

Section 3.4

Cultural Resources

SECTION SUMMARY

This section evaluates the potential impacts of the proposed project on cultural resources, which includes historical, archaeological, and unique paleontological resources. An analysis of potential impacts on cultural resources associated with the alternatives is detailed in Chapter 4 Analysis of Alternatives.

Section 3.4 Cultural Resources provides the following:

- A description of existing cultural resources in the project site and surrounding area;
- A discussion on the methodology and thresholds used to determine whether the proposed project would result in a significant impact related to cultural resources;
- An impact analysis of the proposed project associated with cultural resources;
- A description of any Conditions of Approval that the City of Redondo Beach (City) would impose, or mitigation measures proposed to reduce any potential impacts and residual impacts (i.e., impacts remaining after mitigation), if applicable;
- An analysis of potential cumulative impacts associated with cultural resources;
- A summary of cultural resource impact determinations associated with the proposed project, cumulative growth, and mitigation measures; and
- A description of significant unavoidable impacts associated with cultural resources, if any.

Key Points of Section 3.4:

The proposed project includes demolition of most of the existing structures, hardscaping and landscaping on the project site.

Historic Resources

There are no previously recorded historical resources within either the Direct Area of Potential Effect (APE) or Indirect APE. The project-specific historical resources investigation resulted in the identification of the following structures that meet the eligibility criteria for City of Redondo Beach Landmark designation (although there is no official designation):

- Sportfishing Pier (including buildings)
- 208-210 Fisherman's Wharf (Tony's On The Pier and its companion building, Tony's Hats 'N Things)
- Redondo Beach Pier Complex (includes the timber portion of the Horseshoe [Municipal] Pier and the Monstad Pier)

This being the case, these properties are considered historical resources under CEQA. Because of their similar age, construction, purpose, and are physically joined together, the Horseshoe and Monstad Piers are considered as combined resource that makes up the Redondo Beach Pier Complex. Because these properties qualify as historical resources as defined by CEQA, and may qualify for listing as a City of Redondo Beach Landmark, demolition of these buildings would represent a significant impact to historic resources under CEQA. While the EIR proposes mitigation measures MM CUL-1, MM CUL-2, and MM CUL-3, impacts to historical resources (Sportfishing Pier and buildings, 208-210 Fisherman's Wharf and the Redondo Beach Pier Complex) would remain significant and unavoidable.

MM CUL-1: Recordation

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.

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.

MM CUL-2: Interpretive Program

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 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.

MM CUL-3: Protection of the Monstad Pier During Construction

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.

Archaeological Resources

Based on literature review and archaeology survey, it was determined that unknown buried features or possible structural remnants may be present within the project site. Therefore, construction of the proposed project has the potential to have a substantial adverse change in the significance of an unknown archaeological resource and a significant impact exists. With application of mitigation measure MM CUL-4, the potential impact of excavation on unknown archaeological resources at the project site would be less than significant.

MM CUL-4: Phase I Archaeological Work

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 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 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.

Paleontological Resources

Based on a paleontological records search and preliminary geotechnical information, there is a low potential for scientifically important fossil remains or previously unrecorded fossil localities to be encountered or lost due to project-related earth-moving activities associated with construction of the proposed project. However, a stratigraphic sequence becomes progressively older with increasing depth below the ground surface. Consequently, there would be a potential at greater depths for remains old enough to be considered fossilized to be encountered or lost to those activities. Therefore, earth-moving activities, particularly excavation for the northern and southern parking structures, have the potential to have an adverse effect on unknown paleontological resources, and impacts are considered significant. With application of mitigation measure MM CUL-5, the potential impact of project-related earth-moving activities on the paleontological resources at the project site would be reduced to a less than significant level.

MM CUL-5: Potential to Encounter Unknown Paleontological Resources

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.

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.

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 Code of Federal Regulations (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.

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.

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3.4.1 Introduction

This section addresses potential impacts on cultural resources that could result from the proposed project, as based primarily on the findings of the following technical studies: *Archaeological Investigation For The Waterfront Project, City of Redondo Beach, California* (Greenwood and Associates, 2015a), *Historic Resources Evaluation Report, Redondo Beach Waterfront Project, Redondo Beach, California* (Greenwood and Associates, 2015b), and *Paleontological Resources Assessment* (Paleo Environmental Associates, Inc., 2015). These reports are provided in Appendix E1-E3 of this Draft EIR. Cultural resources are generally defined as districts, sites, buildings, structures, objects, and landscapes significant in American history, prehistory, architecture, archaeology, engineering, and/or culture. Cultural resources may include historic and prehistoric archaeological sites and resources, historic buildings and structures, and paleontological sites and resources (fossils predating human occupation).

3.4.2 Environmental Setting

3.4.2.1 Historical and Archaeological Setting

3.4.2.1.1 Regional History

Prehistory

An archaeological records search indicates that sedentary populations occupied the coastal and inland regions of California more than 9,000 years ago. Early periods were characterized by processing of hard seeds with the mano and milling stone and the use of the atlatl (dart thrower) to bring down large game (e.g., deer). Villages were typically situated around permanent water sources that allowed exploitation of a variety of different habitats for food. In the later periods, prior to the arrival of Europeans, the bow and arrow was in use, beads were being used as money, trade and social networks had evolved, and the mortar and pestle were used to process acorns.

Ethnography

Based on their association with the Spanish mission establishment of San Gabriel Arcangel, the Native American people inhabiting the region surrounding the project area during the historical period became known as the Gabrieliño (also referred to as Gabrieleño or Tong-va). The fully developed Gabrieliño culture was a socially and economically complex hunting and gathering group, very advanced in their culture, social organization, religious beliefs, and art and material object production. These native peoples were hunters and gatherers with permanent villages and formal cemeteries, and had trade networks with local and non-local groups. It is believed that they initially practiced a seasonal strategy, moving from location to location exploiting various food resources, but with technological advances they were able to maintain permanent year-round villages with reliance on acorns and marine resources. At the time of European contact, the Gabrieliño occupied an area that included the watersheds of the Los Angeles, San Gabriel, and Santa Ana rivers, the Los Angeles Basin, the coast from Orange County's Aliso Creek north to Topanga Canyon, and the Channel Islands of Santa Catalina, San Clemente, and San Nicholas. Gabrieliño culture underwent dramatic changes following European contact. Introduced diseases weakened and killed large numbers of native peoples, and most Gabrieliño villages were abandoned by 1810. Those Gabrieliño that survived helped build the Spanish Missions and the Mexican and American ranches that followed.

Spanish Period

The Spanish Period of American history witnessed exploration of the New World from 1541 to 1769. Spanish explorers were searching for wealth, conquest, and adventure. After conquering the Aztecs in Central America, sailing expeditions undertaken by Hernando Cortes and his men surveyed and roughly recorded the coastlines of the western shores of the Pacific Ocean and the Gulf of California. Inland expeditions were undertaken by Coronado, de Alarcón, and Diaz through Arizona, New Mexico, Texas, and Kansas. Diaz explored the east side of the Colorado River in 1541, entering California in what is now Imperial County. In 1542, Juan Rodrigues Cabrillo undertook a voyage along the Pacific coastline from Puerto de Navidad in Mexico to San Diego, reaching the Channel Islands and as far north as Monterey. Cabrillo met with the Native Americans living along the coast and ventured inland for a short distance. Native Americans related stories to Cabrillo that contact with other Spanish explorers along the Colorado River had resulted in violence and they were afraid of him and his men. Cabrillo died in 1543 and was said to be buried on San Miguel Island. Bartolome Ferrelo continued the voyage to Gold Beach, Oregon and returned to Navidad when his ships needed repairs. Sebastian Vizcaino, backed by the Crown and Church in Spain, repeated much of Cabrillo's journey 60 years later. He brought with him four priests, who accurately recorded the coastline and bays and noted all aspects of the land and its peoples. Exploration ceased until Gaspar de Portolá's arrival in the area in 1769.

California had been claimed by Spain during the sixteenth century as part of the empire it was establishing in the New World. Fearing an invasion of the territory by Russians, Carlos III, King of Spain, ordered that settlements be made in Alta California. To solidify their claims, the Spanish government fortified San Diego and Monterey and started to establish mission outposts. San Gabriel Mission was founded in September 1771. Padres (priests) baptized Native American Indians, calling them neophytes, and used their labor to produce items for trade and provide food. San Gabriel was recognized as the richest of the missions, trading in hides and cattle. Records were kept by each mission for all baptisms, marriages, and deaths, and from these records, much has been learned about what occurred. In conjunction with the founding of the missions, the Spanish governor of California, Felipe de Neve, ordered the establishment of several pueblos (American Indian settlements) to provide food and goods to the presidios (fortified military settlements) that would protect Alta California. One of these locations was Los Angeles. Founded by colonists from Sinaloa and Sonora on September 4, 1781, El Pueblo de la Reina de Los Angeles was the second pueblo founded in Alta California. The early pueblo consisted of 12 residential blocks around a central plaza, with agricultural fields laid out on the broad terraces between the plaza and the Los Angeles River (Rio Porciúncula), about one-half mile to the east. The settlement was close to a ford and a place to ascend the bluffs on the east side of the river, the direction of Mission San Gabriel. By the early 1800s, periodic flooding of the river had forced the relocation of the plaza to higher ground, near its present day location. Settled by a small group of pobladores (townspeople) of African, Native American, and Spanish descent, the outpost manifested Spanish colonial ambitions for Alta California, which envisioned a series of civilian pueblos that would function in support of the Missions and presidios and expand the region's population. Los Angeles remained an isolated settlement for many years, gradually gaining in population and importance as a center of commerce and social exchange. By 1800, the pueblo boasted a population of 315. With abundant good land, the town prospered and grew. By 1840, it was the largest settlement in California. Grants of land were made to individuals who had contributed to the Crown through service in the government or army or through other means. The lands granted, referred to as ranchos (farmsteads), really represented grazing rights for cattle. These individuals also purchased land around the center of the pueblo to establish homes to use when in town.

Mexican Period

The current project area lies within the boundaries of the area that was directly under the control of Mission San Gabriel Arcangel – lands which were never disbursed during the Spanish and Mexican periods. Mexican independence from Spain in 1821 brought conflict over the disposition of Mission lands in Alta California. A series of laws, culminating with the Secularization Act of 1833, stripped the Missions of their land and power. With the demise of the Mission system and secularization of Mission San Gabriel in the 1830s, Los Angeles emerged as the unrivaled center of trading and economic activity in the region.

American Period

With the United States takeover of California in 1848 and the ensuing Gold Rush, Alta California became a state in 1850 with Monterey as the capital. With statehood, the pace of settlement in the region expanded rapidly, as did commerce. The discovery of gold in northern California created a boom in the local cattle industry, which fed the hordes of miners. Cattle ranching in the region declined during the 1860s after years of drought followed by disastrous floods, but continued to be a major economic activity. The Euroamerican population of the Los Angeles region continued to rise through the 1860s, as many of the old rancho families lost title to their land, leaving a vacuum that was promptly filled by settlers from the east and mid-west. Most of the vast ranchos were divided and sold off in parcels as agriculture gained in importance.

The extension of the Southern Pacific Railroad into Southern California in 1876, followed by the Atchison, Topeka and Santa Fe in 1885, set the stage for a massive real estate boom that resulted in the tremendous growth of Los Angeles and the founding of hundreds of new towns in the region.

3.4.2.1.2 Redondo Beach History

Most of present-day Redondo Beach, including the current project area, lies within the boundaries of the 75,000-acre land grant known as Rancho San Pedro, conferred on Juan José Domínguez in 1784. A former soldier, Domínguez had been part of the famed 1769 Portolá Expedition, which escorted Father Junípero Serra as he explored mission sites throughout Alta California. The Dominguez grant was among the first Spanish land grants in Alta California. Used principally for cattle grazing, the property remained in Domínguez family hands until the late 1800s.

Long before the arrival of Europeans, the area of present day Redondo Beach was inhabited by Native American groups who traded the salt found in abundance there, collected from a sizable salt lake near the shore (current AES power plant site). This commodity that had attracted Native peoples also spawned the earliest American commercial interest in the area. In 1854, Manuel Domínguez, son of Juan José, sold the 25-acre salt lake and surrounding lands to Los Angeles merchants Henry Allanson and William Johnson, who organized the Pacific Salt Works there (Photograph 3.4-1). The enterprise never flourished and after several changes in ownership, the salt works was abandoned around the turn of the century.



Photograph 3.4-1 – Former Pacific Salt Works, 1895

The 1860s witnessed the gradual dissolution of many of the region's major ranchos. The pace of American settlement and the transition to an agricultural economy accelerated in the 1870s. Completion of a Southern Pacific Railroad connection to Los Angeles in 1881, followed by an Atchison Topeka & Santa Fe line in 1885, instigated a regional real estate boom that radically transformed the landscape of the Los Angeles basin. Open range was sectioned into family farms and dozens of new villages and towns arose on the coastward plain of Los Angeles County during the relatively short period of 1881-1888.

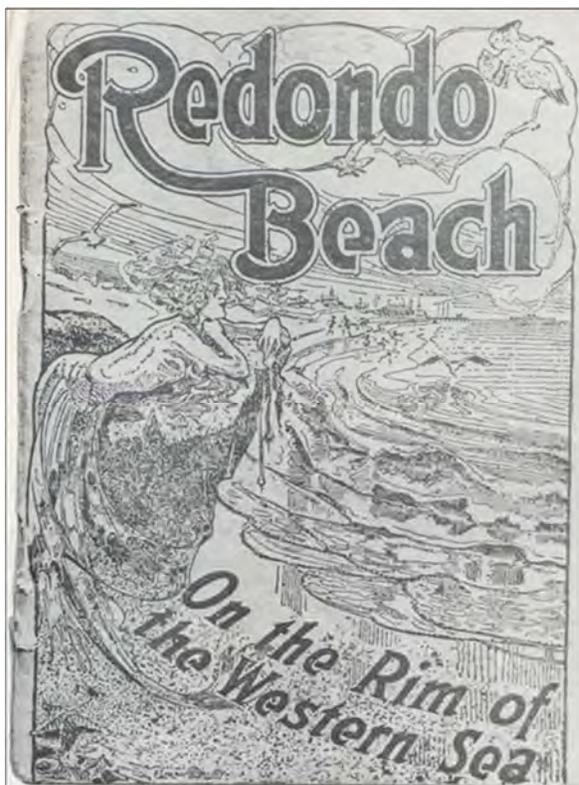
The budding Southern California towns and cities required improved ports and shipping facilities, along with an expanded railroad system to service maritime shipping. When the Southern Pacific Railroad reached Los Angeles in 1881, the lands between it and the coast became valuable links between the city and the ocean shipping access.

Early Development – Rise of Industry and Tourism

Except for the 215-acre section sold to the Pacific Salt Works Company, Rancho San Pedro remained intact until the mid-1880s, when it was divided among surviving Dominguez family members. Three Dominguez sisters shared the lands bordering Santa Monica Bay. In August 1887, the Redondo Beach Company, led by Judge Charles Silent, purchased 1,000 acres from the three with the intention of establishing a new town there. Their scheme envisioned a seaside resort community with a major hotel and a pleasure pier. The property was divided into a 400-acre section called "Ocean Tracts" and 600 acres immediately to the east, called the "Dunes Tracts." Streets were laid out, given gemstone names – Emerald, Diamond, Carnelian – and Spanish women's names; many of these street names survive. By late 1887, homes and businesses had begun to rise.

Learning that a deep marine canyon lay directly off shore, Judge Silent and partners, Daniel McFarland and Nathan Vail, also promoted their new town as a potential commercial harbor site. They constructed Redondo's first wharf, Wharf No. 1, at the foot of Emerald Street, and with the arrival of the Santa Fe Railroad's Redondo Line in 1888 it was capable of carrying both passengers and freight. With that, the two mainstays of the young community's economy were born: shipping and tourism.

Despite the best efforts by the Redondo Beach Company to promote their newly established town, parcel sales lagged as the Southern California real estate boom faltered in 1888 (Photograph 3.4-2). Their holdings were sold to two steamship captains, J.C. Ainsworth and R.R. Thompson, who renamed the enterprise the Redondo Beach Improvement Company. The pair retained the founders' development objectives, while also taking advantage of Ainsworth's ties to the Oregon lumber industry to promote trade and harbor development. With land concessions and cooperation from the Dominguez sisters, they established a second rail line in 1889, the Redondo Railway, whose narrow gauge tracks linked Redondo Beach to Los Angeles. Later known as the Los Angeles & Redondo Railway, this line was focused on passenger and tourist transport, while the Santa Fe line served commercial shipping needs. The Improvement Company also quickly created two major destination points to lure visitors to stay longer: the Chautauqua Assembly Hall and the grand Hotel Redondo, both of which opened in 1890. The immense and ornate Hotel Redondo stood atop the bluffs overlooking the ocean, where the City's old library in Veterans Park now stands (Photograph 3.4-3). It boasted 225 rooms, a bathroom on every floor, electric lights, Otis elevators, a grand ballroom, tennis courts, and a golf course. For the budget minded traveler, an elaborate Tent City rose nearby, able to accommodate 1,000 guests in tents with raised wooden floors and electric lights.



Photograph 3.4-2 – Promotional brochure cover, ca. 1888

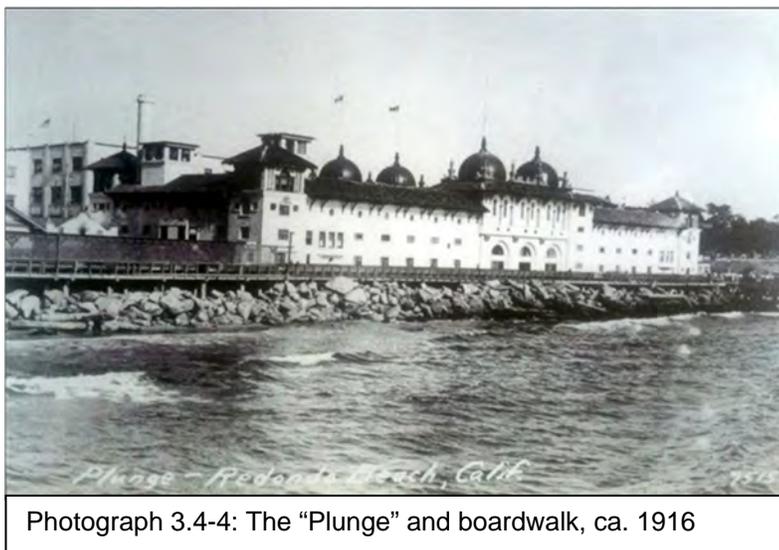


Photograph 3.4-3 – Redondo Beach waterfront, ca. 1900 with Hotel Redondo and train station at center

In 1892, with its population nearing 1,000 permanent residents, the City of Redondo Beach was incorporated. The waterfront area steadily gained new tourist attractions such as the Casino dance hall, a pavilion, and a saltwater bathhouse/plunge. In addition to its visitor trade, the City prospered as a port city, particularly as a shipping point for lumber from the Pacific Northwest. The region's growth demanded a steady supply of building materials and other goods, much of which passed through Redondo on its way to Los Angeles via the Santa Fe Railroad. Two large planing mills, Ganhahl Lumber Company and Montgomery & Mullen Lumber Company, were established on Broadway around the turn of the century to process raw lumber locally. Already an active port by 1889, Redondo Beach handled about 35 percent of the Los Angeles shipping trade by 1896.

In the late 1890s, the Redondo Beach Improvement Company began work on the harbor and town site. At that time, several local ports were vying for federal support to develop as the Port of Los Angeles. Among the locations being considered were San Pedro, Santa Monica (which had the backing of the powerful Southern Pacific Railroad), La Ballona (south of Santa Monica), and Redondo Beach. To enhance Redondo's chances, Ainsworth and Thompson undertook additional harbor improvements, including construction of Wharf No. 2 in 1895, and expansion of railroad facilities. Wharf No. 2, located below the Hotel Redondo, south of the project site, was an unusual Y-shaped structure, 480 feet long, with one approach for trains and a separate one for fishermen and pedestrian traffic. These improvements and years of lobbying were ultimately unsuccessful; in 1897, San Pedro was selected for development as the official Port of Los Angeles. It is believed that the reason why San Pedro was chosen over Redondo had mostly to do with the existence of a deep-water canyon. While a deep-water canyon allowed for dockage of larger ships, it also made construction of piers, jetties, and breakwaters necessary for a major port difficult. Further, the amount of flat land for warehouses was restricted because of Redondo's amphitheater-like topography and comparatively narrow and limited beachfront. Despite San Pedro's selection, Redondo Beach boosters continued to seek private investment to develop a rival port. These efforts were somewhat successful and resulted in construction of Wharf No. 3, known as the Lumber Pier, south of the project site and main harbor area in 1903. Lumber shipping and milling remained important to the local economy through the post-World War I years.

The more pragmatic of Redondo's city fathers recognized that their future prosperity would be more dependent on tourism than commercial shipping. A great boost to the City's fortunes came in 1905 with the acquisition of the Redondo Beach Improvement Company, along with the Los Angeles & Redondo Railway, by railroad magnate Henry Huntington. Huntington had founded the Pacific Electric interurban railway in 1901 and invested heavily in building up key towns as a means of supporting his rail system. His involvement sparked renewed speculative interest, giving way to more stable growth as Huntington invested in commercial improvements, mostly on the waterfront. After stabilizing the shoreline with a substantial rock revetment, a series of new Huntington-financed attractions went up. The gigantic Pavilion (shops and ballroom) was erected, as was a new Casino, and a bathhouse (the Plunge), billed as the "world's largest heated indoor saltwater pool." The Plunge had three pools, along with 1,350 dressing rooms, and Turkish and steam baths (Photograph 3.4-4). These ornate buildings were all located approximately where the Pier Parking Structure now stands.

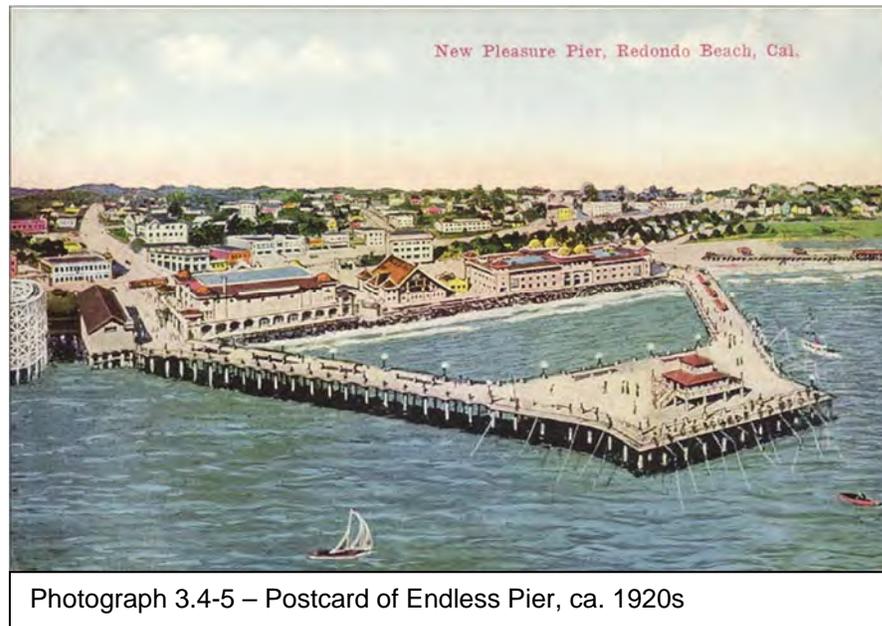


It was also Huntington who brought George Freeth to Redondo Beach to introduce the Hawaiian sport of surfing to beachgoers. Freeth not only popularized surfing, he served as Redondo Beach's first lifeguard and was the first "official" lifeguard in Southern California.

By 1909, the City had erected a City Hall, established a Chamber of Commerce, built a high school, organized a women's club and constructed a library. There were two local newspapers: the Redondo Breeze (began in 1894) and the Redondo Reflex (began in 1905). By 1911, the LA & RR was converted to standard gauge and incorporated into Huntington's Pacific Electric "Red Car" network. The beachside amusement zone that Huntington helped develop included bowling alleys, shooting gallery, and the "Lightening Racer" roller coaster in 1913. Streetcars deposited visitors along its central concourse, which had been renamed "El Paseo."

With the port at San Pedro in full operation, Redondo Beach shipping activity had significantly declined by the 1910s. A major storm washed away Redondo's original pier, Wharf No. 1, in 1914, along with many homes along the coast. This loss was followed in 1915 by the partial destruction of Wharf No 2. Within the harbor, the evolution from shipping port to beachfront amusement park continued with the construction of a pleasure pier known as the "Endless Pier." Built in 1916 at a cost of about \$165,000, the Endless Pier was a V-shaped structure with an expanded platform at its apex, upon which there was a large pavilion

with a restaurant and sunroom (Photograph 3.4-5). It was built on reinforced concrete pilings with a concrete deck, graceful spandrels, and built-in benches. The north leg of the pier started at Emerald Street, the former location of Wharf No 1, and the south leg at Coral Way (near Torrance Boulevard). The Endless Pier's engineering proved no match for Redondo's often-violent waves, and in 1916, while still under construction, a fierce storm damaged the pier, and another storm 20 months after it opened nearly destroyed it and left portions unusable. Wharf No. 2, which was partially destroyed in 1915, was eventually repaired and returned to limited service, only to be removed in 1920. The last of the three original wharves, Wharf No. 3, was dismantled in 1926, signifying the end of shipping as the focus of the harbor's operation.



Photograph 3.4-5 – Postcard of Endless Pier, ca. 1920s

With the decline of the shipping industry, tourism and recreation became the mainstays of the Redondo Beach economy. Redondo Beach continued to be a popular resort destination, attracting huge crowds to its beaches and waterfront amusements in the teens and 1920s - as many as 20,000 people thronged to Redondo's beaches on summer Sundays in 1913. By 1920, Redondo Beach had grown to about 5,000 residents.

The city steadily expanded as a second real estate boom took hold during the optimistic decade of the 1920s. Newcomers flocked to the emerging neighborhood of North Redondo, and to Henry Huntington's development south of the city's core, Clifton-on-the-Sea.

In the 1920s, easier streetcar access and the advent of the automobile meant greater numbers of day-trippers and fewer hotel guests. Lacking the most modern amenities and unable to fill its many rooms, the grand Hotel Redondo fell to the wrecking ball in 1925. At the same time, on the waterfront, Arthur Loeff opened his Hippodrome in 1925, advertised as the "finest Hippodrome Carousel building in the United States."

Because the deep-water canyon off shore acted like a funnel drawing schools of fish toward the harbor, fishing at Redondo was excellent. Commercial fishing thrived and sport fishing contributed to the town's tourist appeal. The loss of the piers, therefore, was a blow to the fishermen since they had used Wharf No. 3 and the ruined Endless Pier for landings. In 1925, the City granted a franchise to Captain Webb L. Monstad for a 300 foot fishing pier along the

south side of the Endless Pier. Opened in 1926, the private pier was available to the public for a small fee. From his pier, Captain Webb Monstad built up the largest sport fishing business on the coast. He converted several old ships into fishing barges that he anchored in the bay and ferried fishermen out to them. Fitted with restaurants and rooms for overnight guests, the barges proved hugely popular.

By 1926, the Endless Pier was so deteriorated that repairs were viewed as uneconomical. It was condemned and demolished in 1928. Also in 1928, the City built a new pier, this time on sturdy wood pilings. The sweeping Horseshoe Pier, also known as the Municipal Pier or Redondo Beach Pier, had roughly the same form as the Endless Pier and was situated on approximately the same site. In the early days of the Horseshoe Pier it was devoid of any major deck-top buildings; the pier only contained a few bait and snack stands.

Sport fishing continued during the Great Depression, but other businesses along El Paseo suffered and became run down. Hurting economically, the community offered little resistance at first when high stakes gambling came to Redondo, complete with gangster-type operators who displaced family oriented amusements with clubs and gambling halls. The piers also offered ferry service to offshore gambling barges like the "Rex," operated by mobster Tony Cornero. Ultimately, public pressure forced authorities to close down the games and rid Redondo of gambling.

Early in 1929, the Fox Theater, a large Spanish Colonial/Art Deco style, single screen movie house opened. It stood along the beach, near the north end of the present day Redondo Beach Marina/Basin 3. In 1936, Monstad extended his pier 100 feet into deeper waters and added a waiting room for boat passengers.

With its piers and oceanfront homes and businesses routinely battered by storms, often resulting in extensive property loss, there had long been calls for construction of breakwaters. Finally, a bond measure was passed and construction began in 1939 on a breakwater that, it was hoped, would protect the harbor and encourage boating from the piers. The breakwater, unfortunately, proved to be a mistake and seasonal storms caused a great deal of property destruction along the beachfront and waterfront streets, such as the old Pacific Avenue and El Paseo. The breakwater had changed the movement of waves and sand and, as a result, beachfront property disappeared in the accumulation of sand. In 1944, a seawall was added, but the erosion continued. It would be more than a decade before the situation was remedied.

Although the City of Redondo Beach was unable to attract wartime industry, its residential population grew significantly during World War II as families working in the nearby defense plants chose to settle there. The City was relatively quiet during the war years. On the waterfront, the once vibrant amusement zone continued its decline and the last major shore side attraction, the great saltwater Plunge, was demolished in 1946, leaving a substantial void.

Like the rest of Southern California, Redondo saw a great surge in new residential development in the post war years, increasing in population from about 13,000 to more than 25,000 residents between 1940 and 1950. The opening of the new Southern California Edison plant in 1948, construction of the Triangle Shopping Center at Pacific and Hermosa Avenues, and the approval of tidelands oil drilling in 1955, signaled economic shifts in the City. In the early 1950s there was renewed talk of redevelopment of the waterfront. In Washington, D.C., U.S. Representative Cecil R. King led a diligent lobbying effort in Congress to gain federal assistance for harbor work. Funding was ultimately secured, based on a pledge of matching local money for harbor development. Beginning in 1956, federally sponsored reconstruction

and expansion of the old rock breakwater commenced, setting the stage for development of a new harbor.

Development of the Modern Harbor

Construction of the 5,200-foot north breakwater was completed in mid-1958. With public approval of a \$9 million bond issue in April 1959, the City was ready to embark on the construction of its small craft harbor. The name of the new facility had already been selected: “King Harbor,” in recognition of the Congressman’s efforts. Planning consultants Victor Gruen Associates presented initial schemes that envisioned two marina basins within the breakwater “infield,” separated by newly created land areas or “moles” with recreational and support facilities, 3,100 parking spaces, and 506,000 square feet of land in the immediate harbor area for leased development of “clubs, restaurants, motels and miscellaneous marine retail uses.” A proposed second phase would place additional marina basins inland at the old Salt Lake site, extending along the waterfront between Diamond and Garnet Streets and creating a total of 2,400 boat slips.

The finalized harbor master plan designed by Beverly Hills architects Arthur Froehlich and Rex Lotery was approved by the U.S. Army Corps of Engineers in August 1959. Boat slips totaled 1,300, and in addition to the two breakwater sheltered marina basins, the plan included a small boat lagoon (Basin 3) with 100 slips that would “absorb” a section of Harbor Drive (formerly named El Paseo) between Diamond and Garnet Streets. Surrounding Basin 3, adjacent to boat slips and set below the existing street level, would be a broad walkway with spaces for shops or storage meant to bring visitors close and enliven the marina. This feature was later named the “International Boardwalk.” The boat lagoon element proved contentious not only because it would eliminate part of an active thoroughfare in the City’s main business district, but also because it proposed removal of the old Santa Fe Railroad station site and the Redondo Ballroom, built by Huntington’s Pacific Electric Land Company, among other buildings from the City’s heyday. Public protest stalled progress on the project only briefly.

A late addition to the harbor plan was a saltwater swimming lagoon separated from the harbor by the gracefully curving rock revetment between Basins 2 and 3. The 200 x 500 foot sand-bottomed pool was to be supplied with warm water used to cool the turbines of the nearby Edison power generating plant. First known as Marine Park, this feature was later renamed Seaside Lagoon.

Implementation of the harbor project required the acquisition of more than 90 parcels of land. This task was largely complete by the summer of 1960, and in August, the contractor selected to construct the new harbor, the R. R. Hensler Co. of Sun Valley, was able to begin dredging and demolition work. Among the tasks was removal of coastal remnants of Redondo’s industrial past. Shortly thereafter, master leases for major portions of the harbor were granted to Paul Trautwein, Martin Pollard and Morley Kasler, who created the King Harbor Marine and Development Company, and to Gordon McRae, a local developer who operated the Redondo Pleasure Fishing Company. Additional leases were later granted to Portofino Corporation, directed by Mary Davis and Frank Arciero, and Atillio Donato, who leased the Marine Park.

By the end of 1960, work on the basins was more than 25 percent completed; excavation and placement of stone revetment was well underway, and 3,000 feet of harbor face revetment had been laid. Work progressed quickly and by the summer of 1961, Basin 1 was ready for its first occupants: 100 slips were leased in July, although much was left to do. The goal was 100 new slips per month. Late in 1961, Gordon McRae announced plans for construction of a parking structure along the southwest side of Basin 3 that would have shops facing the marina

(Photograph 3.4-6). He would also build an office and a restaurant at the north end of the basin, near the Fox Theater, and install boat hoists. Basin 3, at the center of the project site, was opened to the harbor in 1962.



Photograph 3.4-6: Basin 3 under construction, 1961. View south from Fox Redondo Theater

In 1963, at a time when federal funds for urban renewal were abundant, the City of Redondo Beach received a substantial grant for developing a master plan for the old downtown area. The newly formed Redondo Redevelopment Agency determined that the area in question, bounded by Torrance Boulevard on the south, Catalina Avenue on the east, Pacific Avenue and Diamond Street to the north, and King Harbor on the west, easily qualified for federal redevelopment assistance as more than 90 percent of the existing building stock was rated “substandard.” The master plan created for what was named the “Redondo Plaza Project” called for the complete removal of commercial and residential properties alike within the 50-acre zone, entailing the purchase of hundreds of parcels at a cost of about \$12 million. The land would then be sold to private interests and the buildings replaced with low-rise condominium and apartment buildings in a heavily landscaped setting overlooking the harbor. No commercial development was proposed for what had been the city’s business core. What followed was approximately five years of court delays.

Work on the parking structure constructed along the southwest side of Basin 3 that would have shops facing the marina was finished in 1964. In the Basin 1 and 2 area, private harbor development included Mary Davis’ Portofino Hotel, the King Harbor Yacht Club, hotels and apartments, boat sales and repair facilities.

Although opened to the harbor in 1962, Basin 3 was fully completed by 1965. The harbor was officially dedicated on November 19, 1966. The development of King Harbor removed much of the city’s early industrial area and adjacent neighborhood of small dwellings.

Development of the new harbor spurred improvements to existing elements of the Redondo Beach waterfront. On the piers, ramshackle bait shops and seafood stands were upgraded to meet the demands of the surge of visitors that was anticipated. New commercial enterprises,

such as the Port o' Spain and Castagnola's restaurants, sprang up on the formerly barren Municipal Pier in the early to mid-1960s, and established businesses like Tony's on the Pier restaurant, were enlarged. Between 1969 and 1970, the shore end of Monstad Pier was enlarged to accommodate new commercial development.

Gordon McRae built the Sportfishing Pier near the Seaside Lagoon in 1969 as a new base for his fishing excursion and sightseeing boats. The early 1970s saw the removal of a bit more of old Redondo as room was made for a large municipal parking structure adjoining the existing Pier Parking Structure and further enclosing Basin 3. Also in the 1970s, the former Pacific Avenue and El Paseo streets that connected the northern and southern portions of the project site were removed (see Figure 2-2 in Chapter 2 Project Description showing the former configuration of Pacific Avenue and other waterfront roadway connections). The Fox Theater, another local landmark, was taken down in 1973 to make way for a six-story hotel that was never built.

Beginning in 1968, the land clearing effort associated with the "Redondo Plaza Project" began that project's first phase was completed in 1972 (Photograph 3.4-7). Subsequent phases were completed over the following eight years. The development is presently known as "The Village" and "Seascape." In a concession to the City, the project developer left a three-acre open space extending from Catalina Avenue to the north end of the International Boardwalk. This was eventually developed by the City as Czuleger Park, dedicated in 1990.



Photograph 3.4-7: Pier area ca. 1973. Note Redondo Plaza rising, upper right.

Associated with the Redondo Plaza Project was the plan to develop the deck of the Pier Parking Structure with commercial uses. The project, dubbed Seaport Village, was developed beginning in 1979 and featured 15 similar New England village-styled one- to three-story buildings occupied by shops and restaurants. After several years of lackluster performance, the complex was transitioned to mostly office uses, restyled, and renamed Pier Plaza.

Between this complex and the Redondo Plaza development, a promenade with small park/activity areas informally known as Turtle Park was created at around the same time.

On the piers, there were routine upgrades to businesses there, the most noteworthy change occurring in 1983 when a 220-foot “fishing promenade” linking the west ends of the Horseshoe and Monstad piers was added.

In January 1988, a storm with 20-foot waves caused \$17 million in damage to the Horseshoe and Monstad Piers. Waves nearly destroyed the harbor breakwater retaining wall and completely washed away the Blue Moon Saloon Restaurant, a famous Redondo Beach landmark. A second storm in April 1988, with 52 mile an hour winds and 12-foot breakers, swept away the popular fishing promenade. The following month, a short in recently repaired electrical wiring under a Horseshoe Pier restaurant started a fire that destroyed 15 pier businesses and half of the remaining deck. A reconstruction of the pier – this time using concrete pilings – was completed in 1995. The work included a new/updated Monstad-Horseshoe Pier connection on the fishing promenade alignment.

3.4.2.1.3 Existing Conditions

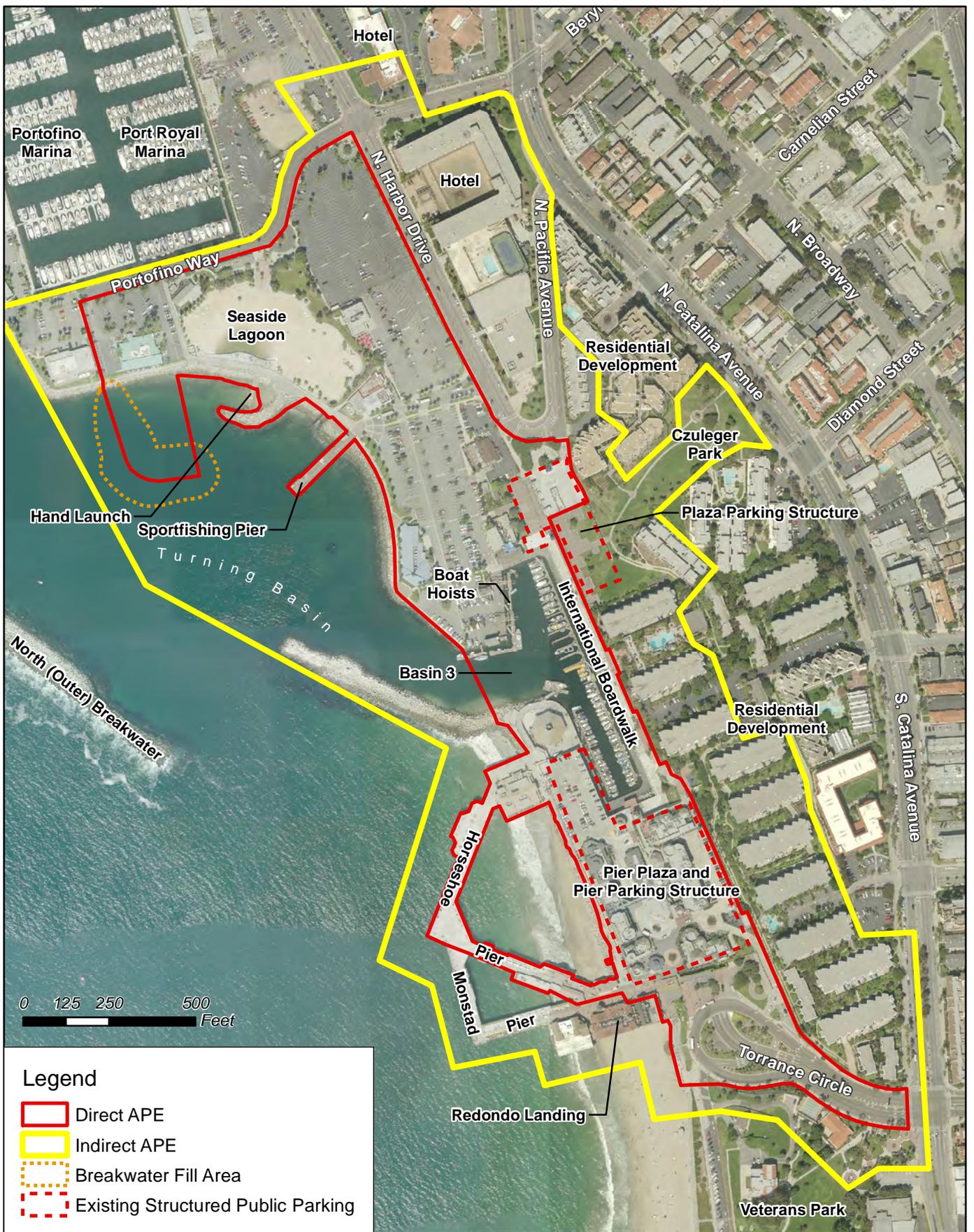
Figure 3.4-1 depicts the boundary of the Area of Potential Effect (APE), which includes the indirect APE (adjacent area that may be indirectly affected by the proposed project) and the project boundary/direct APE. The following present the results of field reconnaissance and research efforts to determine if there are existing cultural resources (historical, archaeological, and paleontological), as well as potential for cultural resources within the APEs:

3.4.2.1.3.1 Historical Resources

An historical resources investigation and evaluation was conducted for the proposed project and is included as Appendix E2 of this Draft EIR. The historical resources investigation results below are based on review of available resource records, literature and archival sources, and field investigations. A record search conducted at the South Central Coastal Information Center (SCCIC) revealed that 21 previous cultural resource investigations have been conducted within a 0.5-mile radius of the proposed project (i.e., search area). One of the previous studies included the project site and area. There are presently no designated historical resources within the project boundaries (direct and indirect APE). The research identified numerous historical resources within the search area dating from the late nineteenth through the early twentieth centuries, as summarized below.

A search of the California Historic Resources Inventory (CHRIS) for Los Angeles County revealed that no structures within the APE have been evaluated for historical significance previously. The City of Redondo Beach completed a City-wide reconnaissance-level historic resources survey in two phases, the first phase in 1986 and the second in 1996. Hundreds of buildings within the current record search area were evaluated for potential historical significance; however, neither survey identified resources within the harbor area.

Current inventories of the National Register of Historic Places (Listed Properties and Determined Eligible Properties), the California Register of Historical Resources, the California Historical Landmarks, and California Points of Historical Interest were also consulted. The database of the California Historic Resources Inventory (HRI) for Los Angeles County was reviewed to identify any local resources previously evaluated for historic significance, and historical maps were inspected for information regarding historical development in the vicinity of the proposed project area. Additional research included review of local histories and



Sources: Greenwood and Associates, 2015; City of Redondo Beach, 2008; Noble Consultants, Inc., 2015



regional overviews, along with other manuscripts and archival materials obtained from private, library, and internet sources. Appendix E2 details the references and research conducted for the project, which included: the Redondo Beach Public Library, Los Angeles Central Public Library, and the Redondo Beach Historical Society Museum. Individuals consulted regarding the property include Mr. Aaron Jones, Director, Redondo Beach Community Development Department; Mr. Alex Plascencia, Associate Planner, Redondo Beach Community Development Department; Mr. Mark Campbell, Chief Building Official, Redondo Beach Community Development Department; Ms. Leslie Page, General Manager, Redondo Beach Marina; and Mr. Pat Aust, Redondo Beach Historical Society.

Following is a summary of the results of the historical resources investigation (Appendix E2 of this Draft EIR):

Recorded Historical Resources

Within the Project Site:

- None

Within the Search Area (0.5-mile Radius from the Project Site):

National Register (NR) and California Register (CR) Resources:

- Redondo Beach Original Townsite Historic District (30 buildings, N. Gertruda Avenue, Carnelian Street, N. Guadalupe Avenue and Diamond Street): NR-88000970
- Redondo Beach Public Library, 309 Esplande: NR-8100058 (also LDL 12)
- Women's Club of Redondo Beach, 400 S. Broadway: NR-84000900
- Diamond Apartments, 321 Diamond Street: NR-92000260, LDL 1
- Sweetser Residence, 417 Beryl Street: NR-85001984, LDL 2
- Johnson House, 417 Emerald Avenue (CR)

California Historical Landmark (CHL) Resources:

- Old Salt Lake, Harbor Drive at Yacht Club Way: CHL 373

Redondo Beach Locally Designated Historical Landmarks (LDL):

- Sweetser Guest House, 507 N. Gertruda Avenue: LDL 3
- Hibbard House, 328 N. Gertruda Avenue: LDL 6 (Original Townsite NR Historic District [NRHD])
- Moreton Bay Fig Tree, 309 Esplanade (Veterans Park): LDL 13
- Pfeifer/Dodge House, 605 Garnet Street: LDL 15
- Dorrington Apts., 108 N. Broadway: LDL 18
- Gephart House, 519 S. Catalina Avenue: LDL 19
- Lowe House, 510 Garnet Street: LDL 20
- Crisler House, 417 Miramar Drive: LDL 21
- Martin House, 513 Garnet Street: LDL 22
- Cholvín House, 509 Garnet Street: LDL 26
- Albee House, 607 Esplanade: LDL 27
- Thomas House, 323 S. Francisca Street: LDL 28
- Hussong House, 512 Garnet Street: LDL 29

- Murray House, 422 S. Guadalupe Avenue: LDL 30
- A.S. Day House, 108 Beryl Street: LDL 32
- Oklahoma Apts., 305 Emerald Street: LDL 33
- Shinn House, 324 N. Gertruda Avenue: LDL 34 (Original Townsite NRHD)
- Brandt House, 426 N. Gertruda Avenue: LDL 37
- American Legion Clubhouse, 412 Camino Real: LDL 38
- Wolfsburg House, 511 Garnet Street: LDL 39
- Langworthy House, 208 S. Guadalupe Avenue: LDL 40
- Ebnet House, 629 S. Broadway: LDL 41
- Newlywed House, 412 Pearl Street: LDL 42
- House, 511 N. Guadalupe Avenue: LDL 43 (Original Townsite NRHD)
- Mayer House, 115 Ruby Street: LDL 44
- Vincent Park, Vincent Street: LDL 45
- Perrin House, 223 S. Francisa Avenue: LDL 46
- Huffman House, 612 Beryl Street: LDL 47
- Medlicott House, 106 El Redondo: LDL 48
- Pollack House, 309 N. Francisca Avenue: LDL 50
- McFadden House, 505 Garnet Street: LDL 52
- Query House, 631 Emerald Street: LDL 54
- Mason House, 133 N. Broadway: LDL 55
- Koch-Raymond House, 303 N. Francisca Avenue: LDL 56
- Miller House, 311 N. Francisca Avenue: LDL 57
- Stamas House, 313 N. Francisca Avenue: LDL 58
- North Catalina Historic District, 216 and 218 N Catalina Avenue (LHD)
- Culler House, 417 S. Broadway: LDL 61
- Burnham House, 220 S. Broadway: LDL 64
- Burnham Bungalow, 222 S. Broadway: LDL 65
- Hoyt-Snooks House, 118 S. Helberta Avenue: LDL 68
- Mahan House, 305 N. Francisca Avenue: LDL69
- Love S. Miller House, 313 S. Broadway: LDL 70
- Tunney Garrison Bungalows, 218 S. Broadway: LDL 71
- Ambold House, 816 Emerald Street: LDL 72
- McNally House, 521 S. Catalina Avenue: LDL 73
- Wireman Bungalows, 205 & 207 Torrance Boulevard: LDL 74
- Crocker house, 701 Elvira Avenue: LDL 75
- Wimberly Building, 116 S. Catalina Avenue: LDL 76
- Vandenberg House, 310 S. Francisca Avenue: LDL 78
- Fehner House, 204 S. Broadway: LDL 79
- Bollinger House, 321 N. Gertruda Avenue: LDL 80
- Wilson House, 311 S. Guadalupe Avenue: LDL 81
- Haseman House, 119 S. Guadalupe: LDL 82
- Murray House, 504 N. Francisca: LDL 84

- Chapman House, 420 S. Guadalupe: LDL 85
- Mott House, 415 Emerald Street: LDL 86
- Lindbergh House & Vail Apartments: 408 S. Catalina Avenue: LDL 88
- Fritz House, 413 Emerald Street: LDL 89
- Peck House, 225 S. Francisca Avenue: LDL 90
- Panton House, 411 Emerald Street: LDL 91
- Steere House, 501 Garnet Street: LDL 92
- Kelly House, 411 Pearl Street: LDL 94
- Carr House, 306 N. Gertruda Avenue : LDL
- Templeton-Lutz House, 1015 Emerald Street

Historical Resources Investigations

A field investigation for the proposed project was completed by an architectural historian on November 26 and 28, 2014. The investigations examined all buildings, structures, built features, and landscape elements within the project site, as well as the surrounding environment. The existing features were photographed, and the character defining details of buildings and structures were recorded, as were all landscape features. Research was conducted to complete the historical resources investigation.

Within the Project Site (Direct APE):

There are numerous buildings and structures within the project site. Following is a brief description of those buildings/structures (Northern Portion, Southern Portion, and Basin 3) by address and common name (refer to Figure 3.4-2 for location of buildings/structures within the project site):

Northern Portion of the Project Site

161 N. Harbor Drive (Foss Maritime Co.)

Situated at the entrance to Basin 3, along the north side of the channel, the Foss Maritime Co. building is a two-story, wood frame structure with a shed roof. Its walls are clad with alternating sections of wood shingles and plywood panels with batten strips, and there is an octagonal “lighthouse” tower feature attached at the northeast corner. This element is also shingle-clad. On the south side of the building, a single-story cantilevered element extends out toward the channel. The building is lit by mixed two- and three-part sliding sash windows and grouped double hung sash.

Also part of this property are two large boat hoists positioned along the west edge of Basin 3, a small office/hoist control structure, and a restroom building. The boat hoists are identical, constructed of steel I beams fitted with track-mounted electrically powered hoists.



Sources: CDM Smith, 2015; City of Redondo Beach, 2008; Noble Consultants, Inc., 2015

Note: Addresses in Blue / White are 45 years or older
Addresses in Black are less than 45 years old



179 N. Harbor Drive (R10 Social House)

Adjacent to the north end of Basin 3, 179 N. Harbor Drive is a two-story post-and-beam commercial building with mixed stucco and wood shiplap walls and a side gabled roof. The design features a cantilever upper-story balcony supported by large laminated wood beams that extend toward the marina basin. A lower gabled wing extends to the west. All walls facing the marina and harbor are dominated by full height fixed plate glass windows. A second balcony at the west end of the building is open roofed with solid railings.

180 N. Harbor Drive (Plaza Parking Structure)

The Plaza Parking Structure is a two-level concrete post and beam structure located at the southern terminus of Pacific Avenue and Harbor Drive, immediately east of the Redondo Beach Marina/Basin 3. The Plaza Parking Structure has 332 parking spaces, and the structure is directly accessible from the elevated walkway above the International Boardwalk (Avenue of the Arts). The structure has a concrete floor and deck. Built into the slope on its east and south sides, the top of the structure is even with the adjacent Czuleger Park and its top deck is partially covered by grass and landscaping. The remainder of the deck is a tile-paved plaza that overlooks the marina and that is considered the lower portion of Czuleger Park. A stair and elevator tower at its northwest corner provides access to the plaza from the elevated walkway.

The parking structure was designed by Eberling International, a local architectural firm, and constructed around 1981.

181 N. Harbor Drive (Redondo Beach Marina Office)

Located directly north of Basin 3, 181 N. Harbor Drive is a two-story building that currently houses the Redondo Beach Marina Office on its lower level and a restaurant above. It is a wood post-and-beam framed structure with a shed roof and stucco walls. Its principal west elevation is 10 bays wide, with upper-story balcony and roof supported by cantilevered laminated wood beams. This façade is clad with vertical groove wooden siding alternating with full bay glazing on the lower level. The window walls are topped by jalousie transom windows. The upper-story façade is completely glazed as well.

207 N. Harbor Drive (Samba Brazilian Steakhouse)

207 N. Harbor Drive is a single-story commercial building (restaurant) which is rectangular in plan with a complex hipped roof with overlapping roof plains and central “mast.” Its walls are finished with a combination of vinyl siding and stone facing. The roof is clad in metal standing seam panels. Large expanses of glazing on the south and west sides overlook the harbor.

209 N. Harbor Drive (Captain Kidd’s Fish Market)

209 N. Harbor Drive is a single-story wood-framed commercial building (restaurant) with a side gabled roof and wood shingle siding. There is a lower cross-gabled wing at the rear (west) with an adjoining outdoor patio.

The gabled core of this building was moved to this location in 1976. Its original location and date of construction are not known. The large dining deck on the west side of the building was added in 1977, followed by a sheltering trellis in 1978. There have been numerous additional

modifications to the building over the years, including window replacement and the addition of a marquee and several minor extensions. An associated single-story building to the southwest of the restaurant with a gabled roof and shingled walls is believed to have been moved around the same time as the primary structure although no building permit exists.

Jetty/ Hand Launch (N. Harbor Drive)

Located in the harbor opposite the Seaside Lagoon and north of the Sportfishing Pier, the hand launch jetty is a hook-shaped structure formed of randomly stacked rough-quarried stone blocks, approximately 150 feet in length and 30 feet wide.

233 N. Harbor Drive (Redondo Sportfishing Pier)

233 N. Harbor Drive, the Redondo Sportfishing Pier, also known as “Polly’s Pier,” is a wood framed pier 245 feet long and 30 feet wide, rectangular in plan and placed perpendicular to the shoreline. The pier’s substructure consists of 18-inch diameter tapered circular-section pilings placed in three-pile bents (rows) spaced 20 feet apart and tied with heavy timber diagonal and lateral bracing. The pier deck is constructed of diagonally laid 6-inch wide wood planking on 3 x 16 inch stringers. A wooden post and rail railing wraps the structure. Constructed atop the north half of the pier is a long and narrow single-story wood frame structure capped by an asymmetrical gabled roof clad with wood shingles. The structure’s east wall and most of the south wall are sheathed with wood weatherboard siding. The northern portion of the south wall, west, and north walls are clad with plywood panels with batten strips. Fenestration is a mixture of fixed single pane windows and wood and aluminum sliding sash windows. The restaurant has a porthole main entrance door.

The eastern two-thirds of the building is occupied by a restaurant (Polly’s) and the western portion is a tackle shop and headquarters of Redondo Sportfishing.

239 N. Harbor Drive (On the Rocks)

239 N. Harbor Drive is located along the waterfront between the Seaside Lagoon and Sportfishing Pier. It is a single-story wood frame commercial building (restaurant) with stucco walls, large window expanses facing the harbor, and a complex roofline composed of hipped, shed, and flat elements.

245 N. Harbor Drive (Ruby’s)

Ruby’s is a single-story, 4,766 square foot chain restaurant building with stucco walls and a flat roof.

200 Portofino Way (Seaside Lagoon)

Seaside Lagoon is a beach area and park located at the north end of the project area, adjacent to Portofino Way and west of Harbor Drive. The entire park area is 3.6 acres, principally covered with beach sand. The lagoon itself is a manmade non-tidal saltwater swimming facility with a sand bottom. During the summer months when it is open to the public the lagoon is approximately 1.5 to 2 acres in size. It is drained and nearly empty during the off season. The beach area is fringed on three of the park’s five sides by green landscaped areas of grass and trees, with a larger area of lawn in the northeast section of the park that is used for picnicking and other activities. The boundary between beach and landscaping is defined by meandering concrete walkways. The entire park is fenced and along its southwest side it is

bounded by a stone revetment and elevated harbor-side promenade. Along this revetment is a concrete platform, the tile decorated undulating north wall of which forms the south side of the swimming lagoon. This structure contains mechanical and control equipment for the lagoon, and there are lifeguard stands and water slides mounted atop it. The lagoon itself includes three fountains, one with a podium and paddle-shaped arms, and two platforms making the boundaries of the swimming area.

The park entrance approach features a landscaped sculpture court with bronze statues of local surfing and diving notables Bill and Bob Meistrell (also the founders of Body Glove, one of very few continuously family-owned surf/dive brands in the world), dedicated 2014. The entrance to the park from Portofino Way is emphasized with tinted pavement in a large ship-shaped oval. To the immediate west of the entrance is a long and narrow wood framed building with clerestory roof that houses restrooms and showers, along with administrative offices. Situated to the west of this building, at the northwest corner of the park, is the Lanai. This is an open sided post and beam framed structure with a steep compound gabled roof used as a picnic shelter. In addition to the swimming area, the Seaside Lagoon facility includes two beach volleyball courts, snack bar facilities provided by Ruby's Restaurant (adjacent to the east), picnic areas, and barbeque facilities.

230 Portofino Way (Joe's Crab Shack)

This is a single-story, wood-framed commercial building (restaurant) with vinyl siding covered walls and a complex roofline including gabled and shed elements.

Southern Portion of the Project Site

100-164 International Boardwalk

The International Boardwalk is a row of commercial spaces that wraps the four sides of the Redondo Beach Marina/Basin 3, accessed by a broad walkway at the marina's edge. The principal section of the Boardwalk, which stretches along the east side of Basin 3, is a single-story cast-in-place concrete structure with a flat roof. The roof supports an elevated walkway, known as the Avenue of the Arts, above. The shops, pubs, and restaurants along the Boardwalk occupy rectangular spaces formed by regularly placed east-west running partition walls. While sheltered by a common projecting metal-clad pent roof that runs the length of the Boardwalk, each of the Boardwalk storefronts is unique, created by the individual leaseholders. The row of shops is interrupted in three locations by stairways that provide circulation between the Boardwalk and Avenue of the Arts above. These have concrete steps that are flanked by integrated planter boxes.

Ocean Steps

"Ocean Steps" is a ceramic/mosaic tile art installation designed by Redondo Beach artists, Debbie Collette and Patti Linnett. The art installation adorns the 23 stair risers that form the entrance to Turtle Park, located at the south end of the Avenue of the Arts, overlooking the International Boardwalk and Redondo Beach Marina/Basin 3. "Ocean Steps" presents a vibrant sea-inspired theme featuring stylized waves and a menagerie of small sea creatures formed of colorful broken glazed tile fragments and incorporating pieces of colored and mirrored glass. Each of the 23 "Ocean Steps" is 27.5 feet in width and composed of nine individual three-foot mosaic tile panels.

Horseshoe (Municipal) Pier

The timber portion of the Horseshoe Pier consists of 23 bents (transverse pile rows) of variable width along its 330 foot length. The pier was built as a series of four-pile bents using 12- to 18-inch diameter round tapered timber piles spaced uniformly at 18 feet on center. The piles in each bent are connected at the top by a 12- x 18-inch cap beam. The original deck width is 36 feet and the deck framing consists of closely spaced 3- x 16-inch stringers that are topped with 2-inch thick wood sheathing and a concrete slab. Stamped markings in the slab survive from its 1928 construction. An extensive system of mixed timber and steel pipe longitudinal, transverse, and diagonal bracing exists below the deck level. Many of the structural members within the four central pile rows are believed to be from the original construction.

The reconstructed northern portion of the pier, completed in 1995, consists of a reinforced concrete waffle slab deck with 20-inch deep integral transverse and longitudinal beams. The deck is supported by 20-inch diameter precast concrete piles set within reinforced column caps. The pile system incorporates both plumb (vertical) and battered (angled) piles that are placed on a regularly spaced grid throughout the deck. The deck beams are generally one foot wide and extend fourteen inches below the soffit of the 6-inch thick deck slab. The concrete portion of the Horseshoe Pier is approximately 20 years old and is in good condition.

200 Fisherman's Wharf (Charlie's Place)

Standing at the junction of the Monstad and Horseshoe Piers, 200 Fisherman's Wharf is a two-story, wood-framed commercial structure (restaurant) that is "L"-shaped in plan, with a front-facing double gable roof and wood weatherboard walls. The principal, west, façade features a two-story porch that has been enclosed on the upper level for dining, with an open sided counter/serving area below. Windows are typically single-light fixed sash, placed singly, grouped, and in bands (porch and harbor sides). The gable ends are also glazed, and display protruding ridge beams.

200 Fisherman's Wharf has been altered and expanded several times since initial construction by Pier Properties, Ltd. in 1964. Until the 1980s it was a single gabled bungalow style structure; the addition of a second, matching gable wing nearly doubled its size. The building was most recently modified in 2014, when the two-story porch/patio was enclosed, windows replaced, and new exterior siding installed.

201 Fisherman's Wharf (Slightly Different, T's Toe Rings & Gifts)

Located at the junction of the Monstad and Horseshoe Piers, this single-story wood-framed commercial building is roughly L-shaped in plan and sheltered by a moderately sloped gabled roof. The southern portion of the building has stucco walls with faux half timbering, while the northern section is finished with board and batten. The lower portion of its walls are brick faced. Wood shakes cover the roof, and the eaves are overhanging with shaped rafter ends. The building is lit by bands of fixed display windows and aluminum framed sliding sash windows.

203-205 Fisherman's Wharf (Zeppy's Sicilian Pizza)

203-205 Fisherman's Wharf is single-story, wood framed commercial building (restaurant) with a rectangular footprint and shed roof. There is a shingle covered pent roof above the principal east façade. The façade is finished with glazed tile, and lit by bands of aluminum framed sliding sash windows. There is a service counter at mid-wall.

204-206 Fisherman's Wharf (Mini Chinese Food, Craig's Hot Dog On A Stick)

This single-story wood frame commercial building (restaurants) is located on the east side of the Monstad/Horseshoe Pier junction. An unusual building with a wedge shaped plan and a tri-gable fan-like roof, the structure houses two restaurants, both with glazed tile facades, service counters, and hand-out windows. The west storefront is open-air while the easterly space is glazed with aluminum framed sliding sash windows that appear to be the original configuration. The east, Mini Chinese Food, space also has glazed gable ends with neon signage. A tall mechanical equipment enclosure rises from the roof.

207 Fisherman's Wharf (The Seagull, Oriental Breeze)

207 Fisherman's Wharf is single-story wood framed commercial building (restaurants) with a rectangular footprint and a flat built-up roof enhanced with a shingled perimeter pent roof parapet. The walls are finished with sections of glazed ceramic tile and board and batten on the primary, east, elevation, corresponding with two separate storefronts. The southern storefront has an open service counter, while the northern restaurant has repeating semi-hexagonal bay windows. There is a glazed enclosure at the north end of the building.

208 Fisherman's Wharf (Tony's Hats 'N Things)

208 Fisherman's Wharf is a companion building to 210 Fisherman's Wharf (Tony's On The Pier), directly abutting that building to the east and sharing a number of Tony's fanciful and eclectic design characteristics. It is a single-story wood framed structure with a flat roof and overhanging eaves. On the harbor side there is a shingle covered pent roof parapet with faux dormers (comparable to Tony's). The pier promenade side is an ornate storefront featuring continuous bands of wood framed display windows. A shingle tile clad pent caps the window walls, and below is a skirt of 'antique' red brick. The overhanging eaves are supported by exposed, oversized rafter ends, and surmounted by a low spindle balustrade. The main entrance has double glazed and paneled doors sheltered by an entrance portico comprised of vertical plank flanking walls supporting a gable. The portico roof is shingled and accented with scalloped fascia.

210 Fisherman's Wharf (Tony's On The Pier)

210 Fisherman's Wharf is a fanciful two-story wood framed mid-century building that displays an eclectic mix of stylistic influences. It consists of a single-story, flat roofed, rectangular podium, to which was added an octagonal upper-story with canted glazed walls and an octagonal roof. The original one-story restaurant was built in 1952, with the addition of the second-story cocktail lounge in 1965. The pier promenade side of the main block features several largely decorative steep slope gables, one sheltering the main entrance to the lower-story restaurant, and the others covering the stairway access to the upper-story lounge and lounge entrance landing. These exaggeratedly steep and eccentric gables have a Polynesian 'tiki' aspect, with protruding shaped ridge beams and verge boards, extended eaves and rafters, and oversized random patterned shingles. The scrolled pierced-work stair railing balusters and patterned tile steps also have a tiki sensibility. These features are in marked contrast to the seaport character of the main entrance, with its heavy timber piling and chain motif and spindle balustrade frieze, and to the smoked glass story-and-a-half window wall of the restaurant foyer. The north end of the building has fishing village influences, decorated with blind multi-paned windows and iron accent lantern. The northeast wall of the first level is an aluminum framed glazed wall overlooking the harbor. The octagonal upper-story displays a skirt of wood weatherboards below outwardly canted aluminum framed window

walls that offer a 360 degree view of the harbor. This feature is crowned by a shake covered roof with “crow’s nest” and protruding shaped roof beams. Rising from the roof is the landmark “Tony’s” sign with three large colored orbs.

The interior of the restaurant features abundant dark toned woodwork, open ceilings with exposed framing, and period lighting fixtures including colored glass sphere net floats, fishing nets, and other features in keeping with the tiki meets sailing vessel theme.

240 Fisherman’s Wharf (El Cinco de Mayo)

Situated near the midpoint of a row of commercial buildings on the Horseshoe Pier’s south leg, 240 Fisherman’s Wharf is a small single-story, wood frame commercial building (restaurant) that has a flat roof with overhanging eaves and a façade finished with glazed ceramic tiles. A band of three aluminum framed pass-through windows spans the façade, and there is a glazed entrance door at the north end of the storefront.

250 Fisherman’s Wharf

250 Fisherman’s Wharf is the northernmost building on the surviving timber section (southern portion) of the Horseshoe Pier. It is a single-story, wood frame, commercial building occupied until recently by the “Shark Attack” gift shop. The exterior of the structure has been modified to resemble a wooden sailing vessel. The walls are clad with shiplap siding, which is upswept at the end of the building to suggest a ship’s bow. A shiplap parapet above the overhanging eaves evokes the ship’s gunnels, and four gun ports with protruding “cannons” break the parapet line. From the roof rise three “masts” with cross arms and rigging. The principal façade is embellished with bands of horizontal molded wood trim strips, within which are a series of portholes. The effect is further enhanced by a row of wooden pilings and chain railing along the base of the wall.

500 Fisherman’s Wharf (Kincaid’s)

Situated at the north Horseshoe Pier landing, this is a one and a half-story wood framed commercial building (restaurant) with wood weatherboard walls and a gabled roof.

George Freeth Memorial

Situated on the esplanade between Horseshoe Beach and the Pier Parking Structure, near 200 Fisherman’s Wharf (Charlie’s Place), the George Freeth Memorial commemorates the surfing pioneer and legendary lifeguard. The statue is a cast bronze bust which rests atop a concrete pedestal. Attached to the side of the pedestal is bronze plaque bearing a summary of Freeth’s achievements. The pedestal is at the center of a multi-colored compass rose inset in the concrete walkway.

100 W. Torrance Boulevard (Pier Parking Structure)

Situated between Basin 3 and the pier is a three level parking structure (including top deck). It is a heavy concrete post and beam structure with decks formed of T-section girders. The massive concrete columns are square in section, with flared capitals. On its east side, facing the Basin, a concrete lattice screen conceals parked cars and adds a note of embellishment. In 1972, the parking structure received a major expansion that more than quadrupled its size. Also three levels including an open top deck, the addition extends to the east and south of the original facility and ties the early structure to the International Boardwalk by enclosing the

south end of Basin 3. The lower level of the original structure, as well as the northern portion of the addition, incorporate commercial spaces that open on to the International Boardwalk. Additionally, the parking structure includes restrooms adjacent to the Basin 3 entrance and the southern pier entrance, as well as City maintenance facilities on the lower level of the south end. Aquatic themed murals face International Boardwalk and at south pedestrian entrance, and there are murals along west side, facing the harbor. There is also a mural on the southside of the structure that recreates a photograph taken in the early 1900s depicting the intersection of Diamond Street and Pacific Avenue (no longer existing). The parking structure has a total capacity of 1,018 vehicles. General deterioration of the parking structure was observed, particularly along the edges of the building, which are exposed to the elements. Spalling, concrete loss and exposed reinforcing were noted.

100 W. Torrance Boulevard (Redondo Beach Police Pier Sub-station)

Situated atop the south end of the pier parking structure, the Redondo Beach Police Pier Sub-station is a single-story wood framed building with stucco walls and a compound hip roof. Heavy roof rafters protrude from its wide overhanging eaves.

103-131 W. Torrance Boulevard (Pier Plaza buildings)

Pier Plaza is a New England seaside village-themed commercial and office development composed of 15 individual buildings of varying sizes, typically one- and two-story, which share a common architectural vocabulary. Formally, the buildings are united by repeated octagonal roof and hip roof elements, occasionally punctuated by gabled dormers. The roofs are commonly clad with wood shingles. Wall finishes are generally limited to wide weatherboard siding and wooden shingles, and fenestration is typically multi-pane double hung sash windows with wide wooden trim. The windows are placed singly, as well as in groups and bands.

Basin 3

Redondo Beach Marina/Basin 3

The Redondo Beach Marina/Basin 3 is a concrete walled boat basin, roughly rectangular in plan and measuring about 740- x 120- to 195-feet, its long side oriented north-south. The basin's entrance is on the west, approximately 170-feet wide, protected by a stone breakwater on its south side that angles to the northwest, and the reinforced Mole D landmass to the north. The marina has a natural bottom and includes mooring sites (docks) for private vessels as well as fueling and launching facilities (hoists). The basin's bulkheads are surmounted by a wooden wall and open railing. The floating boat docks are held in place with concrete guide piles and accessed from the International Boardwalk, which circumscribes the marina, and also from wooden and steel access ramps (gangways) along the north side of the boat basin. The two large boat hoists are also located on the northwest side of the basin. Other Basin 3 features include docks for boat rides on the south side of the basin's mouth. Basin 3 has approximately 61 slips able to accommodate boats of varying sizes.

Adjacent to the Project Site (Indirect APE)

Following is a brief description of those buildings/structures adjacent to the project site and within the indirect APE (from northern to southern areas by address and common name) (refer to Figure 3.4-2 for location of these buildings/structures):

200 N. Harbor Drive (vacant, formerly Gold's Gym/Fitness Evolution)

200 N. Harbor Drive is a single-story concrete framed commercial/office structure with a raised basement (parking level) and a flat roof. Its walls are mixed stucco and textured concrete block. The building was constructed ca. 1986.

250 N. Harbor Drive

250 N. Harbor Drive is a two-story concrete framed commercial/office structure with a raised basement (parking level) and a flat roof. Its walls are mixed smooth stucco and textured concrete block.

300 N. Harbor Drive (Crowne Plaza Hotel)

300 N. Harbor Drive is a six-story concrete and steel framed hotel with smooth stucco finished walls, recessed balconies, and a flat roof.

400 N. Harbor Drive (Redondo Beach Hotel)

400 N. Harbor Drive is a three-story concrete and steel framed hotel with smooth stucco finished walls and a flat roof. Construction of the building is currently nearing completion.

505 N. Harbor Drive (Marina Bike Rentals)

505 N. Harbor Drive is a small single-story wood framed commercial building with a shed roof and diagonal wood siding covered walls. The structure was erected ca. 1990.

240 Portofino Way (Portofino Conference Pavilion)

The Portofino Conference Pavilion is a one-story plus raised basement, wood-framed commercial building with stucco clad walls and a combined flat and hipped roof.

Czuleger Park

Czuleger Park is a 2.1-acre open space located near the foot of Diamond Street that forms a green connection between Catalina Avenue and the International Boardwalk and Pier. It is bounded on its north and south sides by condominium buildings of the Village/Seascape complex. The park is westerly sloping as it descends to the harbor level and is predominantly covered by well-maintained lawn. A curving east-west running central walkway is the principal path through the park. It is joined by several smaller walkways entering from the condominium complexes. Trees and bushes are concentrated in the peripheral areas of the park. These include fan palms, several species of eucalyptus, coral trees, Pink Tea Myrtle, California sycamore, pines, and oleander. There is a single freestanding bench, and hardscape features are limited to an observation structure consisting of concentric concrete rings that serve as benches, with integrated tree planters. The observation point is located on a promontory near the park's northeast corner. At its western end the park landscaping extends over a subterranean parking structure (Plaza Parking Structure) and the walkway joins a tile-paved plaza that overlooks the elevated walkway (Avenue of the Arts) and Redondo Beach Marina/Basin 3.

140-696 The Village/Seascape

The Village/Seascape is a large-scale condominium development composed of 30 low-rise (three-four stories) residential buildings each containing 15-42 units. Elements of the condominium complex located within the current project area include a number of the larger buildings located east of the Pier Plaza that are linear, east-west oriented structures with a staggered unit configuration. They are three stories, set upon a base housing vehicle parking, and typically display stucco walls, balconies, and glazed walls facing the ocean.

Monstad Pier

Originally constructed in 1926, the Monstad Pier is a timber structure that consists of 26 bents (transverse pile rows) of variable width along its approximately 400 foot length. The pier was originally built as a series of three-pile bents using 12- to 18-inch diameter round tapered timber piles spaced uniformly at 15-feet on center. The bent piles are connected at the top by 12 – x 8-inch cap beams. The original portion of the deck is approximately 46-feet wide. It is framed with closely spaced 3- x 12-inch stringers that are topped with wood sheathing. In 1968-1970, the east half of the pier was expanded southward to accommodate new buildings. The added pier area measures approximately 200-feet east-west by between 78- and 90-feet.

The deck finish varies over the length of the pier; the expanded portion of the pier adjoining the Landing and Maison Riz is paved with brick pavers, while the section adjoining Pacific Fish restaurant is concrete. Adjacent to the Redondo Bait & Tackle Shop/Redondo Coffee Shop the deck is finished with wood planks. The connecting section that joins the Monstad and Horseshoe Piers is concrete. An extensive system of mixed timber and steel pipe longitudinal, transverse, and diagonal bracing exists below the deck level. Exactly how many of the existing piles remain from the pier's initial construction is not known; most appear quite old. Among the bracing members below the deck are pressure treated timbers that correspond with recent repairs. These appear to comprise less than 20 percent of the bracing system.

100 Fisherman's Wharf (The Redondo Landing)

This is a two-story, 19,000-square foot, wood post-and-beam framed building that houses an array of commercial functions. Its walls are largely glazed and it is covered by a roof with gabled and flat elements.

110-120 Fisherman's Wharf (Maison Riz)

A two-story Tudor Revival style commercial building occupied by a restaurant and other enterprises, 110-120 Fisherman's Wharf was erected in 1970. It is situated directly west of 100 Fisherman's Wharf (Redondo Landing), and a southerly expansion of Monstad Pier was necessary for its construction. The building has an irregularly shaped plan and features a double cross gabled main block with a lower, single-story south wing containing a large dining room. The gabled roof is steeply pitched and clad with wooden shakes. The lower-story walls are faced with "antique" brick, while the upper-story is finishing with stucco enriched with extensive half timbering. The gable ends are typically cantilevered over the lower-story and supported by exposed scrolled joists. Rafter ends and roof beams are also exposed and display scrolled ends. Fenestration of the principal facades is multi-paned wooden sliding or fixed sash arranged in bands or banks of four to six windows. Windows on the ocean facing elevations are large sliding and fixed sash. The south wing has an open rooftop deck with rope railings.

125-127 Fisherman's Wharf (Pier Seafood)

125-127 Fisherman's Wharf is a single-story commercial building (restaurant) located on the north side of Monstad Pier near its junction with the Horseshoe Pier. The building's walls are finished with wooden drop siding and stucco, accented by red brick piers at the corners and entrance. A gabled roof clad with wood shakes shelters the structure. Bands of large aluminum sliding sash windows wrap the north, south, and east sides.

131 Fisherman's Wharf (Pacific Fish)

131 Fisherman's Wharf is situated midway along the north side of the Monstad Pier. It is a long and narrow single-story wood-frame row building with an asymmetrical gabled roof. Its walls are finished with smooth stucco and brick on the south side and painted plywood panels on the north. The roof is clad with wood shakes on the primary, south elevation, and roll roofing on the north. Windows on the south side are aluminum sliding sash, while on the north side there is a continuous band of wood sliding sash. The roofline at the east end is dominated by elaborate ventilation ductwork.

141 Fisherman's Wharf (Redondo Bait & Tackle Shop/Redondo Coffee Shop)

Contiguous with 131 Fisherman's Wharf, 141 Fisherman's Wharf is the westernmost building on the Monstad Pier. It is a single-story, wood-frame building with a hipped roof and a rectangular footprint. The structure's walls are finished with wood weatherboards and board-and-batten siding above.

301 Esplanade (Veterans Park Senior Citizen Center)

Located along the south side of W. Torrance Boulevard, on the north edge of Veterans Park, the Veterans Park Senior Citizens Center is a single-story, wood frame Mediterranean Revival style municipal building with an L-shaped plan and a gabled roof. Its walls are finished with stucco and the roof is red Mission tiles. At its west end, the Senior Citizen Center is attached to a walled enclosure containing shuffleboard courts.

3.4.2.1.3.2 Archaeological Resources

An archaeological resources investigation was conducted for the proposed project and is included as Appendix E1 of this Draft EIR. The archaeological resources investigation was based on the same APE (direct and indirect APE) as the historical resources evaluation. Research efforts included a review of available archaeological site archives, historical maps and photographs, documents describing the project area, and field reconnaissance.

Recorded Archaeological Resources**Within the Project Site:**

- There are no recorded prehistoric or historic archaeological resources within the project site. In addition, the SCCIC records did not have record of any marine cultural resources (e.g., shipwrecks).¹

¹ In addition, the underwater survey of the project site performed for the biological resources analysis (Section 3.3 of this Draft EIR) did not uncover the presence of any identifiable marine cultural resources.

Within the Search Area (0.5-mile Radius from the Project Site):

- The record search for the search area predicted that the general area was sensitive for historical or prehistoric archaeological resources. Specifically, there are three known archaeological sites: two prehistoric archaeological sites and one historic archaeological site within the search area. One of the archaeological sites (CA-LAN-383, a prehistoric site) is adjacent to the east side of the north half of the proposed project.

Archaeological Resources Investigations

A field survey was conducted by a qualified archaeologist on October 30, 2014. Visibility within the project area was poor with most of the project site and area covered in asphalt pavement and fill dirt. Transects were spaced at five meter intervals. Vegetation was limited to introduced ornamentals and weedy species. With the exception of minor amounts of disturbance to adjacent roadways associated with traffic mitigation, which are highly disturbed and developed areas, the proposed project is not expected to impact properties outside of the project site; therefore, no additional archaeological investigation was performed than noted under recorded archaeological resources above.

Northern Portion of the Project Site

The northern portion of the project site consists of extant buildings, Sportfishing Pier, and parking lots with landscaping associated with streetscapes. The park at the Seaside Lagoon is composed of sand, recreational equipment, and some planter hardscape. The rest of the north half of the project site consists of parking lots and scattered buildings.

Southern Portion of the Project Site

The southern portion of the project site includes the International Boardwalk area (a narrow strip of small shops and restaurants and a paved access road east of Basin 3), as well as elevated walkway located on top of the International Boardwalk buildings. Also within the southern portion of the project site is the Pier Parking Structure, extant buildings on and around the parking structure, Horseshoe Pier and buildings on the pier, and paved areas and landscaping along the Torrance Circle area. With the exception of the minor landscaped areas along the Torrance Circle, there is essentially no open ground or areas of exposed soil.

Basin 3

The Basin 3 portion of the project site is occupied by the Redondo Beach Marina, which has approximately 61 vessel slips within the water area/Basin 3. There is no exposed soil associated with Basin 3. The underwater survey of the project site performed for the biological resources analysis (Section 3.3 of this Draft EIR) did not uncover the presence of any identifiable marine cultural resources.

No evidence of archaeological deposits or features was observed during the field survey.

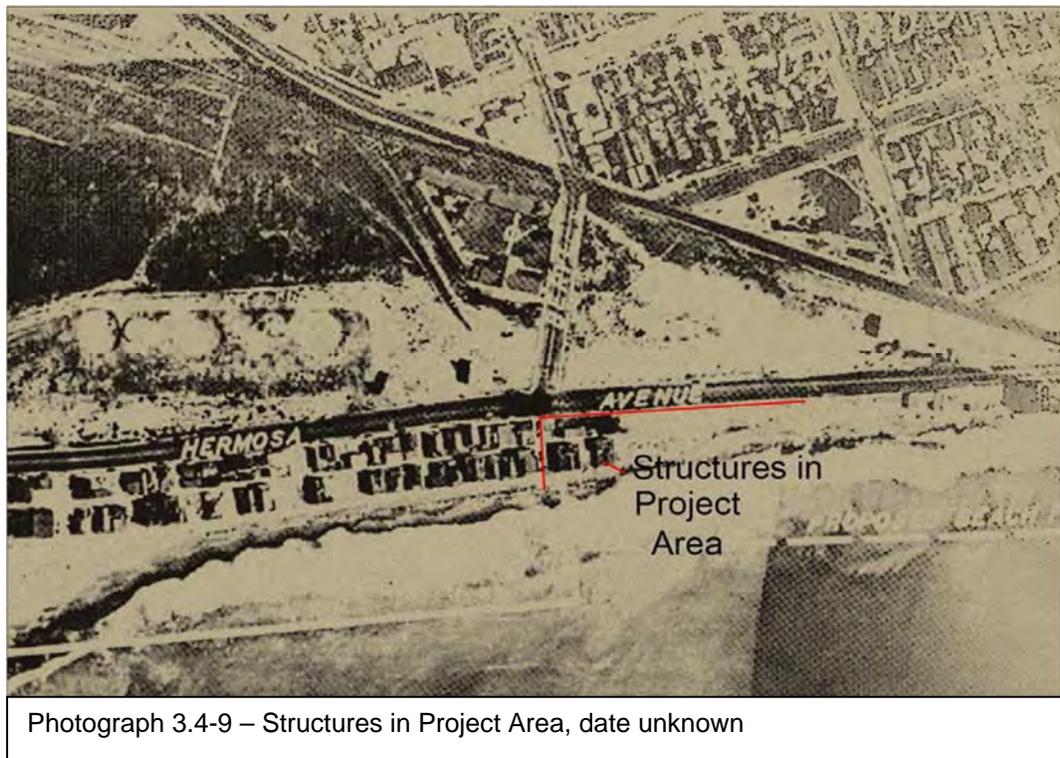
Former Structures

Based on literature and archival review (a majority performed using historical maps and photographs), the northern and southern portions of the project area once contained numerous residential and commercial structures (Photograph 3.4-8). A 1920 aerial photograph shows a cluster of buildings just north of the Horseshoe Pier as well as a few buildings situated along the southern edge of the project in the south.

Structures are depicted in the northern part of the project area dating to ca. 1920. A close up of the second aerial photograph, undated, also shows structures within the project area (Photograph 3.4-9). It is possible that the structures may be related to housing local workers. Beryl Street is the key to identifying the northern limit of the project area. Buried structural remains may be present in the south but obstructions make it difficult to place them.



Photograph 3.4-8 – Former Structures in Project Area, ca. 1920



3.4.2.1.3.3 Native American Consultation

As part of the process of identifying cultural resources issues for this project, the Native American Heritage Commission (NAHC) was consulted during the Notice of Preparation (NOP) phase of the CEQA process. In response to the NOP, the NAHC sent a comment letter (dated July 7, 2014, see Appendix A of this Draft EIR) with the results of their Sacred Lands File (SLF) search and included a list of Native American individuals and/or tribal organizations that may have knowledge of cultural resources in or near the project area. The NAHC comment letter appeared to be a form letter, similar to ones sent to other agencies throughout the state, however the letter stated “the area is known to local Tribes as being culturally sensitive.” This letter did not elaborate on this point or provide any further details. As noted below, the City has inquired about the factual basis for this statement and the applicability to the project site (versus the area/city in general). In response to this statement, the City performed additional archaeological investigation, as described in Section 3.4.2.1.3.2, and performed further outreach described below.

In April 2015, for the purpose of consultation with Native American individuals and tribal organization contacts listed in the NAHC letter, individual letters were sent to Native American contacts (individuals and groups) provided by NAHC as being the appropriate contacts having an interest in the proposed undertaking, and to consult directly with them regarding their knowledge of the presence of cultural resources that may be impacted by the proposed project. In addition, on June 22, 2015, the City received a letter from the Soboba Band of Luisefio Indians indicating that the City of Redondo Beach is within the geographic area that is traditionally and culturally affiliated with the Tribe. Following receipt of this formal request letter, an information/consultation letter was sent to the Soboba Band of Luisefio Indians regarding the proposed project. Following (Table 3.4-1) is the result of the consultation with the individual Native American groups initiated regarding the proposed project:

Table 3.4-1 Coordination with Local Native American Groups

Native American Contact	Contact	Results
Bernie Acuna Gabrielino-Tongva Tribe 501 Santa Monica Blvd. #500 Santa Monica, CA 90401	Mail	No response
Cindi Alvitre Ti'At Society 6515 E. Seaside Walk #C Long Beach, CA 90803	Mail	No response
Conrad Acuna P.O. Box 180 Bonsall, CA 92003	Mail	No response
Ron Andrade Los Angeles City/County Native American Indian Commission 3175 West 6th Street, Rm. 403 Los Angeles, CA 90020	Mail	No response
Robert Dorame Gabrielino Tongva Indians of California Tribal Council Bellflower, CA 90707	Mail/phone	April 27, 2015. Mr. Dorame stated that he thought the area was sensitive for prehistoric resources, his group had concerns regarding the project, and they recommended monitoring.
Sam Dunlap Gabrielino Tongva Nation P.O. Box 86908 Los Angeles, CA 90086	Mail	No response
Anthony Morales Gabrielino/Tongva San Gabriel Band of Mission Indians P.O. Box 693 San Gabriel, CA 91778	Mail	No response
Andy Salas Gabrieleno Band of Mission Indians P.O. Box 393 Covina, CA 91723	Mail/email	April 19, 2015. Mr. Salas in an email recommended a Native American monitor be present with the archaeologist during any or all ground disturbance.
John Tommy Rosas Tongva Ancestral Territorial Tribal Nation (TATTN) tattnlaw@gmail.com	Mail	No response
Linda Candelaria Gabrielino-Tongva Tribe 501 Santa Monica Blvd. #500 Santa Monica, CA 90401	Mail	No response
Joseph Ontiveros Cultural Resource Director Soboba Band of Luisefio Indian P.O. Box 487 San Jacinto, CA 92581	Mail	July 6, 2015. Mr. Ontiveros in a letter indicated that at this time the Soboba Band does not have any specific concerns regarding known cultural resources. Soboba Band wishes to defer to Gabrielino Tribal Representatives who are in closer proximity to the project.

Source: Greenwood & Associates, 2015a (Appendix E1 of this Draft EIR)

3.4.2.2 Paleontological Resources

Paleontological resources include fossil remains of organisms from prehistoric period founds in geologic strata. There are two types of paleontological resources: vertebrate (animals with backbones) and invertebrate (animals without backbones). A paleontological literature and records search, including contacting the Vertebrate Paleontological Section of the LACM, was conducted to determine the potential for paleontological resources within the project site. Geologic literature was reviewed to document the occurrence of any previously recorded fossil locality in that rock unit at or near the project site, as well as the preliminary geotechnical engineering report prepared for the project site by GeoDesign (Appendix E3 of this Draft EIR).

According to the paleontological records search, the result of the vertebrate records search conducted at the LACM, there were no vertebrate fossil documented in the immediate vicinity of the project site nor from the same underlying geologic unit as is associated with the project site.

As mapped by Dibblee (1999), the project site is immediately underlain by four rock units, all of which are exposed at the surface (Figure 3.4-3).² In order of increasing geologic age or decreasing stratigraphic position, those units include 1) historic artificial fill; 2) Holocene beach sediments; 3) Holocene younger dune sand; and 4) older dune sand. However, in the subsurface, lagoonal deposits lie between the artificial fill and beach deposits, whereas Pleistocene marine deposits underlie the beach deposits (GeoDesign, 2014 [Appendix F of this Draft EIR]). These rock units are further described below.

- Artificial fill (Af): Consists of unconsolidated historic sediments and debris that have been substantially disturbed by human activity. Any fossil remains encountered in artificial fill would lack their original geologic and geographic contexts and would not be considered a source of potential paleontological resources.
- Holocene beach sediments (Qs): Consist of unconsolidated sand with mollusk shell fragments common within this unit. At and very near the surface, such sediments are normally too young to contain remains old enough to be considered fossilized and therefore not considered a source of potential paleontological resources.
- Holocene younger dune sand (Qds): This unit is present at and very near the surface, which are sediments normally too young to contain remains old enough to be considered fossilized and therefore not considered a source of potential paleontological resources. In addition, no fossil remains or previously recorded fossil locality are documented from dune sand in the vicinity of the project site.
- Pleistocene older dune sand (Qos): No fossil remains or previously recorded fossil localities are documented from older dune sand in the vicinity of the project site.

In the subsurface of the project site, lagoonal deposits lie between the artificial fill and beach deposits, and Pleistocene marine deposits underlie the beach deposits.

² For the purpose of the paleontological resources analysis, geological information from Dibblee 1999 was used to describe the surficial geologic conditions at the project site. Although the nomenclature of the geologic units are labeled differently than the California Geological Survey 2010 map, Figure 3.5-2 used in Section 3.5 Geology and Soils, there is no material difference in the information. Regardless, the figures are used for different purposes and both paleontological resources, as well as geology and soils, include review of final design reports that will include final project-specific soils details prior to construction.



Redondo Beach Waterfront
Redevelopment Project

- af** artificial fill (historic)
- Qs** beach sediments (Holocene)
- Qds** younger dune sand (Holocene)
- Qos** older dune sand (Pleistocene)
- geologic contact



scale: 0.5 mile

contour intervals: 10 and 20 feet

Source: Dibblee, 1999; USGS Redondo Beach Quadrangle 7.5-Minute Topographic; 1963, photorevised 1981



- Lagoonal deposits consist of silt and clay, and occur only in the subsurface at elevations below seven feet in the northern portion of the project site. No fossil remains or previously recorded fossil locality are documented from known lagoonal deposits.
- Pleistocene marine deposits contain fine-grained sand with mollusk shell fragments (noticeably fewer than found in Qs). At the project site, Pleistocene marine deposits are known to occur in the shallow subsurface of the southern portion of the project site at elevations less than nine feet.

The project site is divided into three general areas: northern portion, southern portion, and Basin 3. Following is a summary of the potential paleontological resources conditions associated with each of the areas:

Northern Portion of Project Site

Artificial fill underlies much of the western portion of the project site west of Harbor Drive, Pacific and Pacific Avenue (Figure 3.4-3). The unit is up to about 15 feet thick in the northern part of the project site (GeoDesign, 2014 [Appendix F of this Draft EIR]). Any fossil remains encountered in artificial fill would lack their original geologic and geographic contexts. Consequently, artificial fill is of no paleontologic importance. Excavation to an elevation of about seven feet would encounter only artificial fill (GeoDesign, 2014).

Holocene beach sediments are present as a narrow strip in the northeastern portion of the project site immediately west of Harbor Drive (Figure 3.4-3), but are also present to the west, where they underlie artificial fill in the subsurface (GeoDesign, 2014 [Appendix F of this Draft EIR]). At and very near the surface, such sediments are normally too young to contain remains old enough to be considered fossilized. On the other hand, a stratigraphic sequence becomes progressively older with increasing depth below the surface.

Holocene younger dune sand is present as a small wedge very near the northeastern margin of the project site between and immediately north of the intersection of Harbor Drive and Pacific Avenue (Figure 3.4-3). At and very near the surface, such sediments are normally too young to contain remains old enough to be considered fossilized. Moreover, no fossil remains and no previously recorded fossil locality are documented from dune sand in the vicinity of the project site.

Pleistocene older dune sand are also present as a small wedge along the northeastern margin of the project site immediately east of North Pacific Avenue and north of its intersection with North Harbor Drive (Figure 3.4-3). No fossil remains and no previously recorded fossil locality are documented from older dune sand in the vicinity of the project site.

Lagoonal deposits consist of silt and clay, and occur only in the subsurface at elevations below seven feet in the northern portion of the project site (GeoDesign, 2014). No fossil remains and no previously recorded fossil locality are documented from lagoonal deposits.

The adjacent water area includes a transition area of varying width (adjacent to the shore) that includes lagoon-type deposits. Further from the shore, the surficial geology (within the project site and harbor) is Pleistocene age marine/sedimentary deposits, which are older marine terrace deposits that generally consist of dense, fine sand with noticeably fewer shell fragments than found in Holocene (recent) beach sediments.

Southern Portion of the Project Site

Artificial fill underlies much of the western portion of the project site west of Torrance Boulevard (Figure 3.4-3). Any fossil remains encountered in artificial fill would lack their original geologic and geographic contexts. Consequently, artificial fill is of no paleontologic importance.

Holocene beach sediments are present in a small area at the southwestern corner of the site (Figure 3.4-3). The beach sediments consist of unconsolidated sand with shell fragments being common within this unit (GeoDesign, 2014 [Appendix F of this Draft EIR]). At and very near the surface, such sediments are normally too young to contain remains old enough to be considered fossilized. A stratigraphic sequence becomes progressively older with increasing depth below the surface.

Pleistocene older dune sand underlies the southeastern portion of the project site (Figure 3.4-3). No fossil remains and no previously recorded fossil locality are definitely documented from older dune sand in the vicinity of the project site. Thus, the potential for scientifically important fossil remains or a previously unrecorded fossil locality in this rock unit being encountered by excavation at the project site is low.

Pleistocene marine deposits occur in the shallow subsurface (at elevations less than nine feet) in the southern portion of the project site.

The adjacent water area includes a transition area of varying width (adjacent to the shore) that includes lagoon-type deposits. Further from the shore, the surficial geology (within the project site and harbor) is Pleistocene age marine/sedimentary deposits, which are older marine terrace deposits that generally consist of dense, fine sand with noticeably fewer shell fragments than found in Holocene (recent) beach sediments.

Basin 3

Basin 3 was created as part of the King Harbor development that began in 1956 and as such is highly disturbed. In 1976, an investigation of subsurface conditions was performed in association with Basin 3 bulkhead rehabilitation (Moffatt & Nichol, 1976). Sampling associated with the water area of Basin 3 indicated a layer of fill. The fill consisted of loose to medium dense sand, with pieces of asphalt concrete, brick, wood, etc. Any fossil remains encountered in artificial fill would lack their original geologic and geographic contexts; consequently, artificial fill is of no paleontological importance.

3.4.3 Regulatory Framework

3.4.3.1 Historical and Archaeological Resources

3.4.3.1.1 Federal

In accordance with the “Protection of Historic Properties” (36 CFR Part 800) and the regulations implementing Section 106 of the National Historic Preservation Act of 1966, historic properties are defined as those listed in or determined eligible for listing in the National Register and require review for adverse effects.

The National Register of Historic Places (National Register or NR) is the United States’ official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the National Park Service (NPS) under the Department of the Interior, the National Register was authorized under the National Historic Preservation Act, as amended.

Its listings encompass all National Historic Landmarks as well as historic areas administered by NPS.

National Register guidelines for the evaluation of historic significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria are designed to guide federal agencies in evaluating potential entries in the National Register. For a property to be listed in or determined eligible for listing, it must be demonstrated to possess integrity and to meet at least one of the following criteria from the National Register guidance, *How to Apply the National Register Criteria*:

- The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:
 - A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
 - B. That are associated with the lives of persons significant in the past, or
 - C. That embody the distinctive characteristics of a type, periods, or method of construction, represents the work of a master, possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction, or
 - D. That have yielded, or may be likely to yield, information important in prehistory or history.

Integrity is defined in the National Register guidance as “the ability of a property to convey its significance. To be listed in the National Register ... a property must not only be shown to be significant under the National Register criteria, but it also must have integrity” (NPS, 1990). National Register guidance further asserts that properties be completed at least 50 years ago to be considered for eligibility. Properties completed fewer than 50 years before evaluation must be proven to be “exceptionally important” (Criteria G) to be considered for listing.

A historic property is defined as “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties (36 CFR Section 800.16(l)(1)).

Because the proposed project entails encroachment on a waterway of the United States, Section 106 of the National Historic Preservation Act of 1966 requires agencies to take into account the effects of their undertakings on historic properties. The Section 106 process typically occurs concurrently with NEPA, however it may continue past the time of project approval under NEPA (i.e. the “Record of Decision”).

3.4.3.1.2 State

In 1992, the California legislature established the California Register of Historical Resources (or California Register) based on the federal model (the National Register of Historic Places per the National Historic Preservation Act of 1966). The California Register is to be used as a guide by agencies, to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change. The California Register, as instituted by the California Public Resources Code (PRC), includes all

California properties already listed in the National Register and those formally determined to be eligible, as well as specific listings of State Historical Landmarks and State Points of Historical Interest (PRC Section 5024.1[d]). The California Register may also include various other types of historical resources, including local designations, which meet the criteria for eligibility. The criteria for listing on the California Register of Historical Resources (PRC Section 5024.1[a]) is described in Section 3.4.4.1.1 below.

Assembly Bill 52

Assembly Bill (AB) 52, seeks to protect a new class of resources under CEQA: “tribal cultural resources.” It requires that lead agencies undertaking CEQA review must, upon request of a California Native American tribe, begin consultation prior to the release of a negative declaration, mitigated negative declaration or EIR for a project. Under AB 52, lead agencies must now evaluate, just as they do for other historical and archeological resources under CEQA, a project’s potential impact to a “tribal cultural resource.” A tribal cultural resource is defined as a site, feature, place, cultural landscape, sacred place or object with cultural value to a California Native American tribe, which may include non-unique archeological resources previously subject to limited review under CEQA. “California Native American tribes” are all tribes (federally recognized or not) on the “contact list” maintained by the NAHC. Although signed in September 2014, AB 52 applies to those projects for which a lead agency has issued a NOP of an EIR or notice of intent to adopt a negative declaration on or after July 1, 2015. The NOP for the proposed project was released in June 2014, consequently these requirements are not applicable to the proposed project. Nevertheless, Native American consultation was performed as noted above.

State Requirements Associated with Unanticipated Discovery of Human Remains

California Health and Safety Code Section 7050.5 requires that in the event of the discovery of human remains outside of a dedicated cemetery, all ground disturbances must cease and the county coroner must be notified. Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives. Sections 5097.94 and 5907.98 of the Public Resources Code specify a protocol to be followed when the Native American Heritage Commission receives notification of a discovery of Native American human remains from a county coroner. If the Coroner determines that the remains are or appear to be of a Native American, he/she shall contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary in compliance with the requirements of Public Resources Code Section 5097.98.

3.4.3.1.3 Local

In 1989, City Ordinance 2554 (Section 10, Chapter 4) of the Redondo Beach Municipal Code (RBMC) established the City Preservation Commission (currently known as the Historical Commission) and created criteria for Landmark designations. The criteria formulated for City of Redondo Beach Landmark listing correspond closely with criteria established for State and National Register eligibility, and are as follows:

- A. It exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering, or architectural history; or
 - B. It is identified with persons or events significant in local, state, or national history;
- or

- C. It embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or
- D. It is representative of the notable work of a builder, designer, or architect; or
- E. Its unique location or singular physical characteristic(s) represents an established and familiar visual feature or landmark of a neighborhood, community, or the City (Chapter 14, Article 2, Section 10-4.201).

According to City Ordinance 2554, Section 10-4.302, the standard of “very exceptional” must be met for structures less than 50 and over 30-years old in determining whether a property/building/structure is a potential historic resource. This standard of “very exceptional” was used as a standard of eligibility. No properties within the project site (i.e., Direct APE) and adjacent area (i.e., Indirect APE) have been officially designated a historic resource landmark/district pursuant to the procedures in RBMC 10-4.301 et seq., consequently a certificate of appropriateness is not required for the proposed project.

3.4.3.2 Paleontological Resources

State Requirements Associated with Unanticipated Discovery of Paleontological Resources

Public Resource Code Section 5097.5 protects against unanticipated discovery of paleontological resources on public lands. California PRC Section 5097.5 prohibits excavation or removal of any “vertebrate paleontological site or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands.” PRC Section 30244 requires reasonable mitigation of adverse impacts on paleontological resources from development on public land.

3.4.4 Impacts and Mitigation Measures

3.4.4.1 Methodology

3.4.4.1.1 Historic Resources

As defined by Section 15064.5(a) of the CEQA Guidelines, the term "historical resource" shall include the following:

- A. A resource listed in, or determined eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (PRC Section 5024.1);
- B. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC or identified as significant in an historical resource survey meeting the requirements Section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant;
- C. Any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political,

military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the historical record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (PRC Section 5024.1[a]) including the following:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

All "historic properties" are automatically eligible for the California Register and, therefore, also "historical resources." However, historical resources may also include additional resources that have been identified in a historical resource survey or that have been designated under municipal or county ordinances.

3.4.4.1.2 **Impacts to Historical Resources**

The California PRC establishes criteria for determining if a project will result in potentially significant, less than significant, or no impact on the environment (inclusive of historical resources). According to CEQA Guidelines, Section 15064.5, a project would have a significant impact on historical resources if it would result in a substantial adverse change in the significance of an historical resource.

Significant effects on historical resources are evaluated by determining the historic status of the resource, the basis for its importance, and then determining the potential for development to affect the characteristics that convey its historic significance. Section 15064.5(b)(1) of the CEQA Guidelines defines a significant effect as one that would materially impair the significance of an historical resource.

According to CEQA Guidelines Section 15064.5(b)(2), material impairment of a resource's historic significance could result if the project would do any of the following:

- Demolish or materially alter in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR.
- Demolish or materially alter in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to local ordinance or resolution (PRC Section 5020.1(k)), or its identification in an historical resources survey meeting the requirements of PRC Section 5024.1(g) unless a preponderance of evidence establishes that the resource is not historically or culturally significant.

- Demolish or materially alter in an adverse manner those physical characteristics of a resource that convey its historical significance and that justify its eligibility for its inclusion on the CRHR, as determined by the lead agency.

3.4.4.1.3 Impacts to Archaeological Resources

To identify previously recorded archaeological resources within a one-half mile radius of the APE, a review of available literature, archaeological site archives, and relevant historical maps was conducted at the SCCIC located at California State University, Fullerton on November 4, 2014. The archaeological resources impact analysis focuses on the potential disturbance or destruction of known and unknown potentially significant archaeological resources that retain their integrity within the APE, particularly impacts to those potential resources resulting from project-related earth-disturbing activities.

3.4.4.1.4 Impacts to Paleontological Resources

Impacts to paleontological resources is based on 1) the review of a surficial geologic map of the project site to determine if a potentially fossil-bearing rock unit underlay the site; 2) the review of paleontological and geologic literature to document the occurrence of any previously recorded fossil locality in that rock unit at or near the project site; and 3) an archival search of the LACM for additional information on any such fossil locality and to document the occurrence of any unpublished fossil locality from the same rock unit in the project site vicinity. In addition, to be considered a unique paleontological resource, the resource must retain its original stratigraphic/geologic context (i.e., not a resource if in disturbed soil). The paleontological resources impact analysis focuses on the potential disturbance or destruction of known and unknown unique paleontological resources based on existing geologic units, particularly impacts to those potential resources resulting from project-related earth-disturbing activities.

3.4.4.2 Thresholds of Significance

The proposed project would result in significant impacts associated with cultural resources if it would:

- CUL-1** Cause a substantial adverse change in the significance of a historical resource;
- CUL-2** Cause a substantial adverse change in the significance of an archaeological resource;
or
- CUL-3** Directly or indirectly destroy a unique paleontological resource.

Since the operation of the proposed project would not involve further destruction of potential historic buildings nor subsurface disturbance, no impact on cultural resources during operations is anticipated. Therefore, the following impact analysis focuses on the potential impacts to cultural resources during construction activities.

3.4.4.3 Impacts and Mitigation

3.4.4.3.1 Proposed Project

The proposed project (also considered the direct APE) 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 structures (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), replacement of the existing Pier Parking Structure, and construction of up to 511,460 square feet (for a total of 304,058 square feet of net new development) to include retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel. 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 parking facilities, expanded promenade/boardwalk along the water's edge, enhanced public open space, and pedestrian and bicycle pathways. The proposed project includes two options related to the Sportfishing Pier: 1) replacement of the pier and building; and, 2) not replacing the pier and 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.

3.4.4.3.2 Impact Determination

Impact CUL-1: The proposed project would cause a substantial adverse change in the significance of a historical resource.

The proposed project includes the demolition of approximately 207,402 square feet of existing structures, which consists of the demolition of all buildings/structures with the exception of Kincaid's and the restroom facility at the Seaside Lagoon. The properties listed in Table 3.4-2 were investigated and found to be less than 45 years in age, the cut-off age established for consideration as potential historical resources for the purposes of this study. Although guidance related to consideration of buildings/structures as historic resources asserts that properties be at least 50 years ago to be considered for eligibility, the 45-year age criteria is used in this analysis in keeping with California Office of Historic Preservation guidance (1995) and recognizes that there is commonly a lag time between resource identification and the date that project development commences. Using the 45-year age criteria is conservative as it would capture additional resources that might not be identified using a 50-year age criteria. Further, none meets the criteria formulated for City of Redondo Beach Landmark listing (e.g., is exemplary to the City, identified with persons or events of significance, embodies distinctive characteristics, is representative of a notable work of a builder, designer, or architect; or is unique).

Table 3.4-2. Summary of Non-Historic Properties within the APE

Address	Common Name	Date of Construction
<i>Direct APE</i>		
180 N. Harbor Drive	Plaza Parking Structure	1979
207 N. Harbor Drive	Samba Brazilian Steakhouse	1991
N. Harbor Drive	Jetty/Hand Launch	Ca. 1975
239 N. Harbor Drive	On the Rocks	1971
245 N. Harbor Drive	Ruby's	1995
230 Portofino Way	Joe's Crab Shack	1988
203-205 Fisherman's Wharf	Zeppy's Sicilian Pizza	Ca. 1973
500 Fisherman's Wharf	Kincaid's	1986
100 W Torrance Boulevard	Redondo Beach Police Pier Sub-station	1984
103-131 W Torrance Boulevard	Pier Plaza	1979-1981
<i>Indirect APE</i>		
200 N. Harbor Drive	Vacant, formerly Gold's Gym/Fitness Evolution	Ca. 1986
250 N. Harbor Drive	Crowne Plaza Complex	1986
300 N. Harbor Drive	Crowne Plaza Hotel	1986
400 N. Harbor Drive	Redondo Beach Hotel	2015
505 N. Harbor Drive	Marina Bike Rentals	Ca. 1990
240 Portofino Way	Portofino Conference Pavilion	Ca. 1995
100 Fisherman's Wharf	The Landing	1972
125-127 Fisherman's Wharf	Pier Seafood	1991
141 Fisherman's Wharf	Redondo Bait & Tackle Shop/Coffee Shop	1983

Source: Greenwood and Associates, 2015b (Appendix E2 of this Draft EIR)

Refer to Figure 3.4-2 for location of buildings/structures in the project APE (direct and indirect APE) listed on Table 3.4-2 above (labeled in black on Figure 3.4-2).

The following properties within the project APE (direct and indirect APEs), identified and described below (labeled in blue/white on Figure 3.4-2), are 45 years old or older and were further evaluated for historical significance:

Direct APE (Project Site)

161 N. Harbor Drive (Foss Maritime Company)

161 N. Harbor Drive was originally a single-story building, constructed between 1962 and 1964. It first functioned as office for the marina boat hoists, fuel pumps, and Catalina Express excursion boat. In 1977, a second-story and western extension were added, along with the

corner “lighthouse.” Johnson Boat Rentals/Redondo Boat Hoist was listed as the operator at that time (the City of Redondo Beach).

The existing boat hoists were installed ca. 1985, and replaced the marina’s three original, 1961, hoists. The wood frame restroom and ticket/hoist control office were added to the marina around the same time, in 1989-1990.

While more than 45 years old, the historical appearance of the Foss Maritime Company building has been substantially altered by the construction of a second-story and other additions. The associated boat hoists have also been altered. Because of their loss of integrity, and because they possess no singular historical associations, they are not viewed as historical resources. The adjacent hoist control structure and restroom building are recent construction and not eligible for consideration as historical resources; therefore, any project-related impacts to the Foss Maritime property would be less than significant.

179 N. Harbor Drive (R10 Social House)

179 N. Harbor Drive was constructed in 1963-1964 by marina developer Gordon McRae as a restaurant and tackle shop. Originally, a single-story building, the restaurant was expanded in 1964 and a partial second-story was added in the 1970s. The building has had numerous expansions and alterations over the years, typically associated with changes in occupancy, and it is presently contiguous with 181 N. Harbor Drive to the north. Among the restaurants housed here have been The Hoist, the Happy Clam, Moose McGillicuddy’s, and Delzano’s. R10 Social House presently occupies the property.

The many additions and alterations to 179 N. Harbor Drive over the course of its 50-year history have obscured all traces of the building’s original 1960s appearance. Historically, it was one of Gordon McRae’s many marina area ventures and it has no special associations with McRae or other individuals, or with patterns of historical events. Because of the building’s loss of historical character and lack of important associations, it is not considered a historical resource; therefore, any project-related impacts to the structure would be less than significant.

181 N. Harbor Drive (Redondo Beach Marina Office)

When first constructed in 1963, 181 N. Harbor Drive was a single-story structure, built by Marina leaseholder and developer Gordon McRae as offices. Initially just seven bays wide, the structure was extended southward to join 179 N. Harbor Drive, and a second-story was added in 1982 by then owner Chas. Johnston Investment Co. to house restaurant facilities. The laminated wood roof beams were extended to support a new balcony. The ground floor has housed the Marina Office, headquarters for day-to-day marina business operations, since ca. 1962.

The 1980s expansion and subsequent alterations have compromised the historical integrity of the original design of this building, and its present character no longer reflects the era of the Marina’s initial development. The building was owned and occupied by Gordon McRae, an important individual in Redondo Beach history and the history of the Redondo Beach harbor’s 1960s redevelopment. McRae started a fishing excursion company, Redondo Sportfishing, in 1945 and was an early master leaseholder in the Harbor. However, this building no longer evokes the period of McRae’s tenancy. Therefore, the building is not viewed as a historical resource and any project-related impacts to the structure would be less than significant.

209 N. Harbor Drive (Captain Kidd's Fish Market)

The gabled core of this building was moved to this location in 1976. Its original location and date of construction are not known. The large dining deck on the west side of the building was added in 1977, followed by a sheltering trellis in 1978. There have been numerous additional modifications to the building over the years, including window replacement and the addition of a marquee and several minor extensions. An associated one-story building to the southwest of the restaurant with a gabled roof and shingled walls is believed to have been moved around the same time as the primary structure although no building permit exists.

While the core structure of Captain Kidd's may be in excess of 45 years old, because it was moved from its original location, and because of the many modifications that have been made to it subsequently, 209 N. Harbor Drive has lost historical integrity and is not considered a historical resource. The same is true for its companion structure. Therefore, any project-related impacts to the structures would be less than significant.

233 N. Harbor Drive (Redondo Sportfishing Pier)

Gordon McRae, proprietor of Redondo Sportfishing and Basin 3 master leaseholder, received a building permit for construction of the pier in August 1968. It was completed in 1969 by contractor Trautwein Construction. The existing 15 x 177-foot building atop the pier was also completed in 1969 and the current businesses have occupied the two primary spaces since that time (see Photograph 3.4-10). The building also includes storage lockers at east end. In May 1988, the pier was damaged by a major storm and a permit was issued for repairs. The pier was rebuilt to its original appearance. Since that time, work on the pier has been limited to routine maintenance activities. Structural inspections of the Sportfishing Pier (in 2007 as well as 2015) have found the piers piles, bracing and deck to be in very poor condition.



Photograph 3.4-10 – View of the Sportfishing Pier (from the south side of the pier, looking northwest)

The Redondo Sportfishing Pier appears eligible for designation as a Redondo Beach landmark under Criteria A, B, and E of the City's local landmark criteria (although there is no official designation) for its association with events and persons that have made a significant contribution to Redondo Beach history. Specifically, for its association with the 1960s redevelopment of the Redondo Beach Harbor, a pattern of events which brought about a significant physical and economic transformation of the community. The Redondo

Sportfishing Pier (Polly's Pier) has been the site of sportfishing excursions, boat rentals and rides, tackle and bait sales, along with harbor side dining at Polly's on the pier, since the late 1960s. These are among the longest operating businesses in the waterfront area, and the pier's prominent harbor location and its singular physical appearance represent a well-established and popular feature on the waterfront, familiar to and patronized by generations of Redondo residents and visitors. Gordon McRae was a pioneer in Redondo Beach harbor development. He established Redondo Sportfishing in 1946 and was a driving force in the redevelopment of the Redondo Beach waterfront during the 1950s and 1960s. He was among the original harbor master leaseholders, selected by the City in 1960 to operate the key Redondo Beach Marina/Basin 3 portion of the development. McRae served as the marina's executive director from 1962 until his retirement in 1975. The Sportfishing Pier is the most intact [and arguably the most important] of the harbor area facilities associated with McRae. McRae also operated fishing barges from Redondo harbor, and had the fuel, boat hoist, concessions, as well as restaurants.

The Sportfishing Pier also has local historical significance under landmark Criterion C as an intact representative example of a timber frame coastal fishing pier. There are few piers in the region that have survived with such limited modifications to structure and facilities as this one. Still occupied by its original tenants, it retains integrity of design and function, and continues to evoke the era of its initial construction.

Implementation of the proposed project would result in the demolition of the Redondo Sportfishing Pier (including the buildings). This would constitute a significant adverse impact to a potential historical resource.

200 Portofino Way (Seaside Lagoon)

The Seaside Lagoon was conceived as a part of the 1960s King Harbor redevelopment plan. Its construction was proposed to the City by Southern California Edison Company, which offered to supply water used by its nearby power plant for cooling to feed the sand-bottomed pool (pers. com. Aust, 2015). The power plant, now operated by AES, pumps water from outside the breakwater to the plant where it is used to cool the turbines. A portion of the heated water is then piped from the power plant to Seaside Lagoon where it is chlorinated on entry. The water is then dechlorinated and returned to the harbor.

The Seaside Lagoon was privately operated when first opened in 1963 as "Pirate's Isle." When the City took over management in 1966 it was renamed the Redondo Beach Marine Park. It took on its current appellation in 1975. Images of the Seaside Lagoon from the 1960s and 1970s depict it as completely sand filled, without trees or landscaping, the lagoon defined on its south side by the angular face of the control building/platform. A bathroom and office building was built along the north side of the facility, and the Lanai was added ca. 1966. A fountain was present within the lagoon, but other current features had not been developed.

An improvement program was developed for the Seaside Lagoon in 1998-1999. The program included creation of lawn areas with sheltering trees and bushes that could offer respite from the beach and sun, as well as areas for other activities. These were installed along the periphery of the park in 1998. Also completed was a reconstruction of the pool control building, which replaced the angular lagoon wall with an undulating face and added slides. Other enhancements included a reworking and expansion of the main entrance. In 2012, the Seaside Lagoon bathroom and office building was replaced with the current structure and the installation of the commemorative Meistrell brothers sculpture occurred in 2014. The Meistrell brothers sculpture would remain, but may be relocated, under the proposed project.

Presently, only the amorphous swimming lagoon itself, a fountain, and the Lanai picnic shelter survive from the 1960s era. The many recent changes to the original design of the Seaside Lagoon, including replacement of the main building and the introduction of new planted park areas, re-landscaping of older green areas, and the addition of hardscape elements, have significantly compromised the design of Seaside Lagoon, to the extent that it no longer conveys the feeling and associations with the era of its development within the Redondo Beach-King Harbor Marina. Therefore, the Seaside Lagoon is not considered eligible for consideration as a historical resource and any project-related impacts would be less than significant.

Redondo Beach Marina/Basin 3

The Redondo Beach Marina/Basin 3 is a major element of the Redondo Beach harbor design created by Arthur Froehlich and Rex Lotery in 1959-1960. Following demolition of a portion of the buildings along the west side of El Paseo, construction of the marina commenced in 1961. It was completed in 1962 and in limited use by 1963, although the new harbor was not officially dedicated until 1966. Since that time, the marina has seen numerous upgrades and alterations, including replacement of the floating slips and associated access ramps, installation of numerous concrete mooring piles, replacement of the boat launching hoists, renovation of the surrounding International Boardwalk, raising of the basin's containment walls, and replacement of railings.

While the form of the basin has remained constant, its surroundings and attendant features, as well as significant portions of its historic fabric, have all changed markedly since its opening in the mid-1960s. Because of these compromises to the historic design of the Redondo Beach Marina/Basin 3, as well as to the character of its setting within the International Boardwalk and harbor as a whole, the marina is not considered a historical resource. Therefore, project-related impacts would be less than significant.

100-164 International Boardwalk

The eastern leg of the International Boardwalk was part of the original design for the Harbor and Basin 3, designed by architects Arthur Froehlich and Rex Lotery and completed in the mid-1960s. The spaces remained undeveloped and unoccupied for several years and were eventually enclosed for use as storage and support space for businesses on the pier (pers. com. Aust, 2015). It wasn't until the mid to late 1970s that the spaces were leased for commercial functions. The promenade above the Boardwalk was created in the late 1970s, when a subterranean parking structure was added adjacent to the Boardwalk on its east, inland, side. Buildings at the north and south ends of the Boardwalk were added at that time as well. Over the years, businesses occupying the Boardwalk have changed frequently, as have their respective facades. A general renovation of the building face occurred in 1989 when the existing pent roof was added and changes made to the stairways.

The extensive alterations to the International Boardwalk since its original construction have impacted the integrity of the design and the complex is, therefore, not considered a historical resource and project-related impacts would be less than significant.

Ocean Steps

“Ocean Steps” is a ceramic tile art installation that adorns the 23 stair risers that form the entrance to Turtle Park, located at the south end of the elevated walkway (Avenue of the Arts), overlooking the International Boardwalk and Redondo Beach Marina/Basin 3. ‘Ocean Steps’

presents a vibrant sea-inspired theme featuring stylized waves and a menagerie of small sea creatures formed of colorful broken glazed tile fragments and incorporating pieces of colored and mirrored glass. Each of the 23 ‘Ocean Steps’ is 27.5 feet in width and composed of nine individual three-foot mosaic tile panels (see Photograph 3.4-11).



Photograph 3.4-11 – Ocean Steps (view from elevated walkway)

Completed in 2009, “Ocean Steps” was the first community art project introduced by the newly formed Redondo Beach Public Arts Commission. The elaborate mosaic tile project was designed by Redondo Beach artists, Debbie Collette and Patti Linnett, who also supervised its fabrication and installation. Collette and Linnett were assisted by a team of more than 50 volunteers, including members of the Redondo Beach Art Group and local tile contractors, in the construction and installation of the piece. The project was sponsored by the King Harbor Association.

Ocean Steps is unaltered since its installation and the piece retains all aspects of integrity. Because the tile mosaic is recently created, it must meet the standard for “very exceptional” when evaluated as a potential historical resource.

Installed strictly as an enhancement to the Basin 3/Pier Plaza connection, the tile mosaic is not associated with events that are of exceptional historical significance at the local, state or national level, nor is Ocean Steps viewed as exemplifying or reflecting exceptional aspects of the City's aesthetic history. Completed just six years ago, the work cannot be considered an “established and familiar visual feature or landmark.” The persons with whom the piece is most closely associated – the artists themselves – are local artists who have had their collaborative work published in various arts related internet journals, and who have exhibited their work at regional shows and exhibitions. They have received several commissions for public artworks from various private and community entities. None of their installations has been recognized with a local, state, or national public arts award. Collette and Linnett are living artists with professional careers that span only about ten years. The body of their individual and joint work is likely to grow and their importance as artists will be more discernible with the passage of time. While recognized within the Redondo area arts community, based strictly on their professional and public recognition, they are not presently viewed as “very exceptional” artist as established by City Ordinance 2554, Section 10-4.302. For these reasons, Ocean Steps does not meet Criteria A, B, D, or E for local historic designation.

The tile mosaic was also considered under local Criterion C (qualities of design and craftsmanship). It is beyond the scope of this study to provide a comprehensive analysis of the artistic merits of this installation. What may be considered is the artistic context. The work is

associated with a tradition of tile mosaic public art making within Southern California, a tradition that extends back 100 years or more. There are presently dozens of tile mosaics existing throughout Los Angeles County, located on public and private properties, created by a great range of artists, and of widely varying styles, techniques, and levels of artistry. Within the immediate neighborhood of the project site there are a number of mosaics on both public and private property. Some may be considered comparable or superior in quality to the Ocean Steps mosaic based on their level of professional and public discussion and recognition. The Ocean Steps installation is not viewed as embodying an exceptionally important place within the tradition of tile mosaic public art in the City or region and, therefore, the artwork is not considered eligible for local landmark designation under Criterion C. Project-related impacts would be less than significant.

200 Fisherman's Wharf (Charlie's Place)

200 Fisherman's Wharf has been altered and expanded several times since initial construction by Pier Properties, Ltd. in 1964. Until the 1980s it was a single gabled bungalow style structure; the addition of a second, matching gable wing nearly doubled its size. The building was most recently modified in 2014, when the two-story porch/patio was enclosed, windows replaced, and new exterior siding installed. The changes have compromised the integrity of the original design and it is not considered a historical resource; therefore, project-related impacts would be less than significant.

201 Fisherman's Wharf (Slightly Different, T's Toe Rings & Gifts, etc.)

A permit to construct a 20 x 108-foot "Stores Building" on this site was issued in 1964. In 1972, the building was expanded and modified to its present form and appearance. Since that time there have been numerous alterations to the interior of the building, along with more minor changes to the exterior, such as replacement of windows and doors. Because the building in its present form is less than 45 years old, it is not considered a historical resource; therefore, project-related impacts would be less than significant.

204-206 Fisherman's Wharf (Mini Chinese Food, Craig's Hot Dog On A Stick)

204-206 Fisherman's Wharf was completed for Pier Properties, Ltd. in 1965. The lead contractor was Beskey Brothers, a firm responsible for many 1960s pier projects. The eastern space was an A&W Root Beer stand in during the 1960s and has had a number of tenants since. The western space has been occupied by Hot Dog On A Stick continuously since the 1960s. While the building is largely intact, modern alterations to the façade, such as glazing of the gable ends, replacement/addition of tile facing and windows, and reconfiguration of the counters preclude it from consideration as a potential historical resource; therefore, project-related impacts would be less than significant.

207 Fisherman's Wharf (The Seagull, Oriental Breeze)

207 Fisherman's Wharf is believed to have been added to the pier ca. 1970. No original building permit was found. Since that time it has been occupied by a number of different restaurants, and changes to the appearance of the building have typically occurred with each change of occupancy. Because of these alterations, the building is not considered eligible for consideration as a potential historical resource; therefore, project-related impacts would be less than significant.

208-210 Fisherman’s Wharf (Tony’s On The Pier, Tony’s Hats ‘N Things)

Tony’s On The Pier, or “Old Tony’s”, as it’s known, is perhaps the oldest feature remaining on the Horseshoe Pier. The original one-story restaurant was established by owner Tony Trutanich in 1952. Immediately popular with pier visitors, the restaurant’s success allowed Trutanich to be selected as a “master leaseholder” when King Harbor was developed in the 1960s.

An expansion of the Horseshoe Pier was necessary when an addition was made to the land side of the restaurant in 1961. In early 1965, Trutanich received a building permit for a 31 x 31 foot second-story cocktail lounge addition to his establishment. The resulting octagonal addition has been a familiar sight on the pier for five decades. Its iconic shape has served as an inspiration for much of the subsequent harbor area development, including the Octagon building (now demolished) and the buildings of Pier Plaza. In addition to the glass walled upper-story lounge, the 1965 renovation also included the creation of a new pier promenade side façade. The new façade integrated tiki inspired elements, such as long, steeply sloped gables with protruding roof beams, with wharf and fishing village decorative elements (see Photograph 3.4-12). These decorative elements are an example of 1960s era fantasy themed commercial architecture. The very modern glazed upper level was tied to the lower-story by way of a full height glazed bay adjoining the entrance, emphasizing the mid-century Modernistic aspect of the design. The architect for the 1965 expansion is not recorded. The contractor was Beskey Bros. The expanded restaurant and lounge was reopened in the summer of 1965 (Tony’s Restaurants, Inc. 2015).



Photograph 3.4-12 – View of Tony’s On The Pier
With Companion Structure (right, looking northwest along Horseshoe Pier)
North façade, (looking south)

Constructed on the pier around 1960-61, directly adjoining Tony’s restaurant on the southeast and also owned and operated by Tony Trutanich, was a shop that was called the Sea Spray Gift Shop. Presently known as Tony’s Hats ‘N Things, the shop also incorporated a variety of whimsical elements such as an exaggerated gabled entrance, scrolled vergeboards, and a roofline balustrade.

Tony’s On The Pier, with its companion structure, is eligible for designation as Redondo Beach local landmark under Criterion C (although there is no official designation) as an excellent and intact example of 1960s era fantasy themed commercial architecture. The

buildings are reflective of certain exaggerated theme park inspired design, as epitomized by Disneyland, and ideally suited to a center of recreation and amusement like the Horseshoe Pier. The buildings playfully blend disparate tiki, seaside wharf, gingerbread house, and Modernistic elements into an artfully executed whole that is expressive of its era's exuberance and vitality. There are few examples of this style of architecture from the 1960s that display the level of design integrity, both on the exterior and interior, as Tony's On The Pier does. It possesses excellent integrity of location, setting, feeling, association, materials and workmanship.

The building is also eligible for local landmark listing under Criterion B (although there is no official designation), for its association with its developer, Tony Trutanich. A successful restaurateur and businessman, Trutanich built upon his success with his original restaurant to become the master leaseholder for the entire Monstad Pier. He thereby influenced the course and appearance of its development during the important 1960s and 1970s era of harbor expansion and redevelopment. Trutanich was directly responsible for the construction of at least three pier businesses, Tony's, Tony's Fish Market, and the Hats-N-Things gift shop. It is the original Tony's On The Pier with which he is most closely associated.

Tony's On The Pier is also significant for its association with important patterns of events in Redondo Beach history. Specifically, for its contribution to the popularity and success of the redeveloped pier during the era of waterfront renewal and expansion in Redondo Beach in the early to mid-1960s.

Implementation of the proposed project would result in the demolition of the Tony's On The Pier and its companion structure. This would constitute a significant adverse impact to a potential historical resource.

240 Fisherman's Wharf (El Cinco de Mayo)

240 Fisherman's Wharf is thought to have been constructed in the early to mid-1960s (no original building permit was found). Over the years it has been home to a number of food service businesses including Pretzelmaker, the Olympic Restaurant, and presently, Cinco de Mayo. The building's façade has experienced multiple alterations, mostly associated with changes in occupancy. Because of its loss of design integrity the building is not considered a historical resource; therefore, project-related impacts would be less than significant.

250 Fisherman's Wharf

Constructed ca. 1965 as a restaurant and converted to a gift shop use in 1989, 250 Fisherman's Wharf was extensively modified in 1993 when the exterior was transformed to an antique sailing ship appearance. New siding, windows, and doors, as well as replica gunnels, cannons, and masts were installed at that time. The building's original 1960s design lost integrity as a result of these changes, and it is not considered a historical resource; therefore, project-related impacts would be less than significant.

George Freeth Memorial

Situated on the esplanade between Horseshoe Beach and the Pier Parking Structure, near 200 Fisherman's Wharf (Charlie's Place), the George Freeth Memorial is a bronze bust that commemorates the early surfing pioneer who traveled from Hawaii to Redondo Beach in 1907 to introduce the sport to Southern California beachgoers. Freeth was also the first "official" lifeguard on the Pacific Coast and won a number of honors for his heroic feats.

The George Freeth Memorial bust was created by local sculptor Terry O'Donnell and installed by the City at the foot of the pier in 1977. It was sponsored by the Redondo Beach Historical Commission. Over the decades, the Freeth bust became a source of pilgrimage for watermen from around the world. In 2008, the bronze sculpture was stolen, presumably for its scrap value. A concerted effort by local citizens and Freeth admirers, including the "Friends of Freeth," raised funds so that the sculpture could be recast from original molds. It was reinstalled in November 2010 (McDermot, 2010).

Artist Terry O'Donnell was a long time professor in the fine arts department of El Camino College (he joined the faculty in 1972). He was also a guest instructor in a ceramics and sculpture program sponsored by the City of Torrance. O'Donnell showed his work in juried shows throughout Southern California, specializing in ceramic and mixed media sculpture that incorporated found objects, and that reflected a range of influences. The George Freeth memorial bust is considered his best known work. O'Donnell died in 2008.

Because the George Freeth Memorial Bust is recently created, it must meet the standard for "very exceptional" (as established by City Ordinance 2554, Section 10-3.302), when evaluated as a potential historical resource.

Although located near its original position close to the south entrance to the Horseshoe Pier, and incorporating the original biographical plaque, the fact that the bust was recast without the participation of the creator of the artwork, which indicates a low level of design integrity; it is essentially a replica of the original work. For this reason, the sculpture does not meet the criteria for "very exceptional" importance and it is not eligible for local or state historical designation. As part of the proposed project, the sculpture and plaque would be relocated elsewhere in the project site. Project-related impacts would be less than significant.

100 W. Torrance Blvd. (Pier Parking Structure)

The Pier Parking Structure is an element of the original King Harbor development plans. Work on the Phase I of the parking structure commenced in early 1962 and it was completed in 1964. It functioned independently for several years, accessed by two ramps located on its southern end. Development of the second phase of the parking structure was delayed for several years with construction of Phase II being completed in 1972.

Because the 1962 Pier Parking Structure was significantly altered and the structure in its present form is less than 45 years old, and because it does not possess exceptional qualities of design or historical association, it is not considered eligible for consideration as an historical resource. Therefore, project-related impacts would be less than significant.

Horseshoe/Municipal and Monstad Piers (Redondo Beach Pier Complex)

The "Redondo Beach Pier Complex" is composed of the Municipal or "Horseshoe" Pier and the Monstad Pier. The Monstad Pier was built in 1926 by Captain Webb L. Monstad specifically for fishing and pleasure boat use. The horseshoe shaped Municipal Pier was built in 1928 to replace the earlier concrete Endless Pier. Over the years, the piers have evolved to their present configuration through a series of largely undocumented alterations, repairs, and reconstruction efforts.

Monstad Pier

No design drawings of the Monstad Pier are available to determine exactly how or when it was altered over time. Historic photographs indicate that, when initially built in 1926, the “Pleasure Fishing Pier,” as it was also known, was approximately 25 feet wide (three-pile bents). During the 1930s, off-shore gambling on suitably appointed ships and barges became popular, the most famous of the gambling ship being the “Rex,” operated by Tony Cornero. The rise of off-shore gambling set off a boom at Monstad’s pier. To accommodate the increased business, Captain Webb Monstad widened his pier to over 30 feet in 1936, and 100 feet was added to its length around the same time (McCandeless, 1980). By the 1940s a number of tackle shops and eateries had been added along the north side of the pier deck. On the south side, a lower fishing deck was added to protect tourist from the anglers. The 1950s also saw an expansion of the eastern portion of the pier, where a number of new shops and restaurants (most notably, Quality Seafood) sprouted. The 1969-1972 period witnessed a further expansion of the eastern half of the pier. Tony’s Fish Market was added in late 1969-1970, followed in 1972 by “The Landing,” which together required a roughly 200 x 80-90 foot addition to the pier platform.

In 1983 and 1984, a program of pier repairs and upgrades was undertaken. Work completed included replacement of seven piles, deck repairs, construction of a new commercial structure at the pier’s west end, and construction of a 220-foot long fishing promenade. This feature connected the west end of the Monstad Pier with the westernmost portion of the Horseshoe Pier, and its configuration was much the same as the existing concrete replacement structure.

Although altered by repairs and expansion of its eastern end, the Monstad Pier continues to manifest those characteristics of design which have become familiar to generations of pier visitors. Specifically, its structural system of timber pilings, braces, and deck retain sufficient integrity of design and construction to convey its historic character and evoke associations with its historical functioning as focal point of fishing and recreational activity, and waterside commerce in Redondo Beach. It served, and continues to serve, as a haven for fishermen and beach visitors, strollers, and seafood diners. The structure manifests the evolution of the pier, and harbor area generally, transitioning from fishing and boating functions, expanding to accommodate more commercial functions during the post-World War II era, with additional expansion during the 1960-1970 period as the harbor developed and larger and more tourist oriented commercial enterprises settled on the pier. The general configuration of the west half of the pier with its lower fishing deck along the south side and narrow shops and seafood venues along the north, has remained constant since the 1950s or earlier.

Horseshoe (Municipal) Pier

The horseshoe-shaped Municipal Pier was constructed in 1928 following demolition of the Endless Pier earlier that year. Repairs and changes to the pier since its initial construction in 1928 are largely unrecorded. Historic photographs and other sources indicate that the south side of the pier has been widened 20 feet for a distance of approximately 180 feet beginning at its union with the Monstad Pier. An additional pile row was added to support the expanded deck and the buildings placed upon it. This addition is believed to have occurred in the early to mid-1960s when several commercial structures were added to this section of the pier. On its north side, the pier was widened approximately 10 feet for a length of 90 feet, also requiring an additional row of piles. This alteration apparently corresponds with the construction of Tony’s On The Pier restaurant in 1952. With these changes, the total square footage of the timber pier portion of the Municipal Pier is about 18,500 square feet. Historical photos illustrate that prior to the early 1950s, buildings on the pier deck were limited to a few

small bait shacks. In 1983, a 220-foot connection spanning between the west ends of the Municipal and Monstad Piers was built, known as the “fishing promenade.” This feature was destroyed by a major storm in 1988. The following month, a fire caused by faulty electrical wiring destroyed 15 pier businesses and more than half of the pier deck. A reconstruction of the pier using concrete pilings was completed in 1995. The work approximates the configuration and alignment of the original structure and is compatible with the historic pier structure. It includes a new Monstad-Horseshoe Pier connection on the former fishing promenade alignment.

Records of earlier pier repairs are incomplete. City archival drawings indicate that a program of repairs was completed in 1987, including replacement of two piles and repair of 40 others. Since 1988 the City has expended approximately \$2.4 million for repair and maintenance of the timber portion of the pier. This work has included replacement of some piles and framing members, but the exact extent of the work is not recorded. The percentage of wood piles replaced over the past 35 years is estimated at less than 10 percent, and those members replaced have been replaced in-kind.

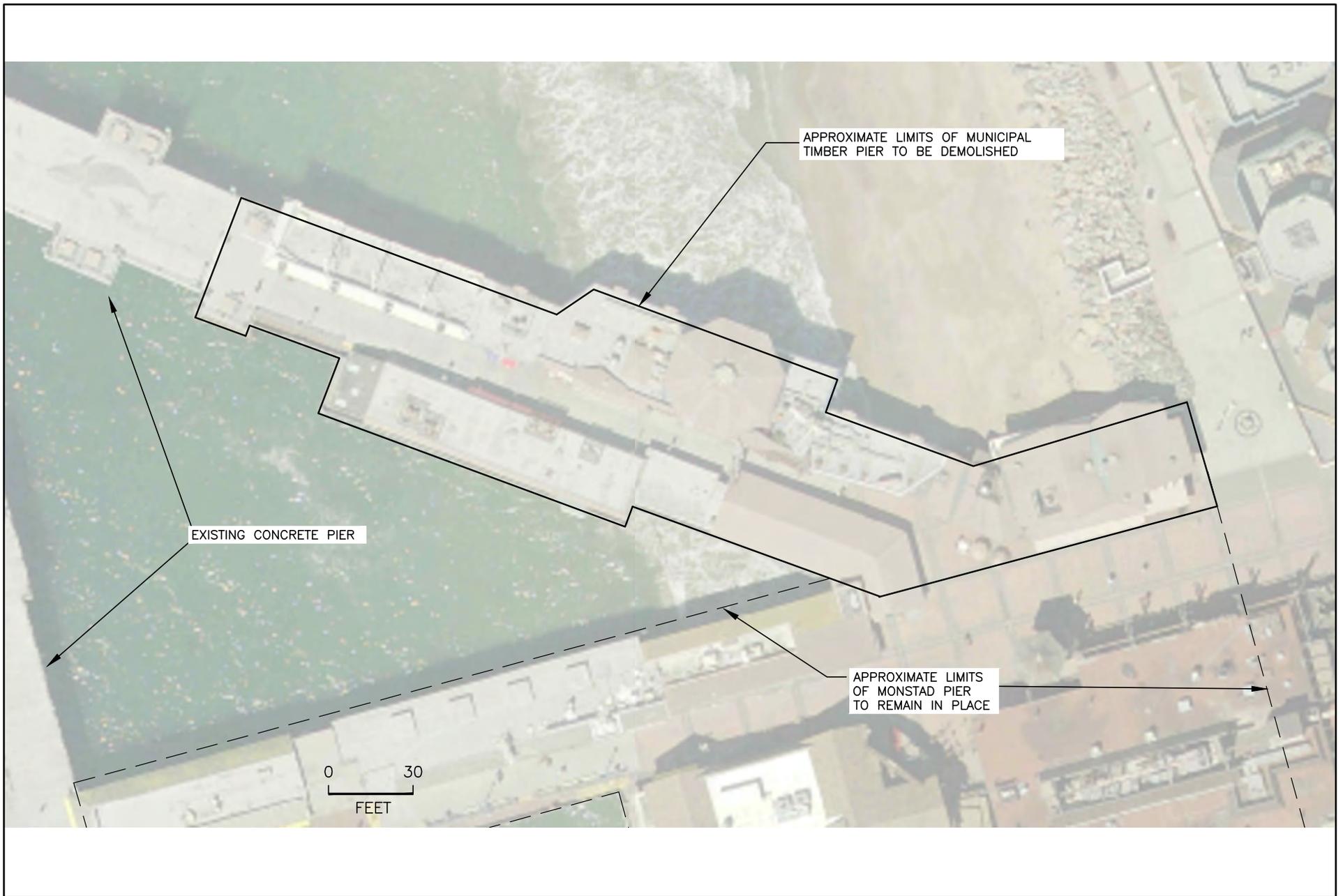
While the configuration of the original timber framed Horseshoe Pier has been compromised by the loss of approximately two thirds of the structure to fire in 1988, the remaining 330 feet of the pier appears substantially as it did during its period of significance (1928-1966).

Redondo Beach Pier Complex

The Monstad Pier (pier on right in Photograph 3.4-13) and the timber portion of the Horseshoe Pier (pier on the left in Photograph 3.4-13; timber portion starts at buildings and extends east) share close similarities in their construction, both being wood frame, timber pile piers. They are comparable in their dates of initial construction, being built within two years of each other, in 1926 and 1928, respectively. Further, as shown on Figure 3.4-4, the two structures are physically joined together, and for roughly a third of their lengths appear, when viewed from the shore or from the pier deck, as a single monolithic structure. These factors indicate that it is, therefore, most appropriate that the two timber piers be considered as a combined resource, the Redondo Beach Pier Complex, when assessing historical significance.



Photograph 3.4-13 – View of the Horseshoe Pier (left) and Monstad Pier (right)



Source: Noble Consultants, Inc., 2015



The piers serve as a reminder of the early days of wooden wharf and pier construction in the City and are a physical connection to the community's past. The early success of Redondo Beach was directly tied to its functioning as a port, supplying lumber shipped from the Pacific Northwest, and other goods, to the growing town and to the region. Redondo Beach once supported three timber framed wharfs, all active at the same time, and used by ships and the railroads to transport cargo, as well as by fishermen and weekend beach tourists alike. Later, as shipping declined and use of the wharfs faded, pleasure piers replaced them and were among the City's principal attractions, drawing tourists from throughout the region and beyond to Redondo Beach. The surviving portion of the Horseshoe Pier and the Monstad Pier date to this period in Redondo Beach harbor history when beach tourists thronged to the waterfront on weekends and summer days to enjoy the many attractions along El Paseo, and enjoy a stroll or some angling out over the harbor's waters on the piers.

For its association with the development of the waterfront and the community of Redondo Beach as a whole, the Redondo Beach Pier Complex (which consists of the combined piers - Horseshoe and Monstad Piers), appears eligible for local landmark designation under Criterion B (although there is no official designation), for its association with the historical development of Redondo Beach and its waterfront. The Redondo Beach Pier Complex also appears eligible under Criteria C and E (although there is no official designation), for its embodiment of the distinctive characteristics of timber pier construction as built along California's Pacific Coast during the early to mid-twentieth century.

Implementation of the proposed project would result in the demolition of the timber portion of the Horseshoe Pier and may result in direct impacts to the Monstad Pier in the area immediately adjacent to the connection between the two piers (potential impacts are associated with the demolition and reconstruction of the connecting platform and pier support systems and joints of the Horseshoe Pier where it connects with the Monstad Pier). This would constitute a significant adverse impact to a historical resource.

Potential for indirect impacts, specifically potential vibration impacts to the Monstad Pier, as detailed in Section 3.10 Noise (Section 3.10.4.3, Impact NOI-2), were determined to be less than significant with implementation of mitigation measure MM NOI-2 Pile Driving Vibration.

Indirect APE (Adjacent to Project Site)

Czuleger Park

First known as Plaza Park because of its adjacency to the Redondo Plaza Project, the park was completed circa 1982 and dedicated to former Redondo Beach mayor, William F. Czuleger, in 1990. The public green space was created as a result of coastal access and open space requirements established for development of the Redondo Plaza Project in 1975. Financing for the park's development came from the developer, Lincoln Properties. The park design is the work of landscape architect, Jim Preston. It was conceived as a "passive park," and was "designed for leisure pastimes such as strolling and outdoor lunches and not for organized games and activities."

Because Czuleger Park was created within the past 35 years, it must meet the standard for "very exceptional" importance when evaluated as a potential historical resource. The park was developed as an element of the Redondo Plaza urban renewal scheme, which replaced the former main commercial district of Redondo Beach. Redondo Plaza was conceived in the mid-1960s and the first portions of the development were realized in the early 1970s. While

the redevelopment of this historically important section of the city was a significant occurrence, Czuleger Park is a relatively minor part of the plan, added in the mid-1970s, well after the Plaza Master Plan was developed. It was created as a green connection between mainly commercial Catalina Avenue and the harbor area, and not as a destination for recreational activity. The design of the park received no attention in the regional media or professional literature, nor is it known to have received any professional recognition. The park's designer, Jim Preston, is also not recorded as having gained professional notice for his work. For these reasons, Czuleger Park does not meet the criteria for "very exceptional" importance in terms of its design or historical associations, and is therefore, not viewed as a historical resource.

With the exception of the lower portion of the park, consisting of a plaza and seating area located above the Plaza Parking Structure that may be closed for safety reasons during construction of the proposed project, construction of the proposed project would not directly affect Czuleger Park. Construction of the proposed project includes the reconfiguration of a portion of the existing Plaza Parking Structure. The existing stairway and elevator tower located at the northern end of the parking structure would be demolished to make way for the Pacific Avenue Reconnection. A new stairway and elevator would be constructed within the structure. During construction associated with the Plaza Parking Structure, the lower portion of the park on the roof-top of the parking structure would be temporarily closed, but no modification of the park would occur. Both potential direct and indirect project-related impacts would be less than significant.

140-696 The Village/Seascape

Construction of The Village/Seascape came about as the result of a mid to late 1960s urban renew effort focused on the harbor-adjacent areas of central Redondo Beach. The area located between El Paseo (renamed Harbor Drive) and Catalina Avenue had been the heart of the City's seaside tourist district, which, by the 1950s, had become neglected and lost most of its popular attractions and appeal. By 1970, most of the properties within the current footprint had been acquired, buildings demolished, and the first phase of The Village development initiated. Phase I, located in the central area of the development and including Buildings 300-360, was completed in 1972. It was followed in 1974 by buildings located to the south, adjacent to W. Torrance Boulevard and Catalina Avenue, and in 1978 by buildings placed along the south side of present Czuleger Park. The last phase of the development was completed in 1980, located to the north of the park and extending to Pacific Avenue.

Because of their relatively recent construction and because they possess no exceptional qualities of design or association, neither the individual constituents of The Village/Seascape apartment and condominium development, nor the complex as a whole, are considered historical resources. Therefore, any potential indirect project-related impacts would be less than significant.

110-120 Fisherman's Wharf (Maison Riz)

110-120 Fisherman's Wharf was constructed in 1970 for use as a restaurant and fish market by Fisherman's Wharf, Inc., a pier development company led by Anthony Trutanich, owner of Tony's On The Pier restaurant. For more than 30 years the principal ground floor space was occupied by Tony's Fish Market, also known as "New Tony's," a seafood restaurant. Since that time, various other restaurateurs have occupied the space, most recently Maison Riz. The remainder of the building has housed an assortment of pier tourist oriented enterprises. A portion of the upper-story has been occupied by several law firms since the 1970s.

The interiors of the commercial spaces have undergone varying levels of renovation over the years, generally associated with changes in occupancy. Alterations to the exterior of the building have included minor changes to windows, wall finishes, and signage, generally restricted to the lower-story storefronts. In 1978 a 1,300 square-foot addition was made to the upper story laws offices.

The exuberantly Tudor Revival style design of 110-120 Fisherman's wharf is somewhat altered, although the building has good integrity of location, setting, feeling, and association. It evokes the 1970 date of its original construction and retains many of its character defining features. It is associated with early pier restaurateur and master leaseholder, Anthony Trutanich; however, Trutanich is much more strongly associated with nearby Tony's On The Pier than with this building. While a solid example of its style, the building is not known to be the work of a designer or architect of note, and there are a number of comparable examples within the Redondo Beach area. For these reasons, 110-120 Fisherman's Wharf is not eligible for local or state historic designation; therefore, any potential indirect project-related impacts would be less than significant.

131 Fisherman's Wharf (Pacific Fish)

131 Fisherman's Wharf dates to the late 1950s or earlier. By the early 1960s and continuing into the 1980s, it functioned as the Fisherman's Haven Sea Food Restaurant. It became Pacific Fish restaurant in 1991. Since the 1960s, the building has experience numerous alterations to its exterior. Its roofline has been changed more than once, as have its wall finishes, fenestration, and signage. The building presently bears little resemblance to its 1950s-1960s incarnation. It is not considered a potential historical resource because of these numerous changes, which have removed character-defining features and compromised its integrity of design. Additionally, no important historical associates were identified for the building. Therefore, potential indirect project-related impacts would be less than significant.

301 Esplanade (Veterans Park Senior Citizen Center)

The Senior Citizen Center was added to Veterans Park by the City around 1970. The building was significantly expanded and remodeled to its present appearance in the mid-1990s. Because of the loss of design integrity resulting from the extensive alterations, the building is not considered a historical resource. Therefore, potential indirect project-related impacts would be less than significant.

Haul Routes

As shown in Figure 2-24 (in Chapter 2 Project Description), haul trucks are anticipated to access the project site primarily from the Interstate (I)-405 freeway via Torrance Boulevard and Hawthorne Boulevard. Heavy loads would be prohibited from using 190th/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. As listed in Existing Conditions Section 3.4.2.1.3.1, above, a historical records search found several existing designated historical resources within 0.5 mile of the project site. Although the potential haul routes may be along or near designated or potential historic resources, typical road traffic induced vibration levels are unlikely to be perceptible by people. As described in Section 3.10 Noise, the peak vibration level for loaded trucks is 0.076 inches per second (in/sec). The criteria for potential damage to wooden buildings is 0.2 in/sec; therefore, potential indirect project-related impacts would be less than significant.

Summary of Potential Impacts to Historic Resources

The project-specific historical resources investigation resulted in the identification of structures that meet the eligibility criteria for City of Redondo Beach Local Landmark designation (although none of these structures has been officially nominated). This being the case, these properties are considered historical resources under CEQA. Because these properties qualify as historical resources as defined by CEQA, and may qualify for listing as a City of Redondo Beach Landmark, demolition of these buildings would represent a significant impact to historic resources under CEQA.

The properties are as follows:

- Sportfishing Pier (including buildings),
- 208-210 Fisherman's Wharf (Tony's On The Pier, Tony's Hats 'N Things)
- Redondo Beach Pier Complex (which includes the timber portion of the Horseshoe [Municipal] Pier, and the Monstad Pier)

As currently proposed, implementation of the proposed project would result in direct impacts, through removal or alteration, of these historical resources.

Mitigation Measures

The demolition of Sportfishing Pier and timber portion of the Horseshoe Pier, which includes the removal of Tony's On The Pier and its companion building, and connects with the adjacent Monstad Pier, are essential elements of the proposed project. Avoidance, relocation, and partial retention of these resources is not possible due to the existing condition of these structures. As detailed in Section 3.5 Geology and Soils (Section 3.5.2.3 Existing Structural Conditions), inspections of the Sportfishing Pier and Horseshoe Pier found the condition of the pier structures to be in very poor condition and any attempt to repair or replace existing piles and decks was determined to require demolition of a portion of the existing buildings and decks to sufficiently expose the bottom and allow equipment to repair and replace the structures (Noble, 2015a and 2015b). This essentially translates to nearly total demolition and replacement of the existing piers and buildings (those on the Sportfishing Pier and Tony's On The Pier), which would result in removal or alteration to these potentially historical resources; therefore, a significant unavoidable impact would occur to Sportfishing Pier, Tony's On The Pier and its companion building, and the Redondo Beach Pier Complex.

Following are the proposed historic resources mitigation measures:

MM CUL-1: Recordation

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.

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.

MM CUL-2: Interpretive Program

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.

MM CUL-3: Protection of the Monstad Pier During Construction

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.

Residual Impacts

233 N. Harbor Drive (Redondo Sportfishing Pier): As currently proposed, implementation of the proposed project would result in the demolition of the Sportfishing Pier. This would constitute a significant adverse impact to historical resources. While mitigation measures MM CUL-1 and MM CUL-2 are proposed, in the case of the full demolition of an historic property, residual impact are considered significant and unavoidable.

208-210 Fisherman's Wharf (Tony's On The Pier, Tony's Hats 'N Things): As currently proposed, implementation of the proposed project would result in the demolition of these buildings. This would constitute a significant adverse impact to historical resources. While mitigation measures MM CUL-1 and MM CUL-2 are proposed, in the case of the full demolition of an historic property, residual impact are considered significant and unavoidable.

Redondo Beach Pier Complex: As currently proposed, implementation of the proposed project would result in the demolition of the timber (most southern) portion of the Horseshoe Pier and portions of the Monstad Pier. This would constitute a significant adverse impact to historical resources. While mitigation measures MM CUL-1, MM CUL-2, and MM CUL-3 would reduce these project-related impacts (including a reduction in impacts to Monstad Pier), residual impacts to the historical resource are considered significant and unavoidable.

Even with implementation of mitigation measures, impacts to historical resources would be significant and unavoidable.

Impact CUL-2: The proposed project could cause a substantial adverse change in the significance of an unknown archaeological resource.

An archaeological survey revealed that almost no ground surface was visible and no archaeological resources were observed. A literature review and records search found no recorded prehistoric or historic archaeological resources within the project site. In addition, the SCCIC records did not have record of any marine cultural resources (e.g., shipwrecks) within the APE. However, the record search associated with the search area (0.5-mile radius from the project site) predicted that the general area was sensitive for historical or prehistoric archaeological resources. Specifically, there are three known archaeological sites: two prehistoric archaeological sites and one historic archaeological site within the search area, but not within the project site. One of the archaeological sites (CA-LAN-383, a prehistoric site) is adjacent to the northeastern portion of the proposed project, close enough to warrant concern.

Historical research depicts numerous structures along the east side of the northern portion of the project site. Structures appear to be residences and commercial buildings. Although the structures are not currently on the site, remnants from these structures (such as their foundations) may remain beneath the surface. The nearby Shade Hotel, north of the project site, and currently under construction, encountered refuse (e.g., pieces of old nearby rock revetments and electrical conduit from prior demolition at that site) (Aaron Jones, personal communication, 2014). Although this debris may not have met the criteria for an archaeological resource, the potential existence of unknown buried structures in areas of previous structures warrants further consideration.

Based on the observed modifications to the project area and in comparison with the surrounding area, it is likely that the majority of the project area has been mechanically modified (i.e. disturbed soil). The only exceptions are in the northeast and southern edge of the project area (see Figure 3.4-5) where there is a potential for archaeological (prehistoric) deposits or unknown archaeological resources. The paved area in the northeast of the project site was subject to geologic testing and characterized as upper fill and beach deposits (GeoDesign, 2014 [Appendix F of this Draft EIR]). Refuse and architectural remains are considered fill and do not necessarily reflect the integrity of the subsurface remains. The lack of fill would suggest that historical remains would be less likely to be present although only in the areas tested.



Source: Greenwood & Associates and Noble, 2015



The existence of pre-existing structures (e.g. Pier Parking Structure, Village/Seascape apartment and condominium complex, Torrance Circle) makes it difficult to obtain further clarification, an unknown archaeological resource could be encountered during construction in the southeastern portion of the project site. The rest of the project area appears to have been heavily modified by the construction of existing structures and/or harbor facilities.

Based on the presence of previous structures in the project site and surrounding area, and the prehistoric resource adjacent to the project site, it is possible that unknown archaeological resources (including buried features or possible structural remnants) may be present within the project site. Therefore, construction of the proposed project within the northeastern and southeastern portions of the project site has the potential to have a substantial adverse change in the significance of an unknown archaeological resource. Based upon this potential, impacts are considered significant.

Mitigation Measures

Due to the sensitivity for unknown archaeological resources, the following mitigation measure would be implemented to reduce the potential impact of excavation on unknown archaeological resources at the project site to a less than significant level:

MM CUL-4: Phase I Archaeological Work

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 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 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.

Residual Impacts

With application of mitigation measure MM CUL-4, the potential impact of excavation on unknown archaeological resources at the project site would be less than significant.

Impact CUL-3: The proposed project could directly or indirectly destroy an unknown paleontological resource.

According to the paleontological records search, the result of the vertebrate records search conducted at the LACM, there were no vertebrate fossil documented in the immediate vicinity of the project site nor from the same underlying geologic unit as is associated with the project site.

Based on existing geotechnical information, in the northern portion of the project site, earth-moving activities would likely encounter artificial fill, beach deposits, and younger and older dune sand. Excavation to an elevation of about seven feet for the northern parking structure would encounter only artificial fill, but might also encounter lagoonal deposits below the artificial fill.

In the southern portion of the project site, earth-moving activities would likely encounter artificial fill and beach sediments. Excavation for the southern parking structure could also encounter Pleistocene marine deposits.

The adjacent water area includes a transition area of varying width (adjacent to the shore) that includes lagoon-type deposits. Further from the shore, the surficial geology (within the project site and harbor) is Pleistocene age marine/sedimentary deposits. Sampling associated with the water area of Basin 3 indicated a layer of artificial fill.

Impacts relative to each rock unit under the project site are described below.

- Artificial fill does not contain any fossil remains retaining their original geologic or geographic context. For that reason, there would be no potential for any scientifically important fossil remains or previously unrecorded fossil locality in this rock unit to be encountered or as a result of project-related earth-moving activities. Therefore, artificial fill has no paleontologic sensitivity and there would be no significant impact from earth-moving activities.
- Holocene beach sediment is known to contain mollusk shell fragments. The Holocene beach sediment at and very near the ground surface is too young to contain remains old enough to be considered fossilized. For that reason, there would be a low potential at shallow depths below the ground surface for any scientifically important fossil remains or previously unrecorded fossil locality in this rock unit to be encountered or lost as a result of project-related earth-moving activities. Therefore, beach sediment has a low paleontologic sensitivity and there would be no significant impact from earth-moving activities at shallow depths. However, a stratigraphic sequence becomes progressively older with increasing depth below the ground surface. Consequently, there would be a potential at greater depths for remains old enough to be considered fossilized to be encountered or lost to those activities. Therefore, earth-moving activities, particularly excavation for the southern parking structure, have the potential to have an adverse effect on unknown paleontological resources and impacts are considered significant.

- Holocene younger dune Pleistocene older dune sands do not contain fossil remains or previously recorded fossil locality. Therefore, there would be a low potential for scientifically important fossil remains or a previously unrecorded fossil locality in these rock units to be encountered or lost due to project-related earth-moving activities. There would be no significant impact.
- Lagoonal deposits consist of silt and clay, and occur only in the subsurface at elevations below seven feet in the northern portion of the project site. Although no fossil remains and no previously recorded fossil locality have been documented from lagoonal deposits at the project site or area, there would be a potential for scientifically important fossil remains or previously unrecorded fossil locality in this rock unit to be encountered or lost due to project-related earth-moving activities that encounter these deposits. Therefore, earth-moving activities, particularly excavation for the northern parking structure, have the potential to have an adverse effect on unknown paleontological resources; therefore, impacts are considered significant.
- Pleistocene marine deposits are comprised of fine-grained sand with some mollusk shell fragments. At the project site, Pleistocene marine deposits occur only in the shallow subsurface of the southern portion of the project site at elevations less than nine feet. Although there has been no previously recorded fossil at the project site, because fossil mollusk shell fragments have been recorded in Pleistocene marine deposits, there would be a potential for scientifically important fossil remains and previously unrecorded fossil localities in this rock unit to be encountered or lost due to project-related earth-moving activities. Therefore, in areas of Pleistocene marine deposits, earth-moving activities associated with construction of the proposed project could have a substantial adverse change in the significance of an unknown paleontological resource, particularly excavation for the southern parking structure.

Mitigation Measures

The following mitigation measure would be implemented in order to preserve a representative sample of any scientifically important fossil remains and associated data that might be exposed by excavation at the project site; thereby, reducing the impact of excavation on unknown paleontological resources at the project site to a less than significant level:

MM CUL-5: Potential to Encounter Unknown Paleontological Resources

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.

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.

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.

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.

Residual Impacts

With application of mitigation measure MM CUL-5, the potential impact of project-related earth-moving activities on the paleontological resources at the project site would be reduced to a less than significant level.

3.4.4.4 Cumulative Impacts

Historic and Archeological Resources. The context for assessing cumulative impacts to historic and archaeological resources is the presence of any structures, buildings, or objects with the potential to hold historic value based on the definition of significant resources defined in Section 15064.5(a)(3)(A) of the State CEQA Guidelines as those resources that have made a significant contribution to the broad patterns of California's history and cultural heritage. The geographic scope of the assessment area is the City of Redondo Beach. Historic and archeological resources include resources listed in, or determined to be eligible by the State Historical Commission for listing in the California Register or resources eligible pursuant to the Redondo Beach criteria. A significant cumulative impact would occur if construction projects collectively destroyed historical resources that provide historic cultural information to the extent that such information would be permanently lost pursuant to Section 15064.5 of the State CEQA Guidelines.

Section 3.4.2.1.2 provides an overview of the history of the project site, including the loss/renovation of previous on-site structures. The proposed project includes the demolition of several buildings, the opening of the Seaside Lagoon to tidal influence, the demolition of the Sportfishing Pier and the southern portion of the Horseshoe Pier, along with the buildings currently on that portion of the pier. The project site is not listed on the City's Historical Resources Register, National Register or California Register, National Register as a contributor to a National Register Historic District, within the Historic Overlay Zone, and is not listed as a property with Mills Act agreements. However, the project-specific historical resources investigation resulted in the identification of four properties that meet the eligibility criteria for City of Redondo Beach Landmark designation. This being the case, these properties are considered historical resources under CEQA. As analyzed above, the Horseshoe (Municipal) Pier and Monstad Pier together make up the Redondo Beach Pier Complex. As currently proposed, implementation of the proposed project would result in a substantial adverse change in the significance, through removal or alteration, of these historical resources. The Monstad Pier directly adjoins and is physically connected to the Horseshoe Pier. This being the case, the Monstad Pier is susceptible to both direct and indirect impacts associated with the removal of the adjoining pier and a substantial adverse change in the significance of a historical resource and significant impact (cumulatively considerable contribution) would occur from construction of the proposed project.

Additionally, the City would continue to perform ongoing maintenance and repair (replacement of approximately one to two pilings and cross bracing is budgeted for every year) of the Monstad Pier. Routine alterations and replacement of historic fabric with other similar components is necessary, and expected, for ongoing routine maintenance, and the Monstad Pier would remain.

Section 3.4.2.1.2 provides an overview of the archaeological history of the project site. Based on the documented presence of previous structures in the project site and surrounding area, and the prehistoric resource adjacent to the project site, it is possible that unknown buried features or possible structural remnants may be present within the project site. Therefore, construction of the proposed project has the potential to have a substantial adverse change in the significance of an unknown archaeological resource and a significant impact (cumulatively considerable contribution) exists.

Paleontological Resources. Based on a paleontological records search and preliminary geotechnical information, there is a low potential for scientifically important fossil remains or previously unrecorded fossil localities to be encountered or lost due to project-related earth-

moving activities associated with construction of the proposed project. However, a stratigraphic sequence becomes progressively older with increasing depth below the ground surface. Consequently, there would be a potential at greater depths for remains old enough to be considered fossilized to be encountered or lost to those activities. Earth-moving activities, particularly excavation for the northern and southern parking structures, have the potential to have an adverse effect on unknown paleontological resources. Therefore, construction of the proposed project has the potential to have a substantial adverse change in the significance of an unknown paleontological resource and a significant impact (cumulatively considerable contribution) exists.

Cumulative Summary

Future projects in the City of Redondo Beach would be subject to statewide and local requirements related to historic resources, ensuring that a collective loss of cultural information does not occur within the City. Outside of the City, projects statewide are subject to CEQA requiring evaluation and, if necessary, mitigation for the potential loss of historic resources. This will ensure that historical resources throughout the state are minimized due to long-term development. However, as described above, the proposed project has the potential to have a substantial adverse change in the significance a locally historic resource, unknown archaeological resource, and unknown paleontological resource. Therefore, the proposed project would make a cumulatively considerable contribution to impacts on cultural resources.

Cumulative Mitigation Measures

Implementation of mitigation measures MM CUL-1 and MM CUL-2 would reduce impacts to historic resources but not eliminate them; therefore, the proposed project would cause a substantial adverse change in the significance of a historical resource (i.e., Sportfishing Pier, Tony's On The Pier and its companion building, and the Redondo Beach Pier Complex). Implementation of mitigation measure MM CUL-3 would further reduce impacts associated with the Monstad Pier portion of the Redondo Beach Pier Complex. Even with implementation of mitigation measures MM CUL-1 to MM CUL-3, impacts on historic resources would remain significant and unavoidable. Implementation of mitigation measure MM CUL-4 would reduce potential for the construction of the proposed project to cause a substantial adverse change in the significance of an archaeological resource to less than significant. With implementation of mitigation measure MM CUL-5, the potential for the construction of the proposed project to directly or indirectly destroy a unique paleontological resource would be reduced to less than significant.

Cumulative Residual Impacts

Even with implementation of mitigation measures, the proposed project would cause a substantial adverse change in significance to the three historical resources and the impacts would be significant and unavoidable, and the proposed project would result in a significant and unavoidable cumulative impact. With application of mitigation measures associated with potential to encounter and destroy unknown archaeological and paleontological resources during excavation activities, the proposed project would not have a significant cumulative impact on archaeological and paleontological resources.

3.4.4.5 Summary of Impact Determinations

The following Table 3.4-3 summarizes the impact determinations of the proposed project in addition to adopted growth projections (i.e., potential cumulative impacts) related to cultural resources, as described in the detailed discussion above.

Table 3.4-3: Summary Matrix of Potential Impacts and Mitigation Measures for Cultural Resources Associated with the Proposed Project and Cumulative Growth

Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
CUL-1: The proposed project would cause a substantial adverse change in the significance of a historical resource.	Proposed Project: Significant - construction	Proposed Project: Mitigation measures MM CUL-1 through MM CUL-3	Proposed Project: Significant and unavoidable – construction
	Cumulative: Significant (cumulatively considerable contribution) - construction	Cumulative: Mitigation measures MM CUL-1 through MM CUL-3	Cumulative: Significant and unavoidable (cumulatively considerable contribution) - construction
CUL-2: The proposed project could cause a substantial adverse change in the significance of an archaeological resource.	Proposed Project: Significant - construction	Proposed Project: Mitigation measure MM CUL-4	Proposed Project: Less than significant
	Cumulative: Significant (cumulatively considerable contribution) - construction	Cumulative: Mitigation measure MM CUL-4	Cumulative: Less than significant (not cumulatively considerable)
CUL-3: The proposed project could directly or indirectly destroy a unique paleontological resource.	Proposed Project: Significant - construction	Proposed Project: Mitigation measure MM CUL-5	Proposed Project: Less than significant
	Cumulative: Significant (cumulatively considerable contribution) - construction	Cumulative: Mitigation measure MM CUL-5	Cumulative: Less than significant (not cumulatively considerable)

3.4.4.6 Summary of Mitigation Measures

Implementation of the following mitigation measures would be required to reduce significant impacts to cultural resources:

MM CUL-1: Recordation

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.

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.

MM CUL-2: Interpretive Program

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.

MM CUL-3: Protection of the Monstad Pier During Construction

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.

MM CUL-4: Phase I Archaeological Work

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 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 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.

MM CUL-5: Potential to Encounter Unknown Paleontological Resources

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.

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.

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.

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.

3.4.5 Significant Unavoidable Impacts

Even with implementation of mitigation measures MM CUL-1, MM CUL-2, and MM CUL-3, impacts to historical resources would be significant and unavoidable. With implementation of mitigation measures MM CUL-4 for potential impacts to unknown archaeological resources, and MM CUL-5 for potential impacts to unknown paleontological resources, the proposed project would not cause a substantial adverse change regarding archaeological resources, and would not directly or indirectly destroy unique paleontological resources.