

Section 3.9

Land Use and Planning

SECTION SUMMARY

The land use and planning analysis addresses potential impacts associated with any identified inconsistency of the proposed project with the provisions of the identified state, regional and local plans. Inconsistencies with land use policies are only considered significant impacts if the inconsistencies result in significant adverse effects on the *physical* environment not analyzed in the other resource sections of the EIR. This section is also used to discuss inconsistency with applicable plans pursuant to CEQA Guidelines Section 15125(d). An analysis of potential impacts on land use associated with the alternatives is detailed in Chapter 4 Analysis of Alternatives.

Section 3.9 Land Use and Planning provides the following:

- A description of existing land uses in the project area;
- A description of existing land use regulations and policies;
- A discussion on the methodology and thresholds used to determine whether the proposed project would result in a significant impact to land use and planning;
- An analysis of the land use and planning impacts that would result from the proposed project; and
- A description of any Conditions of Approval that the City would impose, along with mitigation measures proposed to reduce any significant impacts;
- A summary of residual impacts (i.e., impacts remaining after mitigation), if applicable.
- An analysis of potential cumulative land use and planning impacts;
- A summary of land use and planning impact determinations associated with the proposed project, cumulative growth, and mitigation measures; and
- A description of significant unavoidable impacts associated with land use and planning, if any.

Key Points of Section 3.9:

Existing uses at the project site includes a mix of commercial, restaurant and office uses, as well as land and water recreational uses, parking, and a marina. The proposed project is consistent with the applicable state, regional, and local land use plans, including the Public Trust Doctrine, California Coastal Act, the Regional Transportation Plan (RTP): 2012-2035 Sustainable Communities Strategy (SCS), City of Redondo Beach General Plan, and the City's Coastal Land Use Plan and the Harbor/Civic Center Specific Plan. The proposed project is consistent with the land use designations and zoning classifications for the project site; therefore, the impact would be less than significant and no mitigation is required.

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3.9.1 Introduction

This section describes the existing mix of land uses in the project site and vicinity and details changes in land use at the project site due to the proposed project. It includes an analysis of the consistency of the proposed project with the provisions of the identified state, regional and local plans.

As discussed in the NOP/IS (Appendix A of this Draft EIR), implementation of the proposed project would not physically divide an established community. Connectivity as it relates to the project site is addressed in Section 3.13 Traffic and Transportation of this Draft EIR.

3.9.2 Environmental Setting

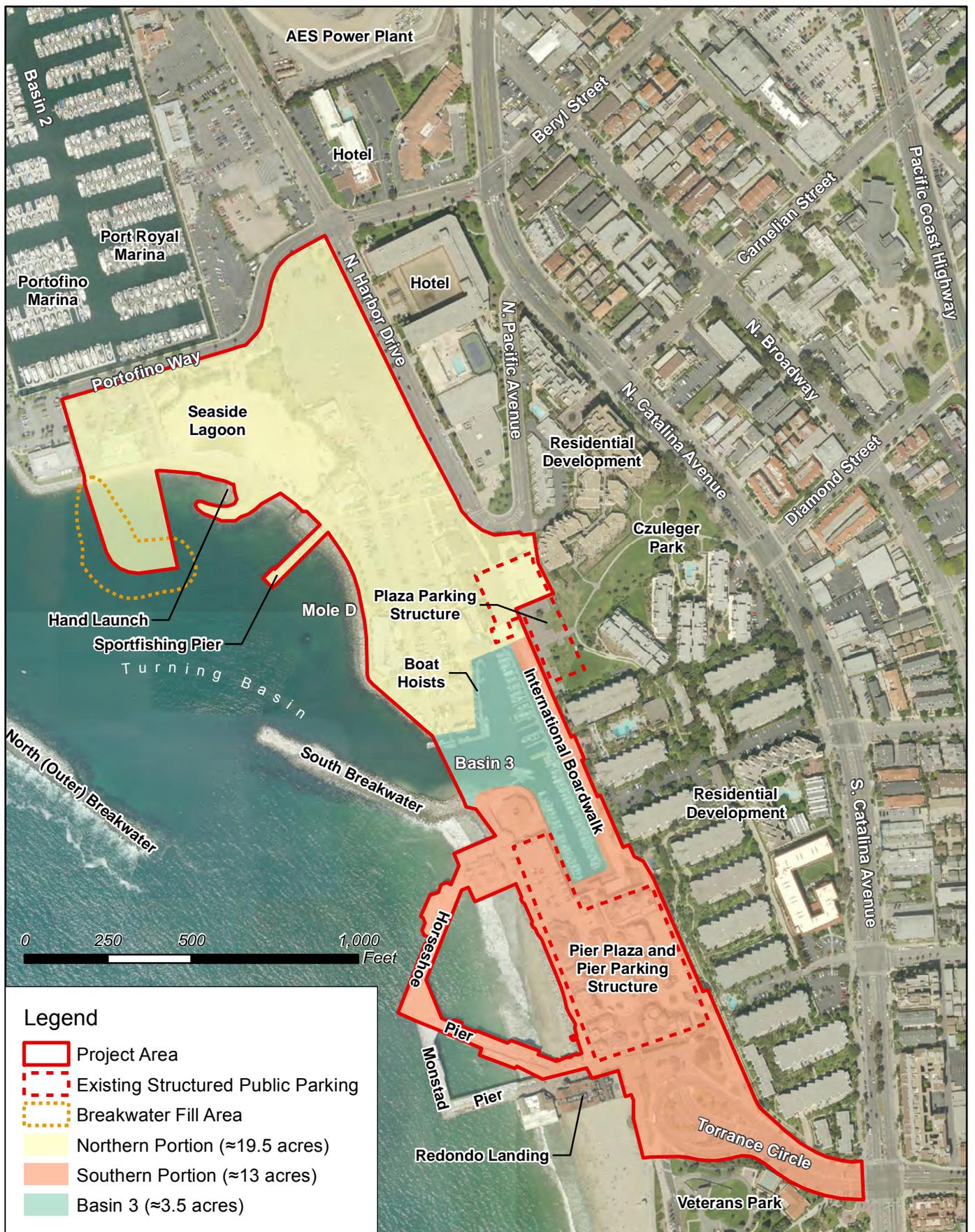
3.9.2.1 Existing Land Use

As shown in Figure 3.9-1, the project site is in a developed area, surrounded by a variety of land uses to the north, south, and east, and the King Harbor (Outer) Breakwater and Santa Monica Bay to the west. To the north, the surrounding uses are Basin 2 (including Basin 2 improvements such as a hotel, yacht club, apartments, fueling facility, conference facility and restaurant), marinas, and surface parking lots. The AES Redondo Beach Power Plant (AES power plant) is located approximately 0.09 mile to the northeast. To the east are a hotel, commercial uses, Czuleger Park, and high density multi-family residential development (Village/Seascape Apartments and Condominiums). To the south are Veterans Park, the Redondo Landing commercial development, and the Monstad Pier.

The project site is an approximately 36-acre portion of the Redondo Beach waterfront. The project site currently has approximately 219,881 square feet of existing development (not including the parking structures), including retail, restaurant and office uses. Other uses include an enclosed and contained public swimming and recreational facility known as the Seaside Lagoon, two parking structures (the Pier Parking Structure and the Plaza Parking Structure), surface parking lots, retail and restaurant uses and Basin 3 (site of the Redondo Beach Marina) which provides recreational and visitor-serving uses such as water craft rentals, sightseeing, and slip rentals.

As shown on Figure 3.9-1 and described further below, the project site is defined in terms of three geographic areas, the northern portion (approximately 19.5 acres [including approximately 1.3 acres of water area within the Turning Basin near Mole D]), the southern portion (approximately 13 acres), and Basin 3 (approximately 3.5 acres of water area). Approximately one acre of the southern portion of the site is comprised of the International Boardwalk and elevated walkway and bikeway above the International Boardwalk, which connects to the northern portion of the site.

The northern portion of the project site is located on Mole D and C adjacent to the Turning Basin, south of the Port Royal and Portofino Marinas in Basin 2 and along the northern half of Basin 3. It includes large surface parking lots with several building pads consisting of primarily restaurants. Other features include the Seaside Lagoon, the Sportfishing Pier (also known as Polly's Pier), hand launch (non-motorized/hand carried boats only) and dinghy dock, a breakwall, and two boat hoists. A portion of the Plaza Parking Structure and public areas west of the Plaza Parking Structure are included in the northern project area.



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



The southern portion of the project site encompasses the Horseshoe Pier and retail and restaurant buildings located on the pier, the Pier Parking Structure, and the two-level commercial and office development on the upper level (known as Pier Plaza). It also includes the International Boardwalk and elevated walkway and bikeway above, situated east of, and adjacent to, Basin 3. The Torrance Circle south of Catalina Avenue is also included in the southern portion of the project site.

The third area, Basin 3, is occupied by the Redondo Beach Marina, which has approximately 61 vessel slips used by recreational, commercial, fishing, tourism, and excursion vessels and can accommodate boats with a minimum and maximum length of 20 feet and 65 feet, respectively.

The southern and northern portions of the site are currently connected by a paved access road (not accessible for public vehicle use) between Basin 3 and the International Boardwalk, as well as an upper level bicycle and pedestrian corridor located as an elevated walkway above the International Boardwalk. The paved access road provides for pedestrian, delivery/service, and emergency vehicles access. The elevated walkway is used by pedestrians and bicycles. The access road/elevated walkway generally follows the historic route of the primary waterfront streets that once served to provide public access and connectivity along the coastline. In contrast to past conditions, where public streets connected the public to the waterfront via Pacific Avenue, El Paseo, Harbor Drive and various other streets, there currently exists no public vehicle access between the north and south areas of the project site. Instead, public patrons to the waterfront must now use Catalina Avenue from Harbor Drive to Torrance Boulevard to travel from one end of the site to the other.

Existing parking includes the Plaza Parking Structure, the Pier Parking Structure, and surface parking in the northern portion of the project site. Specifically, in the northern portion of the site, parking consists of the surface parking lots with approximately 673 single stalls and 67 double stalls for trailers associated with the Redondo Beach Marina lots, approximately 102 stalls near Joe's Crab Shack, and the 332-stall Plaza Parking Structure. Parking in the southern portion of the site is located at the 1,018 stall Pier Parking Structure.

3.9.2.2 Planning at the Project Site

As described in Section 3.9.3 below, there are plans and policies that are applicable to land use and planning at the project site. At a local level, as described in Chapter 2 Project Description, Section 2.1.1.4, of this Draft EIR, the waterfront area has been the focus of comprehensive and intensive land use, planning analysis for over 10 years, and was studied and comprehensively planned as early as 1959. These past and recent efforts have enabled the informed adoption of site-specific zoning and property development standards, a certified Local Coastal Program/Plan (LCP) and specific plan policies and other standards and regulations prescribing a precise plan guiding all future development of the harbor and pier area and its surroundings. Based on this long history of planning, there are consistent and comprehensive standards in place for the project site that have been approved by the elected officials of the City of Redondo Beach, the voters of Redondo Beach, and the California Coastal Commission.

3.9.3 Regulatory Framework

Local and regional plans provide guidance for land use decisions. Various land use plans and policy documents set forth regulations and guidelines pertinent to allowable development. A description of the plans and policies potentially applicable to the proposed project are described below.

3.9.3.1 California State Lands Commission/Tidelands Grant

The California State Lands Commission (CSLC) has oversight responsibility for tidal and submerged lands legislatively granted in trust to local jurisdictions, and monitors granted lands for compliance with the public trust and the applicable granting statutes. Tidelands are lands lying between the lines of mean high tide and mean low tide. The Mean High Tide Line (MHTL) is the landward tidelands boundary, a boundary that moves with changes in the profile of the shoreline, particularly in sandy beach areas. The MHTL is the boundary between public tidelands and private uplands.

The public trust is a legal doctrine that governs the use of tide and submerged lands, including former tide and submerged lands that have been filled. Public trust lands are required to be used for public trust purposes, which include navigation, fisheries, waterborne commerce, natural resource protection, and water-related uses that attract the public to use and enjoy the waterfront (CSLC, 2003). Other activities generally permitted on public trust lands include hotels, water-oriented recreation, restaurants, visitor-serving retail, and parks and open space. Housing and general office are examples of uses generally not permitted on public trust lands. In addition, public trust lands generally may not be sold into private ownership. However, under limited circumstances, the California Legislature may authorize by statute the termination of the trust. Typically, this requires an exchange of lands, in which lands of equal or greater value and usefulness are added to the trust. Under Public Resources Code (PRC) Section 6307, filled or reclaimed tide and submerged lands subject to the public trust may be exchanged for other lands, if approved by the CSLC.

Lands subject to the public trust are held in trust by the State on behalf of the public. Some of these lands were conveyed into private ownership prior to the enactment of a state constitutional prohibition on alienation of tidelands (California Constitution, Article X, Section 3). Other lands were granted, in trust, to the local jurisdictions in which they are located. Granted public trust lands are generally subject to public trust restrictions on their use, as well as any additional limitations set forth in the granting statute (often called the statutory trust).

The CSLC, in cooperation with the California Attorney General, monitors granted lands for compliance with the public trust and the applicable granting statutes. With respect to tide and submerged lands that have been granted in trust to municipalities, the CSLC is authorized to ensure that all revenues received from trust lands and trust assets are expended only for those uses and purposes consistent with the public trust for commerce, navigation and fisheries, and the applicable statutory grant (PRC Section 6306).

In August 1915, the City was granted title of all tide and submerged lands within city boundaries. As shown on Figure 3.9-2, a portion of the project site is located on present or former tidelands that have been filled. As a result, these lands are subject to the public trust (State of California, 1915; State of California, 1971). The Redondo Beach Tidelands Grant was further modified by the Legislature in 1971 in Senate Bill 1461.

3.9.3.2 Southern California Association of Governments Regional Transportation Plan (RTP): 2012-2035 Sustainable Communities Strategy (SCS)

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization (MPO) for six Southern California counties, including the County of Los Angeles. As such, SCAG is federally mandated to create regional planning documents that address transportation, growth management, hazardous waste management, and air quality issues. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law (24 Code of Federal Regulations [CFR] 570.612). The following is the regional plan most applicable to the proposed project:

Regional Transportation Plan/ Sustainable Communities Strategy

The *Regional Transportation Plan (RTP): 2012-2035 Sustainable Communities Strategy (SCS)* (SCAG, 2012) was adopted on April 2012 by the SCAG Regional Council with the primary goal of increasing mobility and enhancing sustainability for the region's residents and visitors. The 2012-2035 RTP/SCS provides a basic policy and program framework. Specific goals and objectives were identified to help carry out the RTP/SCS vision for improved mobility, economy, and sustainability.

This multimodal plan outlines a long-term vision to integrate the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. It also focuses on fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. In addition, the 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development.

3.9.3.3 City of Redondo Beach

Development at the project site is governed by several City planning documents: the General Plan, the LCP, which includes Coastal Land Use Plan and the Coastal Plan Use Plan Ordinance (Coastal Zoning), and the Harbor/Civic Center Specific Plan. The land use designations, allowable uses and key development standards (development intensity and building height) in each of

those documents are summarized below in Table 3.9-1, and additional information on each planning document is provided in the following subsections. A given project need not be in perfect conformity with each and every policy nor does state law require precise conformity of a proposed project with every policy or land use designation for a site.



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



Table 3.9-1 Summary of Project Site Land Use Plan Designations and Key Development Standards

		General Plan	Coastal Land Use Plan^a	Coastal Zoning^b	Harbor/Civic Center Specific Plan
Northern Portion					
Seaside Lagoon	Designation	P Public or Institutional	P-PRO Parks Recreation and Open Space	P-PRO	Harbor/Pier Sub-Area Policy Zone 5
	Principal Allowable Use^{c,d} (as applicable)	Government administrative and maintenance facilities, parks and recreation, public open space, police, fire, educational, cultural, human health, human services, public utility and infrastructure, public and private secondary uses and other public uses	Parks, open space, recreational facilities, and accessory uses such as restrooms, storage sheds, concession stands, recreational rentals, etc. Public buildings, community centers, public safety facilities, parking lots, public utility facilities and similar uses subject to a conditional use permit	Parks, parkettes, open space, recreational facilities, public buildings in parks, recreation areas, open space (C), community centers (C), cultural institutions (C), government maintenance facilities (C), government offices (C), public gymnasiums and athletic clubs (C), parking lots (C), public safety facilities (C), public utility facilities (C), and accessory uses, structures Accessory uses/structures which are further defined as including, but not limited to, storage sheds, maintenance buildings, lighting fixtures, view decks, restrooms, flag poles, concession stands, and uses incidental, related, appropriate, and clearly subordinate to the main use of the lot or building, which accessory use does not alter the principal use of the subject lot or affect other properties in the zone	Public open space/recreational uses (parks), public buildings (such as community centers, libraries, museums)
	Maximum Density/Intensity	Development standards established in the Coastal Land Use Plan (LUP), Zoning Ordinance (Coastal Zoning), and Harbor/Civic Center Specific Plan	Maximum floor area ratio (FAR) shall not exceed 0.25	Maximum FAR shall not exceed 0.25	Maximum FAR shall not exceed 0.25

Table 3.9-1 Summary of Project Site Land Use Plan Designations and Key Development Standards

		General Plan	Coastal Land Use Plan^a	Coastal Zoning^b	Harbor/Civic Center Specific Plan
	Building Height^{e, f}	Development standards established in the LUP, Zoning Ordinance (Coastal Zoning), and Harbor/Civic Center Specific Plan	Maximum of 30 feet and maximum of 2-stories	Maximum of 30 feet and maximum of 2-stories	Maximum of 30 feet and maximum of 2-stories
East of Seaside Lagoon and North of Basin 3	Designation	CC Coastal Commercial	CR Commercial Recreation Sub-Area 2a and Sub-Area 2b	CC-3	Harbor/Pier Sub-Area Policy Zone 2
	Principal Allowable Use^{c, d} (as applicable)	Recreational and marine facilities and uses (fishing boating, fishing, surfing, swimming, etc.) restaurants, entertainment, gift shops, hotels, and other coastal-related uses	Public and commercial recreational facilities, including local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotels, limited use overnight visitor accommodations (except on State Tidelands), multi-purpose private recreational uses (except on State Tidelands), marina and marina-related facilities, entertainment clubs, yachting and boating clubs, public/open space recreational uses, structures and surface parking facilities, and commercial office land uses (subject to some limitations)	Bars and night clubs (C,) commercial recreation (C), food and beverage sales (C), Hotels (C), marinas and marina-related facilities (C), offices (C) (above the ground floor, unless marine-related, visitor-serving, or for operation of on-site facilities), personal convenience and personal improvement services (C), restaurants (C), recreational equipment rentals (C), retail sales not exceeding 5,000 square feet of floor area, retail sales exceeding 5,000 square feet (C), snack shops, parks, recreation and open space, parking lots (C), public safety facilities (C), recreational facilities (C)	Primary land use – Local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotels, multi-purpose private recreational uses, marina and marina-related facilities, entertainment clubs, yachting and boating clubs, public open space/recreational uses Permitted alternative land uses – structured and surface parking, commercial offices (above the ground floor, except marina-related offices, visitor serving offices and offices for the management and operation of on-site facilities may be permitted on the ground floor)
	Maximum Density/Intensity	A cumulative FAR of 0.35 in the Harbor. Future intensity of new development to be determined on a case by case review basis	Maximum FAR of all buildings in Sub-Area 2 may not exceed 0.35, except FAR bonuses may be permitted as allowed under the Zoning Ordinance for hotels and/or offices above the ground floor, or areas that provide high quality amenities or public open space. Maximum FAR with bonuses may not exceed 0.65	Maximum FAR of all buildings may not exceed 0.35, a maximum FAR bonus of 0.15 percent is allowed on master lease holds or sites that include hotels and/or offices above the ground floor, and a maximum FAR bonus of 0.15 percent is allowed on or areas that provide public open space totaling at least 20 percent of floor area.	Maximum FAR of all buildings may not exceed 0.35, except FAR bonuses may be permitted as allowed under the Zoning Ordinance. Maximum FAR with bonuses may not exceed 0.65 Future intensity of new development to be determined on a case by case review basis Harbor development proposals shall be reviewed and

Table 3.9-1 Summary of Project Site Land Use Plan Designations and Key Development Standards

		General Plan	Coastal Land Use Plan ^a	Coastal Zoning ^b	Harbor/Civic Center Specific Plan
			Future intensity of new development to be determined on a case by case review basis	Maximum FAR with bonuses may not exceed 0.65	considered relative to parcel size, configuration, as well as compatibility with adjacent uses, and fulfillment of urban and architectural design objectives of the General Plan Cumulative development may not exceed limits established in the Coastal Land Use Plan
	Building Height^{e,f}	Building height standards established in the LUP, Zoning Ordinance (Coastal Zoning), and Harbor/Civic Center Specific Plan	Sub-Area 2a –maximum of 37 feet, and maximum of two stories, but no more than 50 percent of the cumulative building footprint may exceed one story and 24 feet Sub-Area 2b – maximum of 45 feet and maximum of 3-stories	South of southerly boundary of Seaside Lagoon, no building may exceed 37 feet and no more than 50 percent of the cumulative building footprint may exceed 24 feet, no building may exceed 2 stories and no more than 50 percent of the cumulative building footprint may exceed one story North of southerly boundary of Seaside Lagoon, no building may exceed 45 feet and no building may exceed 3-stories Building heights are measured from the sidewalk grade at Harbor Drive	Sub-Area Policy Zone 2a – maximum of two stories, 37 feet and no more than 50 percent of the cumulative building footprint may exceed one story and 24 feet. Sub-Area Policy Zone 2b – maximum of 45 feet and 3-stories
Small Craft Boat Launch Ramp Parking Lot	Designation	CC Coastal Commercial	CR Commercial Recreation Sub-Area 3a	CC-4	Harbor/Pier Sub-Area Policy Zone 3
	Principal Allowable Use^{c,d} (as applicable)	See above	Public and commercial recreational facilities - local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotels, limited use overnight visitor accommodations (except on State Tidelands), marina and marina-related facilities, yacht or boating clubs, public open	Same as CC-3 above	Primary land use – Local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotels, marina and marina-related facilities, yachting and boating clubs, public open space/recreational uses Permitted alternative land uses – entertainment clubs, parking

Table 3.9-1 Summary of Project Site Land Use Plan Designations and Key Development Standards

		General Plan	Coastal Land Use Plan^a	Coastal Zoning^b	Harbor/Civic Center Specific Plan
			space/recreational uses, entertainment clubs, commercial offices (subject to some limitations)		facilities, offices for the management and operation of on-site facilities
	Maximum Density/Intensity	See above	Maximum FAR of all buildings in Sub-Area 3 may not exceed 0.35, except FAR bonuses may be permitted as allowed under the Zoning Ordinance for hotels and/or offices above the ground floor, or areas that provide high quality amenities or public open space. Maximum FAR with bonuses may not exceed 0.65. Future intensity of new development to be determined on a case by case review basis Cumulative development in Sub-Areas 1 – 4 may not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008	Maximum FAR of all buildings may not exceed 0.35, a maximum FAR bonus of 0.15 percent are allowed on master lease holds or sites that include hotels and/or offices about the ground floor, or areas that provide public open space totaling at least 20 percent of floor area	Maximum FAR of all buildings may not exceed 0.35, except FAR bonuses may be permitted as allowed under the Zoning Ordinance. Maximum FAR with bonuses may not exceed 0.65 Future intensity of new development to be determined on a case by case review basis Harbor development proposals shall be reviewed and considered relative to parcel size, configuration, as well as compatibility with adjacent uses, and fulfillment of urban and architectural design objectives of the General Plan Cumulative development in Sub-Area Policy Zones 1 – 3 may not exceed limits established in the Coastal Land Use Plan
	Building Height^{e,f}	Building height standards established in the LUP, Zoning Ordinance (Coastal Zoning), and Harbor/Civic Center Specific Plan	Maximum of 45 feet and maximum of 3-stories	Maximum of 45 feet and maximum of 3-stories	Maximum of 45 feet and maximum of 3-stories
Southern Portion					
Horseshoe Pier, area south of Basin 3, and	Designation	CC Coastal Commercial	CR Commercial Recreation Sub-Area 1a, 1b and 1d	CC-1	Harbor/Pier Sub-Area Policy Zone 1a (International Boardwalk portion of the area south of Basin 3); Sub-Area Policy Zone 1b (Horseshoe

Table 3.9-1 Summary of Project Site Land Use Plan Designations and Key Development Standards

		General Plan	Coastal Land Use Plan^a	Coastal Zoning^b	Harbor/Civic Center Specific Plan
International Boardwalk					Pier); and Sub-Area Policy Zone 1d (Parcel 10)
	Principal Allowable Use^{c,d} (as applicable)	See above	Public and commercial recreational facilities - local serving and visitor-serving retail uses, restaurant and other food and beverage uses, entertainment clubs, public open space/recreation, marina-related boating facilities, amusement and arcade facilities, offices for the management and operation of on-site facilities (2 nd floor, Sub-Area 1b only)	Same as CC-3 above, however, government offices are conditionally permitted and uses not permitted include personal improvement services, yacht and boating clubs, recreation equipment rentals, and parking lots	Primary land use – Local serving and visitor-serving retail uses, restaurant and other food and beverage uses, entertainment clubs, public open space/recreational uses Permitted alternative land uses – marina-related boating facilities, amusement and arcade facilities, offices for the management and operation of on-site facilities (2 nd floor, Sub-Area Zone 1b only)
	Maximum Density/ Intensity	See above	Sub-Area 1a and 1d – must be consistent with development standards in the Coastal Zoning Sub-Area 1b - limited to leasable space provided for under the Pier Reconstruction Plan, additional ancillary public facilities necessary for operation and maintenance of the pier subject to approval by City Council	Pier is limited to leasable space provided for under the pier reconstruction plan; the International Boardwalk floor area is limited by consistency with other development standards Cumulative development may not exceed limits established in the Coastal Land Use Plan.	Sub-Area Policy Zone 1a and 1d – must be consistent with development standards in the Zoning Ordinance Sub-Area Policy Zone 1b - limited to leasable space provided for under the pier reconstruction plan, additional ancillary public facilities necessary for operation and maintenance of the pier subject to approval by City Council
	Building Height^{e,f}	Building height standards established in the LUP, Zoning Ordinance (Coastal Zoning), and Harbor/Civic Center Specific Plan	Sub-Area 1a and 1b – maximum of two stories, 30 feet Sub-Area 1d – maximum of two stories 40 feet as measured above the pier deck or sidewalk grade of International Boardwalk as applicable	Maximum 30 feet as measured from the top of the pier deck or sidewalk grade, except that building height up to 40 feet may be allowed on Parcel 10 (see Figure 3.9-5) No building may exceed 2 stories.	Sub-Area Policy Zone 1a and 1b –two stories, 30 feet, Sub-Area Policy Zone 1d – two stories 40 feet
Pier Plaza and Pier	Designation	CC Coastal Commercial	CR Commercial Recreation Sub-Area 1c	CC-2	Harbor/Pier Sub-Area Policy Zone 1c

Table 3.9-1 Summary of Project Site Land Use Plan Designations and Key Development Standards

		General Plan	Coastal Land Use Plan^a	Coastal Zoning^b	Harbor/Civic Center Specific Plan
Parking Structure	Principal Allowable Use^{c,d} (as applicable)	See above	Public and commercial recreational facilities Local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotel, entertainment clubs, public open space/recreation, marina-related boating facilities, amusement and arcade facilities, commercial and office uses, structured and surface parking	Same as CC-3 above, however, marinas and marina-related facilities are not a permitted or conditionally permitted use and government offices are a conditionally permitted use	Primary land use – Local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotels, entertainment clubs, public open space/recreational uses Permitted alternative land uses – marina-related boating facilities, amusement and arcade facilities, commercial office uses, structured and surface parking
	Maximum Density/Intensity	See above	FAR of top deck (Pier Plaza) may not exceed 0.35 FAR, except that bonuses (not to exceed 0.65) may be permitted as allowed in the Coastal Zoning for hotels or offices, and public improvement Future intensity of new development to be determined on a case by case review basis	Maximum FAR of all buildings may not exceed 0.35, a maximum FAR bonus of 0.15 percent are allowed on master lease holds or sites that include hotels and/or offices about the ground floor, or areas that provide public open space totaling at least 20 percent of floor area	Maximum FAR of all buildings on top deck may not exceed 0.35 except FAR bonuses may be permitted as allowed under the Zoning Code. Maximum FAR with bonuses may not exceed 0.65. Future intensity of new development to be determined on a case by case review basis Cumulative development may not exceed limits established in the Coastal Land Use Plan
	Building Height^e	Building height standards established in the LUP, Zoning Ordinance (Coastal Zoning), and Harbor/Civic Center Specific Plan	Two-stories, 30 feet measured above sidewalk grade of Pier Plaza	<ul style="list-style-type: none"> Maximum 30 feet above the sidewalk grade of Pier Plaza (top deck of the parking structure) No building may exceed 2 stories	Two stories, 30 feet
Basin 3					
	Designation⁹	---	---	---	---

Table 3.9-1 Summary of Project Site Land Use Plan Designations and Key Development Standards

		General Plan	Coastal Land Use Plan ^a	Coastal Zoning ^b	Harbor/Civic Center Specific Plan
Water-area of the Redondo Beach Marina	Principal Allowable Use^c (as applicable)	---	---	Marinas and boating facilities are allowed in the water portion of the Harbor, subject to a conditional use permit	---
	Maximum Density/Intensity	---	---	Development standards are determined by the decision making body for a conditional use permit. Water areas are not included FAR calculations	---
	Building Height^{e,f}	---	---	Development standards are determined by the decision making body for a conditional use permit	---

Notes

- a. Cumulative development in CR Sub-Areas 1 – 4 may not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.
- b. Cumulative development in all CC Coastal Commercial zones may not exceed a net increase of 400,000 square feet of floor area based on land use on April 22, 2008.
- c. For all land use designations and zoning, permitted uses within the State Tidelands (see Figure 3.9-2) are limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for management and operation of on-site facilities, limited use overnight visitor accommodations (e.g., condominium hotels, timeshares, fractional ownership hotels) are not permitted.
- d. Coastal Zoning uses followed by a (C) are permitted subject to approval of a conditional use permit.
- e. Unless specifically noted, height is defined by Redondo Beach Municipal Code (RBMC) Section 10-5.402(a)(29).
- f. Architectural elements and screening of mechanical systems such as cooling and heating units, may extend above the roofline, subject to the City’s design review and permit approval, however such extensions are permissible under the City’s Coastal Zoning.
- g. There are no established land use designations or zoning for the water area.

3.9.3.3.1 General Plan

Government Code Section 65300 requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city. The City of Redondo Beach General Plan serves as a blueprint for development and land use activities within the City limits. It establishes goals, policies and land use designations that are intended to facilitate orderly and planned growth and other development-related issues within the City. The City's General Plan is legally adequate and updated regularly. The last comprehensive update of the City's General Plan occurred in 1993. Since that time, several individual elements have been comprehensively updated. Between 2003 and 2010, the City considered numerous amendments to the General Plan, as well as the Coastal Land Use Plan, and zoning in the Harbor Area. General Plan amendments adopted by the City Council between 2005 and 2010 (including the 400,000 net new square foot development cap), were then submitted and approved by the voters of Redondo Beach in 2010 (Measure G). The General Plan consists of the following: Community Development and Resources (Land Use, Senior Services/Child Care Services, and Housing); Infrastructure Systems and Community Services (Circulation, Utilities, Solid Waste Management and Recycling, and Conservation, Recreation and Parks, and Open Space); and Environmental Hazards/Natural Hazards (Geologic and Seismic Hazards, Noise, Flooding Hazards, Toxic Wastes and Materials, and Fire Hazards).

Land use policy standards are implemented through the Land Use Element of the General Plan. The Land Use Element establishes goals, objectives, and policies that guide the manner in which new development would occur and existing uses would be conserved.

The Land Use Element describes the Harbor as a valuable facility for local boaters, and supporting a variety of commercial businesses that benefit from and enhance the marina setting. It describes the area as being underutilized and references the certified Local Coastal Program/Plan (LCP) that designates the pier and harbor as a commercial and recreational asset for both the City and the region and encourages enhancing coastal access, providing economic benefits making feasible the provision of improved public recreational facilities, and revitalizing the harbor area with a pedestrian-active character. The Land Use Element also states that as the pier and harbor area is a major local attraction and area of activity, assuring a high quality of development and design is another major issue.

As described in Table 3.9-1 above, the General Plan Land Use Map designates the project site as "CC Coastal Commercial" and "P Public or Institutional." The Coastal Commercial designation, which applies to the majority of the site, references the City's LCP. The LCP establishes the land use designations of the project site as discussed further in Section 3.9.3.5 below. The Coastal Land Use Plan (part of the City's LCP), is also considered part of the City's General Plan (PRC Section 30108.5.)

The Public or Institutional designation applies to Seaside Lagoon and is intended to allow government facilities, schools, parks, hospitals, utility easements, public cultural facilities, public open space, complimentary commercial, and other public uses.

3.9.3.3.2 City of Redondo Beach Local Coastal Program (LCP)

In 1972, the United States Congress passed the Coastal Zone Management Act (CZMA) (Title 16 United States Code [U.S.C.] 1451-1464). The CZMA declared a national policy "to preserve, protect, develop, and where possible, to restore or enhance, the resources of the Nation's coastal zone for this and succeeding generations." The CZMA sought to encourage and assist states to develop and implement management programs for the use of coastal land

and water resources, “giving full consideration to ecological, cultural, historic, and esthetic values as well as the needs for compatible economic development.”

Also in 1972 in California, the Coastal Zone Conservation Act (Proposition 20) was approved, which prohibited development 1,000 yards inland from California’s MHTL without a permit from a regional or state coastal commission. By 1976, a statewide plan for coastal protection was developed leading to the passage of the California Coastal Act (Coastal Act) (PRC Section 30000 et seq.).

The Coastal Act was enacted to establish policies and guidelines that provide direction for the conservation and development of the California coastline. With the creation of the California Coastal Commission, the Coastal Act created a state and local government partnership to ensure that public concerns regarding coastal development are addressed. The California Coastal Commission is charged to protect regional, state, and national interests in assuring the maintenance of the long-term productivity and economic vitality of coastal resources necessary for the well-being of the people of the state; to avoid long-term costs to the public and a diminished quality of life resulting from the misuse of coastal resources; and, to provide continued state coastal planning and management through the state coastal commission (PRC Section 30004).

Implementation of Coastal Act policies is accomplished primarily through the City’s certified LCP, which was reviewed and approved by the California Coastal Commission and the voters of Redondo Beach (Measure G) (City of Redondo Beach, 2010). The Coastal Act requires all cities and counties along the California coast to prepare an LCP for the portion of their jurisdiction that falls within the coastal zone. The LCP must reflect the coastal issues and concerns of its specific area, and be consistent with the overall statewide goals, objectives, and policies of the Coastal Act.

An LCP typically consists of a land use plan and an implementation plan (coastal zoning ordinance). The land use plan provides the general kinds, location, and intensity of land uses, the applicable resource protection and development policies, and, where necessary, a listing of implementing actions. The implementation plan consists of the zoning ordinances and zoning district maps to implement the land use plan.

Following the certification of an LCP, regulatory responsibility is delegated to the local jurisdiction, although the California Coastal Commission retains jurisdiction (i.e., permit authority) over the immediate shoreline (e.g., submerged lands, tidelands, and public trust lands) (Section 30519(b) of the Coastal Act). The California Coastal Commission has appellate authority over development approved by local governments in specified geographic areas and for major public works projects and major energy facilities. In authorizing Coastal Development Permits (CDPs), the local government must make the finding that the development conforms to the certified LCP.

Local actions on applications for Coastal Act authority to conduct certain types of development and development within certain geographic areas are appealable to the California Coastal Commission. Appeal jurisdiction is retained, for example, on lands within 100 feet of streams or wetlands; lands subject to the public trust that are no longer within the Commission’s retained jurisdiction; lands within 300 feet of coastal bluffs, beaches, or estuaries; and, lands between the sea and the first public road paralleling the sea.

The Redondo Beach Coastal Zone generally encompasses all of the land west of Pacific Coast Highway. As shown in Figure 3.9-3, the entire project site is within the Local Coastal Zone and includes a portion that is under Coastal Commission's original jurisdiction and a portion that is within the Coastal Commission's appeal jurisdiction.

The City's LCP, first adopted in part in 1980 sets development standards for the Local Coastal Zone. It contains two main components, (1) the Coastal Land Use Plan, and (2) the Coastal Land Use Plan Implementing Ordinance (both of which are further discussed below).

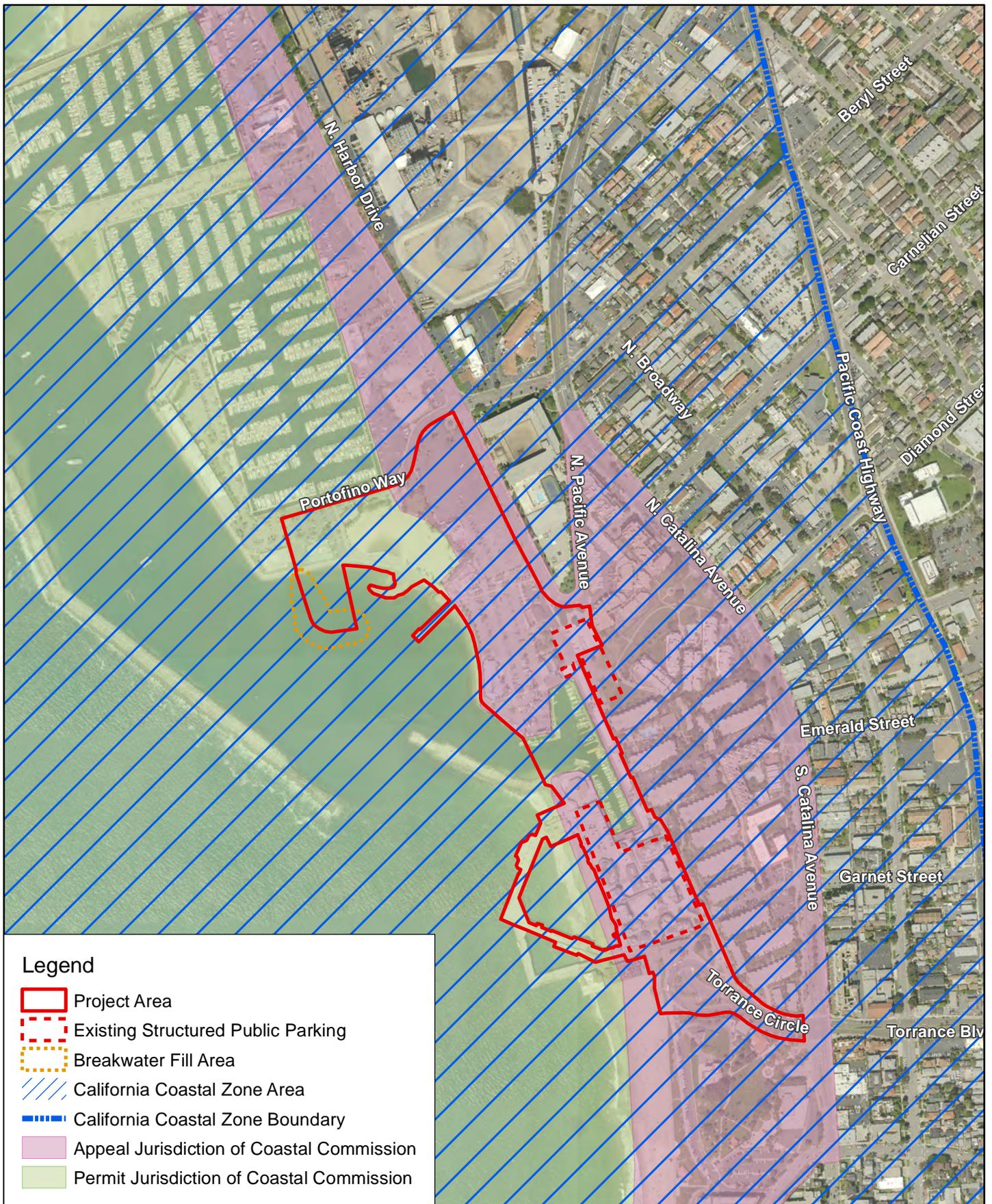
City of Redondo Beach Coastal Land Use Plan

The California Coastal Commission first certified the City of Redondo Beach Coastal Land Use Plan (LUP) on June 18, 1981. The LUP has since been amended, including a major amendment that was reviewed and approved by the California Coastal Commission and the voters of Redondo Beach in 2010 (Measure G) (City of Redondo Beach, 2010). The LUP contains land use policies and designations that identify land uses and intensities to guide future development in the City's Local Coastal Zone. The LUP policies are designed to protect coastal access and coastal resources and to ensure that development is carried out in a manner consistent with the Coastal Act.

The LUP establishes the General Plan Land Use designations of land within the coastal zone. As shown in Figure 3.9-4 and Table 3.9-1, the land use designation of the project site is primarily CR Commercial Recreation ("CR"). The Commercial Recreation land use designations allows for a wide range of public and commercial recreational facilities, providing regional-serving recreational facilities for all income groups. This district is divided into sub-areas with the following general land use and development requirements. The implementing ordinance establishes which uses are permitted and which uses are subject to a Conditional Use Permit. These uses generally include, but are not limited to local serving and visitor-serving retail uses, restaurants and other food and beverage uses, hotels, entertainment clubs, public open space, recreational uses, marina-related and boating facilities, amusement and arcade facilities, commercial office uses, offices for the management and operation of on-site facilities, structured and surface parking.

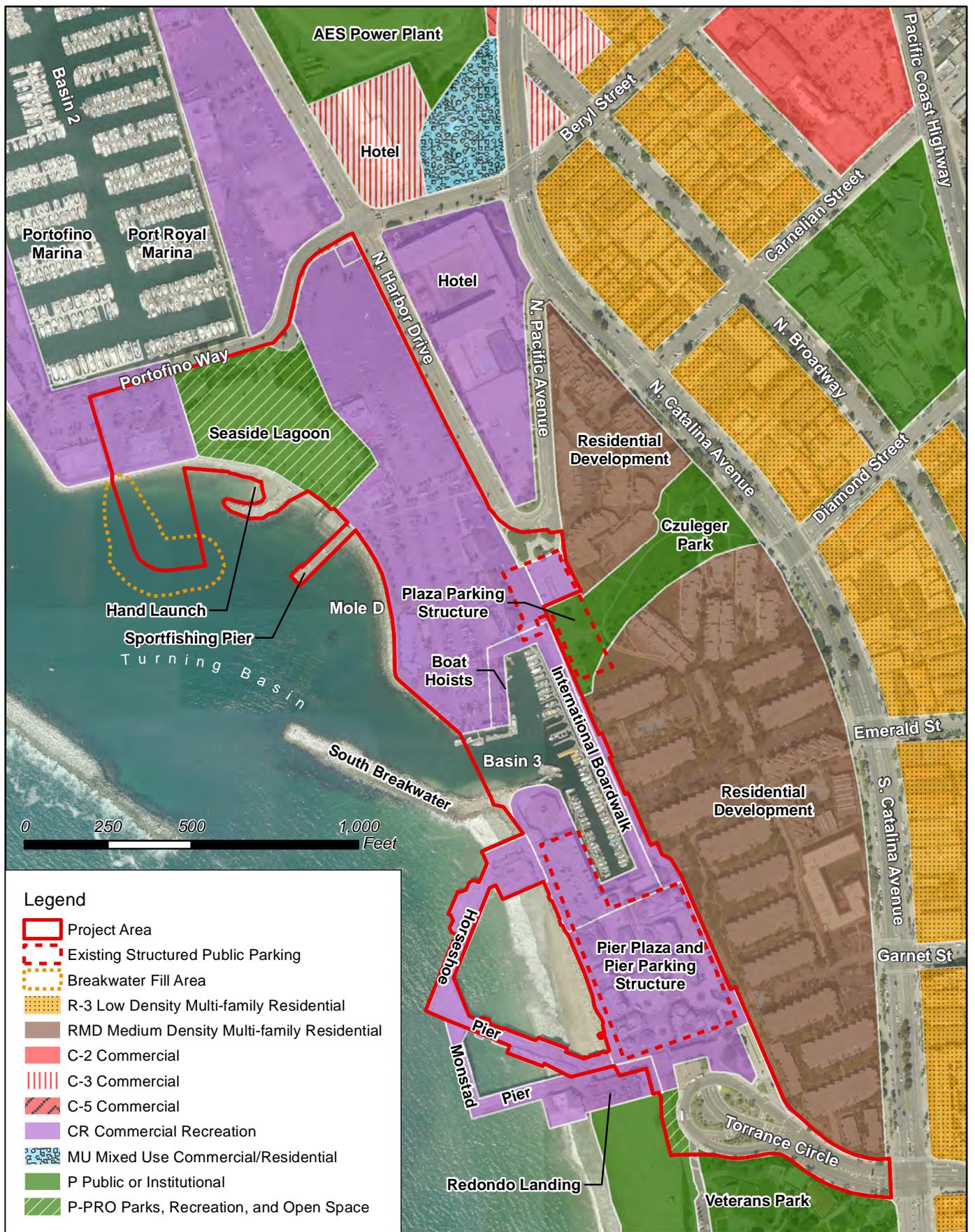
The CR land use district is divided into subareas, which provides for variations in allowable land uses, maximum building density and maximum building heights established by the implementing ordinance. As shown on Figure 3.9-5, the southern portion of the project site is designated as Commercial Recreation Sub-Area 1 and further divided into Sub-Areas 1a, 1b, 1c, and 1d, the northern portion of the site east of Seaside Lagoon is designated as Commercial Recreation Sub-Area 2 and further divided into Sub-Areas 2a and 2b, and the northern portion of the project site west of Seaside Lagoon (current location of Joe's Crab Shack) is designated as a portion of Commercial Recreation Sub-Area 3 and further divided into a portion of Sub-Area 3a.

The Seaside Lagoon is designated as P-PRO Parks, Recreation and Open Space (a sub-designation to the P Public or Institutional ["P"] designation). The primary permitted use in the P-PRO designation is parks, open space, and recreational facilities, and accessory uses such as rest rooms, storage sheds, concession stands, recreational rentals, etc. Additionally public buildings, community centers, public safety facilities, parking lots, public utility facilities, and similar uses are conditionally allowed.



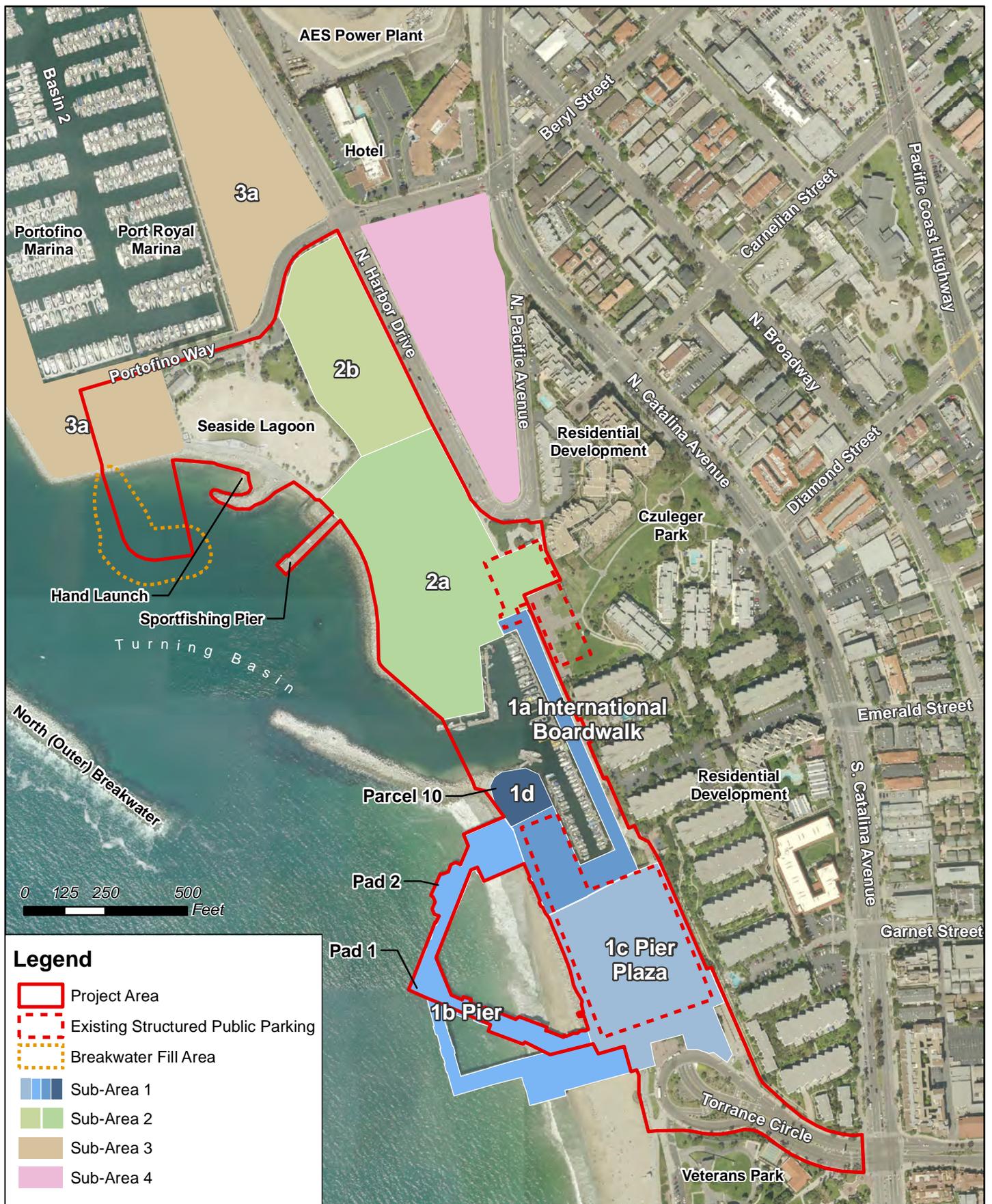
Source: California Coastal Commission, 2014; City of Redondo Beach, 2008; Noble Consultants, Inc., 2015





Source: City of Redondo Beach, 2002 & 2010; Noble Consultants, Inc., 2015





Source: City of Redondo Beach, 2007; Noble Consultants, Inc., 2015



Figure 3.9-5

The land use designations that immediately surrounding the project site include CR Commercial Recreation to the north of Portofino Way; CR Commercial Recreation and Medium Density Multiple-Family (“RMD”) residential to the east of Harbor Drive; P and RMD to the east of the International Boardwalk, RMD east of Pier Plaza; and P to the south of Torrance Circle.

City of Redondo Beach Coastal Land Use Plan Implementing Ordinance

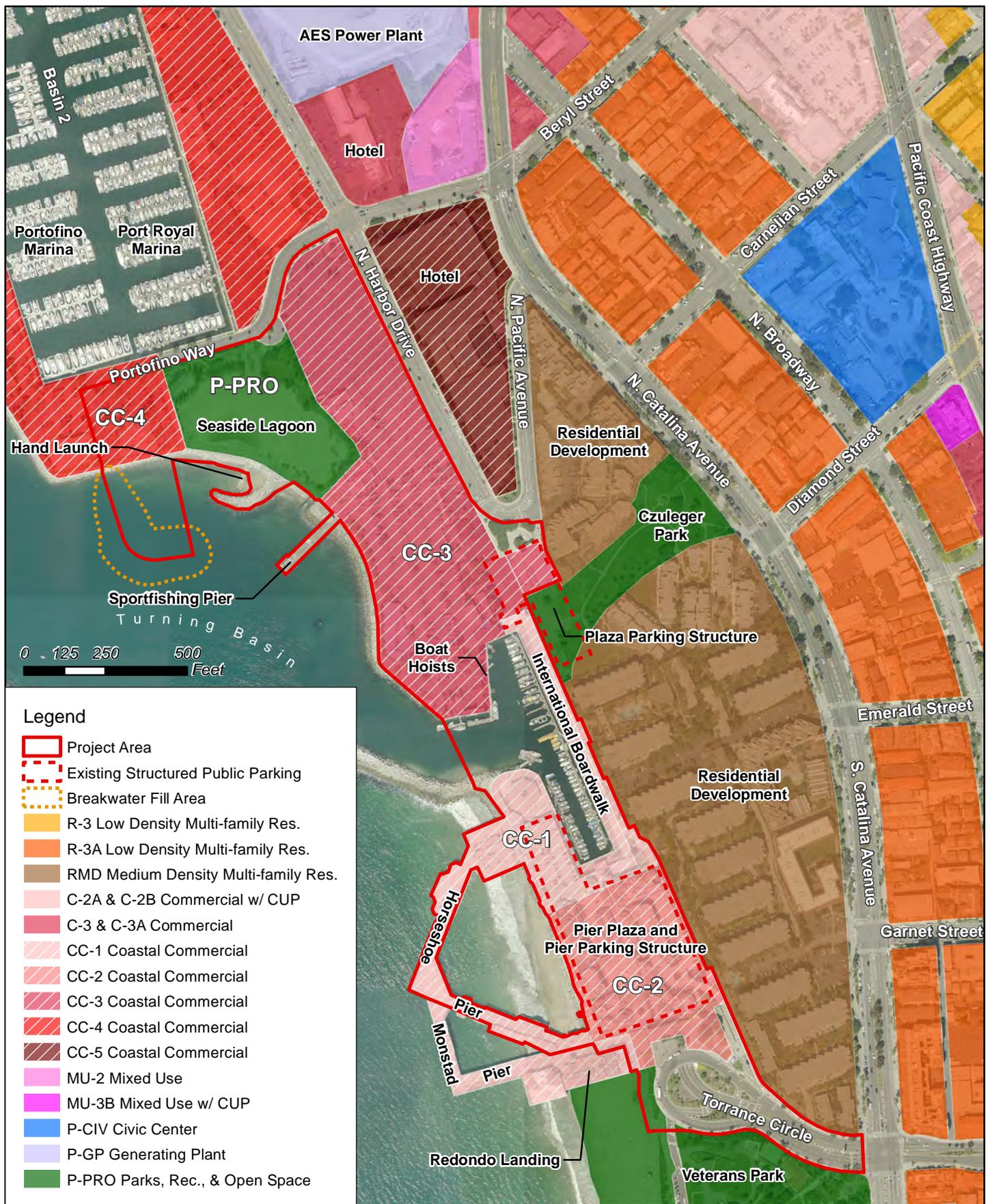
The Coastal Land Use Plan Implementing Ordinance (also known as the Coastal Zoning) is a part of the City’s Zoning Code and conforms to and carries out the provisions of the LUP (City of Redondo Beach, 2015 and 2010). The Coastal Land Use Plan Implementing Ordinance is Title 10, Chapter 5 of the Redondo Beach Municipal Code (RBMC), which governs land use through building standards and development restrictions. As described in RBMC, Section 10-5.102, the broad purposes of the Coastal Land Use Plan Implementing Ordinance is “to protect and promote the public health, safety, and general welfare, and to implement the policies and the land use plan map of the City of Redondo Beach General Plan and the Coastal Land Use Plan...” (City of Redondo Beach, 2015).

The Coastal zoning ordinance provides development standards for land within the coastal zone, including the project site. As shown in Figure 3.9-6 and Table 3.9-1, the project site is primarily zoned CC-1, CC-2, CC-3, and CC-4 (Coastal Commercial) and P-PRO (Parks, Recreation, and Open Space). As identified in RBMC Section 10-5.800, the general purposes of the Coastal Commercial zone include, but are not limited to (a) Provide for the continued evolution and use of the City’s coastal-related commercial-recreational facilities and resources for the residents of Redondo Beach and surrounding communities, while ensuring that uses and development are compatible with adjacent residential neighborhoods and commercial areas; (b) Provide for the development of coastal-dependent land uses and uses designed to enhance public opportunities for coastal recreation, including commercial retail and service facilities supporting recreational boating and fishing; (c) Strengthen the city’s economic base, and provide employment opportunities close to home for residents of the City.

Development in all of the CC zones (CC-1, CC-2, CC-3, CC-4, and CC-5) may not exceed a net increase of 400,000 square feet¹ of floor area based on existing land use on April 22, 2008. As discussed in Redondo Beach Resolution No. 2011-09-HC-002 (Shade Hotel) there are approximately 371,638 remaining square feet of allowed development under the City’s 400,000 square foot limit (RBMC Sections 10-5.813(a), 10-5.814(a), 10-5.815(a), and 10-5.816(a)). Subsequent to the adoption of this resolution, there was an amendment to the Shade Hotel Project approval, which increased the square footage of that project by 8,649 square feet (allowing for an additional 362,989 square feet under the City’s Limits).

The general purpose of Public and Institutional zones (which includes the P-PRO zone) allows for a variety of uses including, parks, recreation, open space, schools, civic center uses,

¹ Between 2003 and 2010, the City considered numerous amendments to development standards on the project site. This included consideration of net new development cap, ranging from 324,000 square feet up to 750,000 square feet. The Planning Commission recommended a development cap in the Harbor Area of 557,000 square feet and the City Council later reduced this number to 400,000 square feet. These amendments were considered by Coastal Commission and conditionally certified on July 9, 2009. The City subsequently approved the recommendations made by Coastal Commission in 2010. The LCP and General Plan amendments adopted by the City Council between 2005 and 2010 (including the 400,000 square foot development cap), were then submitted and approved by the voters of Redondo Beach in 2010 (Measure G) (City of Redondo Beach, 2010).



Source: City of Redondo Beach, 2011; Noble Consultants, Inc., 2015



cultural facilities, public safety facilities, and other public uses which are beneficial to the community and visitors to the coastal zone (RBMC Section 10-5.1100). RBMC Section 10-5.1110 also allows “Accessory uses/structures” which are further defined as “including, but not limited to, storage sheds, maintenance buildings, lighting fixtures, view decks, restrooms, flag poles, concession stands...” and uses “...incidental, related, appropriate, and clearly subordinate to the main use of the lot or building, which accessory use does not alter the principal use of the subject lot or affect other properties in the zone.” (RBMC Sections 10.5.1111(c)(1), 10-5.402(a)(5); see also 10-5.1110). Seaside Lagoon currently provides swimming facilities, water slides, sunbathing, youth recreation, snack bar facilities (which has previously included direct service to the lagoon through Ruby’s), volleyball, barbeque areas, as well as party/kitchen facilities for day and evening events. The lagoon is accessible to the public during normal hours. The site is also available for special events. In 2013 special events included a winter ice skating rink, the Redondo Beach Lobster Festival (which including dinner and live music), the Fourth of July Fireworks show (which includes live music, and other recreational activities), International Surf Festival Medal of Valor Dinner (including cocktails and dinner), and the Redondo Beach Chamber of Commerce Mixer.

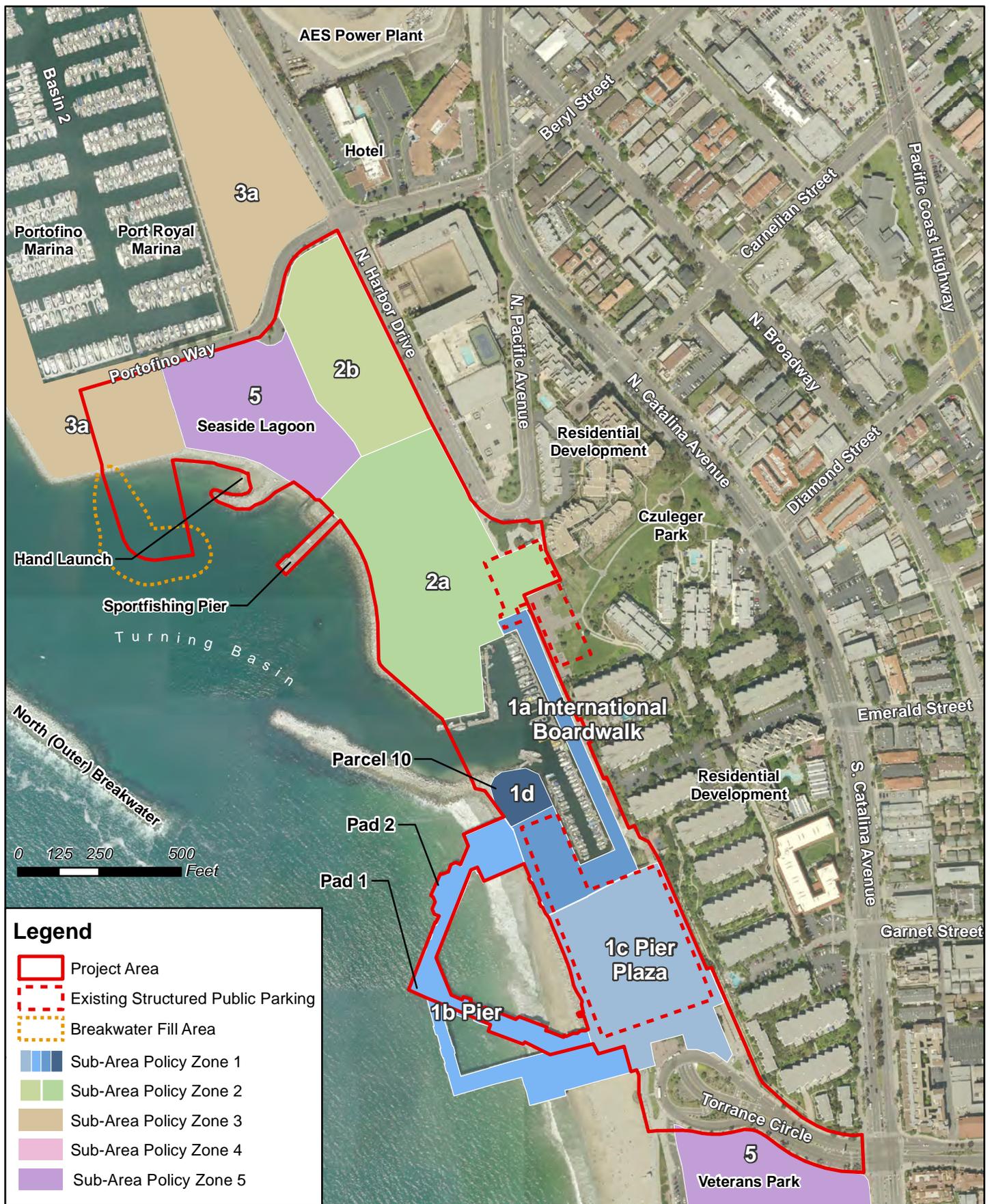
The zoning designations of properties that immediately surround the project site include CC-4 to the north of Portofino Way; CC-5 and Medium Density Multiple-Family Residential Zone (RMD) to the east of Harbor Drive; P-PRO and RMD to the east of the International Boardwalk; RMD to the east of Pier Plaza; and, P-PRO to the south of Torrance Circle.

Building standards and development restrictions established by the LUP implementing ordinance include but are not limited to, floor area, building height, stories, setbacks, architectural design, minimum open space requirements, sign regulations, and parking requirements. Specific requirements for Floor Area Ratio (FAR), Building Height, Stories, and setbacks of the zoning classifications applicable to the project site are listed in Table 3.9-1 above. Chapter 5 of the RBMC further details these specific development standards (under Sections 10-5.811 through 10-5.814). The minimum required off-street parking standards for commercial and nonresidential parking are listed in Title 10, Chapter 5 of the RBMC are discussed in Section 3.13 Traffic and Transportation of this Draft EIR.

The proposed project would be required to obtain a CDP. The CDP for the proposed project would be approved if the development is consistent with the policies and standards of the Coastal Act and LCP. The Coastal Commission and City have authority to issue the CDP. As shown on Figure 3.9-3, the Coastal Commission has CDP jurisdiction over areas west of the tidelands (RBMC Section 10-5.2212(a) and PRC Section 30519(b)). Some of the City issued CDPs are subject to appeal to the Coastal Commission.

3.9.3.3.3 City of Redondo Beach Harbor/Civic Center Specific Plan

The entire project site is located within the City of Redondo Beach Harbor/Civic Center Specific Plan Planning Area (City of Redondo Beach, 2008). The Harbor/Civic Center Specific Plan was adopted in 2008 and encompasses approximately 355 acres of land area in the northern/center portion of south Redondo Beach. The Harbor/Civic Center Specific Plan Area is organized into five major geographic sub-areas. The project site is located within the Harbor/Pier Sub-Area, which includes the area west of Harbor Drive and the Village condominiums and townhouses between Herondo Street and Torrance Boulevard. As shown on Figure 3.9-7, the project site is further divided into Sub-Area Policy Zones 1 and further divided into Sub-Area Policy Zones 1a, 1b, 1c, and 1d, the northern portion of the site east of



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



Figure 3.9-7

Seaside Lagoon is designated as Sub-Area Policy Zone 2 and further divided into Sub-Area Policy Zones 2a and 2b, and the northern portion of the project site west of Seaside Lagoon (current location of Joe's Crab Shack) is designated as a portion of Sub-Area Policy Zone 3 and further divided into a portion of Sub-Area 3a. Seaside Lagoon is a part of Sub-Area Policy Zone 5.

The Harbor/Civic Center Specific Plan is intended to establish and maintain land use patterns, development intensities, urban design and development standards, and govern and determine the future development and character of the Harbor/Pier and Civic Center areas of the City of Redondo Beach. The specific plan serves to clarify the city's goals, objectives, and expectations for the future of the area with respect to and in the context of the rights and overall expectations of the local resident and business community, local private property owners, and general public. Further, it serves as a supplemental policy and planning document to the City of Redondo Beach Local Coastal Program and establishes additional development standards and policies.

3.9.3.4 City of Redondo Beach Strategic Plan

The City of Redondo Beach 2013-2016 Strategic Plan provides the principal guidance for the preparation of the City budget, program objectives and performance measures. It established three-year goals that provide the basis for improving services and preserving a high quality of life in the City that include vitalizing the waterfront and building an economically vital and financially sustainable city.

3.9.3.5 Harbor and Pier Area Guiding Principles

A City Manager's Harbor Working Group representing a diverse cross-section of stakeholders developed a set of principles as the foundation to focus and direct economic revitalization of the Harbor and Pier Area. While not setting development standards or requirements, these Guiding Principles were designed to provide a vision for the waterfront and assist in the prioritization of future projects and actions. The Guiding Principles were designed to provide a high-level vision for the Waterfront with future projects and activities to be measured against their potential to help achieve this vision. Although these Guiding Principles are not required under any regulatory authority, they serve to assist in prioritization of future projects and activities.

The Guiding Principles are presented in the Harbor Enterprise Business Plan, which was prepared in 2010 to provide the direction to the City Staff and City Commissions in carrying out the revitalization efforts for the waterfront. The Guiding Principles applicable to the proposed project, presented in Section 3.9.4.3.2 Table 3.9-12, include financial/economic, development, and environmental principles.

3.9.4 Impacts and Mitigation Measures

3.9.4.1 Methodology

The land use and planning analysis describes existing land use/zoning and regional and local land use plans, policies, or regulations, and is intended to fulfill the requirements of CEQA Guidelines Section 15125(d). The analysis also describes changes in the land use due to the proposed project. Changes from existing uses (including the addition of a boutique hotel and cinema); changes in vehicular, bicycle, and pedestrian access as they relate to coastal access

and land use; and changes in recreation and water uses, including a new small craft boat launch ramp and the opening of Seaside Lagoon to King Harbor as a protected beach, are analyzed. The emphasis of the analysis is on plan consistency and potential conflicts between the proposed project and existing land use plans, policies, and regulations adopted to avoid or mitigate environmental effects. The proposed project is considered consistent with the provisions of the identified regional and local plans if it meets the general intent of the applicable land use plans. A given project need not be in perfect conformity with each and every policy nor does state law require precise conformity of a proposed project with every policy or land use designation for a site.² Courts have recognized that general and specific plans attempt to balance a range of competing interests. It follows that it is nearly, if not absolutely impossible for a project to be in perfect conformity with each and every policy set forth in the applicable plan. If the proposed project is determined to be inconsistent with specific individual objectives or policies of an applicable plan, but is largely consistent with the land use or the other goals and policies of that plan and would not preclude the attainment of the primary intent of the land use plan, the project would not be considered inconsistent with the plan. Furthermore, any such inconsistency would also have to result in a physical change in the environment, not analyzed in the other resource chapters of this EIR, to result in a significant environmental impact. The analyses below provide a brief overview of the most relevant policies and development standards from the various planning documents. However, the City's consistency conclusions are based upon the planning documents as a whole.

As discussed in Section 2.4.1.1 of Chapter 2 Project Description, the CEQA Baseline square footage is 219,881 square feet, which, pursuant to CEQA Guidelines Section 15125, is the amount of existing building square footage at the time the NOP/IS was published (June 2014). However, the Coastal Zoning Baseline square footage of 233,826 is used for purposes of the Land Use analysis relative to consistency of the proposed project with the LCP and Coastal Zoning. Zoning Code Section 10-5.813 allows for net increase of 400,000 square feet of floor area within all areas in the City that are zoned CC coastal commercial, based on existing land use on April 22, 2008. The existing square footage within the project site on April 22, 2008 was 233,826 square feet. Within this Draft EIR, this is referred to as the Coastal Zoning Baseline square footage. As shown in Table 2-4 in Chapter 2 Project Description of this Draft EIR, the difference between the CEQA Baseline square footage and the Zoning Code Baseline square footage is 13,945 square feet. This difference is accounted for by the demolition of the "Octagon" Building at Parcel 10 to the north of the Pier Parking Structure in 2013.

3.9.4.2 Thresholds of Significance

The proposed project would result in significant impacts related to land use and planning if it would:

- LUP-1** Conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, local coastal program, or zoning ordinance) and would result in a physical change to the environment not already addressed in the other resource chapters of this EIR.

² *San Francisco Tomorrow et al. v. City and County of San Francisco* (2015) 229 Cal.App.4th 498; *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490; *San Franciscans Upholding the Downtown Specific Plan v. City & County of San Francisco* (2002) 102 Cal.App.4th 656; *Sequoyah Hills Homeowners Assn. V. City of Oakland* (1993) 23 Cal.App.4th 704, 719.

3.9.4.3 Impacts and Mitigation

3.9.4.3.1 Proposed Project

The main components of the proposed project include the proposed demolition of existing structures, demolition/renovation of the existing Pier Parking Structure, and construction/renovation of up to approximately 523,939 square feet to include retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel uses. Under the CEQA Baseline (June 2014), this is demolition of approximately 207,402 square feet of the 219,881 square feet existing buildings, resulting in approximately 304,058 square feet of net new development. Under the Coastal Zoning Baseline, which assumes the building square footage existing at the project site on April 22, 2008, the amount of existing development is 233,826 square feet and the net new development is approximately 290,113 square feet. This is a difference of 13,945 square feet, which is accounted for by “Octagon Building” on Parcel 10 that was demolished in 2013. The Coastal Zoning Baseline square footage is used for purposes of the Land Use analysis relative to consistency of the proposed project with the LCP and Coastal Zoning.

The proposed project also includes proposed enhancements to public recreation and open space, including a new boat launch ramp (for small craft), the opening of Seaside Lagoon to King Harbor as a protected beach and hand launch area (currently the lagoon is not directly connected to the ocean), new and expanded pedestrian and bicycle pathways, as well as new high quality public open spaces. Site connectivity and coastal access would be increased by the establishment of a new pedestrian bridge across the Basin 3 entrance, a new pedestrian boardwalk along the water’s edge from the base of the Horseshoe Pier to Seaside Lagoon, the Pacific Avenue Reconnection, and a new main street flanked by commercial uses and public walkways that would traverse the northern portion of the project site from north to south, approximately parallel to Harbor Drive. As part of the proposed project, the existing utilities, including water pipelines, wastewater conveyance pipelines, lift stations, and electric and natural gas lines would be upgraded/replaced to ensure adequate capacity is available to serve the project site.

Project elements also include water quality benefits, measures to accommodate sea level rise projections, and replacement or upgrades to aging infrastructure. Additionally, a tidelands property exchange is proposed for an approximately 86,000 square feet portion of the Tidelands between Basin 3 and Seaside Lagoon (see Figure 3.9-2, above) classified as Tidelands for Basin 3, which is currently classified as Uplands.

3.9.4.3.2 Impact Determination

Impact LUP-1: The proposed project would not conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, local coastal program, or zoning ordinance) and would not result in a physical change to the environment not already addressed in the other resource chapters of this EIR.

The analysis presented below provides a brief overview of the most relevant policies in state, regional, and local planning documents discussed in Section 3.9.3 above. However, the consistency conclusions are based upon the planning documents as a whole.

Public Trust Doctrine

The Tidelands Grant to the City of Redondo Beach allows for a number of uses. The Tidelands grant provides for “the establishment, improvement, and conduct of harbors, and for the construction, reconstruction, repair, maintenance, and operation of wharves, docks, piers slips, quays, and all other works, buildings, facilities, utilities, structures, and appliances incidental, necessary, or convenience, for the promotion and accommodation of commerce and navigation. For all marine-oriented commercial and industrial uses and purposes, and the construction, reconstruction, repair, and maintenance of marine-oriented commercial and industrial buildings, plans, and facilities...public parks, public playgrounds, public bathhouses, public bathing facilities, public recreation, snack bars, cafes, cocktail lounges, restaurants, motels, hotels...launching ramps and hoists...” (Tidelands Grant, Senate Bill 1461, Section 2). The Tidelands Grant also allows the City to “...lease said lands or any part thereof for limited periods, for purposes consistent with the trusts...”

As shown on Figure 3.9-2, a portion of the project site, including Seaside Lagoon, the Horseshoe Pier, the small craft boat launch ramp site, Sportfishing Pier and seaward portion of Mole D, is within designated public Tidelands. Current uses in the Tidelands include parks and open space, concessions (Seaside Lagoon, public walkway, and open space on the piers), restaurants (e.g., Joe’s Crab Shack, Samba, Kincaids, Tony’s On The Pier, and Polly’s), visitor-serving retail (Redondo Sportfishing and shops on the Horseshoe Pier), and water oriented recreation, including the small boat hand launch and dinghy dock.

Under the proposed project, the existing uses within the Tidelands would be retained, although some modification and/or expansion would occur. Specifically, the uses present on the Tidelands would continue to include restaurant, visitor-serving retail, concessions, hotel, park and open space, and water-oriented recreation (including a new small craft boat launch ramp). These uses are consistent with the uses of the Tidelands and consistent with the Public Trust Doctrine and the City’s Tideland grant as described below.

The Tidelands held in trust by the City are based on the MHTL designated in 1935, prior to the construction of King Harbor in its current configuration, including Basin 3. As such, although now part of the harbor, Basin 3 is not designated as Tidelands. The proposed project would include a Tidelands Exchange, which, as shown on Figure 3.9-2, would swap a portion of the Mole D Tidelands for Basin 3. Basin 3 would then be designated as Tidelands and become subject to the Public Trust Doctrine while the portion of Mole D would be considered uplands and no longer part of the Public Trust. The proposed Tidelands Exchange would be subject to approval by the CSLC. As part of the review process, the CSLC would review the proposed Tidelands Exchange for consistency with the statutory requirements identified in PRC Section 6307.

The existing use of Basin 3 as a marina, which would not change under the proposed project, is a consistent use allowed under the Public Trust Doctrine. The proposed uses on Tidelands implemented under the proposed project would be consistent with the permissible uses under the City’s Tidelands Grant, however, the applicant has requested a 99-year lease for portions of the site that are currently Tidelands. As discussed in greater detail under Alternative 4 in Chapter 4 Analysis of Alternatives in this Draft EIR, in the event that the Tidelands Exchange is not approved by the CSLC, the uses proposed for the site would still be consistent with the Tidelands Grant, however the lease agreement for the Tidelands identified in the exchange would be limited to 66 years.

SCAG

A letter from SCAG was received on the NOP/IS that identified 2012 RTP/SCS Goals meant to provide guidance for considering the proposed project within the context of regional goals and policies. Table 3.9-2 below presents the 2012 RTP/SCS Goals that were identified by SCAG as possibly being pertinent to the proposed project, and provides an analysis of the project's consistency with those goals. As shown in the table, the proposed project is consistent with the applicable RTP/SCS Goals.

Table 3.9-2: Consistency with the SCAG RTP/SCS

Regional Goals	Project's Consistency
RTP/SCS G1: Align the plan investments and policies with improving regional economic development and competitiveness	Consistent. While the proposed project is not identified as a plan investment in the RTP/SCS, the intent of the proposed project is to revitalize the harbor area, which would have local and regional economic benefits. For additional information about economic benefits associated with the proposed project, see Chapter 5 Other CEQA Considerations.
RTP/SCS G2: Maximize mobility and accessibility for all people and goods in the region	Consistent. As discussed in detail in Chapter 2 Project Description, the proposed project would improve vehicular and non-vehicular access and connectivity at the project site with the implementation of new roadways (the new main street and the Pacific Avenue Reconnection) and new bicycle and pedestrian connections.
RTP/SCS G3: Ensure travel safety and reliability for all people and goods in the region	Consistent. See discussion of Regional Goal RTP/SCS G2 above and Section 3.13 Traffic and Transportation.
RTP/SCS G4: Preserve and ensure a sustainable regional transportation system	Consistent. The proposed project would contribute to preserving and ensuring a sustainable regional transportation system by enhancing vehicle connectivity via the Pacific Avenue Reconnection and enhancing bicycle and pedestrian connectivity throughout the site.
RTP/SCS G5: Maximize the productivity of our transportation system	Consistent. The proposed project improves vehicle and pedestrian and bicycle connections within the project site, which improves efficiency, and thereby maximizes the productivity of the transportation system for various modes of transportation.
RTP/SCS G6: Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)	Consistent. As discussed in detail in Chapter 2 Project Description, the proposed project improves non-motorized (bicycling and pedestrian) access into and throughout the site by establishing new walkways, including a boardwalk by the water's edge, and an improved bicycle path. This would include a pedestrian bridge that provides a new direct access from the northern and southern portions of the site and a completion of a missing link of the California Coastal Trail.
RTP/SCS G7: Actively encourage and create incentives for energy efficiency, where possible	Consistent. As discussed further in Section 3.6 Greenhouse Gases and Section 3.14 Utilities, the proposed project would include the replacement of older buildings with outdated energy infrastructure with new construction that adheres to current energy efficiency requirements.
RTP/SCS G8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation	Consistent. The proposed project is located within a developed area with existing transit and non-motorized infrastructure (e.g., established bus routes and bicycle and pedestrian paths) and would include bicycle and pedestrian circulation improvements. The proposed project is expected to increase the number of visitors to the project site, and this is likely to include visitors using transit and non-motorized transportation.

Table 3.9-2: Consistency with the SCAG RPT/SCS

Regional Goals	Project's Consistency
RTP/SCS G9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies	Not applicable to the proposed project.

General Plan

The Redondo Beach General Plan includes goals, policies, and objectives that apply to the City as a whole, as well as goals, policies, and objectives that apply to specific land uses. Table 3.9-3 below presents the goals, policies, and objectives for the entire City and for the specific land use designations that are relevant to the proposed project, and to specific areas in the City, and analyzes the project's consistency with each policy. Table 3.9-4 summarizes the General Plan Land Use Element's land use designations and development standards applicable to the project site and analyzes the project's consistency with each. As shown in Table 3.9-3 and 3.9-4, the proposed project is consistent with the General Plan.

Table 3.9-3: Consistency with Land Use Element Polices of the General Plan

Goals, Objectives, and Policies	Project's Consistency
Goal 1A – Provide for the types and mix of land uses necessary to serve the needs of existing and future residents.	
Objective 1.1 – Ensure that lands are designated to accommodate the housing, commercial, employment, educational, recreational, cultural, social, and aesthetic needs of the residents and that they are developed to maintain and enhance the quality and character of the City.	
Policy 1.1.1 – Establish land use designations to accommodate housing units of a variety of types and prices; retail, office, personal service, entertainment, and food service commercial uses; employee-generating industrial; recreational; governmental services; utility and infrastructure; and other uses required to support the population (I1.1).	The proposed project would not establish land use designations, but is consistent with existing land use designations that accommodate a variety of uses, including retail, restaurant, creative office, recreation and entertainment, and accessory uses.
Policy 1.1.2 – Establish density limits and standards which ensure that new development maintains and enhances the overall quality of life, scale, and physical characteristics which are the City's assets (I1.1).	The proposed project would not establish density limits and standards, but it would conform to all applicable density limits and development standards established by the City in the applicable plans (including the General Plan, Coastal Land Use Plan, Coastal Zoning, and Harbor/Civic Center Specific Plan).
Policy 1.1.3 – Establish standards which maintain and enhance the economic viability of development and fiscal well-being of the City (I1.1).	The proposed project would not establish standards relative to economic viability, but would comply with existing standards that include the establishment of expanded commercial uses and enhanced amenities that serve to improve the economic viability of the harbor

Table 3.9-3: Consistency with Land Use Element Polices of the General Plan

Goals, Objectives, and Policies	Project's Consistency
	area, and thereby contribute to the fiscal well-being of the City.
Objective 1.4 – Provide for the continuation of existing and development of new land uses which contribute job opportunities for existing and future residents of the City.	
Policy 1.4.3 – Allow for the development of commercial recreation uses in the King Harbor and Pier Areas (I1.1).	Consistent. The proposed project would establish new development, including expansion of commercial and recreation uses, within the harbor and pier area. Existing commercial recreation uses, such as charter sportfishing, whale watching, and marine recreation equipment rentals would continue to be allowed within the project site.
Objective 1.5 – Provide for the continuation of existing and development of new public service uses and facilities which meet the needs of the City's residents.	
Policy 1.5.1 – Allow for the continuation of existing public recreational, cultural (libraries, museums, etc.), educational, institutional (governmental, police, fire, etc.), and health uses at their present location [areas classified as Public ("P") on the Land Use Plan map] and development of new uses where they complement and are compatible with adjacent land uses (I1.1).	Consistent. The proposed project would provide for continuing the existing recreation use at Seaside Lagoon. While Seaside Lagoon would be modified by opening the lagoon to harbor waters and providing new boardwalk, seating, landscaping, and accessory uses, it would continue to be a public park available for a variety of active and passive uses. The adjacent concession/accessory uses, commercial and entertainment uses, as well as upgraded amenities and public access would be supportive of Seaside Lagoon and other areas designated as P in the project site vicinity (Czuleger Park and Veteran's Park).
Goal 1C – Provide land uses which reflect and capitalize on the City's location along the Southern California coastline.	
Objective 1.7 – Accommodate coastal-related recreation and commercial uses which serve the year-long need of the residents and visitors and are attractive and compatible with adjacent residential neighborhoods and commercial districts.	
Policy 1.7.1 – Allow for the development of coastal-related commercial retail and service uses (fishing supplies, marine supplies, recreational equipment rentals and sales, recreational clothing, entertainment, and similar) within King Harbor, the Redondo Beach Pier, and lands classified as Coastal Commercial "CC" on the Land Use Plan map (I1.1, I1.3).	Consistent. The proposed project would include a mix of coastal-related retail and service uses, while no specific tenants are identified at this time, the businesses located at the site would support the commercial, coastal and recreational setting at the project site. This is anticipated to include establishments such as (but not limited to) marine-related commercial recreation businesses (e.g., charter boats and marine-recreation equipment rentals), coastal-related retail (e.g., beach-related goods such as towels, swim suits, and sunglasses and souvenir stores), and seafood stores and restaurants. Some of the current tenants would be given the opportunity remain at the project site in addition to new businesses that would be established.
Policy 1.7.2 – Allow for the continued operation and enhancement of King Harbor (I 1.1, I1.3, I1.13).	Consistent. The proposed project involves the economic and recreational revitalization of a central portion of the King Harbor waterfront and would generate revenues

Table 3.9-3: Consistency with Land Use Element Policies of the General Plan

Goals, Objectives, and Policies	Project's Consistency
	that would contribute to the costs of maintaining and enhancing the pier and waterfront. The proposed project is expected to generate sufficient revenues to support the revitalization efforts as address in Chapter 5 Other CEQA Considerations.
Policy 1.7.3 – Allow for the operation and maintenance of the Pier as a recreational asset for the City and region; ensuring a high level quality of use and design, adequate safety, and compatibility with adjacent residential neighborhoods and commercial districts (I1.1, I1.3, I1.14).	Consistent. The proposed project would maintain and support the recreational assets of the Horseshoe Pier, by generating revenues that would contribute to the costs of maintaining the pier and waterfront, and providing a commercial, aesthetic, and recreational enhancements.
Policy 1.7.4 – Allow for the continued use of the City's public beaches for coastal recreational uses (I1.1, I1.3, I1.15).	Consistent. The proposed project would continue to allow for use of the nearby public beaches for recreation uses, and would provide additional amenities (including parking, pathways, and commercial services) at the project site for visitors to the area, including beach-goers.
Goal 1E – Ensure that the types of land uses developed in the City complement and do not adversely affect the quality of life and health of the City's residents, businesses, and visitors.	
Objective 1.9 – Control the development of land uses which may adversely impact the character of the City and quality of life of its residents.	
Policy 1.9.1 – Control the development of industrial and other uses which use, store, produce, or transport toxics, generate unacceptable levels of noise, air emissions, or contribute other pollutants; requiring adequate mitigation measures confirmed by environmental review (I1.1, I1.8).	Consistent. The proposed project would not establish any industrial uses which would use, store, produce, or transport toxics (see Section 3.7 Hazards and Hazardous Materials), result in a permanent increase in unacceptable levels of noise (see Section 3.10 Noise), or permanent increase in unacceptable air emissions (see Section 3.2 Air Quality). The proposed project (which involves an expansion of existing uses) would result in a significant increase in permanent noise levels. Mitigation measures have been applied as feasible in this EIR to reduce impacts to less than significant. As discussed in Section 3.10, impacts associated with an increase in traffic would remain significant and unavoidable.
Policy 1.9.3 – Require Police Department review of uses which may be characterized historically by high levels of nuisance (noise, nighttime patronage, and/or rates of criminal activity); providing for conditions of control of use to prevent adverse impacts on adjacent residences, schools, religious facilities, and similar "sensitive" uses (I1.1, I1.8, I1.9).	Consistent. As discussed in Section 3.11 Public Services, the proposed project site plan and building plans would be subject to review by the Police Department prior to approval. The proposed project would include security measures to increase site safety, including architectural design (e.g., placement of doors, windows, and staircases to minimize blind spots) nighttime security lighting, security cameras, and providing lighted landscaping that allow for clear sight lines by security personnel and security devices to monitor the site as feasible. The project would be required to comply with the pre-existing city regulations from the City including the Uniform Building Security

Table 3.9-3: Consistency with Land Use Element Polices of the General Plan

Goals, Objectives, and Policies	Project's Consistency
	Code and security lighting regulations for parking facilities. (RBM Section 9-15.01 and 10-5.1706(c)(10)).
Goal 1F – Maintain the fundamental pattern of existing land uses, preserving residential neighborhoods and commercial and industrial districts, while providing opportunities for intensification or reuse of selected sub-areas which improve the definition of centers of community activity and identity.	
Objective 1.10 – Provide for new land use development and adaptive reuse which is reflective of and complements the overall pattern and scale of existing development, infills vacant and underutilized parcels, and offers the opportunity for the evolution and intensification and/or reuse of selected sub-areas as distinctly identifiable activity centers of the City.	
Policy 1.10.1 – Accommodate existing land uses and new development in accordance with the Land Use Plan map of the General Plan (I1.1).	Consistent. The proposed project is compatible with existing land uses and complies with the land use designations shown on the Land Use Plan map.
Goal 1J – Provide for the continued use of the City's coastal-related recreational facilities as resources for the residents of Redondo Beach and surrounding communities; ensuring that these uses and activities are compatible with adjacent residential neighborhoods and commercial districts and maintain a high level of quality and safety.	
Objective 1.44 – Maintain the Redondo Beach Pier and supporting commercial, restaurant, entertainment, and other coastal-related uses as a recreational resource and amenity of the City.	
Policy 1.44.1 – Accommodate recreational and marine facilities and uses (fishing, surfing, boating, swimming, etc.), restaurants, entertainment, gift shops, and other coastal-related uses in areas designated as "CC" (I1.1, I1.3).	<p>Consistent. The proposed project would include public and private features that support recreational marine facilities and uses. This includes businesses located within areas designated as CC that support the commercial, coastal and recreational setting, such as marine-related commercial recreation (e.g., charter boats and marine-recreation equipment rentals), coastal-related retail (e.g., beach-related goods such as towels, swim suits, and sunglasses and souvenir stores), and seafood stores and restaurants.</p> <p>As with other vessels displaced during project construction, the on-site marina operator would work with commercial fishing vessels who wish to return to the Redondo Beach Marina, and are within the operational requirements of the reconfigured marina and can meet the new lease requirements.</p>
Policy 1.44.2 – Permit development in accordance with the intensity limitations prescribed for the rebuilding of the Pier, or as modified by the City Council with public input to maintain adequate revenue and quality of use (I1.1, I1.3, I1.14).	Consistent. The proposed project would include the replacement of all but one existing structure on the Horseshoe Pier with structures of similar size, configuration and use, and the construction of one new building at an existing pad (Pad 2 as shown on Figure 3.9-5), which had been a commercial building prior to reconstruction of the pier but is currently vacant. This is consistent with the allowable intensity limitations.

Table 3.9-3: Consistency with Land Use Element Policies of the General Plan

Goals, Objectives, and Policies	Project's Consistency
<p>Policy 1.44.3 – Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) (I 1.1, I 1.10, I1.18).</p>	<p>Consistent. As discussed in Section 3.1 Aesthetics and Visual Resources, the proposed project would achieve a high level of quality of design that is rooted in the historic beach towns of Southern California and in the history of the City itself, while at that same time presenting a contemporary aesthetic that reinforces the uniqueness of the site and the coastal commercial and recreational character. The architectural compatibility and quality would be assessed through the Design Review Process contained in RBMC Section 10-5.2502.</p>
<p>Policy 1.44.4 – Require that structures be designed at a uniform and high level of architectural design quality which reflects the unique setting of the pier on the coastline and enhances pedestrian-activity, including:</p> <ul style="list-style-type: none"> a. visual and physical transparency along building exteriors; b. well-defined entries; c. variable rooflines and building heights; d. pronounced rooflines; and e. inclusion of pedestrian-oriented projecting signs (I1.1, I1.3, I1.14, I 1.18). 	<p>Consistent. See response to Policy 1.44.3 above. Additionally, as discussed in Section 3.1 Aesthetics and Visual Resources, the proposed project would include varied rooflines and building heights, as well as pedestrian-oriented design.</p>
<p>Policy 1.44.5 – Require that signage be integrated in style, materials, and placement with the design of the structures; minimizing their number and size (I1.1, I 1.3, I1.14, I1.18).</p>	<p>Consistent. Well-designed signage would be incorporated to maintain the visual aesthetic and coastal character of the project site. Per the RBMC, the signage plans would be subject to review and approval through the City's Harbor Commission Design Review process.</p>
<p>Policy 1.44.6 – Provide a consistent and well-designed system of public signage, identifying entries and key activity locations and uses (I1.3, I1.14, I1.17).</p>	<p>Consistent. See Policy 1.44.5 above.</p>
<p>Policy 1.44.7 – Install pedestrian-oriented and scaled amenities, including benches, lighting, landscape, and similar elements (I1.3, I1.14, I1.17).</p>	<p>Consistent. The proposed project would include the addition of new lighting, benches, landscaping, public art and other elements that would be pedestrian-oriented and contribute to the overall design of the site.</p>
<p>Objective 1.45 – Maintain King Harbor and supporting commercial, restaurant, entertainment, and other coastal-related uses as a recreational resource and amenity of the City.</p>	
<p>Policy 1.45.1 – Accommodate recreational and marine facilities and uses (boat slips and anchorages, fishing, surfing, boating, swimming, public boat launching ramps, etc.), hotels, restaurants, entertainment, gift shops, public open space, and other coastal-related uses in areas designated as "CC". The primary permitted uses of Mole B shall be</p>	<p>Consistent. As discussed in detail in Chapter 2 Project Description, the proposed project would include a variety of uses, including commercial (restaurant, specialty cinema, hotel, and retail) uses, as well as enhancements to existing recreational and marine facility uses, including a modified Seaside Lagoon, improved non-vehicular circulation, and new boat launch facilities. Creative office uses would be allowed outside of the Tidelands.</p>

Table 3.9-3: Consistency with Land Use Element Polices of the General Plan

Goals, Objectives, and Policies	Project's Consistency
<p>boating facilities, such as boating clubs, boating instruction, boat storage, Harbor Patrol, and similar support facilities, and public open space and recreational uses. Office uses may be permitted outside the tidelands as supplementary uses that support the success of the primary regional-serving public and commercial recreation uses, subject to limitations in the Harbor-Civic Center Specific Plan, Coastal Land Use Plan, and zoning ordinance (I1.1, I1.3, I1.13).</p>	
<p>Policy 1.45.2 – Allow the continuation and maintenance of existing residential structures (I1.1, I1.3, I1.13).</p>	<p>Consistent. There are no residential structures existing or allowed within the project site and the project site would not eliminate any existing residential structures.</p>
<p>Policy 1.45.3 – Permit development within the Harbor and Pier area in accordance with maximum floor area ratio standards and maximum cumulative development limitations established in the Harbor/Civic Center Specific Plan, Coastal Land Use Plan, and zoning ordinance. The future intensity of new development which may be allowed to occur on individual parcels or master lease areas within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received (I 1.1, I1.3, I1.13).</p>	<p>Consistent. As discussed below in the consistency analysis for each respective document, the proposed project complies with the development polices and limitations established in the Harbor/Civic Center Specific Plan, Coastal Land Use Plan, and zoning ordinance.</p>
<p>Policy 1.45.4 – Harbor development proposals shall be reviewed and considered relative to their individual parcel size, configuration, and location, as well as their compatibility with adjacent uses and their ability to attain and fulfill the urban and architectural design objectives specified in Policies 1.45.5 to 1.45.11 of the General Plan. Within the maximum floor area ratio permitted, the actual floor area ratio granted should take into account the degree to which the project meets objectives for reconfiguration of development and siting buildings along common pedestrian promenades and public plazas and the degree to which the project provides high quality public amenities, public spaces, and/or other public improvements. Projects that meet these objectives to a high level may be granted a higher floor area ratio than projects that meet the objectives to a lesser extent. (I1.1, I1.3, I 1.13).</p>	<p>Consistent. The proposed project encompasses approximately 36 acres and would be reviewed and considered by the City as a Master Leasehold during the review and approval process. The review and consideration of the project plans takes into account issues such as overall site design, compatibility with adjacent uses, public plazas and the degree to which the project provides high quality public amenities, public spaces, and/or other public improvements, as well as architectural design objectives.</p>

Table 3.9-3: Consistency with Land Use Element Polices of the General Plan

Goals, Objectives, and Policies	Project's Consistency
<p>Policy 1.45.5 – Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) (I 1.1, I 1.10, I1.18).</p>	<p>Consistent. See response to Policy 1.44.3 above.</p>
<p>Policy 1.45.6 – Encourage and provide incentives for the reconfiguration of parcels and development to create a unified seaside “village,” siting buildings adjacent to one another and orienting them along common pedestrian promenades and public plazas (I1.1, I1.3, I1.5, I1.6, I1.13).</p>	<p>Consistent. See response to Policy 1.44.3 above. Additionally, as discussed in Section 3.1 Aesthetics and Visual Resources, the proposed project would result in a visual cohesiveness throughout the project site, designed to achieve a sense of place, and contributing to a unified seaside village.</p>
<p>Policy 1.45.7- Require that commercial structures be designed at a uniform and high level of architectural design quality which reflects the unique setting of the Harbor on the coastline (I1.1, I1.3, I1.10, I1.13, I1.18).</p>	<p>Consistent. See response to Policy 1.44.3 and 1.45.6 above.</p>
<p>Policy 1.45.8 – Require that signage be integrated in style, materials, and placement with the design of the structures; minimizing their number and size (I1.1, I 1.3, I1.10, I1.13, I1.18).</p>	<p>Consistent. See Policy 1.44.5 above.</p>
<p>Policy 1.45.9 – Provide a consistent and well-designed system of public informational signage for the harbor, identifying entries and key activity locations and uses (I1.13, I1.17).</p>	<p>Consistent. See Policy 1.44.5 above.</p>
<p>Policy 1.45.10 – Install pedestrian-oriented and scaled amenities, including benches, street and pedestrian lighting, landscape, and similar elements (I1.13, I 1.17).</p>	<p>Consistent. See Policy 1.44.7 above.</p>
<p>Policy 1.45.11- Install additional street trees and landscape along the Harbor Drive frontage and in parking lots (I1.13, I1.17).</p>	<p>Consistent. New landscaping would be installed throughout the project site, including along Harbor Drive and in surface parking lots to enhance overall visual appearance.</p>
<p>Goal 1K – Provide for public uses which support the needs and functions of the residents and businesses of the City.</p>	
<p>Objective 1.46 – Provide for the continuation of existing and expansion of governmental administrative and capital, recreation, public safety, human service, cultural and educational, infrastructure, and other public land uses and facilities to support the existing and future population and development of the City.</p>	
<p>Policy 1.46.1 – Accommodate governmental administrative and maintenance facilities,</p>	<p>Consistent. The only portion of the project site designated as P consists of Seaside Lagoon (designated</p>

Table 3.9-3: Consistency with Land Use Element Policies of the General Plan

Goals, Objectives, and Policies	Project's Consistency
parks and recreation, public open space, police, fire, educational (schools), cultural (libraries, museums, performing and visual arts, etc.), human health, human services, public utility and infrastructure (transmission corridors, etc.), public and private secondary uses, and other public uses in areas designated as "P" (I1.1).	as P-PRO, a sub-designation to the P designation in the Local Coastal Plan). Under the proposed project, the park use of Seaside Lagoon (designated as "P") would be retained, though the amenities would be modified. A new police sub-station would be established on-site, however the precise location has not been determined.
Policy 1.46.6 – Monitor the operations of public uses and facilities and periodically review the adequacy of and, as necessary, implement additional impact mitigation measures (I1.18).	Consistent. The only portion of the project site designated as P consists of Seaside Lagoon (designated as P-PRO, a sub-designation to the P designation in the Local Coastal Plan). The proposed modifications to Seaside Lagoon are addressed in this Draft EIR, including consistency with the P land use designation applicable to public uses. Mitigation measures identified in this Draft EIR would be implemented as applicable.

Table 3.9-4 Consistency with the General Plan Land Use Element Allowable Uses and Key Development Standards

		General Plan	Proposed Project	Project's Consistency
Northern Portion				
Seaside Lagoon	Designation	P Public or Institutional		
	Principal Allowable Use^a (as applicable)	Government administrative and maintenance facilities, parks and recreation, public open space, police, fire, educational, cultural, human health, human services, public utility and infrastructure, public and private secondary uses and other public uses	The existing use of the site as a public park would remain. Modifications to the park include opening the lagoon to harbor waters, altering the recreational amenities provided, and the provision of expanded accessory uses/structures designed to serve the recreational users and visitors to the site	Consistent
	Maximum Density/Intensity	Development standards established in the Zoning Ordinance (Coastal Zoning) (see Table 3.9-8)	See Table 3.9-8 for Project Consistency with Coastal Zoning	N/A
	Building Height	Development standards established in the Zoning Ordinance (Coastal Zoning) (see Table 3.9-8)	See Table 3.9-8 for Project Consistency with Coastal Zoning	N/A
East of Seaside Lagoon and North of Basin 3	Designation	CC Coastal Commercial		
	Principal Allowable Use^a (as applicable)	Recreational and marine facilities and uses (fishing boating, fishing, surfing, swimming, etc.) restaurants, entertainment, gift shops, hotels, and other coastal-related uses	Mix of coastal-related retail and restaurant uses, creative office above the ground floor, specialty cinema, and a parking structure that support the coastal and recreational setting	Consistent
	Maximum Density/Intensity	A cumulative FAR of 0.35 in the Harbor. Future intensity of new development to be determined on a case by case review basis	Under the LUP and Coastal Zoning, a maximum development of 400,000 net new square feet is allowed within the CR zoned parcels of the Harbor area. Compliance with the overall Harbor area development cap of 400,000 net new square feet would ensure that the cumulative FAR of the Harbor would not exceed 0.35. As described under the consistency analysis with the Coastal Zoning in Table 3.9-8 below, the proposed project is within the 400,000 square foot net new development cap.	Consistent
	Building Height	Building height standards established in the LUP, Zoning Ordinance (Coastal Zoning), and	See Tables 3.9-6, 3.9-8, and 3.9-10 for project consistency with the LUP, Coastal Zoning, and	

Table 3.9-4 Consistency with the General Plan Land Use Element Allowable Uses and Key Development Standards

		General Plan	Proposed Project	Project's Consistency
		Harbor/Civic Center Specific Plan (see Tables 3.9-6, 3.9-8, and 3.9-10 respectively)	Harbor Civic Center/Specific Plan height standards.	
Small Craft Boat Launch Ramp Parking Lot	Designation	CC Coastal Commercial		
	Principal Allowable Use^a (as applicable)	See above	Boat launch ramp and surface parking lot	Consistent
	Maximum Density/Intensity	See above	No buildings would be constructed.	N/A
	Building Height	Development standards established in the Zoning Ordinance (Coastal Zoning) (see Table 3.9-8)	See Table 3.9-8 for Project Consistency with Coastal Zoning	N/A
Southern Portion				
Horseshoe Pier, area south of Basin 3, and International Boardwalk	Designation	CC Coastal Commercial		
	Principal Allowable Use^a (as applicable)	See above	Mix of retail and restaurant uses, and creative office above the ground floor that support the coastal and recreational setting	Consistent
	Maximum Density/Intensity	See above	Under the LUP and Coastal Zoning, a maximum development of 400,000 net new square feet is allowed within the CR zoned parcels of the Harbor area. Compliance with the overall Harbor area development cap of 400,000 net new square feet would ensure that the cumulative FAR of the Harbor would not exceed 0.35. As described under the consistency analysis with the Coastal Zoning in Table 3.9-8, below, the proposed project is within the 400,000 square foot net new development cap.	Consistent
	Building Height	---	N/A	N/A

Table 3.9-4 Consistency with the General Plan Land Use Element Allowable Uses and Key Development Standards

		General Plan	Proposed Project	Project's Consistency
Pier Plaza and Pier Parking Structure	Designation	CC Coastal Commercial		
	Principal Allowable Use^a (as applicable)	See above	Hotel, retail, restaurant, creative office uses, and a parking structure that support the coastal and recreational setting	Consistent
	Maximum Density/ Intensity	See above	Under the LUP and Coastal Zoning, a maximum development of 400,000 net new square feet is allowed within the CR zoned parcels of the Harbor area. Compliance with the overall Harbor area development cap of 400,000 net new square feet would ensure that the cumulative FAR of the Harbor would not exceed 0.35. As described under the consistency analysis with the Coastal Zoning below, the proposed project is within the 400,000 square foot net new development cap.	Consistent
	Building Height	---	N/A	N/A
Basin 3				
Water-area of the Redondo Beach Marina	Designation^b		---	
	Principal Allowable Use^c (as applicable)	---	N/A	N/A
	Maximum Density/ Intensity	---	N/A	N/A
	Building Height^e	---	N/A	N/A

Notes

a. For all land use designations and zoning, permitted uses within the State Tidelands (see Figure 3.9-2) are limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for management and operation of on-site facilities, limited use overnight visitor accommodations (e.g., condominium hotels, timeshares, fractional ownership hotels) are not permitted.

b. There are no established land use designations or zoning for the water area.

Redondo Beach Coastal Land Use Plan

Table 3.9-5 below presents the applicable Land Use Policies that are relevant to the proposed project and analyzes the project’s consistency with each policy. Table 3.9-6 summarizes the LUP land use designations and development standards applicable to the project site and analyzes the project’s consistency with each. As shown in the Tables 3.9-5 and 3.9-6, the proposed project is consistent with the LUP.

Table 3.9-5: Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Project’s Consistency
Section D. Land Use Policies	
<p>Policy 1. Coastal dependent land uses will be encouraged within the Harbor-Pier area. The City will preserve and enhance these existing facilities and encourage further expansion of coastal dependent land uses, where feasible.</p> <p>Removal of existing coastal dependent land uses shall be strongly discouraged unless such uses are determined to no longer be necessary for the functional operation and utility of the Harbor. A public boat launch ramp shall be constructed in association with future development projects within the Harbor area.</p>	<p>Consistent. The proposed project maintains and supports or enhances boating and water recreation access, including the provision of a public boat launch ramp as required by Policy 1, reconstruction/ redevelopment of Redondo Beach Marina/Basin 3 (for both recreational and commercial vessels) and modified Seaside Lagoon and access to, and it enhances ocean viewing access, improves vehicle and non-vehicle circulation throughout the site and provides new amenities such as benches and waterside picnicking locations.</p>
<p>Policy 2. New development, additions or major rehabilitation projects within the Harbor-Pier area shall be sited and designed to:</p> <ul style="list-style-type: none"> a. Preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive; b. Provide continuous public access to and along the seaward side of the piers and moles, with the exception of “Pad 2” on the Pier; c. Be consistent and harmonious with the scale of existing development; d. Provide appropriate public-serving amenities such as benches and pedestrian walkways adjacent to the water’s edge or the edge of the pier, landscaped rest and viewing areas; and e. Signage shall be erected to identify the public parking and public amenities located on Mole A and Mole B. The signs shall be sufficiently visible to the public, shall be located on the corner of North Harbor Drive at Marina Way and Yacht Club Way, and in front of the existing guardhouse/gate structures located at the entrances to the Moles. Signs shall identify that vehicular access is available to the Moles and 	<p>Consistent.</p> <ul style="list-style-type: none"> a. As discussed in Section 3.1 Aesthetics and Visual Resources, buildings would be spaced such that view corridors would be provided from Harbor Drive and Czulegar Park, public views would also be available from public plazas, the boardwalk along the water’s edge, and the new main street. b. As shown on Figure 3.9-6, the proposed project would provide continuous public access throughout the project site along the water’s edge, with the exception of Pad 2 on the Horseshoe Pier as allowed under Policy 2 (shown on Figure 3.9-5) c. The proposed project would include the demolition of most of the existing development within the project site to be replaced by new construction which would have a harmonious style and theme that fits within the character of waterfront (see Section 3.1 Aesthetics and Visual Resources). d. Public amenities, such as benches, boardwalk along the water’s edge, and viewing areas would be provided throughout the site. e. Not applicable – not within the project site boundaries. <p>As shown on Figure 3.9-6, a continuous boardwalk would be provided to complete the California</p>

Table 3.9-5: Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Project's Consistency
<p>that public parking and coastal public amenities are located seaward of the signs.</p> <p>Public Esplanade. A minimum of (12)-foot wide paved public esplanade adjacent to the water's edge shall be provided in conjunction with new development or major reconstruction projects, completing the California Coastal Trail through Redondo Beach. On sites where new development or major reconstruction is not proposed, and where the location of existing buildings makes it infeasible to provide such esplanade adjacent to the water's edge, alternatives for the continuation of the Public Esplanade as a partial or full cantilever over the water with a minimum 10-foot width may be considered through the City's discretionary review process. Any portions of the public esplanade over the water shall be designed to minimize impacts on other marina uses.</p> <p>Consistent with the objectives and policies in a-e above, no permanent building shall be developed on "Pad 1" of the Pier.</p>	<p>Coastal Trail through Redondo Beach. The boardwalk would be a minimum of 12 feet throughout within a 2 feet median along each edge and in some areas would be as much as 20 to 30 feet in width.</p> <p>No building would be established on "Pad 1" of the Horseshoe Pier (shown on Figure 3.9-5)</p>
<p>Policy 3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial recreational asset for the City and region ensuring maximum public access a high-level quality of use and design adequate safety and compatibility with adjacent residential neighborhoods and commercial districts.</p>	<p>Consistent. The proposed project would include a mix of commercial and recreational uses intended to integrate public and private needs to reconnect the public with the waterfront, this would include the provision of commercial recreation uses, such as charter sportsfishing, whale watching, and marine recreation equipment rentals, and enhancing public access and recreational opportunities to create a revitalized waterfront that is compatible with the surrounding land uses.</p>
<p>Policy 4. Any infrastructure or utility uses located within the harbor area shall be placed below ground unless undergrounding is deemed by the City to be infeasible. Any such uses located above ground within the harbor area shall be screened or buffered to the extent possible.</p>	<p>Consistent. New and upgraded infrastructure and utilities would be placed below ground as feasible. Should any aboveground features be necessary, they would be screened from sight as feasible, subject to the City's review and approval.</p>
<p>Policy 5. In conformance with the goals and policies of the California Coastal Act maintain a balanced utilization of coastal zone resources including protection and provision of lower cost visitor serving uses and recreational facilities where feasible.</p>	<p>Consistent. The proposed project provides for a balance of commercial and recreational uses, including no- and low-cost facilities would be maintained on-site, such as walking and bicycling paths and boardwalks, public seating for ocean viewing and picnicking, locations for pier fishing, and beach and harbor access at Seaside Lagoon and hand launching of boats.</p>
<p>Policy 6. Maintain and preserve the existing public fishing access areas on the Pier as indicated in Figure 16.</p>	<p>Consistent. The proposed project would not alter the existing fishing access area on the Monstad Pier.</p>

Table 3.9-5: Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Project's Consistency
<p>Policy 11. The policy of the City is to control storm water runoff and pollution that may cause or contribute to adverse impacts on recreational access to beaches or to other coastal resources such as sensitive habitat areas or coastal waters. All development in the coastal zone public and private shall be in conformance with the storm water standards of the State of California as cited in section 5701101 of the Municipal Code, the Coastal Act and the most recent standards of the Regional Water Quality Control Board with regard to storm water runoff specifically the Standard Urban Storm Water Mitigation Plan. New development or major rehabilitation projects will also be required to conform to any amendment to or re-issuance of these state federal and municipal standards.</p> <p>Pursuant to this:</p> <p>a. All development on the pier and on the first row of lots adjacent to the beach shall comply with the provisions contained in Ordinance No 2851 Stormwater and Urban Runoff Pollution Control Regulations and with applicable state and federal water quality standards for discharges into sensitive habitat areas.</p> <p>b. All development shall be designed to minimize the creation of impervious surfaces and to the maximum extent possible to reduce directly connected impervious area on the site. Setback areas should remain permeable vegetated or crushed gravel where feasible.</p> <p>c. Plans for new development and redevelopment projects shall incorporate Best Management Practices (BMPs) and other applicable Management Measures contained in the California Nonpoint Source Pollution Control Plan that will reduce to the maximum extent practicable the amount of pollutants that are generated and/or discharged into the City's storm drain system and surrounding coastal waters. BMPs should be selected based on efficacy at mitigating pollutants of concern associated with respective development types or uses. This policy to incorporate BMPs shall also apply to all new or refurbished parking lots accommodating 25 or more cars.</p> <p>d. As part of the implementation of this Land Use Plan Amendment the City shall develop a Public Participation component that identifies methods to encourage public participation in managing development and minimizing urban runoff impacts to the coast. This component should include a public education program designed to raise public</p>	<p>Consistent. As discussed in Section 3.5 Geology and Soils and Section 3.8 Hydrology and Water Quality, the proposed project would comply with state, regional, and local stormwater management requirements. This would include implementation of BMPs and Low Impact Development (LID) BMPs. Additionally, the proposed project would reduce the amount of impervious surface area the project site and establish an upgraded stormwater system that would incorporate LID techniques such as infiltration and bioretention to reduce the volume and velocity of stormwater runoff.</p>

Table 3.9-5: Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Project's Consistency
<p>awareness about stormwater issues and the potential impacts of water pollution and involve the public in the development and implementation of the City's Stormwater and Urban Runoff Pollution Control Plan.</p> <p>e. It is the intent of the City to pursue opportunities to participate in watershed level planning and management efforts directed towards reducing stormwater and urban runoff impacts to water quality and related resources including restoration efforts and regional mitigation monitoring and public education programs.</p>	
<p>Policy 13. Development in Redondo Beach shall be sited and designed to minimize hazards from wave uprush and from geologic hazards including seismic hazards such as liquefaction.</p> <p>a) New development shall minimize risks to life and property in areas of high geologic, flood, and fire hazard. Development shall assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or the surrounding areas or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. Development shall proceed only if the Director of the Department of Building and Safety determines that there is sufficient evidence that the structure may be constructed and maintained safely. All development shall employ earthquake resistant construction and engineering practices.</p> <p>b) Development in the Pier and Harbor area shall provide, in advance of approval, erosion and wave uprush studies, based upon projections of the range of sea level rise that can be expected (at rates ranging from 5 to 15 mm/yr) within the reasonable economic life of the structure (normally 75 years). The Director may waive such studies on the basis of information contained in a certified EIR for the Pier and Harbor area, if such EIR includes maps of all areas in the City potentially impacted by storm waves and sea level rise and such maps include elevations of such impacts and estimation of likelihood of such events. All structures shall be sited and designed to minimize destruction of life and property during likely inundation events.</p> <p>c) If the development proposed is located on an existing slope greater than 2:1 or on artificial fill, new construction may be permitted only on the basis of detailed, site specific geologic and soil studies.</p> <p>d) All structures located on fill or on alluvial deposits shall provide analysis of potential for seismic hazards</p>	<p>Consistent. As discussed in Section 3.8 Hydrology and Water Quality, the proposed project would include features, such as removal of the International Boardwalk, raising of the elevation of the northern portion of the project site, and enhancement of an existing shoreline protection device which would reduce hazards from wave uprush as well as hazards associated with sea level rise, tsunami risk and flooding. As discussed in Section 3.5 Geology and Soils, the proposed project would comply with current building codes and recommendations of a site-specific geotechnical analysis to ensure that risks associated with seismic hazards, including liquefaction, are minimized.</p>

Table 3.9-5: Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Project's Consistency
<p>including liquefaction. The design of such structures shall include measures to minimize damage and loss of property from such hazards. All earthquake studies shall also comply with the latest recommendations of the California Geological Survey and the Seismic Safety Commission and shall adhere to all applicable building codes.</p> <p>e) All development located within the tsunami inundation zone as identified by the most recent state or local California Emergency Management maps or, below elevation 15 feet above mean sea level shall provide information concerning the height and force of likely tsunami run-up on the property. The Director may waive this requirement if he or she determines that accurate maps concerning the extent, velocity and depth of likely tsunami run-up is available in a certified EIR that addresses all pier, harbor, and beach areas of the City. The Director shall require all development located within a possible tsunami run-up zone to install, as appropriate, warning systems and other measures to minimize loss of life due to a tsunami.</p> <p>f) With the exception of structures on the moles, new or substantially reconstructed structures on ocean fronting parcels shall be permitted only if they are sited and designed so that no future shorelines protective devices will be necessary to protect them from storm waves and bluff erosion. The City shall require as an enforceable condition of any permit for such a structure that no shoreline protective structure shall be allowed in the future to protect the development from foreseeable or unexpected bluff erosion or wave uprush.</p>	
<p>Policy 15. Limited Use Overnight Visitor Accommodations including Condominium-hotels, fractional ownership hotels and timeshares.* (<i>*note some non-applicable sections of this Policy are not provided below. To see Policy 15 in its entirety, refer to the LCP</i>)</p> <p>g) Lower cost visitor accommodations shall be protected, encouraged, and where feasible, provided. In the Coastal Zone when demolition of existing lower cost overnight visitor accommodations or when Hotels or Limited Use Overnight Visitor Accommodations are proposed that include high-cost overnight visitor accommodations, an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach shall be imposed. The fee shall be \$30,000 per room that mitigation is required for, and the fee shall be adjusted annually to</p>	<p>Consistent. The proposed project would include a new boutique hotel. The hotel may qualify as high-cost visitor accommodations under Policy 15, in which case, the proposed project would be required to comply with the in-lieu fee requirement as a condition of the CDP as required by RBMC Section 10-5.811(b)(8).</p>

Table 3.9-5: Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Project's Consistency
<p>account for inflation according to increases in the Consumer Price Index U.S. City Average. If as a part of a proposed development all units for which an in-lieu fee would be required are replaced by lower cost overnight visitor accommodations within the Coastal Zone of Redondo Beach, the in-lieu fee shall be waived.</p> <p>An in-lieu fee shall be required for new development of overnight visitor accommodations in the coastal zone that are not low or moderate cost facilities.</p> <p>These in-lieu fee(s) shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. The fee shall apply to 25 percent of the total number of proposed units that are high-cost overnight visitor accommodations or limited use overnight visitor accommodations.</p> <p>An in-lieu fee shall be required for any demolition of existing lower cost overnight visitor accommodations, except for units that are replaced by lower cost overnight visitor accommodations, in which case the in-lieu fee shall be waived.</p> <p>This in-lieu fee shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. A per-unit fee for the total number of existing lower cost overnight units that are demolished and not replaced shall be required.</p> <p>Where a proposed development includes both demolition of existing low cost overnight visitor accommodations and their replacement with high cost overnight visitor accommodations, the fee shall also apply to the 25 percent of the number of high cost rooms/units in excess of the number being lost.</p>	
<p>Policy 16. Employment, retail, and entertainment districts and coastal recreational areas shall be well served by public transit and easily accessible to pedestrians and bicyclists. Streets, sidewalks, bicycle paths, and recreational trails (including the California Coastal Trail) should be designed and regulated to encourage walking, bicycling, and transit ridership.</p> <p>Large commercial and residential developments shall be located and designed to be served by transit and</p>	<p>Consistent. The proposed project is located in an area with existing bus routes, as well as an established network of streets, sidewalks, bicycle paths and trails. The proposed project would enhance connections to the existing access routes off-site and enhance the motorized vehicle and non-motorized vehicle access internal to the project site (including completion of a missing link of the California Coastal Trail).</p>

Table 3.9-5: Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Project's Consistency
provide non-automobile circulation to serve new development to the greatest extent feasible.	
<p>Policy 17. The Coastal Act definition set forth below is incorporated herein as a definition of the Land Use Plan: "Environmentally sensitive habitat area (ESHA)" means any area in which plant or animal life or their habitats are either rare or especially valuable because of the special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.</p> <p>a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.</p> <p>b) Development within and adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with continuance of those habitat and recreation areas</p>	Consistent. As described in Section 3.3 Biological Resources, there is no ESHA located within the project site.
<p>Policy 18. Ensure the protection of bird nesting habitat protected by the Migratory Bird Treaty Act and the long-term protection of breeding, roosting and nesting habitat of bird species listed pursuant to the federal or California Endangered Species Acts, California bird species of special concern, and wading birds (herons or egrets). The trimming and/or removal of any trees that have been used for breeding and nesting by the above identified species within the past (5) years, as determined by a qualified biologist or ornithologist shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game, the U.S. Fish and Wildlife Service, and the U.S. Migratory Bird Treaty Act.</p>	Consistent. As described in Section 3.3 Biological Resources, there are no sensitive terrestrial resources locate on-site and any trimming and/or removal of trees within the project site would comply with applicable requirements, including RMBC Section 10-5.1900(h) to ensure that breeding, roosting and nesting habitat of birds would be protected.
<p>Policy 19. Marine resources shall be maintained, enhanced and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.</p>	Consistent. As described in Section 3.3 Biological Resources, there are no areas of special biological significance located within the project site and the proposed project would not damage the biological productivity of coastal waters.
<p>Policy 20. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of</p>	Consistent. As described in Section 3.3 Biological Resources and Section 3.8 Hydrology and Water Quality, the proposed project would not result in

Table 3.9-5: Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Project's Consistency
<p>marine organisms and for the protection of human health shall be maintained and, where feasible restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</p>	<p>significant impacts on water quality or biological resources during construction or operation.</p>
<p>Policy 21. The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall only be permitted in accordance with other applicable provisions of this division, where there is no feasible alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:</p> <ul style="list-style-type: none"> a) New or expanded port, energy, and coastal dependent industrial facilities, including commercial fishing facilities. b) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps. c) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreation piers that provide public access and recreational opportunities. d) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines. e) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive habitat areas. f) Restoration purposes. g) Nature study, aquaculture, or similar resource dependent uses. <p>Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.</p> <p>In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and</p>	<p>Consistent. The proposed project would include filling of harbor waters for the small craft boat launch ramp and breakwater, the placement of structural pilings for the pedestrian bridge and replacement piling for the timber portion of the Horseshoe Pier and the Sportfishing Pier is it reconstructed. The boat launch ramp, pier reconstruction, and the pedestrian bridge would provide increased public access and recreational opportunities, and as discussed in Section 3.3 Biological Resources mitigation measures would minimize significant environmental effects. As such, the filling associated with the proposed project is consistent with Policy 21.</p> <p>Dredging would be required for opening Seaside Lagoon to harbor waters. The opening of Seaside Lagoon would expand the available recreational opportunities at the lagoon and provide increased public direct access to the harbor. Further, as discussed in Section 3.3 Biological Resources and Section 3.8 Hydrology and Water Quality, water quality impacts would be less than significant. As such, the dredging associated with the proposed project is consistent with Policy 21.</p>

Table 3.9-5: Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Project's Consistency
wetlands shall maintain or enhance the functional capacity of the wetland or estuary.	

Table 3.9-6 Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

		Coastal Land Use Plan ^a	Proposed Project	Project's Consistency
Northern Portion				
Seaside Lagoon	Designation	P-PRO Parks Recreation and Open Space		
	Principal Allowable Use^b (as applicable)	Parks, open space, recreational facilities, and accessory uses such as restrooms, storage sheds, concession stands, recreational rentals, etc. Public buildings, community centers, public safety facilities, parking lots, public utility facilities and similar uses subject to a conditional use permit	The existing use of the site as a public park would remain. Modifications to the park would include opening the lagoon to harbor waters thereby providing access to canoes, kayaks, paddle boards, and swimmers. The proposed project would also include expanded accessory uses/structures designed to serve the recreational users and visitors on the site, such as marine recreation products and rentals (e.g., kayaks, paddle boards, wetsuits), beach club, maintenance, public safety, and concessions.	Consistent
	Maximum Density/Intensity	Maximum FAR shall not exceed 0.25	This portion of the proposed project site is approximately 173,467 square feet. The maximum amount of square footage of accessory uses would not exceed 43,366.75 square feet.	Consistent
	Building Height^{c,d}	Maximum of 30 feet and maximum of 2-stories	Proposed buildings would be one story and not exceed a maximum height of 30 feet.	Consistent
East of Seaside Lagoon and North of Basin 3	Designation	CR Commercial Recreation Sub-Area 2a and Sub-Area 2b		
	Principal Allowable Use^b (as applicable)	Public and commercial recreational facilities, including local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotels, limited use overnight visitor accommodations (except on State Tidelands), multi-purpose private recreational uses (except on State Tidelands), marina and marina-related facilities, entertainment clubs, yachting and boating clubs, public/open space recreational uses, structures and surface parking facilities, and commercial office land uses (subject to some limitations)	Mix of retail and restaurant uses, creative office above the ground floor, specialty cinema, and a parking structure	Consistent
	Maximum Density/Intensity	Maximum FAR of all buildings in Sub-Area 2 may not exceed 0.35, except FAR bonuses may be permitted as allowed under the Zoning Ordinance for hotels and/or offices	This portion of the proposed project site is approximately 496,170 square feet. Subject to City approval of an FAR bonus associated with the provision of high quality amenities and public open	Consistent (subject to an allowable FAR bonus)

Table 3.9-6 Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

		Coastal Land Use Plan^a	Proposed Project	Project's Consistency
		above the ground floor, or areas that provide high quality amenities or public open space. Maximum FAR with bonuses may not exceed 0.65 Future intensity of new development to be determined on a case by case review basis	space and offices above the ground floor, the maximum amount of square footage of development would not exceed 322,510.5 square feet.	
	Building Height^e	Sub-Area 2a –maximum of 37 feet, and maximum of two stories, but no more than 50 percent of the cumulative building footprint may exceed one story and 24 feet Sub-Area 2b – maximum of 45 feet and maximum of 3-stories	Sub-Area 2a – one and two story buildings with a maximum height of 37 feet, and less than 50 percent of the cumulative building footprint would exceed one story and 24 feet Sub-Area 2b – one to three-story buildings of maximum of 45 feet	Consistent
Small Craft Boat Launch Ramp Parking Lot	Designation	CR Commercial Recreation Sub-Area 3a		
	Principal Allowable Use^b (as applicable)	Public and commercial recreational facilities – local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotels, limited use overnight visitor accommodations (except on State Tidelands), marina and marina-related facilities, yacht or boating clubs, public open space/recreational uses, entertainment clubs, commercial offices (subject to some limitations)	Boat launch ramp and surface parking lot	Consistent
	Maximum Density/ Intensity	Maximum FAR of all buildings in Sub-Area 3 may not exceed 0.35, except FAR bonuses may be permitted as allowed under the Zoning Ordinance for hotels and/or offices above the ground floor, or areas that provide high quality amenities or public open space. Maximum FAR with bonuses may not exceed 0.65. Future intensity of new development to be determined on a case by case review basis	No buildings would be constructed	N/A

Table 3.9-6 Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

		Coastal Land Use Plan ^a	Proposed Project	Project's Consistency
	Building Height ^{c,d}	Maximum of 45 feet and maximum of 3-stories	No buildings would be constructed	N/A
Southern Portion				
Horseshoe Pier, area south of Basin 3, and International Boardwalk	Designation	CR Commercial Recreation Sub-Area 1a, 1b and 1d		
	Principal Allowable Use ^b (as applicable)	Public and commercial recreational facilities – local serving and visitor-serving retail uses, restaurant and other food and beverage uses, entertainment clubs, public open space/recreation, marina-related boating facilities, amusement and arcade facilities, offices for the management and operation of on-site facilities (2 nd floor, Sub-Area 1b only)	Mix of retail and restaurant uses, and creative office above the ground floor	Consistent
	Maximum Density/Intensity	Sub-Area 1a and 1d – must be consistent with development standards in the Zoning Ordinance Sub-Area 1b – limited to leasable space provided for under the Pier Reconstruction Plan, additional ancillary public facilities necessary for operation and maintenance of the pier subject to approval by City Council	As shown in Table 3.9-8, the proposed density/intensity of Sub-Area 1a and 1d is consistent with the Coastal Zoning. Resolution 7404, allows for redevelopment of 22,621 square feet of replacement commercial structures on the portion of the pier that was reconstructed following the 1988 fire. Of the allowable replacement square footage, 10,366 was constructed (Kincaid's), and the remaining 12,255 was not built. Under the proposed project, approximately 6,600 additional square feet would be reconstructed at Pad 2, which is consistent with the amount of allowable leasable space in Sub-Area 1b.	Consistent
	Building Height ^{c,d}	Sub-Area 1a and 1b – maximum of two stories, 30 feet measured above the pier deck or sidewalk grade of International Boardwalk as applicable Sub-Area 1d – maximum of two stories 40 feet as measured above the pier deck or sidewalk grade of International Boardwalk as applicable	Sub-Area 1a and 1b – one and two story buildings with a maximum height of 30 feet Sub-Area 1b – one building with a maximum of two-stories and of maximum height of 40 feet	Consistent
	Designation	CR Commercial Recreation Sub-Area 1c		

Table 3.9-6 Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

		Coastal Land Use Plan^a	Proposed Project	Project's Consistency
Pier Plaza and Pier Parking Structure	Principal Allowable Use^b (as applicable)	Public and commercial recreational facilities – local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotel, entertainment clubs, public open space/recreation, marina-related boating facilities, amusement and arcade facilities, commercial and office uses, structured and surface parking	Hotel, retail, restaurant uses, creative office, and a parking structure	Consistent
	Maximum Density/Intensity	FAR of top deck (Pier Plaza) may not exceed 0.35 FAR, except that bonuses (not to exceed 0.65) may be permitted as allowed in the Coastal Zoning for hotels or offices, and public improvement Future intensity of new development to be determined on a case by case review basis	This portion of the proposed project site is approximately 210,543 square feet. Subject to City approval of an FAR bonus associated with the provision of high quality amenities and public open space and hotels and offices above the ground floor, the maximum amount of square footage of development would not exceed 136,853 square feet.	Consistent (subject to an allowable FAR bonus)
	Building Height^{c,d}	Two-stories, 30 feet measured above sidewalk grade of Pier Plaza	This height would not exceed 30 feet above the existing sidewalk grade of Pier Plaza (top deck of the existing Pier Parking Structure). Buildings would not exceed two-stories from the height of the existing sidewalk grade of Pier Plaza.	Consistent
	Other (setbacks, design, etc. as applicable)	Preserve and enhance public views of the water from moles, pier decks, publically accessible open space and Harbor Drive Provide continuous public access to and along the seaward side of the piers and moles with the exception of Pad 2 on the pier Be consistent and harmonious with the scale of existing development Provide appropriate public serving amenities such as benches, pedestrian walkways adjacent to the water's edge, landscaped rest and viewing areas, etc.	Public views would be available from the public plaza, boardwalk along the water's edge on the seaward side of the hotel, and view corridors would be provided along Harbor Drive, the Pacific Avenue Reconnection, and the new main street. Public access would be provided along the water's edge on the seaward side of the hotel. Benches and viewing locations would be provided along the public plaza and boardwalk along the water's edge on the seaward side of the hotel. A minimum 12-foot wide paved public boardwalk would be provided along the water's edge in front of the hotel.	Consistent

Table 3.9-6 Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

		Coastal Land Use Plan ^a	Proposed Project	Project's Consistency
		A minimum 12-foot wide paved public esplanade adjacent to the water's edge shall be provided		
Basin 3				
Water-area of the Redondo Beach Marina	Designation^e	---	---	
	Principal Allowable Use^b (as applicable)	---	N/A	N/A
	Maximum Density/Intensity	---	N/A	N/A
	Building Height^e	---	N/A	N/A

Notes

- a. Cumulative development in CR Sub-Areas 1 – 4 may not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.
- b. For all land use designations and zoning, permitted uses within the State Tidelands (see Figure 3.9-2) are limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for management and operation of on-site facilities, limited use overnight visitor accommodations (e.g., condominium hotels, timeshares, fractional ownership hotels) are not permitted.
- c. Unless specifically noted, height is defined by RBMC Code Section 10-5.402(a)(29).
- d. Architectural elements and screening of mechanical systems such as cooling and heating units, may extend above the roofline, subject to the City's design review and permit approval, however such extensions are permissible under the City's Coastal Zoning.
- e. There are no established land use designations or zoning for the water area.

Coastal Zoning

The Coastal Zoning Ordinance governs land use in the coastal zone and is intended to provide a guide for the growth and development of the City to carry out the California Coastal Act as well as permit development consistent with the General Plan and LCP. As described in the consistency analysis of the proposed project with the General Plan and Coastal Land Use Plan (see Tables 3.9-3 through 3.9-6), the proposed project is consistent with those documents. Further, as described below, the proposed project is consistent with the allowable uses and the development regulations permitted under the Coastal Zoning.

The proposed net new construction under the proposed project is within the cap of 400,000 square feet of net new floor area allowed within all CC zones based on existing land use on April 22, 2008. Redondo Beach Resolution No. 2011-09-HC-002 (Shade Hotel) states that there are approximately 371,638 remaining square feet of allowed development under the City's 400,000 square foot limit (RBM Sections 10-5.813(a), 10-5.814(a), 10-5.815(a), and 10-5.816(a)). Subsequent to the adoption of this resolution, there was an amendment to the Shade Hotel Project approval, which increased the square footage of that project by 8,649 square feet (allowing for an additional 362,989 square feet under the City's 400,000 square foot limit). With the additional 290,113 square feet³ of net new construction that would occur under the proposed project under the Coastal Zoning Baseline, the total net new development within the CC zones since April 22, 2008 would be 327,124 square feet. This is within the 400,000 square foot maximum. After buildout of the proposed project, 72,876 square feet of remaining net new development would be allowed within the CC zones. The completed, under construction, and proposed development within the CC zones since April 22, 2008 is shown below in Table 3.9-7.

Table 3.9-7: Development within the CC Zones After April 22, 2008

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

As shown in Table 3.9-8 below, the uses proposed within the CC Coastal Commercial Zones are consistent with uses permitted within the CC Coastal Commercial Zones by right or conditional use permit.

³ The 290,113 square feet of net new development includes the 13,945 square foot "Octagon Building" on Parcel 10 (shown on Figure 3.9-5) as existing development to be demolished. The Octagon Building was existing on April 22, 2008 but demolished in 2013. Consequently the Octagon Building is part of the Coastal Zoning baseline (which is set in 2008 pursuant to RBMC Section 10-5.813(a)) and, not the CEQA baseline, which is set pursuant to CEQA Guidelines Section 15125(a)). This is further described in Chapter 2 Project Description.

Table 3.9-8 Project Consistency with Coastal Zoning Uses and Key Development Standards

		Coastal Zoning ^a	Proposed Project	Project's Consistency
Northern Portion				
Seaside Lagoon	Designation	P-PRO		
	Principal Allowable Use^{b,c} (as applicable)	Parks, parkettes, open space, recreational facilities, public buildings in parks, recreation areas, open space (C), community centers (C), cultural institutions (C), government maintenance facilities (C), government offices (C), public gymnasiums and athletic clubs (C), parking lots (C), public safety facilities (C), public utility facilities (C), and accessory uses, structures	The existing use of the site as a public park would remain. Modifications to the park would include opening the lagoon to harbor waters thereby providing access to canoes, kayaks, paddle boards, and swimmers. The proposed project would also include expanded accessory uses/structures designed to serve the recreational users and visitors on the site, such as marine recreation products and rentals (e.g., kayaks, paddle boards, wetsuits), beach club, maintenance, public safety, and concessions.	Consistent (some uses subject to a conditional use permit)
	Maximum Density/Intensity	Maximum FAR shall not exceed 0.25	This portion of the proposed project site is approximately 173,467 square feet. The maximum amount of square footage of accessory uses would not exceed 43,366.75 square feet.	Consistent (subject to an allowable FAR bonus)
	Building Height^d	Maximum of 30 feet and maximum of 2-stories	Proposed buildings would be one-story and not exceed a maximum height of 30 feet.	Consistent
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process	Setbacks vary and would be reviewed during the City's review process.	Consistent
East of Seaside Lagoon and North of Basin 3	Designation	CC-3		
	Principal Allowable Use^{b,c} (as applicable)	Bars and night clubs (C,) commercial recreation (C), food and beverage sales (C), Hotels (C), marinas and marina-related facilities (C), offices (C) (above the ground floor, unless marine-related, visitor-serving, or for operation of on-site facilities), personal convenience and personal improvement services (C), restaurants (C), recreational equipment rentals (C), retail sales not exceeding 5,000 square feet of floor area,	Mix of retail and restaurant uses, creative office above the ground floor, specialty cinema, and a parking structure.	Consistent (some uses subject to a conditional use permit)

Table 3.9-8 Project Consistency with Coastal Zoning Uses and Key Development Standards

		Coastal Zoning^a	Proposed Project	Project's Consistency
		retail sales exceeding 5,000 square feet (C), snack shops, parks, recreation and open space, parking lots (C), public safety facilities (C), recreational facilities (C)		
	Maximum Density/Intensity	Maximum FAR of all buildings may not exceed 0.35, a maximum FAR bonus of 0.15 percent are allowed on master lease holds or sites that include hotels and/or offices above the ground floor, or areas that provide public open space totaling at least 20 percent of floor area	This portion of the proposed project site is approximately 496,170 square feet. Subject to City approval of an FAR bonus associated with the provision of high quality amenities and public open space and offices above the ground floor, the maximum amount of square footage of development would not exceed 322,510.5 square feet.	Consistent (subject to an allowable FAR bonus)
	Building Height^d	South of southerly boundary of Seaside Lagoon, no building may exceed 37 feet and no more than 50 percent of the cumulative building footprint may exceed 24 feet, no building may exceed 2 stories and no more than 50 percent of the cumulative building footprint may exceed one story North of southerly boundary of Seaside Lagoon, no building may exceed 45 feet and no building may exceed 3-stories Building heights are measured from the sidewalk grade at Harbor Drive	Development south of southerly boundary of Seaside Lagoon would include one and two story buildings with a maximum height of 37 feet, and less than 50 percent of the cumulative building footprint would exceed one story and 24 feet. Development north of southerly boundary of Seaside Lagoon would include one to three-story buildings of maximum of 45 feet.	Consistent
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process A minimum 12-foot wide paved public esplanade adjacent to the water's edge providing continuous public access to and along the waterfront shall be provided Public open space shall have an area totaling at least 10 percent of the floor area of new development	Setbacks vary and would be determined and reviewed during the City's review process. A minimum 12-foot wide continuous paved public boardwalk would be provided along the water's edge. The boardwalk would be a minimum of 12 feet throughout, but generally designed to be 20 feet in width. Public open space would total at least 10 percent of the floor area of new development.	Consistent

Table 3.9-8 Project Consistency with Coastal Zoning Uses and Key Development Standards

		Coastal Zoning^a	Proposed Project	Project's Consistency
		Utilities should be located underground unless infeasible	It is anticipated that utilities could be located underground.	
Small Craft Boat Launch Ramp Parking Lot	Designation	CC-4		
	Principal Allowable Use^{b,c} (as applicable)	Same as CC-3 above	Boat launch ramp and surface parking lot	Consistent (subject to a conditional use permit)
	Maximum Density/Intensity	Maximum FAR of all buildings may not exceed 0.35, a maximum FAR bonus of 0.15 percent are allowed on master lease holds or sites that include hotels and/or offices about the ground floor, or areas that provide public open space totaling at least 20 percent of floor area	No buildings would be constructed	Consistent
	Building Height^d	Maximum of 45 feet and maximum of 3-stories	No buildings would be constructed	N/A
	Other (setbacks, design, etc. as applicable)	<p>Setbacks shall be determined as part of the applicable review process</p> <p>A minimum 12-foot wide paved public esplanade adjacent to the water's edge providing continuous public access to and along the waterfront shall be provided</p> <p>Public open space shall have an area totaling at least 10 percent of the floor area of new development</p> <p>Large expanses of asphalt and surface parking should be avoided close to the water's edge, except for parking areas serving boating facilities between Marina Way and Portofino Way</p> <p>Utilities should be located underground unless infeasible</p>	<p>No buildings would be constructed</p> <p>The minimum 12-foot boardwalk provided throughout the project site would extend along the water's edge at this location and would connect with the existing walkway west/northwest of the project site. Warning signage and pavement markings would be provided for both pedestrians and small craft boat launch ramp users to promote safety at ramp entrance.</p> <p>Surface parking would be provided along the water's edge, which is necessary to serve boating facilities.</p> <p>Utilities would be located underground.</p>	Consistent

Table 3.9-8 Project Consistency with Coastal Zoning Uses and Key Development Standards

		Coastal Zoning^a	Proposed Project	Project's Consistency
<i>Southern Portion</i>				
Horseshoe Pier, area south of Basin 3, and International Boardwalk	Designation	CC-1		
	Principal Allowable Use^{b,c} (as applicable)	Same as CC-3 above, however, personal improvement services and parking lots are not permitted, and government offices are conditionally permitted	Mix of retail and restaurant uses, and creative office above the ground floor	Consistent
	Maximum Density/Intensity	Pier is limited to leasable space provided for under the pier reconstruction plan; the International Boardwalk floor area is limited by consistency with other development standards listed in the Zoning Ordinance Cumulative development may not exceed limits established in the Coastal Land Use Plan	See consistency with building height and other applicable provisions of the Zoning Ordinance within this table Resolution 7404, allows for redevelopment of 22,621 square feet of replacement commercial structures on the portion of the pier that was reconstructed following the 1988 fire. Of the allowable replacement square footage, 10,366 was constructed (Kincaid's), and the remaining 12,255 was not built. Under the proposed project, approximately 6,600 additional square feet would be reconstructed at Pad 2, which is consistent with the amount of allowable leasable space on the Horseshoe Pier.	Consistent
	Building Height^d	Maximum 30 feet as measured from the top of the pier deck or sidewalk grade, except that building height up to 40 feet may be allowed on Parcel 10 No building may exceed 2 stories	One and two story buildings with a maximum height of 30 feet, however, Parcel 10 (see Figure 3.9-5) would include one building with a maximum of two-stories and maximum height of 40 feet	Consistent
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process Public walkways are required adjacent to the water's edge.	Setbacks vary and would be reviewed and determined during the City's review process A minimum 12-foot wide continuous paved public boardwalk would be provided along the water's edge. The boardwalk would be a	Consistent

Table 3.9-8 Project Consistency with Coastal Zoning Uses and Key Development Standards

		Coastal Zoning^a	Proposed Project	Project's Consistency
		Utilities should be located underground unless infeasible	minimum of 12 feet throughout, but generally designed to be 20 feet in width. Utilities would be located underground.	
Pier Plaza and Pier Parking Structure	Designation	CC-2		
	Principal Allowable Use^{b,c} (as applicable)	Same as CC-3 above, however, marinas and marina-related facilities are not a permitted or conditionally permitted use and government offices are a conditionally permitted use	Hotel, retail, restaurant uses, creative office, and a parking structure	Consistent (some uses subject to a conditional use permit)
	Maximum Density/Intensity	Maximum FAR of all buildings may not exceed 0.35, a maximum FAR bonus of 0.15 percent are allowed on master lease holds or sites that include hotels and/or offices about the ground floor, or areas that provide public open space totaling at least 20 percent of floor area	This portion of the proposed project site is approximately 210,543 square feet. Subject to City approval of an FAR bonus associated with the provision of high quality amenities and public open space and hotels and offices above the ground floor, the maximum amount of square footage of development would not exceed 136,853 square feet.	Consistent (subject to an allowable FAR bonus)
	Building Height^d	Maximum 30 feet above the sidewalk grade of Pier Plaza (top deck of the parking structure) No building may exceed 2 stories	This height would not exceed 30 feet above the existing sidewalk grade of Pier Plaza (top deck of the existing Pier Parking Structure), Buildings would not exceed two-stories from the height of the existing sidewalk grade of Pier Plaza	Consistent
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process Public open space shall have an area totaling at least 10 percent of the floor area of new development. Utilities should be located underground unless infeasible	Setbacks would be reviewed and determined during the City's review process. Public open space would total at least 10 percent of the floor area of new development. Utilities would be located underground.	Consistent

Table 3.9-8 Project Consistency with Coastal Zoning Uses and Key Development Standards

		Coastal Zoning^a	Proposed Project	Project's Consistency
Basin 3				
Water-area of the Redondo Beach Marina	Designation^e	---		
	Principal Allowable Use^{b,c} (as applicable)	Marinas and boating facilities are allowed in the water portion of the Harbor, subject to a conditional use permit	Existing use of Basin 3 would remain, and the floating dock complex and appurtenant facilities would be replaced.	Consistent
	Maximum Density/Intensity	Development standards are determined by the decision making body for a conditional use permit Water areas are not included FAR calculations	No buildings would be constructed. The number of slips would range from 33-slips to 60-slips of various sizes.	N/A
	Building Height^d	Development standards are determined by the decision making body for a conditional use permit	No buildings would be constructed.	N/A
	Other (setbacks, design, etc. as applicable)	Development standards are determined by the decision making body for a conditional use permit	No buildings would be constructed. The number of slips would range from 33-slips to 60-slips of various sizes.	N/A

Notes

- a. Cumulative development in all CC Coastal Commercial zones may not exceed a net increase of 400,000 square feet of floor area based on land use on April 22, 2008.
- b. For all land use designations and zoning, permitted uses within the State Tidelands (see Figure 3.9-2) are limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for management and operation of on-site facilities, limited use overnight visitor accommodations (e.g., condominium hotels, timeshares, fractional ownership hotels) are not permitted.
- c. Uses followed by a (C) are permitted subject to approval of a conditional use permit.
- d. Unless specifically noted, height is defined by RBMC Code Section 10-5.402(a)(29).
- e. There are no established land use designations or zoning for the water area.

As shown in Table 3.9-8, the buildings located within the CC zones would comply with all development regulations specific to each CC zone, including the FAR, height requirements, open space and design requirements. Architectural elements and screening of mechanical systems such as cooling and heating units, may extend above the roofline, subject to the City's design review and permit approval, however such extensions are permissible under the City's Coastal Zoning.

Within the P-PRO Zone, the allowable uses permitted by right or conditional use permit include, parks, open space and beaches, parking lots, and accessory uses. Under the proposed project, the park use of Seaside Lagoon would be retained, though the amenities would be modified. The modifications to the park, including the opening of harbor waters and modification to the amenities (e.g., new seating areas and boardwalk), would be consistent with the park/open space uses allowed under the P-PRO zone. The modifications also include new surface parking stalls and accessory uses. Parking lots are a conditionally permitted use in the P-PRO zoning. With approval of a conditional use permit by the City, the parking stalls would be consistent with the uses allowed under the P-PRO zoning classification.

Accessory uses are permitted uses in the P-PRO zone. "Accessory use" is defined in Zoning Section 10-5.402 as "a use incidental, related, appropriate, and clearly subordinate to the main use of the lot or building, which accessory use does not alter the principal use of the subject lot or affect other properties in the zone." Similarly, "Accessory uses" are further defined in Zoning Section 10-5.1111(c)(1) as "including, but not limited to, storage sheds, maintenance buildings, lighting fixtures, view decks, rest rooms, flag poles, and concession stands..." The accessory/concession uses proposed for Seaside Lagoon include marine recreation products and rentals (e.g., kayaks, paddle boards, wetsuits), beach club, maintenance, public safety, and concessions designed to serve and cater to the recreational uses in Seaside Lagoon. As such, the proposed accessory uses would be related, appropriate, and subordinate to the main use of the site as a park, nor would it alter the use of the site as park. Therefore, the proposed accessory uses are allowable under the P-PRO zoning classification. Further, the provision of accessory uses in Seaside Lagoon would be similar to accessory uses provided other parks in the City (and locally, regionally, and nationally), that have uses that support and/or enhance various recreational and cultural functions. These include concession stands (Dominguez Park, Alta Vista Park, and Perry Park), banquet facilities (Veterans Park), visitors center (Hopkins Wilderness Park), and community, teen, and senior centers (Veteran's Park, Alta Vista Park, Franklin Park, and Perry Park), as well as the existing Ruby's Diner snack bar which currently serves Seaside Lagoon and the on-site barbeque facilities.

As shown in Table 3.9-8 above, the modifications to Seaside Lagoon would comply with the development standards specific to the P-PRO zone. The accessory buildings located within Seaside Lagoon would not exceed 30 feet in height or exceed two-stories, consistent with Zoning Code Section 10-5.1117. The maximum FAR would not exceed 0.25.

A small portion at the southwestern portion of the project site is also within the P-PRO zone, other than connecting the boardwalk to the existing walkways to the south of the project site, no modifications would occur within this area; therefore, this area would remain consistent with the P-PRO zoning classification.

City of Redondo Beach Harbor/Civic Center Specific Plan

The City of Redondo Beach Harbor/Civic Center Specific Plan includes goals, objectives, and policies that apply to the entire Specific Plan planning area, as well as goals and policies that apply to smaller geographic areas within the planning area. Table 3.9-9 below presents the

area-wide policies that are relevant to the proposed project, as well as goals, policies, and objectives for the Harbor/Pier subarea and analyzes the project's consistency with each. Table 3.9-10 summarizes the Harbor/Civic Center Specific Plan land use designations and development standards applicable to the project site and analyzes the project's consistency with each. As shown in the Tables 3.9-9 and 3.9-10, the proposed project is consistent with the City of Redondo Beach Harbor/Civic Center Specific Plan.

Table 3.9-9: Consistency with City of Redondo Beach Harbor/Civic Center Specific Plan

Policy	Project's Consistency
Area-Wide Policies	
Require adherence to the policies for each zone prescribed in this Plan, except that minor deviations from numerical standards contained within the Specific Plan shall not be deemed to be inconsistent with the Specific Plan where the minor deviation otherwise complies with standards and regulations contained in the zoning code or where the minor deviation has been otherwise approved pursuant to variance or modification procedures under the zoning code.	Consistent. As described within this table, the proposed project complies with the policies set forth in the Beach Harbor/Civic Center Specific Plan.
Encourage the development and use of Torrance Boulevard as the primary regional and local mass transportation entrance to the harbor/pier area (both for local residents and for visitors).	Consistent. Torrance Circle, which is the western limit of Torrance Boulevard, is currently and would remain a primary gateway to the project site, and as such, the proposed project would be a destination easily accessed by the existing bus lines that use Torrance Boulevard.
Improve and/or modify the physical conditions and route of the existing shoreline bicycle path to maximize safety, functionality, and appearance, in order to further promote its use and attract additional riders.	Consistent. The proposed project would include bicycle path improvements, including a new segment of the bicycle path through the project site separated from the roadway. Further, the bicycle path would no longer pass through a parking structure, thereby improving safety. Two enclosed bicycle locker facilities (bicycle depots) would also be provided for secure temporary bicycle storage and other self-service amenities such as a drinking fountains and air stations.
Encourage the provision and maintenance of bicycle facilities as a specific and required element of future Transportation Demand Management Programs (TDM).	Consistent. As described above, the proposed project would include bicycle path improvements and bicycle depots. Bicycle racks would also be provided throughout the project site.
Ensure that safe pedestrian circulation is provided and maintained along all public rights of way, and require that private development encourage increased pedestrian access and use by means of site and building configuration, consistent with the potential demand expected for the site.	Consistent. As shown on Figure 3.9-6, pedestrian circulation is provided throughout the site, including along public rights of way, and throughout the site, including a boardwalk along the water's edge.
Encourage development configuration and urban design improvements which will serve to promote pedestrian circulation and elevate the Diamond	Consistent. As described above the proposed project would include pedestrian circulation routes throughout the site. This would include providing a

Table 3.9-9: Consistency with City of Redondo Beach Harbor/Civic Center Specific Plan

Policy	Project's Consistency
Street corridor as a major crossing east-to-west across Pacific Coast Highway and through to the harbor/pier area.	crosswalk at the foot of Czuleger Park across the Pacific Avenue Reconnection for pedestrians traveling from Diamond Street through Czuleger Park to reach the waterfront.
Require that all new development provide for the adequate supply, management, and maintenance of off-street parking, in accordance with the applicable provisions of the City of Redondo Beach Municipal Code, to support the expected activity on each property.	Consistent. The proposed project would include new parking structures and surface parking at locations throughout the site, consistent with RBMC parking requirements.
Promote joint-use parking facilities in locations where individual properties or parcels cannot feasibly provide adequate off-street parking supplies to meet the requirements of the City of Redondo Beach Municipal Code, or where a more efficient use of these facilities would be gained through a joint-use arrangement.	Consistent. The proposed project would provide on-site parking for all uses on-site, and the on-site parking would also be available for parking for off-site uses, such as adjacent parks and beaches and other King Harbor facilities.
Harbor/Pier Sub-Area Goals and Objectives	
To protect and improve the physical (vehicular, bicycle, and pedestrian) and visual public access to, through, and across the harbor area (both east/west and north/south) in order to maintain and enhance the continued use and enjoyment of this important regional and local natural resource, in accordance with and in support of the proposed General Plan Update, the adopted Local Coastal Plan, and the Tidelands Trust.	Consistent. As discussed above, the proposed project would include bicycle and pedestrian connections, which would improve site access. Additionally the Pacific Avenue Reconnection and new main street would improve vehicle access to the harbor area. As discussed in Section 3.1 Aesthetics and Visual Resources, visual public access to the harbor would be available from the boardwalks, and other pedestrian routes, view corridors located along Harbor Drive, Seaside Lagoon, and public plazas. Additionally new visual access to motorists would be provided along the new main street and Pacific Avenue Reconnection.
To ensure that public access in the harbor area, shall, except where it is determined to be physically infeasible due to engineering and construction constraints or safety and emergency access concerns, be unrestricted to the physically-challenged.	Consistent. The proposed project would comply with the Americans with Disabilities Act, including the pedestrian circulation improvements (e.g., boardwalk along the water's edge and pedestrian bridge).
To preserve, protect, maintain, and expand (where possible and financially feasible) all public open space and recreational land and water areas and uses in the harbor area and recognize their importance as a limited and valuable resource to the community and the many users of and visitors to the harbor area.	Consistent. Under the proposed project, Seaside Lagoon would continue to be a public park, although amenities would be modified and the lagoon would be opened to harbor waters. Additionally, new high-quality public open space would be provided throughout the project area, including public seating, gathering spaces, pathways.
To allow for the continued existence and new development (through leasehold modification and consolidation and/or incremental commercial	Consistent. As discussed in detail in Chapter 2 Project Description, the proposed project would include a mix of commercial and recreational uses

Table 3.9-9: Consistency with City of Redondo Beach Harbor/Civic Center Specific Plan

Policy	Project's Consistency
density increases) of a viable mix and balance of local and visitor-serving commercial, recreational, and public open space land uses in the harbor area.	intended to integrate public and private needs to reconnect the public with the waterfront.
To ensure that the design and physical placement/construction of structures in the harbor area will not reduce or impede physical (pedestrian and bicycle) and visual public access to the waterfront and shoreline, and, wherever possible, will improve and enhance such access and opportunities to residents of and visitors to the City.	Consistent. As discussed above, the proposed project would include bicycle and pedestrian connections, which would improve site access into and throughout the site. As discussed in Section 3.1 Aesthetics and Visual Resources, the visual public access to the harbor would be available from the boardwalks, and other pedestrian routes, view corridors located along Harbor Drive, Seaside Lagoon, and public plazas. Additionally new visual access to motorists would be provided along the new main street and Pacific Avenue Reconnection. Additionally, the proposed project would not significantly impact designated views of King Harbor and Pacific Ocean from Czuleger Park.
Harbor/Pier Sub-Area Policies	
Require that public walkways be provided adjacent to the water's edge in conjunction with new construction or major rehabilitation (defined as reconstruction with a total cost of 51 percent or more of existing (pre-rehabilitation) building value. This policy shall exclude the Municipal Pier structure (Zone 1B), where walkways shall be provided as specified in the reconstruction plan approved by the City of Redondo Beach City Council on September 3, 1991.	Consistent. As shown on Figure 3.9-6, the proposed project would provide continuous public access throughout the project site along the water's edge, with the exception of Pad 2 (as allowed under the LUP and Coastal Zoning) on the Horseshoe Pier and the northwestern edge of the site.
Allow for the development of a public boat launching ramp and ancillary facilities in the King Harbor and coastal area.	Consistent. The proposed project would include the construction of a new public small craft boat launch ramp and associated facilities (e.g., trailer parking and a wash-down area).
Formulate a plan to complete the California Coastal Trail through Redondo Beach by continuing The Strand (including both a bike path and pedestrian path) throughout the harbor area, connecting to the existing pathway at the north and south ends of the harbor area. Where possible, The Strand shall be aligned to provide a view of the water.	Consistent. The proposed project would include completion of the missing link of the California Coastal Trail that connects to the existing pathway to the north and the Strand to the south of the project site.
Require traffic mitigation and/or traffic impact fees in conjunction with new development and additions as determined appropriate through the environmental review process and implementation of policies of the Circulation Element of the General Plan.	Consistent. As discussed in Section 3.13 Traffic and Transportation, mitigation would be applied to intersections that are significantly impacted by implementation of the proposed project.

Table 3.9-10 Consistency with the Harbor/Civic Center Specific Plan Allowable Uses and Key Development Standards

		Harbor/Civic Center Specific Plan	Proposed Project	Project's Consistency
Northern Portion				
Seaside Lagoon	Designation	Harbor/Pier Sub Area Policy Zone 5		
	Principal Allowable Use^a (as applicable)	Public open space/recreational uses (parks), public buildings (such as community centers, libraries, museums)	The existing use of the site as a public park would remain. Modifications to the park would include opening the lagoon to harbor waters, altering the recreational amenities provided, opening the area to the public by removing fencing, and the provision of expanded accessory uses.	Consistent
	Maximum Density/Intensity	Maximum FAR shall not exceed 0.25	This portion of the proposed project site is approximately 173,467 square feet. The maximum amount of square footage of accessory uses would not exceed 43,366.75 square feet.	Consistent
	Building Height^b	Maximum of 30 feet and maximum of 2-stories	Proposed buildings would be one story and not exceed a maximum height of 30 feet.	Consistent
	Other (setbacks, design, etc. as applicable)	Recommended massing/articulation – buildings should be configured and massed to minimize the blockage of ocean views and or obstruction of physical or visual paths to the water edge, and overall building volumes should be “broken up” into smaller, multiple structures	The accessory uses would be established in several small buildings configured to provide visual and physical access paths to the water edge.	Consistent
East of Seaside Lagoon and North of Basin 3	Designation	Harbor/Pier Sub-Area Policy Zone 2a and 2b		
	Principal Allowable Use^a (as applicable)	<p>Primary land use – Local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotels, multi-purpose private recreational uses, marina and marina-related facilities, entertainment clubs, yachting and boating clubs, public open space/recreational uses</p> <p>Permitted alternative land uses – structured and surface parking, commercial offices (above the ground floor, except marina-related offices, visitor serving offices and offices for</p>	Mix of retail and restaurant uses, creative office above the ground floor, specialty cinema, and a parking structure.	Consistent

Table 3.9-10 Consistency with the Harbor/Civic Center Specific Plan Allowable Uses and Key Development Standards

		Harbor/Civic Center Specific Plan	Proposed Project	Project's Consistency
		the management and operation of on-site facilities may be permitted on the ground floor)		
	Maximum Density/ Intensity	<p>Maximum FAR of all buildings may not exceed 0.35, except FAR bonuses may be permitted as allowed under the Zoning Ordinance. Maximum FAR with bonuses may not exceed 0.65</p> <p>Future intensity of new development to be determined on a case by case review basis</p> <p>Harbor development proposals shall be reviewed and considered relative to parcel size, configuration, as well as compatibility with adjacent uses, and fulfillment of urban and architectural design objectives of the General Plan</p> <p>Cumulative development may not exceed limits established in the Coastal Land Use Plan</p>	<p>This portion of the proposed project site is approximately 496,170 square feet. Subject to City approval of an FAR bonus associated with the provision of high quality amenities and public open space and offices above the ground floor, the maximum amount of square footage of development would not exceed 322,510.5 square feet.</p>	<p>Consistent (subject to an allowable FAR bonus)</p>
	Building Height^b	<p>Sub-Area Policy Zone 2a – maximum of two stories, 37 feet and no more than 50 percent of the cumulative building footprint may exceed one story and 24 feet.</p> <p>Sub-Area Policy Zone 2b – maximum of 45 feet and 3-stories</p>	<p>Sub-Area Policy Zone 2a - one and two story buildings with a maximum height of 37 feet, and less than 50 percent of the cumulative building footprint would exceed one story and 24 feet</p> <p>Sub-Area Policy Zone 2b - one to three-story buildings with a maximum height of 45 feet</p>	<p>Consistent</p>
	Other (setbacks, design, etc. as applicable)	<p>Infrastructure and utility uses shall be placed below ground, unless determined to be infeasible</p> <p>Buildings should be stepped up or terraced from seaward edge, building massing should be broken up vertically and horizontally, with view corridors and spacing between structures</p>	<p>Infrastructure and utility uses would be placed underground to the degree feasible.</p> <p>Buildings would vary in heights consistent with height requirements under the Coastal Zoning. As described in Section 3.1 Aesthetics and Visual Resources, view corridors would be provided along Harbor</p>	<p>Consistent</p>

Table 3.9-10 Consistency with the Harbor/Civic Center Specific Plan Allowable Uses and Key Development Standards

		Harbor/Civic Center Specific Plan	Proposed Project	Project's Consistency
		<p>to provide views to the water's edge and harbor/horizon as feasible</p> <p>Views from Czuleger Park should be protected by ensuring that two-story buildings are not clustered or lined up to create a wall-like impact</p> <p>Structures should be located near the western edge of the bulkhead to limit large expanses of asphalt and surface parking located near the water's edge, unless deemed infeasible by the City</p> <p>Public walkways along the waterside perimeter should be provided</p> <p><i>Recommended Supplemental design policies include:</i></p> <p>Surface parking structures must provide substantial landscaping</p> <p>Design and aesthetic improvements and painting/design components shall be encouraged in conjunction with new development along key walkways, storefronts, and areas of public access</p> <p>Parking structures shall be located to the rear of street-facing and seaward-facing commercial uses, or along street frontage if street-facing ground floors are developed for retail or other commercial uses</p> <p>Accenting landscaping shall be incorporated into design of parking structure</p> <p>Access to parking facilities shall, except where infeasible, be focused on side or internal streets (Portofino Way) as opposed to major streets (Harbor Drive)</p>	<p>Drive and new main street to provide views of the water's edge.</p> <p>Views from Czuleger Park would remain available.</p> <p>No surface parking or large expanses of asphalt would be located at the water's edge.</p> <p>A public boardwalk would be located at the water's edge.</p> <p>Landscaping would be provided in the surface parking lot, and accent landscaping would be incorporated into the design of the parking structure.</p> <p>A parking structure would be located near the corner of Harbor Drive and Portofino Way, which is behind the buildings located on the new main street and seaward facing commercial uses.</p> <p>Access to the parking structure would be from both the internal street (new main street) and Harbor Boulevard. Retail/restaurant uses would also be located at the Harbor Drive/Portofino Way intersection adjacent to the parking structure.</p> <p>Section 3.1 Aesthetics and Visual Resources provides additional information about design features associated with the proposed project, including design and aesthetic improvements such as new high quality architecture, public plazas, and public art.</p>	

Table 3.9-10 Consistency with the Harbor/Civic Center Specific Plan Allowable Uses and Key Development Standards

		Harbor/Civic Center Specific Plan	Proposed Project	Project's Consistency
Small Craft Boat Launch Ramp Parking Lot	Designation	Harbor/Pier Sub Area Policy Zone 3		
	Principal Allowable Use^a (as applicable)	<p>Primary land use – Local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotels, marina and marina-related facilities, yachting and boating clubs, public open space/recreational uses</p> <p>Permitted alternative land uses – entertainment clubs, parking facilities, offices for the management and operation of on-site facilities</p>	Boat launch ramp and surface parking lot	Consistent
	Maximum Density/Intensity	<p>Maximum FAR of all buildings may not exceed 0.35, except FAR bonuses may be permitted as allowed under the Zoning Ordinance. Maximum FAR with bonuses may not exceed 0.65</p> <p>Future intensity of new development to be determined on a case by case review basis</p> <p>Harbor development proposals shall be reviewed and considered relative to parcel size, configuration, as well as compatibility with adjacent uses, and fulfillment of urban and architectural design objectives of the General Plan</p> <p>Cumulative development in Sub-Area Policy Zones 1 – 3 may not exceed limits established in the Coastal Land Use Plan</p>	No buildings would be constructed.	N/A
	Building Height^b	Maximum of 45 feet and maximum of 3-stories	No buildings would be constructed.	N/A

Table 3.9-10 Consistency with the Harbor/Civic Center Specific Plan Allowable Uses and Key Development Standards

		Harbor/Civic Center Specific Plan	Proposed Project	Project's Consistency
	Other (setbacks, design, etc. as applicable)	<p>Infrastructure and utility uses shall be placed below ground, unless determined to be infeasible</p> <p>Buildings should be stepped up or terraced from seaward edge, building massing should be broken up vertically and horizontally, with view corridors and spacing between structures to provide views to the water's edge and harbor/horizon as feasible</p> <p><i>Recommended Supplemental design policies include:</i></p> <p>Surface parking structures must provide substantial landscaping</p> <p>Design and aesthetic improvements and painting/design components shall be encouraged in conjunction with new development along key walkways, storefronts, and areas of public access</p> <p>Access to structured/surface parking facilities shall, except where infeasible, be focused on side or internal streets (Portofino Way) as opposed to major streets (Harbor Drive)</p>	<p>No buildings would be constructed.</p> <p>Landscaping of surface parking lot would be provided.</p> <p>Access to surface parking would be provided off Portofino Way.</p> <p>It is anticipated that utilities could be located underground.</p>	Consistent
Southern Portion				
Horseshoe Pier, area south of Basin 3, and International Boardwalk	Designation	Harbor/Pier Sub-Area Policy Zone 1a (International Boardwalk portion of the area south of Basin 3); Sub-Area Policy Zone 1b (Horseshoe Pier); and Sub-Area Policy Zone 1d (Parcel 10)		
	Principal Allowable Use^a (as applicable)	<p>Primary land use – Local serving and visitor-serving retail uses, restaurant and other food and beverage uses, entertainment clubs, public open space/recreational uses</p> <p>Permitted alternative land uses – marina-related boating facilities, amusement and arcade facilities, offices for the management and operation of on-site facilities (2nd floor, Sub-Area Zone 1b only)</p>	Mix of retail and restaurant uses, and creative office above the ground floor	Consistent

Table 3.9-10 Consistency with the Harbor/Civic Center Specific Plan Allowable Uses and Key Development Standards

		Harbor/Civic Center Specific Plan	Proposed Project	Project's Consistency
	Maximum Density/Intensity	<p>Sub-Area Policy Zone 1a and 1d – must be consistent with development standards in the Zoning Ordinance</p> <p>Sub-Area Policy Zone 1b - limited to leasable space provided for under the pier reconstruction plan, additional ancillary public facilities necessary for operation and maintenance of the pier subject to approval by City Council</p>	<p>See consistency with building height and other applicable provisions of the Coastal Zoning in Table 3.9-7.</p> <p>Resolution 7404, allows for redevelopment of 22,621 square feet of replacement commercial structures on the portion of the pier that was reconstructed following the 1988 fire. Of the allowable replacement square footage, 10,366 was constructed (Kincaid's), and the remaining 12,255 was not built. Under the proposed project, approximately 6,600 additional square feet would be reconstructed at Pad 2, which is consistent with the amount of allowable leasable space in Sub-Area Policy Zone 1b.</p>	Consistent
	Building Height^b	<p>Sub-Area Policy Zone 1a and 1b – maximum two stories and 30 feet</p> <p>Sub-Area Policy Zone 1d – maximum two stories and 40 feet</p>	<p>Sub-Area Policy Zone 1a and 1b – one and two story buildings with a maximum height of 30 feet</p> <p>Sub-Area Policy Zone 1d - maximum of two-stories and maximum height of 40 feet</p>	Consistent
	Other (setbacks, design, etc. as applicable)	<p>Infrastructure and utility uses shall be placed below ground, unless determined to be infeasible</p> <p>Buildings should be stepped up or terraced from seaward edge, building massing should be broken up vertically and horizontally, with view corridors and spacing between structures to provide views to the water's edge and harbor/horizon as feasible</p> <p><i>Recommended Supplemental design policies include:</i></p> <p>Design and aesthetic improvements and painting/design components shall be installed</p>	<p>Infrastructure and utility uses would be placed underground to the degree feasible.</p> <p>Buildings would vary in heights consistent with height requirements under the Coastal Zoning. Views of the water would remain from Horseshoe Pier and the boardwalk.</p> <p>Section 3.1 Aesthetics and Visual Resources provides additional information about design features associated with the proposed project, including design and aesthetic improvements such as new high quality architecture, public plazas, and public art.</p>	Consistent

Table 3.9-10 Consistency with the Harbor/Civic Center Specific Plan Allowable Uses and Key Development Standards

		Harbor/Civic Center Specific Plan	Proposed Project	Project's Consistency
		<p>on public property and encouraged on private property. Elements shall be concentrated along key walkways, storefronts, and areas of public access</p> <p>Identity and visual quality of bus loading, unloading, and waiting areas shall be improved</p>	<p>Bus waiting areas, such as along Torrance Circle would not be altered under the proposed project.</p>	
Pier Plaza and Pier Parking Structure	Designation	Harbor/Pier Sub Area Policy Zone 1c		
	Principal Allowable Use^a (as applicable)	<p>Primary land use – local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotels, entertainment clubs, public open space/recreational uses</p> <p>Permitted alternative land uses – marina-related boating facilities, amusement and arcade facilities, commercial office uses, structured and surface parking</p>	<p>Hotel, retail and restaurant uses, creative office, and a parking structure</p>	Consistent
	Maximum Density/Intensity	<p>Maximum FAR of all buildings on top deck may not exceed 0.35 except FAR bonuses may be permitted as allowed under the Zoning Code. Maximum FAR with bonuses may not exceed 0.65. Future intensity of new development to be determined on a case by case review basis</p> <p>Cumulative development may not exceed limits established in the Coastal Land Use Plan</p>	<p>This portion of the proposed project site is approximately 210,543 square feet. Subject to City approval of an FAR bonus associated with the provision of high quality amenities and public open space and hotels and offices above the ground floor, the maximum amount of square footage of development would not exceed 136,853 square feet.</p>	Consistent (subject to an allowable FAR bonus)
	Building Height^b	Two stories, 30 feet	<p>This height would not exceed 30 feet above the existing sidewalk grade of Pier Plaza (top deck of the existing Pier Parking Structure),</p> <p>Buildings would not exceed two-stories from the height of the existing sidewalk grade of Pier Plaza</p>	Consistent

Table 3.9-10 Consistency with the Harbor/Civic Center Specific Plan Allowable Uses and Key Development Standards

		Harbor/Civic Center Specific Plan	Proposed Project	Project's Consistency
	Other (setbacks, design, etc. as applicable)	<p>Infrastructure and utility uses shall be placed below ground, unless determined to be infeasible</p> <p>Rerouting of the bikeway through the parking garage should be analyzed and implemented if feasible</p> <p>Buildings should be stepped up or terraced from seaward edge, building massing should be broken up vertically and horizontally, with view corridors and spacing between structures to provide views to the water's edge and harbor/horizon as feasible</p> <p><i>Recommended Supplemental design policies include:</i></p> <p>Design and aesthetic improvements and painting/design components shall be installed on public property and encouraged on private property. Elements shall be concentrated along key walkways, storefronts, and areas of public access</p> <p>Identity and visual quality of bus loading, unloading, and waiting areas shall be improved</p> <p>Visual quality of Pier Plaza shall be improved</p>	<p>Infrastructure and utility uses would be placed underground to the degree feasible.</p> <p>As discussed in Chapter 2 Project Description, the project would include a redesigned bicycle path that no longer passes through a parking garage.</p> <p>Buildings would vary in heights consistent with height requirements under the Coastal Zoning. Views of the water would be available from the new hotel and boardwalk.</p> <p>Section 3.1 Aesthetics and Visual Resources provides additional information about design features associated with the proposed project, including design and aesthetic improvements such as new high quality architecture, public plazas, and public art.</p> <p>Pier Plaza would be demolished and replaced new buildings with a higher visual quality and architectural design.</p> <p>Bus waiting areas, such as along Torrance Circle would not be altered under the proposed project.</p>	Consistent
Basin 3				
Water-area of the Redondo Beach Marina	Designation^c	---	---	
	Principal Allowable Use^a (as applicable)	---	N/A	N/A

Table 3.9-10 Consistency with the Harbor/Civic Center Specific Plan Allowable Uses and Key Development Standards

		Harbor/Civic Center Specific Plan	Proposed Project	Project's Consistency
	Maximum Density/ Intensity	---	N/A	N/A
	Building Height^b	---	N/A	N/A
	Other (setbacks, design, etc. as applicable)	---	N/A	N/A

Notes

- a. For all land use designations and zoning, permitted uses within the State Tidelands (see Figure 3.9-2) are limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for management and operation of on-site facilities, limited use overnight visitor accommodations (e.g., condominium hotels, timeshares, fractional ownership hotels) are not permitted.
- b. Unless specifically noted, height is defined by RBMC Code Section 10-5.402(a)(29).
- c. There are no established land use designations or zoning for the water area.

City of Redondo Beach 2013 – 2016 Strategic Plan

Table 3.9-5 below presents the goals that are relevant to the proposed project in the City's 2013-2016 Strategic Plan and analyzes the project's consistency with each. As shown in the table, the proposed project is consistent with the 2013-2016 Strategic Plan.

Table 3.9-11: Consistency with City of Redondo Beach 2012-2015 Strategic Plan Goals

Goals	Project's Consistency
Vitalize the waterfront, Artesia corridor, Riviera Village and North Redondo Industrial Complex	Consistent. The proposed project is intended to place an emphasis on dining, retail, and related entertainment components that create a pedestrian-friendly and multi-use environment. The proposed approximately 304,000 square feet of net new development is anticipated to revitalize the waterfront by providing a multi-faceted leisure experience that is anticipated to encourage visitors to come to the area from the local community and region as a whole (see Chapter 5 Other CEQA Considerations for additional information on anticipated economic benefits of the proposed project). It would also provide upgraded infrastructure and recreational and aesthetic amenities.
Improve public infrastructure and facilities in an environmentally responsible manner	Consistent. The proposed project would include upgrades and modernization of aging infrastructure and buildings with new facilities meet current requirements for safety and energy efficiency.
Build an economically vital and financially sustainability city	Consistent. The proposed project would make an important contribution to the City's economy (see Chapter 5 Other CEQA Considerations for additional information on anticipated economic benefits of the proposed project).

Harbor and Pier Area Guiding Principles

Table 3.9-12 below presents the Harbor and Pier Area Guiding Principles and analyzes the project's consistency with each. As shown in the table, the proposed project is consistent with the Redondo Beach Harbor and Pier Area Guiding Principles.

Table 3.9-12: Consistency with Harbor and Pier Area Guiding Principles

Guiding Principles	Project's Consistency
Financial/Economic	
Improve net financial return to provide a means to enhance resident and visitor amenities and services.	Consistent. The proposed project would have economic benefits, which would help to fund the repair and replacement of aging infrastructure, as well as provide for improvements to public amenities and public safety. For additional information about economic benefits associated with the proposed project, see Chapter 5 Other CEQA Considerations.

Table 3.9-12: Consistency with Harbor and Pier Area Guiding Principles

Guiding Principles	Project's Consistency
Utilize best practices for public/private real estate transactions.	Consistent. The proposed project would consolidate leaseholds into a master leasehold, which would serve to increase operational efficiencies, increase City revenue, and help ensure maintenance of amenities throughout the site.
Ensure compliance with applicable governmental regulations as required.	Consistent. The proposed project would comply with applicable regulations. This Section and the entire Draft EIR addresses many of the applicable regulations to which the project would adhere.
Provide positive cash flow to the City's General Fund (net of costs).	Consistent. The proposed project seeks to revitalize the waterfront, including the optimizing the economic potential of the site. For additional information about economic benefits associated with the proposed project, see Chapter 5 Other CEQA Considerations.
Pursue the best mix of leaseholds direct or through master lessees to facilitate achievement of the guiding principles.	Consistent. The proposed project is a master leasehold that, as described herein, would contribute to the achievement of the guiding principles.
Maintain adequate resources to protect public investment in the Harbor and Pier areas and provide opportunities to achieve the Guiding Principles.	Consistent. The proposed project would include a mix of public and private investments and improvements that are aimed at revitalizing the centerpiece of the City's waterfront by creating a vibrant and economically sustainable waterfront village.
Provide initial focus on a number of projects and funding sources to jump start progress in achieving guiding principles.	Consistent. The proposed project is a central component of the on-going revitalization effort. It follows the initial projects that jump-started the progress in achieving the guiding principles.
Enhance and expand business and job opportunities.	Consistent. The proposed project would include new retail, restaurant, hotel, creative office and specialty cinema development, which would greatly expand business and job opportunities within the project site and City as a whole.
Development	
Ensure gateways to the harbor and pier area are attractive and active.	Consistent. The proposed project site is the central feature of the City's waterfront and encompasses the major gateways to the pier and harbor. As discussed in Section 3.1 Aesthetics and Visual Resources, the proposed project would incorporate a high level of design that reinforces the uniqueness of the site and the coastal commercial and recreational character and provides a sense of place.
Provide and enhance boating, water, recreation, entertainment, and sports related activities.	Consistent. The proposed project provides a variety of recreation and entertainment amenities, including improved pedestrian and bicycle trails, a modified Seaside Lagoon and a new small craft boat launch ramp, which would provide enhanced public boater access with King Harbor.

Table 3.9-12: Consistency with Harbor and Pier Area Guiding Principles

Guiding Principles	Project's Consistency
Encourage public art.	Consistent. As discussed in Section 3.1 Aesthetics and Visual Resources, under the proposed project, some existing pieces of public would be reincorporated into the project area, and new public would be provided consistent with City requirements.
Encourage a high level of design and architecture complimentary to the harbor and pier areas character and use.	Consistent. As discussed in Section 3.1 Aesthetics and Visual Resources, the proposed project would incorporate a high level of design that is rooted in the historic beach towns of Southern California and in the history of the City itself, while at that same time presenting a contemporary aesthetic that reinforces the uniqueness of the site and the coastal commercial and recreational character.
Reinforce and expand hospitality offerings including hotels, timeshare, conference, and banquet or meeting places.	Consistent. The proposed project would include a new boutique hotel that would also include meeting rooms and banquet facilities.
Ensure development of high quality harbor and pier areas including the best possible mix of resident and visitor serving commercial uses including, but not limited to, retail, specialty retail, water/marine related retail, restaurants and hospitality.	Consistent. As discussed in detail in Chapter 2 Project Description, the proposed project is designed as a waterfront village that provides a high quality mix of commercial, entertainment, and recreational opportunities, including restaurant, specialty cinema, hotel, and retail, as well as enhancements to existing recreational and marine facility uses, including a modified Seaside Lagoon, improved non-vehicular circulation, and new boat launch facilities.
Encourage high quality special events complimentary to a vibrant harbor and pier area.	Consistent. The proposed project incorporates public gathering spaces that would be suitable to holding a variety of special events, including annual events that are currently held at the project site.
Provide user friendly and safe parking.	Consistent. The proposed project would include the demolition of the aging Pier Parking Structure, which is reaching the end of its remaining useful service life, and the provision of new parking structures and surface parking.
Utilize shared parking to meet regular demand.	Consistent. The proposed project would include new parking structures and surface parking, which serve the variety of uses available at project site and the surrounding area.
Provide enhanced public access including public plazas and other public spaces for sitting, viewing and gathering along the waterfront.	Consistent. The proposed project would include enhanced public access through the provision of new roadways and bicycle and pedestrian paths within the site. Additionally, new seating and viewing areas would be provided, including patio seating at the market hall, benches and viewing locations along the water's edge, and enhanced amenities and gathering spaces at Seaside Lagoon.
Provide enhanced public boating access and facilities.	Consistent. The proposed project would include the implementation of a new public small craft boat launch ramp and associated facilities (e.g., trailer parking and wash-down area). The hand launch ramp would be

Table 3.9-12: Consistency with Harbor and Pier Area Guiding Principles

Guiding Principles	Project's Consistency
	removed, but replaced by hand launch access at Seaside Lagoon. The existing dinghy dock would be relocated and the Redondo Beach Marina/Basin 3 would be reconstructed/redeveloped.
Provide land use and development standards that will ensure sustainable success of the area.	Consistent. As discussed within this Section, the proposed project is compatible with existing land uses and would comply with the development standards that apply to the project site, and as discussed in Chapter 5 Other CEQA Considerations, the proposed project is anticipated to be financially sustainable and successful.
Require development to be designed to encourage pedestrian activity and accommodate safe bike and pedestrian paths.	Consistent. The proposed project would include bicycle and pedestrian path improvements, including a new separated roadway, walkway, and bicycle path connecting the northern and southern portions of the site. Further, the bicycle path would no longer pass through a parking structure thereby improving safety.
Environmental	
Ensure responsible environmental stewardship by incorporating the principles of sustainable development with the goal of enhancing water, soil, air quality, and biological diversity.	Consistent. The proposed project would incorporate principles of sustainable development through compliance with the California Green Building Code, such as the use of energy efficient appliances and lighting, and the use of water conservation plumbing fixtures. Drought tolerant landscaping would also be installed. Further, as discussed in Section 3.8 Hydrology and Water Quality, the proposed project would comply and LID requirements and the opening of Seaside Lagoon would have water quality benefits as the need for chlorination and dechlorination of lagoon water would be eliminated.
Minimize negative impacts on surrounding areas.	Consistent. Potential impacts on surrounding areas are throughout this Draft EIR and mitigation is incorporated as feasible where significant impacts are identified.
Improve traffic circulation in the harbor and pier areas.	Consistent. The proposed project includes the Pacific Avenue Reconnection, which would reestablish connectivity along the waterfront, by providing a direct link for motorized vehicles between the northern and southern portions of the project site.
Promote the safety of the harbor and pier areas.	Consistent. As discussed throughout this Draft EIR, the proposed project would include features and components that maintain and improve the safety of the harbor and pier areas. Specifically see Section 3.5 Geology and Soils regarding new construction and compliance with current building codes, Section 3.7 Hazards and Hazardous Materials regarding safety related emergency planning, Section 3.8 Hydrology and Water Quality related to flood safety and planning for sea level rise and tsunami risk, Section 3.11 Public Services related to police and fire protection, and Section 3.13 Traffic and Transportation related to traffic and transportation safety.

Summary

As described above, the proposed project is consistent with the state, regional and local plans applicable to the proposed project.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

3.9.4.4 Cumulative Impacts

The area for of cumulative analysis is the City of Redondo Beach and the context for assessing cumulative environmental impacts associated with land use is the planning framework set forth in the City's General Plan. As described in Chapter 3.0 Environmental Analysis, Section 3.0.3, the adopted growth projections used for the cumulative impacts analysis in this EIR are derived from the SCAG 2012 RTP/SCS, which are based upon a comprehensive analysis of fertility, mortality, migration, labor force, housing units, and local policies such as land use plans. Chapter 1 of the 2012 RTP/SCS states, on page 32, that “The RTP/SCS has been developed using a “bottom-up” approach respecting local communities’ General Plans and growth input.” As such, the land use planning and development framework contemplated in the general plan is considered to be generally reflected, and accounted for, in the adopted growth projections. As described above, the proposed project is consistent with the General Plan, as well as other applicable land use plans, and thus is consistent with the RTP/SCS growth projections. Future development within the geographic scope area would be required to comply and be consistent with relevant regional and local jurisdictional adopted land use standards, policies, plans, and programs; therefore, the evaluation of land use consistency is considered a project-related evaluation. The proposed project would not result in a significant land use impact and no significant cumulative land use impacts are expected to occur (LUP-1).

Cumulative Mitigation Measures

No mitigation is required.

Cumulative Residual Impacts

Impacts would be less than significant.

3.9.4.5 Summary of Impact Determinations

The following Table 3.9-13 summarizes the impact determinations of the proposed project and the proposed project in addition to adopted growth projections (i.e., potential cumulative impacts) related to land use, as described in the detailed discussion above.

Table 3.9-13: Summary Matrix of Potential Impacts and Mitigation Measures for Land Use and Planning Associated with the Proposed Project and Cumulative Growth

Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
<p>LUP-1: The proposed project would not conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, local coastal program, or zoning ordinance) and would not result in a physical change to the environment not already addressed in the other resource chapters of this EIR.</p>	<p>Proposed Project: Less than significant</p>	<p>Proposed Project: No mitigation is required</p>	<p>Proposed Project: Less than significant</p>
	<p>Cumulative: Less than significant (no cumulatively considerable contribution)</p>	<p>Cumulative: No mitigation is required</p>	<p>Cumulative: Less than significant (not cumulatively considerable contribution)</p>

3.9.4.6 Summary of Mitigation Measures

In the absence of significant impacts, mitigation measures are not required.

3.9.5 Significant Unavoidable Impacts

No significant unavoidable impacts to land use and planning would occur as a result of construction or operation of the proposed project.

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