AES-1:</b> Alternative 3 would not have a substantial adverse effect on a designated local valued view	Less than significant	No mitigation is required	Less than significant
	<b>AES-2:</b> Alternative 3 would not substantially degrade the existing visual character or quality of the site and its surroundings	Less than significant	No mitigation is required	Less than significant
	<b>AES-3:</b> Alternative 3 would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area	Less than significant	No mitigation is required	Less than significant
Alternative 4 – No Property Exchange with the State	<b>AES-1:</b> Alternative 4 would not have a substantial adverse effect on a designated local valued view	Less than significant	No mitigation is required	Less than significant
	<b>AES-2:</b> Alternative 4 would not substantially degrade the existing visual character or quality of the site and its surroundings	Less than significant	No mitigation is required	Less than significant
	<b>AES-3:</b> Alternative 4 would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area	Less than significant	No mitigation is required	Less than significant
Alternative 5 –	<b>AES-1:</b> Alternative 5 would not have a substantial adverse effect on a	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
No Pacific Avenue Reconnection	designated local valued view			
	<b>AES-2:</b> Alternative 5 would not substantially degrade the existing visual character or quality of the site and its surroundings	Less than significant	No mitigation is required	Less than significant
	<b>AES-3:</b> Alternative 5 would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area	Less than significant	No mitigation is required	Less than significant
Alternative 6 – Alternative Construction Phasing	<b>AES-1:</b> Alternative 6 would not have a substantial adverse effect on a designated local valued view	Less than significant	No mitigation is required	Less than significant
	<b>AES-2:</b> Alternative 6 would not substantially degrade the existing visual character or quality of the site and its surroundings	Less than significant	No mitigation is required	Less than significant
	<b>AES-3:</b> Alternative 6 would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area	Less than significant	No mitigation is required	Less than significant
Alternative 7 – Reduced Density	<b>AES-1:</b> Alternative 7 would not have a substantial adverse effect on a designated local valued view	Less than significant	No mitigation is required	Less than significant
	<b>AES-2:</b> Alternative 7 would not substantially degrade the existing visual character or quality of the site and its surroundings	Less than significant	No mitigation is required	Less than significant
	<b>AES-3:</b> Alternative 7 would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area	Less than significant	No mitigation is required	Less than significant
<b>Air Quality</b>				
Proposed Project	<b>AQ-1:</b> The proposed project would violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation	Significant – construction	<b>MM AQ-1: Fleet Modernization for Construction Equipment:</b> Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that the construction contractor shall ensure that all off-road equipment with a horsepower greater than 50 horsepower (HP) be required to have USEPA certified Tier 4 interim engines or engines that are certified to meet or exceed the NOx emission ratings for USEPA Tier 4 engines. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. During construction, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the City's Building and Safety Division. The construction equipment list shall state the makes, models, and numbers of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449. These activities shall be verified by the Building and Safety Division during construction.  <b>MM AQ-2: Use of Low-VOC Coatings and Paints:</b> Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the construction plans and specifications stipulate that all architectural coatings shall meet a volatile organic compound (VOC) content of 50 grams per liter (g/L) or less for interior coating and 100 g/L or less for exterior coatings. Use of low-VOC paints shall be verified by the Building and Safety Division during construction.	Significant and unavoidable - construction
	<b>AQ-2:</b> The proposed project would not expose sensitive receptors to substantial pollutant concentrations	Less than significant	No mitigation is required	Less than significant
	<b>AQ-3:</b> The proposed project would not create objectionable odors during construction that affects a substantial number of people	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Cumulative Growth	<b>AQ-1:</b> Cumulative growth plus the proposed project would violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation	Significant (cumulatively considerable contribution) – construction	<b>MM AQ-1 and MM AQ-2</b>	Significant and unavoidable (cumulatively considerable contribution) – construction
	<b>AQ-2:</b> Cumulative growth plus the proposed project would not expose sensitive receptors to substantial pollutant concentrations	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
	<b>AQ-3:</b> Cumulative growth plus the proposed project would not create objectionable odors affecting a substantial number of people	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
	<b>Cumulative:</b> The proposed project would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors).	Less than significant (no cumulatively considerable contribution)/significant (cumulatively considerable contribution) – construction	<b>MM AQ-1 and MM AQ-2</b>	Significant and unavoidable (cumulatively considerable contribution) – construction
Alternative 1 – No Project – No Build	<b>AQ-1:</b> Alternative 1 would not violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation	Less than significant	No mitigation is required	Less than significant
	<b>AQ-2:</b> Alternative 1 would not expose sensitive receptors to substantial pollutant concentrations	No impact	No mitigation is required	No impact
	<b>AQ-3:</b> Alternative 1 would not create objectionable odors affecting a substantial number of people	No impact	No mitigation is required	No impact
Alternative 2 – No Project – Necessary Infrastructure Improvements	<b>AQ-1:</b> Alternative 2 would violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation	Significant – construction	<b>MM AQ-1</b>	Significant and unavoidable - construction
	<b>AQ-2:</b> Alternative 2 would not expose sensitive receptors to substantial pollutant concentrations	Less than significant	No mitigation is required	Less than significant
	<b>AQ-3:</b> Alternative 2 would not create objectionable odors affecting a substantial number of people	Less than significant	No mitigation is required	Less than significant
Alternative 3 – Landside Only (No Federal Action)	<b>AQ-1:</b> Alternative 3 would violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation	Significant - construction	<b>MM AQ-1 and MM AQ-2</b>	Significant and unavoidable - construction
	<b>AQ-2:</b> Alternative 3 would not expose sensitive receptors to substantial pollutant concentrations	Less than significant	No mitigation is required	Less than significant
	<b>AQ-3:</b> Alternative 3 would not create objectionable odors affecting a substantial number of people	Less than significant	No mitigation is required	Less than significant
Alternative 4 – No Property Exchange with State	<b>AQ-1:</b> Alternative 4 would violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation	Significant - construction	<b>MM AQ-1 and MM AQ-2</b>	Significant and unavoidable - construction
	<b>AQ-2:</b> Alternative 4 would not expose sensitive receptors to substantial pollutant concentrations	Less than significant	No mitigation is required	Less than significant
	<b>AQ-3:</b> Alternative 4 would not create objectionable odors affecting a substantial number of people	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 5 – No Pacific Avenue Reconnection	<b>AQ-1:</b> Alternative 5 would violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation	Significant - construction	<b>MM AQ-1 and MM AQ-2</b>	Significant and unavoidable - construction
	<b>AQ-2:</b> Alternative 5 would not expose sensitive receptors to substantial pollutant concentrations	Less than significant	No mitigation is required	Less than significant
	<b>AQ-3:</b> Alternative 5 would not create objectionable odors affecting a substantial number of people	Less than significant	No mitigation is required	Less than significant
Alternative 6 – Alternative Construction Phasing	<b>AQ-1:</b> Alternative 6 would violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation	Significant - construction	<b>MM AQ-1 and MM AQ-2</b>	Significant and unavoidable - construction
	<b>AQ-2:</b> Alternative 6 would not expose sensitive receptors to substantial pollutant concentrations	Less than significant	No mitigation is required	Less than significant
	<b>AQ-3:</b> Alternative 6 would not create objectionable odors affecting a substantial number of people	Less than significant	No mitigation is required	Less than significant
Alternative 7 – Reduced Density	<b>AQ-1:</b> Alternative 7 would violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation	Significant - construction	<b>MM AQ-1 and MM AQ-2</b>	Significant and unavoidable - construction
	<b>AQ-2:</b> Alternative 7 would not expose sensitive receptors to substantial pollutant concentrations	Less than significant	No mitigation is required	Less than significant
	<b>AQ-3:</b> Alternative 7 would not create objectionable odors affecting a substantial number of people	Less than significant	No mitigation is required	Less than significant
<b>Biological Resources</b>				
Proposed Project	<b>BIO-1:</b> The proposed project could have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS, or any species that meets the criteria for endangered, rare, or threatened in CEQA Guidelines 15380	Significant – construction and operation	<p><b>MM BIO-1: Protection of Marine Mammals During Construction:</b> Pile-driving could result in Level B harassment that leads to avoidance behavior by marine mammals. Therefore, a Level B (harassment) safety zone shall be established around the pile-driving site and monitored for marine mammals as shown in Table MM BIO-1 below. The Level B radius is based on the estimated safe distance for installation of piles proposed for use in the project and is adequate to ensure that pinnipeds would not be exposed to Level B harassment sound levels. The safety zone varies by pile size and hammer type. Because the noise levels anticipated under this analysis are based on measured values from multiple different projects, the protective buffer has been increased by 20 percent to address inherent variability. The buffers are to be applied using direct straight line exposure thus barriers that create an acoustic shadow (e.g., a jetty or breakwater) separating the noise generation from mammal receptors would eliminate the buffer requirement.</p> <p>The pile-driving site will move with each new pile; therefore, the safety zones shall move accordingly. Prior to commencement of pile-driving, a qualified marine mammal observer on shore or by boat shall survey the safety zone to ensure that no marine mammals are seen within the safety zone before pile-driving of a pile segment begins. If a marine mammal is observed within the safety zone during pile-driving operations, pile driving shall be delayed until the marine mammal moves out of the safety zone. If a marine mammal remains within the zone for at least 15 minutes before pile-driving commences then pile-driving may commence with a “soft start” to warn mobile aquatic species to leave the area.</p>	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation																								
			<p>Table MM BIO-1: Pile Driving Safety Zone Buffer By Pile Type and Pile Driving Method</p> <table border="1" data-bbox="1718 290 2520 671"> <thead> <tr> <th>Project Element Pile Type</th> <th>Pile Driving Methods</th> <th>Level B (160 dBRMS) Distance (meters)</th> <th>Level B Buffer (160 dBRMS) Distance (meters) + 20 Percent</th> </tr> </thead> <tbody> <tr> <td>Horseshoe Pier: 18-inch steel piles</td> <td>Vibratory hammer</td> <td>&gt;12 and &lt;16</td> <td>63 ft (19 m)</td> </tr> <tr> <td>Pedestrian/Bicycle Bridge: 14-18-inch steel piles</td> <td>Vibratory hammer</td> <td>&gt;3 and &lt;16</td> <td>63 ft (19 m)</td> </tr> <tr> <td>Sportfishing Pier: 11-14-inch wood or concrete piles</td> <td>Impact hammer</td> <td>10 meters</td> <td>39 ft (12 m)</td> </tr> <tr> <td>Small Craft Boat Launch Ramp: &gt;18-inch concrete pile</td> <td>Impact hammer</td> <td>&gt;14 meters</td> <td>55 ft (17 m)</td> </tr> <tr> <td>Marina Reconstruction: 16-inch concrete pile</td> <td>Impact hammer</td> <td>13-18 meters</td> <td>71 ft (22 m)</td> </tr> </tbody> </table> <p>dBRMS - decibels Root Mean Square ft - feet m - meters</p> <p>If marine mammals enter the safety zone after pile driving of a segment has begun, pile driving will continue. The qualified marine mammal observer shall monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile-driving shall cease until the animal leaves the area. Prior to the initiation of each new pile-driving episode, the area will again be thoroughly surveyed by the qualified marine mammal observer.</p> <p><b>MM BIO-2: California Grunion:</b> Horseshoe Pier construction under the pier structure shall be scheduled outside of the grunion spawning season (March to August). If construction overlaps the grunion spawning season, grunion monitoring shall be conducted prior to any sandy beach-disturbing activity (check California Department of Fish and Wildlife [CDFW] website for spawning events as spawning events occur bi-weekly). If no grunion are observed, construction may proceed. If spawning occurs within the work area and is of a Walker Scale 2 or higher, work shall not be performed if it would disrupt the high spawning beach used by grunion. Work shall be deferred until after the next spring tide series when eggs would be expected to hatch and larval fish would return to the water. However, construction can continue where work would not overlap with grunion spawning locations.</p> <p><b>MM BIO-3: Mitigation for Increase in Surface Coverage:</b> The applicant shall be required to obtain all required permits from appropriate federal and state agencies for in-water work such as a Clean Water Act Section 404 permit, Section 401 Water Quality Certification and/or Rivers and Harbors Act Section 10 permit. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that permits have been obtained and significant impacts related to any net increase in surface coverage of harbor waters that would occur as a result of the proposed project would be mitigated to less than significant through avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the establishment of an equivalent amount of new open water surface area within King Harbor through the opening of Seaside Lagoon to harbor waters; (b) other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere in Santa Monica Bay; (c) obtaining credits from a mitigation bank within the Santa Monica Bay; and/or (d) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration,</p>	Project Element Pile Type	Pile Driving Methods	Level B (160 dBRMS) Distance (meters)	Level B Buffer (160 dBRMS) Distance (meters) + 20 Percent	Horseshoe Pier: 18-inch steel piles	Vibratory hammer	>12 and <16	63 ft (19 m)	Pedestrian/Bicycle Bridge: 14-18-inch steel piles	Vibratory hammer	>3 and <16	63 ft (19 m)	Sportfishing Pier: 11-14-inch wood or concrete piles	Impact hammer	10 meters	39 ft (12 m)	Small Craft Boat Launch Ramp: >18-inch concrete pile	Impact hammer	>14 meters	55 ft (17 m)	Marina Reconstruction: 16-inch concrete pile	Impact hammer	13-18 meters	71 ft (22 m)	
Project Element Pile Type	Pile Driving Methods	Level B (160 dBRMS) Distance (meters)	Level B Buffer (160 dBRMS) Distance (meters) + 20 Percent																									
Horseshoe Pier: 18-inch steel piles	Vibratory hammer	>12 and <16	63 ft (19 m)																									
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Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			creation, enhancement, or preservation activities within the Santa Monica Bay. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.	
	<b>BIO-2:</b> The proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS	Less than significant	No mitigation is required	Less than significant
	<b>BIO-3:</b> The proposed project could have a substantial adverse effect on federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means	Significant - operation	<b>MM BIO-4: Fill in Waters of the U.S.:</b> The applicant shall comply with U.S. Army Corps of Engineers (USACE) Clean Water Act and Rivers and Harbors Act permitting requirements. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that any required permits such as Clean Water Act Section 404 permit, Section 401 Water Quality Certification, and/or Rivers and Harbors Act Section 10 permit have been obtained. If it is determined that fill of waters of the United States would result from implementation of the proposed project, authorization for such fill shall be secured through the Section 404 and/or Section 10 permitting process. The net amount of Waters of the United States that would be removed during project implementation shall be quantified and replaced or rehabilitated in accordance with the USACE mitigation guidelines. If required in compliance with permit requirements, mitigation shall be implemented that includes one of the following: avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the enhancement of marine habitat associated with the opening of Seaside Lagoon to the waters of King Harbor or other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere Santa Monica Bay ; (b) obtaining credits from a mitigation bank; and/or (c) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.	Less than significant
	<b>BIO-4:</b> The proposed project could interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	Significant - construction	<b>MM BIO-2</b>	Less than significant
	<b>BIO-5:</b> The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	Less than significant	No mitigation is required	Less than significant
Cumulative Growth	<b>BIO-1:</b> Cumulative growth plus the proposed project could have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS, or any species that meets the criteria for endangered, rare, or threatened in CEQA Guidelines 15380	Significant (cumulatively considerable contribution) – construction and operation	<b>MM BIO-1 through MM BIO-3</b>	Less than significant (not cumulatively considerable)
	<b>BIO-2:</b> Cumulative growth plus the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	<b>BIO-3:</b> Cumulative growth plus the proposed project could have a substantial adverse effect on federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means	Significant (cumulatively considerable contribution) - operation	<b>MM BIO-4</b>	Less than significant (not cumulatively considerable)
	<b>BIO-4:</b> Cumulative growth plus the proposed project could interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	Significant (cumulatively considerable contribution)- construction	<b>MM BIO-2</b>	Less than significant (not cumulatively considerable)
	<b>BIO-5:</b> Cumulative growth plus the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
Alternative 1 – No Project – No Build	<b>BIO-1:</b> Alternative 1 would not have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS, or any species that meets the criteria for endangered, rare or threatened in CEQA Guidelines Section 15380	No impact	No mitigation is required	No impact
	<b>BIO-2:</b> Alternative 1 would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS	No impact	No mitigation is required	No impact
	<b>BIO-3:</b> Alternative 1 would not have a substantial adverse effect on federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means	No impact	No mitigation is required	No impact
	<b>BIO-4:</b> Alternative 1 would not interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	No impact	No mitigation is required	No impact
	<b>BIO-5:</b> Alternative 1 would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	No impact	No mitigation is required	No impact
Alternative 2 – No Project – Necessary Infrastructure Improvements	<b>BIO-1:</b> Alternative 2 could have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS, or any species that meets the criteria for endangered, rare or threatened in CEQA Guidelines Section 15380	Significant – construction	<b>MM BIO-1 through MM BIO-2</b>	Less than significant
	<b>BIO-2:</b> Alternative 2 would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS	Less than significant	No mitigation is required	Less than significant
	<b>BIO-3:</b> Alternative 2 would have a substantial adverse effect on federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means	Significant - operation	<b>MM BIO-4</b>	Significant and unavoidable - operation
	<b>BIO-4:</b> Alternative 2 could interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	Significant - construction	<b>MM BIO-2</b>	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	<b>BIO-5:</b> Alternative 2 would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	Less than significant	No mitigation is required	Less than significant
Alternative 3 – Landside Only (No Federal Action)	<b>BIO-1:</b> Alternative 3 would not have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS, or any species that meets the criteria for endangered, rare or threatened in CEQA Guidelines Section 15380	Less than significant	No mitigation is required	Less than significant
	<b>BIO-2:</b> Alternative 3 would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS	No impact	No mitigation is required	No impact
	<b>BIO-3:</b> Alternative 3 would not have a substantial adverse effect on federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means	No impact	No mitigation is required	No impact
	<b>BIO-4:</b> Alternative 3 would not interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	Less than significant	No mitigation is required	Less than significant
	<b>BIO-5:</b> Alternative 3 would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	Less than significant	No mitigation is required	Less than significant
Alternative 4 – No Property Exchange with State	<b>BIO-1:</b> Alternative 4 could have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS, or any species that meets the criteria for endangered, rare or threatened in CEQA Guidelines Section 15380	Significant – construction and operation	<b>MM BIO-1 through MM BIO-3</b>	Less than significant
	<b>BIO-2:</b> Alternative 4 would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS	Less than significant	No mitigation is required	Less than significant
	<b>BIO-3:</b> Alternative 4 could have a substantial adverse effect on federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means	Significant - operation	<b>MM BIO-4</b>	Less than significant
	<b>BIO-4:</b> Alternative 4 could interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	Significant – construction	<b>MM BIO-2</b>	Less than significant
	<b>BIO-5:</b> Alternative 4 would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	Less than significant	No mitigation is required	Less than significant
Alternative 5 – No Pacific Avenue Reconnection	<b>BIO-1:</b> Alternative 5 could have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS, or any species that meets the criteria for endangered, rare or threatened in CEQA Guidelines Section 15380	Significant – construction and operation	<b>MM BIO-1 through MM BIO-3</b>	Less than significant
	<b>BIO-2:</b> Alternative 5 would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	<b>BIO-3:</b> Alternative 5 could have a substantial adverse effect on federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means	Significant - operation	<b>MM BIO-4</b>	Less than significant
	<b>BIO-4:</b> Alternative 5 could interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	Significant – construction	<b>MM BIO-2</b>	Less than significant
	<b>BIO-5:</b> Alternative 5 would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	Less than significant	No mitigation is required	Less than significant
Alternative 6 – Alternative Construction Phasing	<b>BIO-1:</b> Alternative 6 could have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS, or any species that meets the criteria for endangered, rare or threatened in CEQA Guidelines Section 15380	Significant – construction and operation	<b>MM BIO-1 through MM BIO-3</b>	Less than significant
	<b>BIO-2:</b> Alternative 6 would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS	Less than significant	No mitigation is required	Less than significant
	<b>BIO-3:</b> Alternative 6 could have a substantial adverse effect on federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means	Significant - operation	<b>MM BIO-4</b>	Less than significant
	<b>BIO-4:</b> Alternative 6 could interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	Significant – construction	<b>MM BIO-2</b>	Less than significant
	<b>BIO-5:</b> Alternative 6 would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	Less than significant	No mitigation is required	Less than significant
Alternative 7 – Reduced Density	<b>BIO-1:</b> Alternative 7 could have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS, or any species that meets the criteria for endangered, rare or threatened in CEQA Guidelines Section 15380	Significant – construction and operation	<b>MM BIO-1 through MM BIO-3</b>	Less than significant
	<b>BIO-2:</b> Alternative 7 would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS	Less than significant	No mitigation is required	Less than significant
	<b>BIO-3:</b> Alternative 7 could have a substantial adverse effect on federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means	Significant - operation	<b>MM BIO-4</b>	Less than significant
	<b>BIO-4:</b> Alternative 7 could interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	Significant – construction	<b>MM BIO-2</b>	Less than significant
	<b>BIO-5:</b> Alternative 7 would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
<b>Cultural Resources</b>				
Proposed Project	<p><b>CUL-1:</b> The proposed project would cause a substantial adverse change in the significance of a historical resource.</p>	Significant – construction	<p><b>MM CUL-1: Recordation:</b> Prior to the issuance of any project related demolition or grading permits, the applicant shall prepare comprehensive documentation of the property, including all features previously identified as contributive to its historic character. The documentation shall be consistent with the requirements of Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) Level II, and shall conform with the applicable standards described in the Secretary of the Interior’s Standards and Guidelines for Architectural and Engineering Documentation.</p> <p>HABS/HAER/HALS Level II documentation typically includes a written historical report accompanying photocopies of any existing architectural drawings and a set of large format (minimum 4” x 5” neg.) archival quality black and white photographs. The original documentation package shall be submitted to the City of Redondo Beach Community Development Department and Historical Commission for review. The approved documentation package shall be submitted to the Community Development Department and City’s Historical Commission for curation, with copies distributed to the Redondo Beach Public Library and the Redondo Beach Historical Society Museum, where they shall be accessible to the public.</p> <p><b>MM CUL-2: Interpretive Program:</b> An interpretive program shall be developed to include an internet website that shall be of educational benefit to the public and illustrate the history and historic architecture of the historical resource through photographs, video, and oral history interviews collected from persons familiar with the history and historic functioning of the property. Additionally, a permanent, on-site interpretive facility presenting the history of the property and incorporating HABS/HAER documentation, historical images, and salvaged elements of the historic property shall be created. The interpretive program shall be coordinated with the City of Redondo Beach Community Development Department, in coordination with the City’s Historical Commission, and other agencies and organizations, as appropriate. Integration of the interpretive program with existing programs, such as the Paths of History marker program, and the Redondo Beach Historical Society website is acceptable.</p> <p><b>MM CUL-3: Protection of the Monstad Pier During Construction:</b> Prior to the issuance of demolition permits associated with the Horseshoe (Municipal) Pier element of the project, construction documents shall be reviewed and approved by a qualified preservation professional to ensure that the important historic character defining elements of the Monstad Pier are maintained. To ensure that the Monstad Pier is not inadvertently damaged during construction, plans and specifications shall incorporate measures consistent with National Park Service guidance for temporary protection of historic structures (“Temporary Protection No. 3: Protecting a Historic Structure during Adjacent Construction.” National Park Service, Technical Preservation Services, Washington, D.C., 2001). These plans shall also be submitted to, and reviewed by, the City’s Historical Commission, pursuant to Redondo Beach Municipal Code Section 10-4.501.</p>	Significant and unavoidable - construction
	<p><b>CUL-2:</b> The proposed project could cause a substantial adverse change in the significance of an archaeological resource.</p>	Significant – construction	<p><b>MM CUL-4: Phase I Archaeological Work:</b> A Phase I archaeological evaluation shall be conducted in association with excavation activities (either prior to or during excavation) of the northeast and southern edges of the project site as shown on Figure 3.4-5 Phase I Archaeological Mitigation Area of the Waterfront Draft EIR. The Phase I archaeological evaluation shall be conducted with a backhoe, two supervising archaeologists, and a Native American monitor. The archaeologist in charge shall meet or exceed the qualifications set by the Secretary of the Interior’s Standards and</p>	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			<p>Guidelines as published in the Code of Federal Regulations, 36 CFR Part 61. If resources are determined to be present, then an evaluation of their significance would be undertaken, and if feasible, the archaeological resources shall be preserved in place. If preservation in place is infeasible, a Data Recovery Plan shall be prepared and implemented that includes, treatment, recordation and/or curation consistent with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation. Once a decision has been made to recover archeological information through the naturally destructive methods of excavation, a research design and data recovery plan based on firm background data, sound planning, and accepted archeological methods should be formulated and implemented. Data recovery and analysis should be accomplished in a thorough, efficient manner, using the most cost-effective techniques practicable. A responsible archeological data recovery plan should provide for reporting and dissemination of results, as well as interpretation of what has been learned so that it is understandable and accessible to the public. The data recovery plan shall be grounded in and related to the priorities established by the local historic preservation commission plans and the needs of other City Departments (such as the Waterfront and Economic Development Department). Appropriate arrangements for curation of archeological materials and records shall be made.</p>	
	<p><b>CUL-3:</b> The proposed project could directly or indirectly destroy a unique paleontological resource.</p>	<p>Significant - construction</p>	<p><b>MM CUL-5: Potential to Encounter Unknown Paleontological Resources:</b> Prior to excavation activities, a qualified paleontologist (i.e., a paleontologist with an M.S. or Ph.D. degree in paleontology or geology and be familiar with paleontologic salvage or mitigation procedures and techniques) shall examine final design construction plans and bore logs of the project site to determine if potentially fossiliferous strata underlying the site would be encountered by excavation and, if so, what level of paleontologic monitoring should be implemented during excavation. If it is determined that such strata would be encountered by excavation, the paleontologist shall develop a written storage agreement with a recognized museum repository such as the Natural History Museum of Los Angeles County (LACM) regarding the permanent storage and maintenance of any remains that might be recovered as a result of implementing these mitigation measures. If warranted, the paleontologist shall be present at a preconstruction meeting to consult with appropriate City of Redondo Beach and Construction Contractor staff. During the meeting, the paleontologist shall conduct an employee environmental awareness training session for all personnel who will be involved with excavation. If it is determined that monitoring is necessary, a paleontologic monitor shall be on site to inspect new exposures created by excavation once that earth-moving activity has reached a depth of five feet below the current ground surface in areas underlain by Holocene beach sediments, but at any depth when excavation involves lagoonal deposits or Pleistocene marine deposits. Monitoring will allow for the recovery of fossil remains that might be uncovered by excavation.</p> <p>If fossil remains are discovered, the monitor will recover them and record associated specimen and locality data. If necessary, excavation at the fossil locality will be halted or diverted temporarily around the locality until the remains have been recovered. The paleontologic monitor will be equipped to allow for the timely recovery of such remains. If necessary to reduce the potential for a delay of excavation, additional personnel will be assigned to the recovery of an unusually large or productive fossil occurrence. Following the discovery of the remains, monitoring will be raised to full time when excavation involves the fossil-bearing unit and full-time monitoring is not already in effect. On the other hand, if too few or no fossil remains have been found once 50 percent of the area comprising a particular rock unit has been excavated, the Principal Paleontologist can recommend that monitoring be reduced.</p>	<p>Less than significant</p>

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			<p>Recovered fossil remains will be prepared to the point of identification, identified to the lowest taxonomic level possible by knowledgeable paleontologists, and curated and cataloged in compliance with designated museum repository requirements. All curation is assumed to meet the standards identified in 36 CFR 79.9, and specifically set forth by the Department of Interior - Museum Property Handbook, DM 411, which is the standards that must be met for facilities that house federally owned museum collections. The entire fossil collection (along with associated specimen data and corresponding geologic and geographic locality data and copies of pertinent field notes, photos, and maps) will be transferred to the repository for permanent storage and maintenance. Associated specimen data and corresponding geologic and geographic locality data will be archived at the repository and, along with the fossil specimens, will be made available to paleontologists for future study.</p> <p>A final report of findings that summarizes the results of the work conducted under these mitigation measures will be prepared by the Principal Paleontologist and submitted to the City of Redondo Beach. A copy of the report will be filed at the museum repository. Submission of the report will signify completion of the mitigation program.</p>	
Cumulative Growth	<b>CUL-1:</b> Cumulative growth plus the proposed project would cause a substantial adverse change in the significance of a historical resource.	Significant (cumulatively considerable contribution) - construction	<b>MM CUL-1 through MM CUL-3</b>	Significant and unavoidable (cumulatively considerable contribution) – construction
	<b>CUL-2:</b> Cumulative growth plus the proposed project could cause a substantial adverse change in the significance of an archaeological resource.	Significant (cumulatively considerable contribution) - construction	<b>MM CUL-4</b>	Less than significant (not cumulatively considerable)
	<b>CUL-3:</b> Cumulative growth plus the proposed project could directly or indirectly destroy a unique paleontological resource.	Significant (cumulatively considerable contribution) - construction	<b>MM CUL-5.</b>	Less than significant (not cumulatively considerable)
Alternative 1 – No Project – No Build	<b>CUL-1:</b> Alternative 1 would cause a substantial adverse change in the significance of a historical resource	Significant - operation	No mitigation is included as this is a no build alternative	Significant and unavoidable - operation
	<b>CUL-2:</b> Alternative 1 would not cause a substantial adverse change in the significance of an unknown archaeological resource	No impact	No mitigation is required	No impact
	<b>CUL-3:</b> Alternative 1 would not directly or indirectly destroy an unknown paleontological resource	No impact	No mitigation is required	No impact
Alternative 2 – No Project – Necessary Infrastructure Improvements	<b>CUL-1:</b> Alternative 2 would cause a substantial adverse change in the significance of a historical resource	Significant - construction	<b>MM CUL-1 through MM CUL-3</b>	Significant and unavoidable - construction
	<b>CUL-2:</b> Alternative 2 could cause a substantial adverse change in the significance of an unknown archaeological resource	Significant - construction	<b>MM CUL-4</b>	Less than significant
	<b>CUL-3:</b> Alternative 2 could directly or indirectly destroy an unknown paleontological resource	Significant - construction	<b>MM CUL-5</b>	Less than significant
Alternative 3 – Landside Only (No Federal Action)	<b>CUL-1:</b> Alternative 3 could cause a substantial adverse change in the significance of a historical resource	Significant - construction	<b>MM CUL-ALT3: Architectural Treatment Plan:</b> Should alteration, rehabilitation, or restoration be proposed for the buildings on the Sportfishing Pier and/or Tony's On The Pier and its companion building, a comprehensive Architectural Treatment Plan (ATP) shall be developed for each resource. The ATP shall be developed after review and confirmation by the City's Historical Commission that historically significant buildings are present. The ATP shall detail the alteration/rehabilitation/restoration in accordance with the Secretary of the Interior's Standards and Guidelines for	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			Rehabilitating Historic Buildings (U.S. Department of Interior, 1990). Each ATP shall also be submitted to, and reviewed by, the City's Historical Commission, pursuant to Redondo Beach Municipal Code Section 10-4.501.	
	<b>CUL-2:</b> Alternative 3 could cause a substantial adverse change in the significance of an unknown archaeological resource	Significant - construction	<b>MM CUL-4</b>	Less than significant
	<b>CUL-3:</b> Alternative 3 could directly or indirectly destroy an unknown paleontological resource	Significant - construction	<b>MM CUL-5</b>	Less than significant
Alternative 4 – No Property Exchange with State	<b>CUL-1:</b> Alternative 4 would cause a substantial adverse change in the significance of a historical resource	Significant - construction	<b>MM CUL-1 through MM CUL-3</b>	Significant and unavoidable - construction
	<b>CUL-2:</b> Alternative 4 could cause a substantial adverse change in the significance of an unknown archaeological resource	Significant - construction	<b>MM CUL-4</b>	Less than significant
	<b>CUL-3:</b> Alternative 4 could directly or indirectly destroy an unknown paleontological resource	Significant - construction	<b>MM CUL-5</b>	Less than significant
Alternative 5 – No Pacific Avenue Reconnection	<b>CUL-1:</b> Alternative 5 would cause a substantial adverse change in the significance of a historical resource	Significant - construction	<b>MM CUL-1 through MM CUL-3</b>	Significant and unavoidable - construction
	<b>CUL-2:</b> Alternative 5 could cause a substantial adverse change in the significance of an unknown archaeological resource	Significant - construction	<b>MM CUL-4</b>	Less than significant
	<b>CUL-3:</b> Alternative 5 could directly or indirectly destroy an unknown paleontological resource	Significant - construction	<b>MM CUL-5</b>	Less than significant
Alternative 6 – Alternative Construction Phasing	<b>CUL-1:</b> Alternative 6 would cause a substantial adverse change in the significance of a historical resource	Significant - construction	<b>MM CUL-1 through MM CUL-3</b>	Significant and unavoidable - construction
	<b>CUL-2:</b> Alternative 6 could cause a substantial adverse change in the significance of an unknown archaeological resource	Significant - construction	<b>MM CUL-4</b>	Less than significant
	<b>CUL-3:</b> Alternative 6 could directly or indirectly destroy an unknown paleontological resource	Significant - construction	<b>MM CUL-5</b>	Less than significant
Alternative 7 – Reduced Density	<b>CUL-1:</b> Alternative 7 would cause a substantial adverse change in the significance of a historical resource	Significant - construction	<b>MM CUL-1 through MM CUL-3</b>	Significant and unavoidable - construction
	<b>CUL-2:</b> Alternative 7 could cause a substantial adverse change in the significance of an unknown archaeological resource	Significant - construction	<b>MM CUL-4</b>	Less than significant
	<b>CUL-3:</b> Alternative 7 could directly or indirectly destroy an unknown paleontological resource	Significant - construction	<b>MM CUL-5</b>	Less than significant
<b>Geology and Soils</b>				
Proposed Project	<b>GEO-1:</b> The proposed project would not expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault, strong seismic ground shaking, or seismic-related ground failure, including liquefaction.	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	<b>GEO-2:</b> The proposed project would not result in substantial soil erosion or the loss of topsoil	Less than significant	No mitigation is required	Less than significant
	<b>GEO-3:</b> The proposed project would not result in a significant impact due to on-site or off-site lateral spreading, subsidence, liquefaction, corrosiveness, or collapse due to being located on a geologic unit or soil that is unstable or that would become unstable as a result of the project.	Less than significant	No mitigation is required	Less than significant
	<b>GEO-4:</b> The proposed project would not create substantial risks to life or property due to the presence of expansive soil, as defined in the California Building Code	Less than significant	No mitigation is required	Less than significant
Cumulative Growth	<b>GEO-1:</b> Cumulative growth plus the proposed project would not expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault, strong seismic ground shaking, or seismic-related ground failure, including liquefaction.	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
	<b>GEO-2:</b> Cumulative growth plus the proposed project would not result in substantial soil erosion or the loss of topsoil	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
	<b>GEO-3:</b> Cumulative growth plus the proposed project would not result in a significant impact due to on-site or off-site lateral spreading, subsidence, liquefaction, corrosiveness, or collapse due to being located on a geologic unit or soil that is unstable or that would become unstable as a result of the cumulative growth plus the project.	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
	<b>GEO-4:</b> Cumulative growth plus the proposed project would not create substantial risks to life or property due to the presence of expansive soil, as defined in the California Building Code	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
Alternative 1 – No Project – No Build	<b>GEO-1:</b> Alternative 1 would expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault, strong seismic ground shaking, or seismic-related ground failure	Significant - operation	No mitigation is included as this is a no build alternative	Significant and unavoidable - operation
	<b>GEO-2:</b> Alternative 1 would not result in substantial soil erosion or the loss of topsoil	No impact	No mitigation is required	No impact
	<b>GEO-3:</b> Alternative 1 would result in a significant impact due to on-site or off-site lateral spreading, subsidence, liquefaction, corrosiveness, or collapse due to being located on a geologic unit or soil that is unstable or that would become unstable as a result of the project	Significant - operation	No mitigation is included as this is a no build alternative	Significant and unavoidable - operation
	<b>GEO-4:</b> Alternative 1 would not create substantial risks to life or property due to the presence of expansive soil, as defined in the California Building Code	No impact	No mitigation is required	No impact
Alternative 2 – No Project – Necessary Infrastructure Improvements	<b>GEO-1:</b> Alternative 2 would not expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault, strong seismic ground shaking, or seismic-related ground failure	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	<b>GEO-2:</b> Alternative 2 would not result in substantial soil erosion or the loss of topsoil	Less than significant	No mitigation is required	Less than significant
	<b>GEO-3:</b> Alternative 2 would not result in a significant impact due to on-site or off-site lateral spreading, subsidence, liquefaction, corrosiveness, or collapse due to being located on a geologic unit or soil that is unstable or that would become unstable as a result of the project	Less than significant	No mitigation is required	Less than significant
	<b>GEO-4:</b> Alternative 2 would not create substantial risks to life or property due to the presence of expansive soil, as defined in the California Building Code	Less than significant	No mitigation is required	Less than significant
Alternative 3 – Landside Only (No Federal Action)	<b>GEO-1:</b> Alternative 3 would not expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault, strong seismic ground shaking, or seismic-related ground failure	Less than significant	No mitigation is required	Less than significant
	<b>GEO-2:</b> Alternative 3 would not result in substantial soil erosion or the loss of topsoil	Less than significant	No mitigation is required	Less than significant
	<b>GEO-3:</b> Alternative 3 would not result in a significant impact due to on-site or off-site lateral spreading, subsidence, liquefaction, corrosiveness, or collapse due to being located on a geologic unit or soil that is unstable or that would become unstable as a result of the project	Less than significant	No mitigation is required	Less than significant
	<b>GEO-4:</b> Alternative 3 would not create substantial risks to life or property due to the presence of expansive soil, as defined in the California Building Code	Less than significant	No mitigation is required	Less than significant
Alternative 4 – No Property Exchange with State	<b>GEO-1:</b> Alternative 4 would not expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault, strong seismic ground shaking, or seismic-related ground failure	Less than significant	No mitigation is required	Less than significant
	<b>GEO-2:</b> Alternative 4 would not result in substantial soil erosion or the loss of topsoil	Less than significant	No mitigation is required	Less than significant
	<b>GEO-3:</b> Alternative 4 would not result in a significant impact due to on-site or off-site lateral spreading, subsidence, liquefaction, corrosiveness, or collapse due to being located on a geologic unit or soil that is unstable or that would become unstable as a result of the project	Less than significant	No mitigation is required	Less than significant
	<b>GEO-4:</b> Alternative 4 would not create substantial risks to life or property due to the presence of expansive soil, as defined in the California Building Code	Less than significant	No mitigation is required	Less than significant
Alternative 5 – No Pacifica Avenue Reconnection	<b>GEO-1:</b> Alternative 5 would not expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault, strong seismic ground shaking, or seismic-related ground failure	Less than significant	No mitigation is required	Less than significant
	<b>GEO-2:</b> Alternative 5 would not result in substantial soil erosion or the loss of topsoil	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	<b>GEO-3:</b> Alternative 5 would not result in a significant impact due to on-site or off-site lateral spreading, subsidence, liquefaction, corrosiveness, or collapse due to being located on a geologic unit or soil that is unstable or that would become unstable as a result of the project	Less than significant	No mitigation is required	Less than significant
	<b>GEO-4:</b> Alternative 5 would not create substantial risks to life or property due to the presence of expansive soil, as defined in the California Building Code	Less than significant	No mitigation is required	Less than significant
Alternative 6 – Alternative Construction Phasing	<b>GEO-1:</b> Alternative 6 would not expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault, strong seismic ground shaking, or seismic-related ground failure	Less than significant	No mitigation is required	Less than significant
	<b>GEO-2:</b> Alternative 6 would not result in substantial soil erosion or the loss of topsoil	Less than significant	No mitigation is required	Less than significant
	<b>GEO-3:</b> Alternative 6 would not result in a significant impact due to on-site or off-site lateral spreading, subsidence, liquefaction, corrosiveness, or collapse due to being located on a geologic unit or soil that is unstable or that would become unstable as a result of the project	Less than significant	No mitigation is required	Less than significant
	<b>GEO-4:</b> Alternative 6 would not create substantial risks to life or property due to the presence of expansive soil, as defined in the California Building Code	Less than significant	No mitigation is required	Less than significant
Alternative 7 – Reduced Density	<b>GEO-1:</b> Alternative 7 would not expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault, strong seismic ground shaking, or seismic-related ground failure	Less than significant	No mitigation is required	Less than significant
	<b>GEO-2:</b> Alternative 7 would not result in substantial soil erosion or the loss of topsoil	Less than significant	No mitigation is required	Less than significant
	<b>GEO-3:</b> Alternative 7 would not result in a significant impact due to on-site or off-site lateral spreading, subsidence, liquefaction, corrosiveness, or collapse due to being located on a geologic unit or soil that is unstable or that would become unstable as a result of the project	Less than significant	No mitigation is required	Less than significant
	<b>GEO-4:</b> Alternative 7 would not create substantial risks to life or property due to the presence of expansive soil, as defined in the California Building Code	Less than significant	No mitigation is required	Less than significant
<b>Greenhouse Gases</b>				
Proposed Project	<b>GHG-1:</b> The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.	Less than significant	No mitigation is required	Less than significant
	<b>GHG-2:</b> The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	Less than significant	No mitigation is required	Less than significant
Cumulative Growth	<b>GHG-1:</b> Cumulative growth plus the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
	<b>GHG-2:</b> Cumulative growth plus the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 1 – No Project – No Build	<b>GHG-1:</b> Alternative 1 would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment	Less than significant	No mitigation is required	Less than significant
	<b>GHG-2:</b> Alternative 1 would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs	Less than significant	No mitigation is required	Less than significant
Alternative 2 – No Project – Necessary Infrastructure Improvements	<b>GHG-1:</b> Alternative 2 would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment	Less than significant	No mitigation is required	Less than significant
	<b>GHG-2:</b> Alternative 2 would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs	Less than significant	No mitigation is required	Less than significant
Alternative 3 – Landside Only (No Federal Action)	<b>GHG-1:</b> Alternative 3 would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment	Less than significant	No mitigation is required	Less than significant
	<b>GHG-2:</b> Alternative 3 would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs	Less than significant	No mitigation is required	Less than significant
Alternative 4 – No Property Exchange with State	<b>GHG-1:</b> Alternative 4 would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment	Less than significant	No mitigation is required	Less than significant
	<b>GHG-2:</b> Alternative 4 would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs	Less than significant	No mitigation is required	Less than significant
Alternative 5 – No Pacific Avenue Reconnection	<b>GHG-1:</b> Alternative 5 would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment	Less than significant	No mitigation is required	Less than significant
	<b>GHG-2:</b> Alternative 5 would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs	Less than significant	No mitigation is required	Less than significant
Alternative 6 – Alternative Construction Phasing	<b>GHG-1:</b> Alternative 6 would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment	Less than significant	No mitigation is required	Less than significant
	<b>GHG-2:</b> Alternative 6 would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs	Less than significant	No mitigation is required	Less than significant
Alternative 7 – Reduced Density	<b>GHG-1:</b> Alternative 7 would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment	Less than significant	No mitigation is required	Less than significant
	<b>GHG-2:</b> Alternative 7 would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs	Less than significant	No mitigation is required	Less than significant
<b>Hazards and Hazardous Materials</b>				
Proposed Project	<b>HAZ-1:</b> The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction.	Less than significant	No mitigation is required	Less than significant
	<b>HAZ-2:</b> The proposed project would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, but is not expected to create a significant hazard to the public or the environment	Less than significant	No mitigation is required	Less than significant
	<b>HAZ-3:</b> The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Cumulative Growth	<b>HAZ-1:</b> Cumulative growth plus the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction.	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
	<b>HAZ-2:</b> Cumulative growth plus the proposed project would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, but is not expected to create a significant hazard to the public or the environment	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
	<b>HAZ-3:</b> Cumulative growth plus the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant(not cumulatively considerable)
Alternative 1 – No Project – No Build	<b>HAZ-1:</b> Alternative 1 would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction	No impact	No mitigation is required	No impact
	<b>HAZ-2:</b> Alternative 1 would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, but is not expected to create a significant hazard to the public or the environment	No impact	No mitigation is required	No impact
	<b>HAZ-3:</b> Alternative 1 would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	No impact	No mitigation is required	No impact
Alternative 2 – No Project – Necessary Infrastructure Improvements	<b>HAZ-1:</b> Alternative 2 would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction	Less than significant	No mitigation is required	Less than significant
	<b>HAZ-2:</b> Alternative 2 would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, but is not expected to create a significant hazard to the public or the environment	Less than significant	No mitigation is required	Less than significant
	<b>HAZ-3:</b> Alternative 2 would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	Less than significant	No mitigation is required	Less than significant
Alternative 3 – Landside Only (No Federal Action)	<b>HAZ-1:</b> Alternative 3 would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction	Less than significant	No mitigation is required	Less than significant
	<b>HAZ-2:</b> Alternative 3 would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, but is not expected to create a significant hazard to the public or the environment	Less than significant	No mitigation is required	Less than significant
	<b>HAZ-3:</b> Alternative 3 would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 4 – No Property Exchange with State	<b>HAZ-1:</b> Alternative 4 would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction	Less than significant	No mitigation is required	Less than significant
	<b>HAZ-2:</b> Alternative 4 would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, but is not expected to create a significant hazard to the public or the environment	Less than significant	No mitigation is required	Less than significant
	<b>HAZ-3:</b> Alternative 4 would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	Less than significant	No mitigation is required	Less than significant
Alternative 5 – No Pacific Avenue Reconnection	<b>HAZ-1:</b> Alternative 5 would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction	Less than significant	No mitigation is required	Less than significant
	<b>HAZ-2:</b> Alternative 5 would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, but is not expected to create a significant hazard to the public or the environment	Less than significant	No mitigation is required	Less than significant
	<b>HAZ-3:</b> Alternative 5 would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	Less than significant	No mitigation is required	Less than significant
Alternative 6 – Proposed Alternative Construction Phasing	<b>HAZ-1:</b> Alternative 6 would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction	Less than significant	No mitigation is required	Less than significant
	<b>HAZ-2:</b> Alternative 6 would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, but is not expected to create a significant hazard to the public or the environment	Less than significant	No mitigation is required	Less than significant
	<b>HAZ-3:</b> Alternative 6 would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	Less than significant	No mitigation is required	Less than significant
Alternative 7 – Reduced Density	<b>HAZ-1:</b> Alternative 7 would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction	Less than significant	No mitigation is required	Less than significant
	<b>HAZ-2:</b> Alternative 7 would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, but is not expected to create a significant hazard to the public or the environment	Less than significant	No mitigation is required	Less than significant
	<b>HAZ-3:</b> Alternative 7 would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
<b>Hydrology and Water Quality</b>				
Proposed Project	<b>HWQ-1:</b> The proposed project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality.	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-2:</b> The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site.	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-3:</b> The proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff that would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects not already addressed as part of the proposed project.	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-4:</b> The proposed project would not create or place structures within a 100-year flood hazard area such that flood flows would be impeded or redirected or expose people or structures to a significant risk of loss, injury, or death involving flooding.	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	<p><b>HWQ-5:</b> The proposed project would expose people and structures to substantial risk associated with inundation by seiche, tsunami, mudflow, or sea level rise</p>	<p>Significant - operation</p>	<p><b>MM HWQ-1: Tsunami/Seiche Awareness Notification Program:</b> The following shall be implemented on-site to reduce risks associated with tsunami:</p> <p>The following shall be implemented on-site to reduce risks associated with tsunami:</p> <ol style="list-style-type: none"> <li>1. Signage shall be provided throughout the project area, showing the designated tsunami emergency evacuation route.</li> <li>2. A public address system audible at both northern and southern locations of the site shall be installed and used to inform the public of evacuation order or emergency procedures in the event a tsunami warning or alert is issued. Contact information for the on-site management office with access to the public address system shall be provided to the Redondo Beach Fire Department and provided for inclusion in City tsunami preparation/emergency response procedure manuals.</li> <li>3. A tsunami evacuation map and a copy of any City tsunami preparation/emergency response procedure manuals shall be kept in the on-site management office at all times.</li> <li>4. Tsunami preparedness training shall be provided to on-site security personnel.</li> <li>5. Additional information, such as brochures and signage, promoting tsunami awareness and providing the website to the City's emergency preparedness website shall also be made available at the project site.</li> </ol> <p><b>MM HWQ-2: Wave Uprush Protection:</b> A four-foot high recurved splash wall shall be placed within the existing revetment at the seaward edge of the boardwalk to redirect up-rushed water back toward the ocean (as shown in Figure 3.8-16 of the Waterfront Draft EIR), or other wave uprush protection that prevents inundation from occurring at the buildings and pedestrian boardwalk located landward of the northern portion of the Horseshoe (Municipal) Pier (just to the north and south of Kincaid's restaurant) shall be installed, subject to California Coastal Commission recommendations and approval, prior to certificates of occupancy for the buildings. The top of the splash wall shall be level with the finished grade of the boardwalk.</p> <p><b>MM HWQ-3: Sea Level Rise Adaption Plan:</b> The Applicant shall every 10 years from the first Certificate of Occupancy issued for the proposed project, review information from the National Oceanographic and Atmospheric Administration's (NOAA) tide measurement at the Santa Monica tide gauge and the recorded sea level rise trend, as well as pertinent literature that updates the sea level rise trend, to determine if sea level rise at the project site is trending toward the high, mid-level or low projections recommended by the Californian Ocean Protection Council (COPC). If the review of information shows that trend is consistent with the high projections of the COPC, than the Applicant shall design and implement a supplemental feature, such as a parapet adaptation to (and on top of) the proposed recurved splash wall or a raised splash wall to respond to sea level rise under the high projection trend (see Figure 3.8-17 of the Waterfront Draft EIR). If the future sea level rise shows an accelerating trend, the construction of such adaptations may then be implemented at an appropriate time in the future.</p>	<p>Significant and unavoidable – operation (tsunami)</p>
<p>Cumulative Growth</p>	<p><b>HWQ-1:</b> Cumulative growth plus the proposed project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality.</p>	<p>Less than significant (no cumulatively considerable contribution)</p>	<p>No mitigation is required</p>	<p>Less than significant (not cumulatively considerable)</p>

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	<b>HWQ-2:</b> Cumulative growth plus the proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site.	Less than significant(no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
	<b>HWQ-3:</b> Cumulative growth plus the proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff that would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects not already addressed as part of the proposed project.	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
	<b>HWQ-4:</b> Cumulative growth plus the proposed project would not create or place structures within a 100-year flood hazard area such that flood flows would be impeded or redirected or expose people or structures to a significant risk of loss, injury, or death involving flooding.	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
	<b>HWQ-5:</b> Cumulative growth plus the proposed project would expose people and structures to substantial risk associated with inundation by seiche, tsunami, mudflow, or sea level rise	Significant (cumulatively considerable contribution) - operation	<b>MM HWQ-1 through MM HWQ-3</b>	Significant and unavoidable (cumulatively considerable contribution) – operation (tsunami)
Alternative 1 – No Project – No Build	<b>HWQ-1:</b> Alternative 1 would not potentially violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-2:</b> Alternative 1 would not alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site	No impact	No mitigation is required	No impact
	<b>HWQ-3:</b> Alternative 1 would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff that would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	No impact	No mitigation is required	No impact
	<b>HWQ-4:</b> Alternative 1 would not create or place structures within a 100-year flood hazard area such that flood flows would be impeded or redirected or expose people or structures to a significant risk of loss, injury, or death involving flooding	No impact	No mitigation is required	No impact
	<b>HWQ-5:</b> Alternative 1 would expose people and structures to substantial risk associated with inundation by seiche, tsunami, mudflow, or sea level rise	Significant - operation	No mitigation is included as this is a no build alternative	Significant and unavoidable – operation (tsunami)
Alternative 2 – No Project – Necessary Infrastructure Improvements	<b>HWQ-1:</b> Alternative 2 would not potentially violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-2:</b> Alternative 2 would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	<b>HWQ-3:</b> Alternative 2 would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff that would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects not already addressed as part of the project	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-4:</b> Alternative 2 would not create or place structures within a 100-year flood hazard area such that flood flows would be impeded or redirected or expose people or structures to a significant risk of loss, injury, or death involving flooding	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-5:</b> Alternative 2 would expose people and structures to substantial risk associated with inundation by seiche, tsunami, mudflow, or sea level rise	Significant - operation	<b>MM HWQ-2 and MM HWQ-3</b>	Significant and unavoidable – operation (tsunami)
Alternative 3 – Landside Only (No Federal Action)	<b>HWQ-1:</b> Alternative 3 would not potentially violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-2:</b> Alternative 3 would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-3:</b> Alternative 3 would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff that would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects not already addressed as part of the project	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-4:</b> Alternative 3 would not create or place structures within a 100-year flood hazard area such that flood flows would be impeded or redirected or expose people or structures to a significant risk of loss, injury, or death involving flooding	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-5:</b> Alternative 3 would expose people and structures to substantial risk associated with inundation by seiche, tsunami, mudflow, or sea level rise	Significant - operation	<b>MM HWQ-1 through MM HWQ-3</b>	Significant and unavoidable – operation (tsunami)
Alternative 4 – No Property Exchange with State	<b>HWQ-1:</b> Alternative 4 would not potentially violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-2:</b> Alternative 4 would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-3:</b> Alternative 4 would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff that would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects not already addressed as part of the project	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	<b>HWQ-4:</b> Alternative 4 would not create or place structures within a 100-year flood hazard area such that flood flows would be impeded or redirected or expose people or structures to a significant risk of loss, injury, or death involving flooding	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-5:</b> Alternative 4 would expose people and structures to substantial risk associated with inundation by seiche, tsunami, mudflow, or sea level rise	Significant - operation	<b>MM HWQ-1 through MM HWQ-3</b>	Significant and unavoidable – operation (tsunami)
Alternative 5 – No Pacific Avenue Reconnection	<b>HWQ-1:</b> Alternative 5 would not potentially violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-2:</b> Alternative 5 would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-3:</b> Alternative 5 would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff that would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects not already addressed as part of the project	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-4:</b> Alternative 5 would not create or place structures within a 100-year flood hazard area such that flood flows would be impeded or redirected or expose people or structures to a significant risk of loss, injury, or death involving flooding	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-5:</b> Alternative 5 would expose people and structures to substantial risk associated with inundation by seiche, tsunami, mudflow, or sea level rise	Significant - operation	<b>MM HWQ-1 through MM HWQ-3</b>	Significant and unavoidable – operation (tsunami)
Alternative 6 – Alternative Construction Phasing	<b>HWQ-1:</b> Alternative 6 would not potentially violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-2:</b> Alternative 6 would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-3:</b> Alternative 6 would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff that would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects not already addressed as part of the project	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-4:</b> Alternative 6 would not create or place structures within a 100-year flood hazard area such that flood flows would be impeded or redirected or expose people or structures to a significant risk of loss, injury, or death involving flooding	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-5:</b> Alternative 6 would expose people and structures to substantial risk associated with inundation by seiche, tsunami, mudflow, or sea level rise	Significant - operation	<b>MM HWQ-1 through MM HWQ-3</b>	Significant and unavoidable – operation (tsunami)

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 7 – Reduced Density	<b>HWQ-1:</b> Alternative 7 would not potentially violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-2:</b> Alternative 7 would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-3:</b> Alternative 7 would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff that would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects not already addressed as part of the project	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-4:</b> Alternative 7 would not create or place structures within a 100-year flood hazard area such that flood flows would be impeded or redirected or expose people or structures to a significant risk of loss, injury, or death involving flooding	Less than significant	No mitigation is required	Less than significant
	<b>HWQ-5:</b> Alternative 7 would expose people and structures to substantial risk associated with inundation by seiche, tsunami, mudflow, or sea level rise	Significant - operation	<b>MM HWQ-1 through MM HWQ-3</b>	Significant and unavoidable – operation (tsunami)
<b>Land Use and Planning</b>				
Proposed Project	<b>LUP-1:</b> The proposed project would not conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, local coastal program, or zoning ordinance) and would not result in a physical change to the environment not already addressed in the other resource chapters of this EIR.	Less than significant	No mitigation is required	Less than significant
Cumulative Growth	<b>LUP-1:</b> Cumulative growth plus the proposed project would not conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, local coastal program, or zoning ordinance) and would not result in a physical change to the environment not already addressed in the other resource chapters of this EIR.	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
Alternative 1 – No Project – No Build	<b>LUP-1:</b> Alternative 1 would not conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, local coastal program, or zoning ordinance) and would not result in a physical change to the environment not already addressed in the other resource chapters of this EIR	No impact	No mitigation is required	No impact
Alternative 2 – No Project – Necessary Infrastructure Improvements	<b>LUP-1:</b> Alternative 2 would not conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, local coastal program, or zoning ordinance) and would not result in a physical change to the environment not already addressed in the other resource chapters of this EIR	Less than significant	No mitigation is required	Less than significant
Alternative 3 – Landside Only (No Federal Action)	<b>LUP-1:</b> Alternative 3 would not conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, local coastal program, or zoning ordinance) and would not result in a physical change to the environment not already addressed in the other resource chapters of this EIR	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 4 – No Property Exchange with State	<b>LUP-1:</b> Alternative 4 would not conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, local coastal program, or zoning ordinance) and would not result in a physical change to the environment not already addressed in the other resource chapters of this EIR	Less than significant	No mitigation is required	Less than significant
Alternative 5 – No Pacific Avenue Reconnection	<b>LUP-1:</b> Alternative 5 would not conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, local coastal program, or zoning ordinance) and would not result in a physical change to the environment not already addressed in the other resource chapters of this EIR	Less than significant	No mitigation is required	Less than significant
Alternative 6 – Alternative Construction Phasing	<b>LUP-1:</b> Alternative 6 would not conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, local coastal program, or zoning ordinance) and would not result in a physical change to the environment not already addressed in the other resource chapters of this EIR	Less than significant	No mitigation is required	Less than significant
Alternative 7 – Reduced Density	<b>LUP-1:</b> Alternative 7 would not conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, local coastal program, or zoning ordinance) and would not result in a physical change to the environment not already addressed in the other resource chapters of this EIR	Less than significant	No mitigation is required	Less than significant
<b>Noise</b>				
Proposed Project	<b>NOI-1:</b> The proposed project would not expose sensitive receptors to a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Less than significant	No mitigation is required	Less than significant
	<b>NOI-2:</b> The proposed project would expose sensitive receptors to or generation of excessive groundborne vibration or groundborne noise levels.	Significant – construction	<b>MM NOI-1: Pile Driving Vibration:</b> Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits for construction activities involving the use of pile drivers (impact) within 55 feet of non-engineered timber and masonry structures/buildings or within 30 feet of structures/buildings constructed of reinforced-concrete, steel, or timber, and to the satisfaction of the City of Redondo Beach Building and Safety Division, the project applicant shall retain a Professional Structural Engineer to perform the following tasks: <ul style="list-style-type: none"> <li>• Review the project plans for demolition and construction;</li> <li>• Investigate the area where pile driving is proposed to occur, including geological testing, if required; and</li> <li>• Prepare and submit a report to the Director of Building and Safety to include, but not be limited to, the following: <ul style="list-style-type: none"> <li>- Description of existing conditions at the subject area;</li> <li>- Vibration level limits based on building conditions, soil conditions, and pile driving approach to ensure vibration levels would be below 0.2 in/sec for non-engineered timber and masonry buildings if nearby or 0.5 in/sec for structures or buildings constructed of reinforced-concrete, steel, or timber if nearby; and</li> <li>- Specific measures to be taken during pile driving to ensure the specified vibration level limits are not exceeded.</li> </ul> </li> </ul>	Significant and unavoidable - construction
	<b>NOI-3:</b> The proposed project would cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project and in excess of the City's standards.	Significant – operation	No mitigation is available.	Significant and unavoidable - operation
	<b>NOI-4:</b> The proposed project would cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project and in excess of the City's standards.	Significant – construction	<b>MM NOI-2: Equipment Mufflers:</b> During all project construction, all construction equipment, fixed or mobile, shall be operated with closed engine doors, if so equipped, and shall include properly operating and maintained residential-grade mufflers	Significant and unavoidable - construction

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			<p>consistent with manufacturers' standards.</p> <p><b>MM NOI-3: Stationary Equipment:</b> Stationary construction equipment (fixed equipment such as compressors, generator, fans, as well as idling vehicles, etc.) operating in proximity to noise sensitive receptors (i.e., residential structures) shall be placed a minimum of 50 feet away from such receptors so that emitted noise is naturally dissipated from the receptors.</p> <p><b>MM NOI-4: Equipment Staging Areas:</b> Equipment staging shall be located in areas that are shielded from and/or set back noise sensitive receptors, with a minimum of 50 feet separation between the sensitive receptor and the nearest edge of the staging area</p> <p><b>MM NOI-5: Electrically-Powered Tools and Facilities:</b> Where available, electrical power from a grid connection shall be used to run air compressors and similar power tools and to power any temporary equipment.</p> <p><b>MM NOI-6: Sound Barriers:</b> Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and the residences to the east as needed during construction phases with high noise levels. Temporary sound barriers shall consist of either sound blankets capable of blocking approximately 20 A-weighted decibels (dBA) of construction noise or other sound barriers/techniques such as acoustic padding or acoustic walls placed near the existing residential buildings to the east of the project site that would reduce construction noise by approximately 20 dBA. Barriers shall be placed such that the line-of-sight between the construction equipment and immediately adjacent sensitive land uses is blocked.</p>	
Cumulative Growth	<b>NOI-1:</b> Cumulative growth plus the proposed project would not expose sensitive receptors to a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
	<b>NOI-2:</b> Cumulative growth plus the proposed project would expose sensitive receptors to or generation of excessive groundborne vibration or groundborne noise levels.	Significant (cumulatively considerable contribution) – construction	<b>MM NOI-1</b>	Significant and unavoidable (cumulatively considerable contribution) - construction
	<b>NOI-3:</b> Cumulative growth plus the proposed project would cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project and in excess of the City's standards.	Significant (cumulatively considerable contribution) - operation	No mitigation is available.	Significant and unavoidable (cumulatively considerable contribution) - operation
	<b>NOI-4:</b> Cumulative growth plus the proposed project would cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project and in excess of the City's standards.	Significant (cumulatively considerable contribution) – construction	<b>MM NOI-2 through MM NOI-6</b>	Significant and unavoidable (cumulatively considerable contribution) - construction
Alternative 1 – No Project – No Build	<b>NOI-1:</b> Alternative 1 would not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance	No impact	No mitigation is required	No impact
	<b>NOI-2:</b> Alternative 1 would not expose persons to or the generation of excessive groundborne vibration or groundborne noise levels	No impact	No mitigation is required	No impact
	<b>NOI-3:</b> Alternative 1 would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing	No impact	No mitigation is required	No impact

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	<b>NOI-4:</b> Alternative 1 would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing levels	No impact	No mitigation is required	No impact
Alternative 2 – No Project – Necessary Infrastructure Improvements	<b>NOI-1:</b> Alternative 2 would not result in exposure of persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance	Less than significant	No mitigation is required	Less than significant
	<b>NOI-2:</b> Alternative 2 would result in exposure of persons to or generate excessive groundborne vibration or groundborne noise levels	Significant - construction	<b>MM NOI-1</b>	Significant and unavoidable - construction
	<b>NOI-3:</b> Alternative 2 would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project	Less than significant	No mitigation is required	Less than significant
	<b>NOI-4:</b> Alternative 2 would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project	Significant - construction	<b>MM NOI-2 through MM NOI-6</b>	Significant and unavoidable - construction
Alternative 3 – Landside Only (No Federal Action)	<b>NOI-1:</b> Alternative 3 would not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance	Less than significant	No mitigation is required	Less than significant
	<b>NOI-2:</b> Alternative 3 could expose persons to or generate excessive groundborne vibration or groundborne noise levels	Significant - construction	<b>MM NOI-1</b>	Less than significant
	<b>NOI-3:</b> Alternative 3 would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project	Significant - operation	No mitigation is available	Significant and unavoidable - operation
	<b>NOI-4:</b> Alternative 3 would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project	Significant - construction	<b>MM NOI-2 through MM NOI-6</b>	Significant and unavoidable - construction
Alternative 4 – No Property Exchange with State	<b>NOI-1:</b> Alternative 4 would not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance	Less than significant	No mitigation is required	Less than significant
	<b>NOI-2:</b> Alternative 4 would expose persons to or generate excessive groundborne vibration or groundborne noise levels	Significant - construction	<b>MM NOI-1</b>	Significant and unavoidable - construction
	<b>NOI-3:</b> Alternative 4 would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project	Significant - operation	No mitigation is available	Significant and unavoidable - operation
	<b>NOI-4:</b> Alternative 4 would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project	Significant - construction	<b>MM NOI-2 through MM NOI-6</b>	Significant and unavoidable - construction
Alternative 5 – No Pacifica Avenue Reconnection	<b>NOI-1:</b> Alternative 5 would not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance	Less than significant	No mitigation is required	Less than significant
	<b>NOI-2:</b> Alternative 5 would expose persons to or generate excessive groundborne vibration or groundborne noise levels	Significant - construction	<b>MM NOI-1</b>	Significant and unavoidable - construction
	<b>NOI-3:</b> Alternative 5 would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	<b>NOI-4:</b> Alternative 5 would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project	Significant - construction	<b>MM NOI-2 through MM NOI-6</b>	Significant and unavoidable - construction
Alternative 6 – Alternative Construction Phasing	<b>NOI-1:</b> Alternative 6 would not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance	Less than significant	No mitigation is required	Less than significant
	<b>NOI-2:</b> Alternative 6 would expose persons to or generate excessive groundborne vibration or groundborne noise levels	Significant - construction	<b>MM NOI-1</b>	Significant and unavoidable - construction
	<b>NOI-3:</b> Alternative 6 would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project	Significant - operation	No mitigation is available	Significant and unavoidable - operation
	<b>NOI-4:</b> Alternative 6 would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project	Significant - construction	<b>MM NOI-2 through MM NOI-6 and MM NOI-ALT-1: Temporary Relocation of Liveboards:</b> A temporary moorage location within King Harbor shall be provided to liveboard vessels located within 150 feet of construction activities as needed during construction phases with high noise levels. The need for relocation should be evaluated on a case-by-case basis considering the type of construction activities occurring, equipment being used, duration, and distance to the noise sensitive receptors.	Significant and unavoidable - construction
Alternative 7 – Reduced Density	<b>NOI-1:</b> Alternative 7 would not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance	Less than significant	No mitigation is required	Less than significant
	<b>NOI-2:</b> Alternative 7 would expose persons to or generate excessive groundborne vibration or groundborne noise levels	Significant - construction	<b>MM NOI-1</b>	Significant and unavoidable - construction
	<b>NOI-3:</b> Alternative 7 would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project	Significant - operation	No mitigation is available	Significant and unavoidable - operation
	<b>NOI-4:</b> Alternative 7 would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project	Significant - construction	<b>MM NOI-2 through MM NOI-6</b>	Significant and unavoidable - construction
<b>Public Services</b>				
Proposed Project	<b>PBS-1:</b> The proposed project would not result in substantial adverse physical impacts associated with the construction of new or physically altered fire protection facilities (i.e., fire stations), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project, in order to maintain adequate services	Less than significant	No mitigation is required	Less than significant
	<b>PBS-2:</b> The proposed project would not result in substantial adverse physical impacts associated with the construction of new or physically altered police protection facilities (including land-based and maritime police protection/law enforcement), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project, in order to maintain adequate services	Less than significant	No mitigation is required	Less than significant
Cumulative Growth	<b>PBS-1:</b> Cumulative growth plus the proposed project would not result in substantial adverse physical impacts associated with the construction of new or physically altered fire protection facilities (i.e., fire stations), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project, in order to maintain adequate services	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	<b>PBS-2:</b> Cumulative growth plus the proposed project would not result in substantial adverse physical impacts associated with the construction of new or physically altered police protection facilities (including land-based and maritime police protection/law enforcement), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project , in order to maintain adequate services	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
Alternative 1- No Project – No Build	<b>PBS-1:</b> Alternative 1 would not result in substantial adverse physical impacts associated with the construction of new or physically altered fire protection facilities (i.e., fire stations), the construction of which could cause significant environmental impacts not already addressed as part of the project, in order to maintain adequate services	No impact	No mitigation is required	No impact
	<b>PBS-2:</b> Alternative 1 would not result in substantial adverse physical impacts associated with the construction of new or physically altered police protection facilities (including land-based and maritime police protection/law enforcement), the construction of which could cause significant environmental impacts not already addressed as part of the project, in order to maintain adequate services	No impact	No mitigation is required	No impact
Alternative 2 – No Project – Necessary Infrastructure Improvements	<b>PBS-1:</b> Alternative 2 would not result in substantial adverse physical impacts associated with the construction of new or physically altered fire protection facilities (i.e., fire stations), the construction of which could cause significant environmental impacts not already addressed as part of the project, in order to maintain adequate services	Less than significant	No mitigation is required	Less than significant
	<b>PBS-2:</b> Alternative 2 would not result in substantial adverse physical impacts associated with the construction of new or physically altered police protection facilities (including land-based and maritime police protection/law enforcement), the construction of which could cause significant environmental impacts not already addressed as part of the project, in order to maintain adequate services	Less than significant	No mitigation is required	Less than significant
Alternative 3 – Landside Only (No Federal Action)	<b>PBS-1:</b> Alternative 3 would not result in substantial adverse physical impacts associated with the construction of new or physically altered fire protection facilities (i.e., fire stations), the construction of which could cause significant environmental impacts not already addressed as part of the project, in order to maintain adequate services	Less than significant	No mitigation is required	Less than significant
	<b>PBS-2:</b> Alternative 3 would not result in substantial adverse physical impacts associated with the construction of new or physically altered police protection facilities (including land-based and maritime police protection/law enforcement), the construction of which could cause significant environmental impacts not already addressed as part of the project, in order to maintain adequate services	Less than significant	No mitigation is required	Less than significant
Alternative 4 – No Property Exchange with State	<b>PBS-1:</b> Alternative 4 would not result in substantial adverse physical impacts associated with the construction of new or physically altered fire protection facilities (i.e., fire stations), the construction of which could cause significant environmental impacts not already addressed as part of the project, in order to maintain adequate services	Less than significant	No mitigation is required	Less than significant
	<b>PBS-2:</b> Alternative 4 would not result in substantial adverse physical impacts associated with the construction of new or physically altered police protection facilities (including land-based and maritime police protection/law enforcement), the construction of which could cause significant environmental impacts not already addressed as part of the project, in order to maintain adequate services	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 5 – No Pacific Avenue Reconnection	<b>PBS-1:</b> Alternative 5 would not result in substantial adverse physical impacts associated with the construction of new or physically altered fire protection facilities (i.e., fire stations), the construction of which could cause significant environmental impacts not already addressed as part of the project, in order to maintain adequate services	Less than significant	No mitigation is required	Less than significant
	<b>PBS-2:</b> Alternative 5 would not result in substantial adverse physical impacts associated with the construction of new or physically altered police protection facilities (including land-based and maritime police protection/law enforcement), the construction of which could cause significant environmental impacts not already addressed as part of the project, in order to maintain adequate services	Less than significant	No mitigation is required	Less than significant
Alternative 6 – Alternative Construction Phasing	<b>PBS-1:</b> Alternative 6 would not result in substantial adverse physical impacts associated with the construction of new or physically altered fire protection facilities (i.e., fire stations), the construction of which could cause significant environmental impacts not already addressed as part of the project, in order to maintain adequate services	Less than significant	No mitigation is required	Less than significant
	<b>PBS-2:</b> Alternative 6 would not result in substantial adverse physical impacts associated with the construction of new or physically altered police protection facilities (including land-based and maritime police protection/law enforcement), the construction of which could cause significant environmental impacts not already addressed as part of the project, in order to maintain adequate services	Less than significant	No mitigation is required	Less than significant
Alternative 7 – Reduced Density	<b>PBS-1:</b> Alternative 7 would not result in substantial adverse physical impacts associated with the construction of new or physically altered fire protection facilities (i.e., fire stations), the construction of which could cause significant environmental impacts not already addressed as part of the project, in order to maintain adequate services	Less than significant	No mitigation is required	Less than significant
	<b>PBS-2:</b> Alternative 7 would not result in substantial adverse physical impacts associated with the construction of new or physically altered police protection facilities (including land-based and maritime police protection/law enforcement), the construction of which could cause significant environmental impacts not already addressed as part of the project, in order to maintain adequate services	Less than significant	No mitigation is required	Less than significant
<b>Recreation</b>				
Proposed Project	<b>REC-1:</b> The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	Less than significant	No mitigation is required	Less than significant
	<b>REC-2:</b> The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the proposed project.	No impact	No mitigation is required	No impact
Cumulative Growth	<b>REC-1:</b> Cumulative growth plus the proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
	<b>REC-2:</b> Cumulative growth plus the proposed project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the proposed project.	No impact (no cumulatively considerable contribution)	No mitigation is required	No impact (not cumulatively considerable)

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 1 – No Project – No Build	<b>REC-1:</b> Alternative 1 would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated	No impact	No mitigation is required	No impact
	<b>REC-2:</b> Alternative 1 would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the project	No impact	No mitigation is required	No impact
Alternative 2 – No Project – Necessary Infrastructure Improvements	<b>REC-1:</b> Alternative 2 would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated	Less than significant	No mitigation is required	Less than significant
	<b>REC-2:</b> Alternative 2 would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the alternative	No impact	No mitigation is required	No impact
Alternative 3 – Landside Only (No Federal Action)	<b>REC-1:</b> Alternative 3 would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated	Less than significant	No mitigation is required	Less than significant
	<b>REC-2:</b> Alternative 3 would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the alternative	No impact	No mitigation is required	No impact
Alternative 4 – No Property Exchange with State	<b>REC-1:</b> Alternative 4 would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated	Less than significant	No mitigation is required	Less than significant
	<b>REC-2:</b> Alternative 4 would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the alternative	No impact	No mitigation is required	No impact
Alternative 5 – No Pacific Avenue Reconnection	<b>REC-1:</b> Alternative 5 would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated	Less than significant	No mitigation is required	Less than significant
	<b>REC-2:</b> Alternative 5 would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the alternative	No impact	No mitigation is required	No impact
Alternative 6 – Alternative Construction Phasing	<b>REC-1:</b> Alternative 6 would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated	Less than significant	No mitigation is required	Less than significant
	<b>REC-2:</b> Alternative 6 would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the alternative	No impact	No mitigation is required	No impact
Alternative 7 – Reduced Density	<b>REC-1:</b> Alternative 7 would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	<p><b>REC-2:</b> Alternative 7 would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the alternative</p>	<p>No impact</p>	<p>No mitigation is required</p>	<p>No impact</p>
<p><b>Traffic and Transportation</b></p>				
<p>Proposed Project</p>	<p><b>TRA-1:</b> The proposed project could exceed the applicable significance thresholds</p>	<p>Significant - operation</p>	<p><b>MM TRA-1: Valley Drive/Francisca Avenue &amp; Herondo Street (Intersection 6) – City of Hermosa Beach:</b> A traffic signal would be installed at this intersection for which the project Applicant would provide fair share funding.</p> <p><b>MM TRA-2: Pacific Coast Highway &amp; Herondo/Anita Street (Intersection 7):</b> An additional westbound and eastbound through lane would be added. For the westbound approach, the center-raised median would be narrowed or eliminated. The two westbound left turn lanes would be shifted to the south to accommodate the additional westbound through lane. An additional westbound receiving lane would be added extending for a minimum of half a block length to the west of Intersection 7. The additional eastbound through lane would need to extend for a minimum of half the block length to the west of Intersection 7. The on-street angled parking on Herondo Street conflicts with the additional eastbound and westbound lane, and will require their removal. Parking will be replaced at 1:1 ratio to the satisfaction of the City Engineer. In addition, the on-street bike lanes would be shifted from their current location, but can be accommodated with the addition of the two through lanes.</p> <p><b>MM TRA-3: Pacific Coast Highway &amp; Catalina Avenue (Intersection 10):</b> One additional eastbound left turn lane would be added to provide two left turn lanes onto Pacific Coast Highway northbound. The intersection would also be restriped to provide one shared left-right lane, for a total of three lanes on the eastbound approach.</p> <p><b>MM TRA-4: Pacific Coast Highway &amp; Beryl Street (Intersection 19):</b> Add a southbound dedicated right-turn lane. This additional lane would encroach into the existing sidewalk right-of-way of the Gertruda Avenue cul-de-sac, and require the removal of mature trees that line the western side of the street. The sidewalk would need to be reconstructed to the west of its current location, which would narrow the end of the cul-de-sac.</p> <p><b>MM TRA-5: Pacific Coast Highway &amp; Torrance Boulevard Avenue (Intersection 26):</b> A northbound and an eastbound right-turn lane would be added at this intersection to mitigate the project's impact. The northbound right-turn lane is an approved project identified as mitigation from a prior project in the City, and therefore, the Applicant would provide a fair share contribution for these improvements. The eastbound right-turn lane would be fully-funded by the proposed project. The eastbound right-turn lane can be accommodated through restriping the outer eastbound lane on Torrance Boulevard, which measures 24 feet.</p> <p><b>MM TRA-6: Pacific Coast Highway &amp; Palos Verdes Drive (Intersection 36):</b> Add a southbound right-turn lane. The project Applicant shall provide a fair share percentage of contribution to this mitigation measure along with other development projects that would impact this intersection.</p> <p><b>MM TRA-7: Parking Management Plan:</b> A Parking Management Plan (PMP) shall be prepared to ensure the project site provides parking to meet demand using Urban</p>	<p>Less than significant</p>

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			<p>Land Institutes (ULI) methodology. The minimum number of parking spaces for a mixed-use development or where shared parking strategies are proposed shall be determined by a study prepared by the applicant following the procedures of the ULI Shared Parking Report, Institute of Transportation Engineers (ITE) Shared Parking Guidelines, or other approved procedures. As part of the PMP, the following additional measures shall be considered as part of an overall program to meet two primary objectives that have been established with regard to the management of parking facilities at the project site, which are:</p> <ol style="list-style-type: none"> <li>1. Provide sufficient parking on-site to meet the parking demands generated by the proposed project.</li> <li>2. Support trip and emission reduction goals and encourage and support alternative transportation by implementing a Transportation Demand Management (TDM) program.</li> </ol> <p>Parking measures may include, but are not limited to controls to reduce parking demand, such as a shared parking plan, alternative parking methods, satellite parking for employees during peak periods, and support of TDM measures (such as promoting alternative transportation modes). Specific potential mitigations are described as follows:</p> <ol style="list-style-type: none"> <li>a. Shared Parking Plan: A Shared Parking Plan shall be prepared by a qualified transportation/parking engineer to the satisfaction of the City, and shall demonstrate justification for the parking plan to meet the parking requirements of the project as approved. The Shared Parking Plan would propose parking to be shared between two or more uses within the project site, as allowed under Section 10-5.1706(d) of the RBMC. The Shared Parking Plan shall detail how a lower total number of parking spaces would provide adequate parking for these uses.</li> <li>b. Alternative Parking Methods: An alternative parking method includes but is not limited to tandem and valet parking of vehicles to be parked in tandem provided that attendants to move vehicles are available at all times that the parking area using tandem parking is open for use. If the attendant requirement is met, each tandem stall shall constitute the number of parking spaces equivalent to the number of cars it can accommodate.</li> <li>c. Provide Satellite Parking. Parking shortfalls during peak periods would be reduced if employees parked elsewhere and walked or were shuttled to the project site. Satellite parking would be initiated during peak periods, the parking location would have to be readily identifiable to employees, and shuttle service would have to be timely and convenient. Implementation of this mitigation is complicated by the need to locate a source of available parking during the critical periods. This parking would have to be located outside the study area and would have to be designated for employee use during the peak periods.</li> <li>d. Promote Alternative Transportation Modes for Employees and Patrons: Encourage employees and patrons to use existing bus service, pedestrian and bicycle connectivity to and through the site, which would decrease the number of vehicle trips. In addition, TDM measures that could further reduce trips could include: <ul style="list-style-type: none"> <li>• Shuttles to/from the Metro Green Line Station</li> <li>• Shuttles to/from LAX for hotel guests</li> <li>• Transit pass subsidies, vanpool services, and other incentives to employees to reduce vehicle trips.</li> </ul> </li> </ol>	

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	<b>TRA-2:</b> The project would not conflict with an applicable congestion management program.	Less than significant	No mitigation is required	Less than significant
	<b>TRA-3:</b> The proposed project could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses	Significant - operation	<b>MM TRA-8: Boat Launch Ramp/Personal Recreational Watercraft Interface Management:</b> In conjunction with the design and construction of the proposed boat launch ramp and associated breakwater, buoys with signage shall be placed to delineate, and segregate, waterside boat lanes and personal recreational watercraft lanes. Patrol and monitoring of King Harbor's water use and traffic activity will include the boat launch area, especially during peak use periods, consistent with the Harbor Patrol's mission to support public use and sharing of the harbor resource as safely as possible. Additionally, leases with tenants within the project site associated with the rental of paddle boards, kayaks, and peddle boats will be required to maintain records that the renters of this equipment have been instructed on safety and waterside signage.	Less than significant
Cumulative Growth	<b>TRA-1:</b> Cumulative growth plus the proposed project could exceed the applicable significance thresholds	Significant (cumulatively considerable contribution) - operation	<b>MM TRA-1 through MM TRA-7</b>	Less than significant
	<b>TRA-2:</b> Cumulative growth plus the project would not conflict with an applicable congestion management program.	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
	<b>TRA-3:</b> Cumulative growth plus the proposed project could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses	Significant (cumulatively considerable contribution) - operation	<b>MM TRA-8</b>	Less than significant (not cumulatively considerable)
Alternative 1 – No Project – No Build	<b>TRA-1:</b> Alternative 1 would not exceed the applicable significance thresholds	No impact	No mitigation is required	No Impact
	<b>TRA-2:</b> The project 1 would not conflict with an applicable congestion management program.	No impact	No mitigation is required	No Impact
	<b>TRA-3:</b> Alternative would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses	No impact	No mitigation is required	No Impact
Alternative 2 – No Project – Necessary Infrastructure Improvements	<b>TRA-1:</b> Alternative 2 would not exceed the applicable significance thresholds	Less than significant	No mitigation is required	Less than significant
	<b>TRA-2:</b> Alternative 2 would not conflict with an applicable congestion management program.	No impact	No mitigation is required	No Impact
	<b>TRA-3:</b> Alternative 2 would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses	No impact	No mitigation is required	No Impact
Alternative 3 – Landside Only (No Federal Action)	<b>TRA-1:</b> Alternative 3 could exceed the applicable significance thresholds	Significant - operation	<b>MM TRA-1 through MM TRA-7</b>	Less than significant
	<b>TRA-2:</b> Alternative 3 would not conflict with an applicable congestion management program.	Less than significant	No mitigation is required	Less than significant
	<b>TRA-3:</b> Alternative 3 would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses	No impact	No mitigation is required	No Impact
Alternative 4 – No Property Exchange with	<b>TRA-1:</b> Alternative 4 could exceed the applicable significance thresholds	Significant - operation	<b>MM TRA-1 through MM TRA-7</b>	Less than significant
	<b>TRA-2:</b> Alternative 4 would not conflict with an applicable congestion management program.	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
State	<b>TRA-3:</b> Alternative 4 could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses	Significant - operation	<b>MM TRA-8</b>	Less than significant
Alternative 5 – No Pacific Avenue Reconnection	<b>TRA-1:</b> Alternative 5 could exceed the applicable significance thresholds	Significant - operation	<b>MM TRA-1 through MM TRA-7</b>	Less than significant
	<b>TRA-2:</b> Alternative 5 would not conflict with an applicable congestion management program.	Less than significant	No mitigation is required	Less than significant
	<b>TRA-3:</b> Alternative 5 could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses	Significant - operation	<b>MM TRA-8</b>	Less than significant
Alternative 6 – Alternative Construction Phasing	<b>TRA-1:</b> Alternative 6 could exceed the applicable significance thresholds	Significant - operation	<b>MM TRA-1 through MM TRA-7</b>	Less than significant
	<b>TRA-2:</b> Alternative 6 would not conflict with an applicable congestion management program.	Less than significant	No mitigation is required	Less than significant
	<b>TRA-3:</b> Alternative 6 could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses	Significant - operation	<b>MM TRA-8</b>	Less than significant
Alternative 7 – Reduced Density	<b>TRA-1:</b> Alternative 7 could exceed the applicable significance thresholds	Significant - operation	<b>MM TRA-1 through MM TRA-7</b>	Less than significant
	<b>TRA-2:</b> Alternative 7 would not conflict with an applicable congestion management program.	Less than significant	No mitigation is required	Less than significant
	<b>TRA-3:</b> Alternative 7 could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses	Significant - operation	<b>MM TRA-8</b>	Less than significant
<b>Utilities</b>				
Proposed Project	<b>UTL-1:</b> The proposed project would not exceed the capacity of local wastewater infrastructure and result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the proposed project.	Less than significant	No mitigation is required	Less than significant
	<b>UTL-2:</b> The proposed project would not exceed existing potable water supplies, entitlements and resources, or require and result in new and expanded entitlements.	Less than significant	No mitigation is required	Less than significant
	<b>UTL-3:</b> The proposed project would not result in a net increase in project-related solid waste generation that could not be accommodated by existing or permitted regional landfills or other disposal facilities, or conflict with solid waste policies and objectives intended to help achieve federal, state or local waste statutes and regulations.	Less than significant	No mitigation is required	Less than significant
	<b>UTL-4:</b> The proposed project would not exceed the capacity of electricity or natural gas transmission facilities and result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the proposed project	Less than significant	No mitigation is required	Less than significant
Cumulative Growth	<b>UTL-1:</b> Cumulative growth plus the proposed project would not exceed the capacity of local wastewater infrastructure and result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the proposed project.	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
	<b>UTL-2:</b> Cumulative growth plus the proposed project would not exceed existing potable water supplies, entitlements and resources, or require and result in new and expanded entitlements.	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	<b>UTL-3:</b> Cumulative growth plus the proposed project would not result in a net increase in project-related solid waste generation that could not be accommodated by existing or permitted regional landfills or other disposal facilities, or conflict with solid waste policies and objectives intended to help achieve federal, state or local waste statutes and regulations.	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
	<b>UTL-4:</b> Cumulative growth plus the proposed project would not exceed the capacity of electricity or natural gas transmission facilities and result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the proposed project	Less than significant (no cumulatively considerable contribution)	No mitigation is required	Less than significant (not cumulatively considerable)
Alternative 1 – No Project – No Build	<b>UTL-1:</b> Alternative 1 would not exceed the capacity of local wastewater infrastructure and would not result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the project	No impact	No mitigation is required	No impact
	<b>UTL-2:</b> Alternative 1 would not exceed existing potable water supplies, entitlements and resources, or require and result in new and expanded entitlements	No impact	No mitigation is required	No impact
	<b>UTL-3:</b> Alternative 1 would not result in a net increase in project-related solid waste generation that could not be accommodated by existing or permitted regional landfills or other disposal facilities, or conflict with solid waste policies and objectives intended to help achieve federal, state or local waste statutes and regulations	No impact	No mitigation is required	No impact
	<b>UTL-4:</b> Alternative 1 would not exceed the capacity of electrical and natural gas transmission facilities and result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the project	No impact	No mitigation is required	No impact
Alternative 2 – No Project – Necessary Infrastructure Improvements	<b>UTL-1:</b> Alternative 2 would not exceed the capacity of local wastewater infrastructure and would not result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the project	Less than significant	No mitigation is required	Less than significant
	<b>UTL-2:</b> Alternative 2 would not exceed existing potable water supplies, entitlements and resources, or require and result in new and expanded entitlements	Less than significant	No mitigation is required	Less than significant
	<b>UTL-3:</b> Alternative 2 would not result in a net increase in project-related solid waste generation that could not be accommodated by existing or permitted regional landfills or other disposal facilities, or conflict with solid waste policies and objectives intended to help achieve federal, state or local waste statutes and regulations	Less than significant	No mitigation is required	Less than significant
	<b>UTL-4:</b> Alternative 2 would not exceed the capacity of electrical and natural gas transmission facilities and result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the project	Less than significant	No mitigation is required	Less than significant
Alternative 3 – Landside Only (No Federal Action)	<b>UTL-1:</b> Alternative 3 would not exceed the capacity of local wastewater infrastructure and would not result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the project	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	<b>UTL-2:</b> Alternative 3 would not exceed existing potable water supplies, entitlements and resources, or require and result in new and expanded entitlements	Less than significant	No mitigation is required	Less than significant
	<b>UTL-3:</b> Alternative 3 would not result in a net increase in project-related solid waste generation that could not be accommodated by existing or permitted regional landfills or other disposal facilities, or conflict with solid waste policies and objectives intended to help achieve federal, state or local waste statutes and regulations	Less than significant	No mitigation is required	Less than significant
	<b>UTL-4:</b> Alternative 3 would not exceed the capacity of electrical and natural gas transmission facilities and result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the project	Less than significant	No mitigation is required	Less than significant
Alternative 4 – No Property Exchange with State	<b>UTL-1:</b> Alternative 4 would not exceed the capacity of local wastewater infrastructure and would not result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the project	Less than significant	No mitigation is required	Less than significant
	<b>UTL-2:</b> Alternative 4 would not exceed existing potable water supplies, entitlements and resources, or require and result in new and expanded entitlements	Less than significant	No mitigation is required	Less than significant
	<b>UTL-3:</b> Alternative 4 would not result in a net increase in project-related solid waste generation that could not be accommodated by existing or permitted regional landfills or other disposal facilities, or conflict with solid waste policies and objectives intended to help achieve federal, state or local waste statutes and regulations	Less than significant	No mitigation is required	Less than significant
	<b>UTL-4:</b> Alternative 4 would not exceed the capacity of electrical and natural gas transmission facilities and result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the project	Less than significant	No mitigation is required	Less than significant
Alternative 5 – No Pacific Avenue Reconnection	<b>UTL-1:</b> Alternative 5 would not exceed the capacity of local wastewater infrastructure and would not result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the project	Less than significant	No mitigation is required	Less than significant
	<b>UTL-2:</b> Alternative 5 would not exceed existing potable water supplies, entitlements and resources, or require and result in new and expanded entitlements	Less than significant	No mitigation is required	Less than significant
	<b>UTL-3:</b> Alternative 5 would not result in a net increase in project-related solid waste generation that could not be accommodated by existing or permitted regional landfills or other disposal facilities, or conflict with solid waste policies and objectives intended to help achieve federal, state or local waste statutes and regulations	Less than significant	No mitigation is required	Less than significant
	<b>UTL-4:</b> Alternative 5 would not exceed the capacity of electrical and natural gas transmission facilities and result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the project	Less than significant	No mitigation is required	Less than significant
Alternative 6 – Alternative Construction Phasing	<b>UTL-1:</b> Alternative 6 would not exceed the capacity of local wastewater infrastructure and would not result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the project	Less than significant	No mitigation is required	Less than significant

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	<b>UTL-2:</b> Alternative 6 would not exceed existing potable water supplies, entitlements and resources, or require and result in new and expanded entitlements	Less than significant	No mitigation is required	Less than significant
	<b>UTL-3:</b> Alternative 6 would not result in a net increase in project-related solid waste generation that could not be accommodated by existing or permitted regional landfills or other disposal facilities, or conflict with solid waste policies and objectives intended to help achieve federal, state or local waste statutes and regulations	Less than significant	No mitigation is required	Less than significant
	<b>UTL-4:</b> Alternative 6 would not exceed the capacity of electrical and natural gas transmission facilities and result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the project	Less than significant	No mitigation is required	Less than significant
Alternative 7 – Reduced Density	<b>UTL-1:</b> Alternative 7 would not exceed the capacity of local wastewater infrastructure and would not result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the project	Less than significant	No mitigation is required	Less than significant
	<b>UTL-2:</b> Alternative 7 would not exceed existing potable water supplies, entitlements and resources, or require and result in new and expanded entitlements	Less than significant	No mitigation is required	Less than significant
	<b>UTL-3:</b> Alternative 7 would not result in a net increase in project-related solid waste generation that could not be accommodated by existing or permitted regional landfills or other disposal facilities, or conflict with solid waste policies and objectives intended to help achieve federal, state or local waste statutes and regulations	Less than significant	No mitigation is required	Less than significant
	<b>UTL-4:</b> Alternative 7 would not exceed the capacity of electrical and natural gas transmission facilities and result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the project	Less than significant	No mitigation is required	Less than significant

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As noted in ES.5.2 above, the Draft EIR analyses seven alternatives to the proposed project. The seven alternatives are identified as follows:

- Alternative 1 – No Project – No Build
- Alternative 2 – No Project – Necessary Infrastructure Improvements
- Alternative 3 – Landside Development Only (‘No Federal Action Alternative’)
- Alternative 4 – No Property Exchange with State
- Alternative 5 – No Pacific Avenue Reconnection
- Alternative 6 – Alternative Construction Phasing
- Alternative 7 – Reduced-Density

Table ES-6 below is a brief summary of the impacts (which was detailed in Table ES-5 above) from Alternative 1 through Alternative 7 as compared to the impacts from proposed project.

**Table ES-6: Summary of Impacts – Alternatives 1 through 7 Compared to the Proposed Project**

Environmental Resource Area*	Proposed Project*	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
<b>Aesthetics</b>								
Impact AES-1	L	N	L	L	L	L	L	L
Impact AES-2	L	N	L	L	L	L	L	L
Impact AES-3	L	N	L	L	L	L	L	L
<b>Air Quality</b>								
Impact AQ-1	S	L	S	S	S	S	S	S
Impact AQ-2	L	N	L	L	L	L	L	L
Impact AQ-3	L	N	L	L	L	L	L	L
<b>Biological Resources</b>								
Impact BIO-1	M	N	M	L	M	M	M	M
Impact BIO-2	L	N	L	N	L	L	L	L
Impact BIO-3	M	N	L	N	M	M	M	M
Impact BIO-4	M	N	M	L	M	M	M	M
Impact BIO-5	L	N	L	L	L	L	L	L
<b>Cultural Resources</b>								
Impact CUL-1	S	S	S	M	S	S	S	S
Impact CUL-2	M	N	M	M	M	M	M	M
Impact CUL-3	M	N	M	M	M	M	M	M
<b>Geology and Soils</b>								
Impact GEO-1	L	S	L	L	L	L	L	L
Impact GEO-2	L	N	L	L	L	L	L	L
Impact GEO-3	L	S	L	L	L	L	L	L
Impact GEO-4	L	N	L	L	L	L	L	L
<b>Greenhouse Gases</b>								
Impact GHG-1	L	L	L	L	L	L	L	L
Impact GHG-2	L	L	L	L	L	L	L	L

**Table ES-6: Summary of Impacts – Alternatives 1 through 7 Compared to the Proposed Project**

Environmental Resource Area*	Proposed Project*	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
<b>Hazards and Hazardous Materials</b>								
Impact HAZ-1	L	N	L	L	L	L	L	L
Impact HAZ-2	L	N	L	L	L	L	L	L
Impact HAZ-3	L	N	L	L	L	L	L	L
<b>Hydrology and Water Quality</b>								
Impact HWQ-1	L	L	L	L	L	L	L	L
Impact HWQ-2	L	N	L	L	L	L	L	L
Impact HWQ-3	L	N	L	L	L	L	L	L
Impact HWQ-4	L	N	L	L	L	L	L	L
Impact HWQ-5	S	S	S	S	S	S	S	S
<b>Land Use and Planning</b>								
Impact LUP-1	L	N	L	L	L	L	L	L
<b>Noise</b>								
Impact NOI-1	L	N	L	L	L	L	L	L
Impact NOI-2	S	N	S	S	S	S	S	S
Impact NOI-3	S	N	L	S	S	L	S	S
Impact NOI-4	S	N	S	S	S	S	S	S
<b>Public Services</b>								
Impact PBS-1	L	N	L	L	L	L	L	L
Impact PBS-2	L	N	L	L	L	L	L	L
<b>Recreation</b>								
Impact REC-1	L	N	L	L	L	L	L	L
Impact REC-2	N	N	N	N	N	N	N	N
<b>Traffic</b>								
Impact TRA-1	S	N	L	S	S	S	S	S
Impact TRA-2	L	N	N	L	L	L	L	L
Impact TRA-3	M	N	N	N	M	M	M	M
<b>Utilities</b>								
Impact UTL-1	L	N	L	L	L	L	L	L
Impact UTL-2	L	N	L	L	L	L	L	L
Impact UTL-3	L	N	L	L	L	L	L	L
Impact UTL-4	L	N	L	L	L	L	L	L

Notes:

\* The cumulative analysis results are similar to the proposed project-level impacts.

S = Significant and unavoidable impact

M = Significant but mitigable impact

L = Less than significant impact (not significant)

N = No impact

An 'alternative' to analyze various small craft boat launch ramp facility locations throughout King Harbor, along with impacts from developing the proposed project, are included in the analysis of Alternative 8. Alternative 8 – Alternative Small Craft Boat Launch Ramp Facility assumes, unless otherwise stated, that the elements of the proposed project are the same with the exception of alternate locations and launch ramp options. Alternative 8 options that have elements that are not the same as the proposed project include Mole A Options 1-3, which would have no development at Joe's Crab Shack, and Mole D Options 1 and 2, which would modify the project development layout and intensity. None of the Alternative 8 options would include a breakwater as part of the small craft boat launch ramp facility.

As described under Section ES.5.3 above, following is a brief description of the Alternative 8 small craft boat launch facility options:

### **Mole A**

- *Option 1: One-lane boat ramp with boarding float and 20 head-in parking stalls (vehicle/trailer spaces)*
- *Option 2: One-lane boat ramp with boarding float, hand launch ramp, and 20 drive-through parking stalls (vehicle/trailer spaces)*
- *Option 3: Two-lane boat ramp with boarding float and 40 parking stalls (vehicle/trailer spaces)*

### **Mole C**

- One-lane boat ramp with boarding float and 20 parking stalls (vehicle/trailer spaces) and no breakwater

### **Mole D**

- *Option 1: One-lane boat ramp with boarding float and 20 parking stalls (vehicle/trailer spaces)*
- *Option 2: Two-lane boat ramp with boarding float and 40 parking stalls (vehicle/trailer spaces)*

Table ES-7 summarizes the impacts (no impact, less than significant, less than significant after mitigation, and significant and unavoidable) associated with these location and launch ramp options.

**Table ES-7: Summary of Impacts – Alternative 8 Options Compared to the Proposed Project**

Environmental Resource Area*	Proposed Project*	Mole A - Option 1	Mole A - Option 2	Mole A - Option 3	Mole C	Mole D – Option 1	Mole D – Option 2
<b><i>Aesthetics</i></b>							
Impact AES-1	L	L	L	L	L	L	L
Impact AES-2	L	L	L	L	L	L	L
Impact AES-3	L	L	L	L	L	L	L
<b><i>Air Quality</i></b>							
Impact AQ-1	S	S	S	S	S	S	S
Impact AQ-2	L	L	L	L	L	L	L
Impact AQ-3	L	L	L	L	L	L	L
<b><i>Biological Resources</i></b>							
Impact BIO-1	M	M	M	M	M	M	M
Impact BIO-2	L	L	L	L	L	L	L
Impact BIO-3	M	L	L	L	L	L	L
Impact BIO-4	M	M	M	M	M	M	M
Impact BIO-5	L	L	L	L	L	L	L
<b><i>Cultural Resources</i></b>							
Impact CUL-1	S	S	S	S	S	S	S
Impact CUL-2	M	M	M	M	M	M	M
Impact CUL-3	M	M	M	M	M	M	M
<b><i>Geology and Soils</i></b>							
Impact GEO-1	L	L	L	L	L	L	L
Impact GEO-2	L	L	L	L	L	L	L
Impact GEO-3	L	L	L	L	L	L	L
Impact GEO-4	L	L	L	L	L	L	L
<b><i>Greenhouse Gases</i></b>							
Impact GHG-1	L	L	L	L	L	L	L
Impact GHG-2	L	L	L	L	L	L	L
<b><i>Hazards and Hazardous Materials</i></b>							
Impact HAZ-1	L	L	L	L	L	L	L
Impact HAZ-2	L	L	L	L	L	L	L
Impact HAZ-3	L	L	L	L	L	L	L
<b><i>Hydrology and Water Quality</i></b>							
Impact HWQ-1	L	L	L	L	L	L	L
Impact HWQ-2	L	L	L	L	L	L	L
Impact HWQ-3	L	L	L	L	L	L	L
Impact HWQ-4	L	L	L	L	L	L	L
Impact HWQ-5	S	S	S	S	S	S	S
<b><i>Land Use and Planning</i></b>							
Impact LUP-1	L	L	L	L	L	L	L
<b><i>Noise</i></b>							
Impact NOI-1	L	L	L	L	L	L	L

**Table ES-7: Summary of Impacts – Alternative 8 Options Compared to the Proposed Project**

<b>Environmental Resource Area*</b>	<b>Proposed Project*</b>	<b>Mole A - Option 1</b>	<b>Mole A - Option 2</b>	<b>Mole A - Option 3</b>	<b>Mole C</b>	<b>Mole D – Option 1</b>	<b>Mole D – Option 2</b>
Impact NOI-2	S	S	S	S	S	S	S
Impact NOI-3	S	S	S	S	S	S	S
Impact NOI-4	S	S	S	S	S	S	S
<b>Public Services</b>							
Impact PBS-1	L	L	L	L	L	L	L
Impact PBS-2	L	L	L	L	L	L	L
<b>Recreation</b>							
Impact REC-1	L	L	L	L	L	L	L
Impact REC-2	N	N	N	N	N	N	N
<b>Traffic</b>							
Impact TRA-1	M	M	M	M	M	M	M
Impact TRA-2	L	L	L	L	L	L	L
Impact TRA-3	M	L	L	L	L	M	M
<b>Utilities</b>							
Impact UTL-1	L	L	L	L	L	L	L
Impact UTL-2	L	L	L	L	L	L	L
Impact UTL-3	L	L	L	L	L	L	L
Impact UTL-4	L	L	L	L	L	L	L

Notes:

\* The cumulative analysis results are similar to the proposed project-level impacts.

S = Significant and unavoidable impact

M = Significant but mitigable impact

L = Less than significant impact (not significant)

N = No impact

### ES.7.3 Significant Irreversible Changes in the Environment

Implementation of the proposed project would require the use of nonrenewable resources, such as fossil fuels, and nonrenewable construction materials.

The proposed project would revitalize 36 acres of the 150-acre waterfront. Resources that are committed irreversibly and irretrievably are those that would be used by a project on a long-term or permanent basis. Resources committed to this proposed project include the use of fossil fuels, and nonrenewable construction materials such as rock, concrete, gravel, and soils.

Fossil fuels and energy would be consumed during construction and operation activities. Fossil fuels in the form of diesel oil and gasoline would be used for construction equipment and vehicles. During operations, diesel oil and gasoline would be used by vessels coming in to the Basin 3 and by on-road vehicles. Electrical energy and natural gas would be consumed during construction and operation. Use of these energy resources would be irretrievable and irreversible.

Nonrecoverable materials and energy would be used during construction and operation activities, but the amounts needed would be accommodated by existing supplies. Although the increase in the amount of materials and energy used would be limited, they would nevertheless be unavailable for other uses.

## ES.7.4 Environmentally Superior Alternative

CEQA requires identification of an environmentally superior alternative. The environmentally superior alternative was determined based on a ranking system that assigned numerical scores comparing the impacts under each resource area for each alternative with the baseline. The scoring system ranged from -3 if impacts are considered to be substantially reduced when compared to the proposed project, to +3 if impact is considered to be greater when compared with the proposed project. A zero (0) was given if the impacts were identical to the proposed project. Section 4.5 of Chapter 4 Analysis of Alternatives in the Draft EIR details the impacts associated with the alternatives and provides a relative rank and score when compared to the proposed project. Table ES-8 below shows the result of the rank and score associated with Alternatives 1 through 7.

**Table ES-8: Rank and Score of Alternatives**

Rank	Alternative	Score
1	Alternative 1 – No Project – No Build	-68
2	Alternative 2 – No Project – Necessary Infrastructure Improvements	-56
3	Alternative 3 – Landside Development Only ('No Federal Action Alternative')	-21
4	Alternative 7 – Reduced-Density	-15
9	Alternative 4 – No Property Exchange with State	2
10	Alternative 6 – Alternative Construction Phasing	6
11	Alternative 5 – No Pacific Avenue Reconnection	11

Based on the relative comparison ranking of the alternatives, Alternative 1: No Project Alternative would result in the fewest environmental impacts, and as such, is considered to be the environmentally superior. However, under CEQA, if the No Project Alternative is environmentally superior, an EIR is required to determine if an environmentally superior alternative exists among the other alternatives. The alternative with the next fewest impacts is Alternative 2: No Project – Necessary Infrastructure Improvements, which, while it would include some upgrades and replacement development, is also a no project alternative. Of the build alternatives (Alternatives 3 through 8), Alternative 3: Landside Development Only (No Federal Action Alternative) would have the fewest impacts and therefore is considered the environmentally superior alternative. Under Alternative 3, impacts to air quality would be less than the proposed project but remain significant for construction after mitigation. Impacts to historic resources would be less than significant after mitigation. Noise impacts would be less than the proposed project but would remain significant during operation (similar to the proposed project). However, as noted in greater detail in Section 4.6 of Chapter 4 Analysis of Alternatives in the Draft EIR, there are different tradeoffs for each alternative, which are dependent upon the specific resource area. It should be noted that although Alternative 3 appears to be ranked better than the proposed project and is deemed to be the environmentally superior alternative in terms of environmental impacts under CEQA, it does not include the project benefits associated with improvements to the waterside, including providing a small craft boat launch ramp, improving site connectivity with the bicycle pedestrian bridge, and improving the habitat and recreational function of Seaside Lagoon and eliminating the need for chlorination. It also includes the removal of the boat hoists and would thereby reduce boater access within King Harbor.

Table ES-9 below shows the result of the rank and score associated with Alternative 8 options.

**Table ES-9: Rank and Score of Alternative 8 Options**

Rank	Alternative	Score
6	Alternative 8 - Mole A Option 1 (one-lane)	-11
6	Alternative 8 - Mole A Option 2 (one-lane with hand launch)	-10
6	Alternative 8 - Mole A Option 3 (two-lane)	-10
5	Alternative 8 - Mole C (one-lane)	-9
7	Alternative 8 - Mole D Option 1 (one-lane)	-4
8	Alternative 8 - Mole D Option 2 (two-lane)	-2

## ES.8 Public Comment

### ES.8.1 Issued Raised

The NOP/IS prepared and circulated pursuant to CEQA, and responses were received during the review period. The NOP/IS was published on June 19, 2014 and is included as Appendix A of this Draft EIR. The review period took place from June 19 to July 21, 2014, with a scoping meeting/open house held on July 9, 2014. Approximately 260 comment letters<sup>6</sup> were received. During the scoping process, various individuals or organization representatives provided comments on the scope and content of the Draft EIR. A scoping summary and the comment letters received during the review period are also included in Appendix A of the Draft EIR. Following is a general summary of the majority of the issues raised during the scoping process:

- Pacific Avenue Reconnection – noise (to adjacent uses), traffic and safety of pedestrians and bicyclists
- Economic Feasibility – concern that the new development might not be financially feasible and the site would once again become run down (i.e., urban decay or blight)
- Traffic – want to have traffic study analyze a large enough area (including adjacent Hermosa Beach)
- Aesthetic impacts –in particular height of development in relation to current conditions and impact to adjacent uses
- Reduced Density – new development would be a shopping mall and concern over density and heights of buildings
- Boat Ramp – appropriate size and location
- Seaside Lagoon – safety of open lagoon for children, water quality impacts, and use by sea lions
- Open Space – more open space is desirable
- Location and size of new proposed parking structure (northern portion of project site)

<sup>6</sup> This includes emails and oral comments submitted to a reporter at the public scoping meeting/open house.

## ES.8.2 Issued to be Resolved

The major issues to be resolved include decisions by the lead agency as to whether:

- The proposed project is preferable over one or more of the alternatives,
- The recommended mitigation measures should be adopted or modified,
- The proposed project should or should not be approved for implementation.

## ES.8.3 Availability of the Draft EIR

The Draft EIR for the proposed project is being distributed directly to agencies, organizations, and interested groups and persons for comment during the formal review period in accordance with Sections 15085, 15086, and 15087 of the state CEQA Guidelines.

The City has elected to provide an extended public review period of sixty (60) days. During the sixty- (60-)day public review period, which commences on November 17, 2015 at 6:00 PM and ends January 19, 2016 at 5:30 PM (comments must be received by this time), the Draft EIR is available for general public review at the following locations:

- City Hall Community Development Department, 415 Diamond Street, Door “E”
- City Clerk, 415 Diamond Street, Door “C”
- The Redondo Beach Public Library Main Branch, 303 N. Pacific Coast Highway
- The Redondo Beach Public Library North Branch, 2000 Artesia Boulevard
- <http://www.redondo.org> (follow link to Waterfront on Home Page)

Three (3) Public Workshops to introduce the public to the Draft EIR and encourage public comment during the public and agency review period will be held. The public workshops are scheduled as follows:

- Saturday, November 21, 2015 from 9:00 AM - 1:00 PM\* at the Crowne Plaza Hotel at 300 N. Harbor Drive, Redondo Beach,
- Wednesday, December 9, 2015 from 6:00 PM - 9:00 PM\* at the City’s Main Library, 403 N. Pacific Coast Highway (second floor), and
- Saturday, January 9, 2016 from 9:00 AM - 1:00 PM\* at the Crowne Plaza Hotel at 300 N. Harbor Drive, Redondo Beach.

The public meetings generally include a presentation on the results of the environmental analysis and a comment period open to the public.

\*If hours are insufficient to collect comments from all meeting attendees, the time may be extended.