

The Waterfront Draft EIR



Public Review

November 17, 2015 to January 19, 2016



Purpose of the Public Meeting

To present information on the proposed project and receive comments on the Draft Environmental Impact Report (EIR).

The presentation will include a summary of the proposed project and summary of the findings of the Draft EIR.



Project Location

Legend

- Project Area
- Existing Structured Public Parking
- Breakwater Fill Area



Project Overview



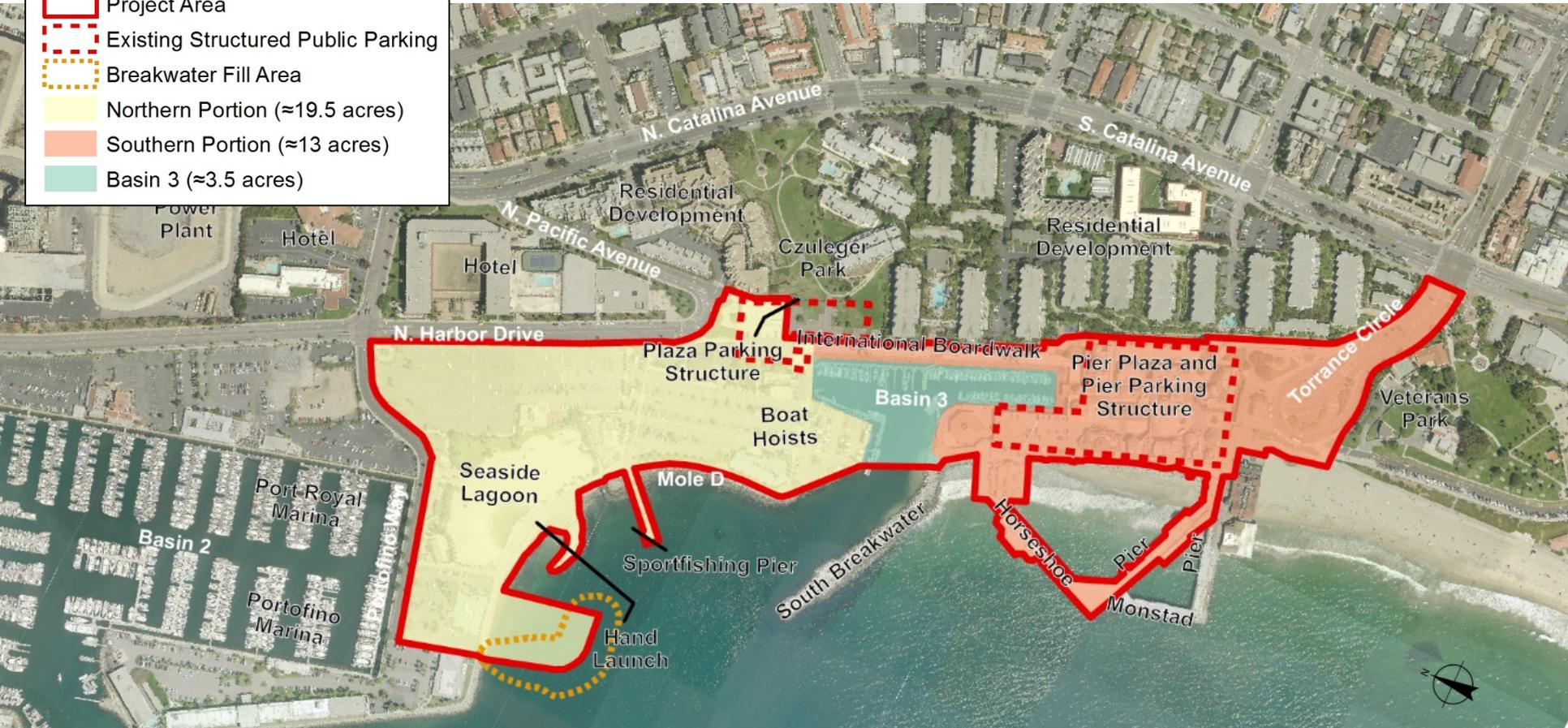
The project proposes a waterfront village to:

- Redevelop and expand local and visitor serving commercial uses
 - Enhance public access and recreational opportunities and facilities
 - Improve aging support infrastructure and parking facilities
 - Improve site connectivity, public access and public views to and along the waterfront
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Project Boundaries

Legend

- Project Area
- Existing Structured Public Parking
- Breakwater Fill Area
- Northern Portion (≈19.5 acres)
- Southern Portion (≈13 acres)
- Basin 3 (≈3.5 acres)



Project Description (continued)

The Northern Portion of the Project Site (continued)

- Opening of Seaside Lagoon to the waters of King Harbor
- Replacement of two boat hoists in Basin 3 with a small craft boat launch ramp and breakwall to provide protection from wave action
- Construction of an expansive pedestrian promenade along the water's edge from the base of the pier to Seaside Lagoon



Project Description (continued)

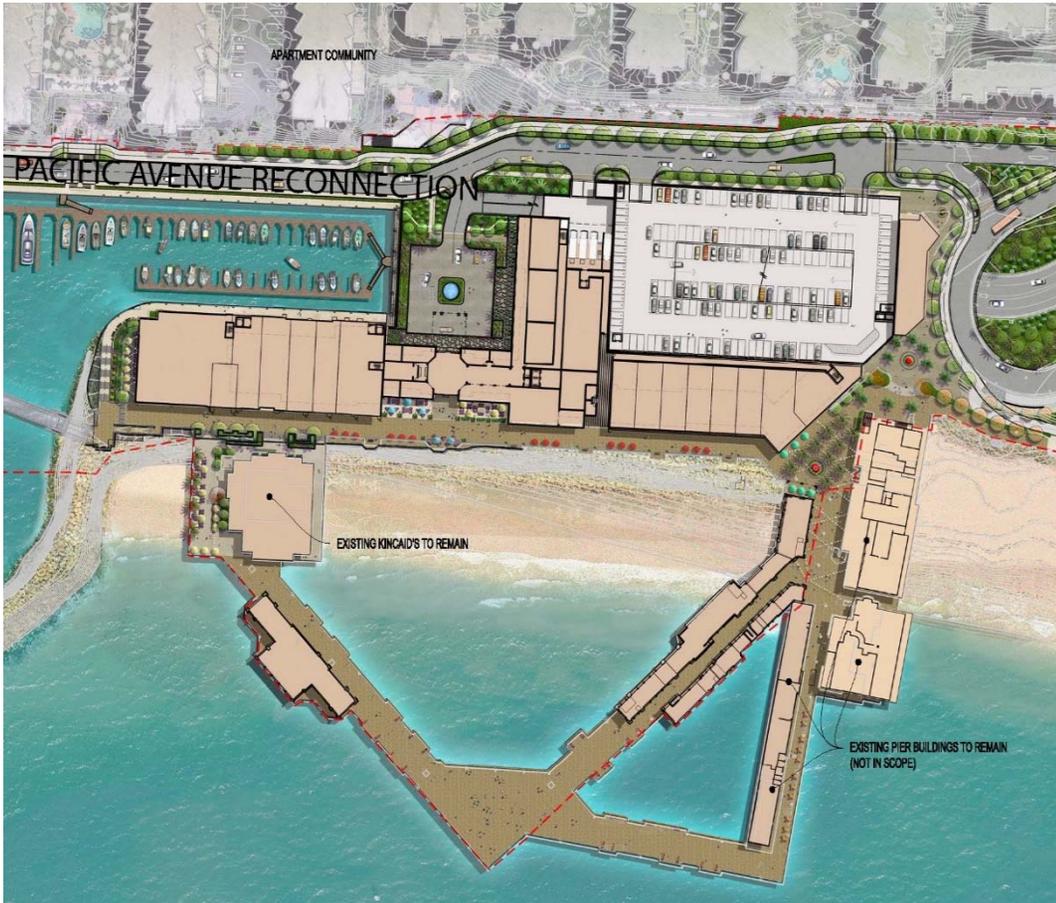
The Southern Portion of the Project Site



- Demolition of the Pier Parking Structure and Pier Plaza development, to be replaced with a new parking structure
- Enhancement of bicycle and pedestrian paths to avoid navigation through parking structures
- A new boutique hotel with commercial uses on the ground floor

Project Description (continued)

The Southern Portion of the Project Site (continued)



- Demolition and reconstruction of retail and restaurant buildings on the Horseshoe Pier (Kincaid's would remain)
- Replacement of the wood portion of the Horseshoe Pier with a concrete pier (southern section)

Project Description (continued)

Basin 3

- Improve public access by providing a pedestrian/bicycle bridge that spans the Basin 3 entrance
- Basin 3 bulkhead and cap repairs
- Replacement of existing boat slips in Redondo Beach Marina



Project Description (continued)

Other Improvements

- Demolition of the International Boardwalk and elevated walkway to accommodate the Pacific Avenue Reconnection
- Introduction of new bicycle and pedestrian pathways throughout the project site
- Essential updates to aging infrastructure
- Modifications to topography to eliminate current flooding conditions and to accommodate anticipated sea level rise
- Provisions of new high-quality public open space



EIR Background

- Scoping Process – June 19 to July 21, 2014
- Open House – July 9, 2014
- Approximately 260 comment letters/emails received
- October 21, 2014 – Seven (7) Preliminary Alternatives Presented to Mayor and City Council



Purpose of the EIR

- The EIR evaluates and provides public disclosure of environmental consequences from implementation (construction and operation) of the proposed project.
 - No Impact
 - Less Than Significant Impact
 - Less Than Significant Impacts after Mitigation
 - Significant and Unavoidable Impact
- The EIR provides identification of feasible mitigation measures and examination of potentially feasible alternatives to reduce or avoid significant impacts.
- The EIR is a planning tool to assist decision-makers in evaluating the environmental impacts of the proposed project.

Environmental Resource Areas Analyzed

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



Environmental Impacts

No Impact

- Recreation

Less Than Significant Impacts

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

Environmental Impacts (continued)

Less Than Significant Impacts after Mitigation

- Biological Resources (construction & operation)
- Cultural Resources (construction)
- Hydrology and Water Quality (operation)
- Traffic and Transportation

Significant and Unavoidable Impacts

During Construction (short-term)

- Air Quality – NOx and CO
- Cultural Resources – historical resources
- Noise – vibration and increase in ambient level

During Operation (long-term)

- Hydrology & Water Quality – tsunami (this is an existing impact)
- Noise – increase in ambient level at Torrance Circle

Mitigation Measures

Air Quality

- Fleet Modernization for Construction Equipment
- Use of Low-VOC Coatings and Paints

Biological Resources

- Protection of Marine Mammals and California Grunion During Construction
- Mitigation for Increase in Surface Coverage
- Mitigation for Fill of Waters of the US

Cultural Resources

- Recordation
- Interpretive Program
- Protection of the Monstad Pier During Construction
- Phase I Archaeological Work
- Paleontological Monitoring

Hydrology and Water Quality

- Tsunami/Seiche Awareness Notification Program
- Wave Uprush Protection
- Sea Level Rise Adaptation Plan



Mitigation Measures (continued)

Noise

- Pile-driving Vibration Mitigation
- Equipment Mufflers
- Stationary Equipment Measures
- Equipment Staging Areas
- Electrically-powered Tools and Facilities
- Sound Barriers

Traffic and Transportation

- Parking Management Plan during Final Design
- Boat Ramp/Personal Watercraft Interface Management

Traffic and Transportation (continued)

- Measures to mitigate six (6) intersections (signals, add through and turn lanes)
 - Valley Drive/Francisca Avenue & Herondo Street – Hermosa Beach
 - Pacific Coast Highway & Herondo/Anita Street
 - Pacific Coast Highway & Catalina Avenue
 - Pacific Coast Highway & Beryl Street
 - Pacific Coast Highway & Torrance Boulevard Avenue
 - Pacific Coast Highway & Palos Verdes Drive

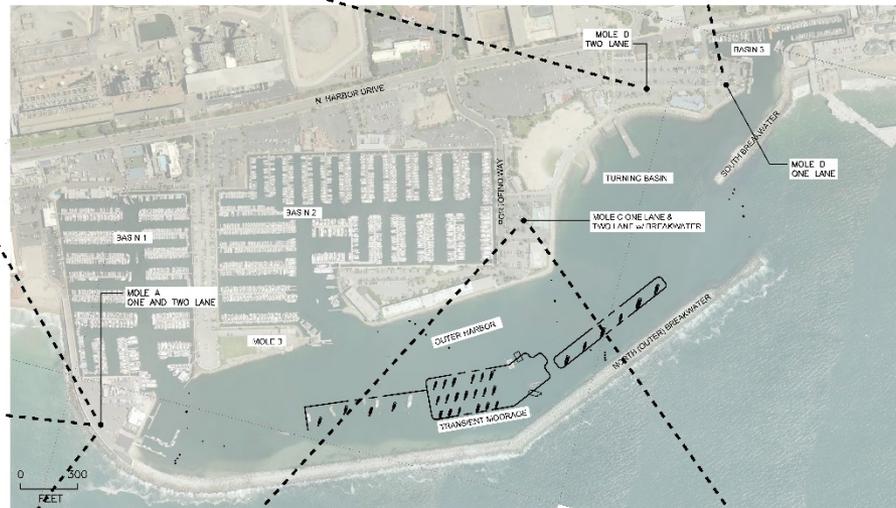
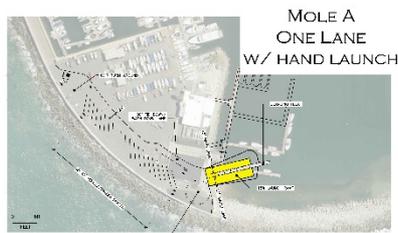
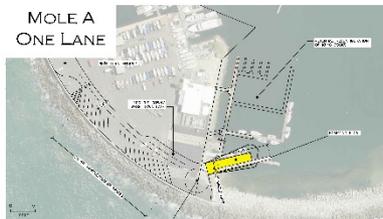
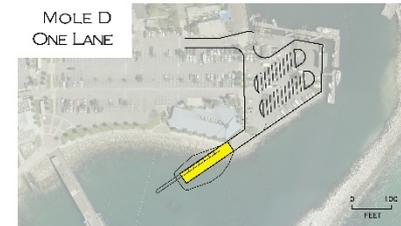
Alternatives Analyzed

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



Alternative 8

SMALL CRAFT BOAT LAUNCH RAMP LOCATIONS ANALYZED



Review Period

Comments due: 5:30 p.m. January 19, 2016

Methods to Submit Comments:

- Email: katie.owston@redondo.org
- Mail: Katie Owston, Project Planner
 City of Redondo Beach
 415 Diamond Street
 Redondo Beach, California 90277
- Three (3) Public Meetings:
 - Saturday, November 21, 2015: 9:00 AM to 1:00 PM – Crowne Plaza Hotel (adjacent to site)
 - Wednesday, December 9, 2015: 6:00 PM to 9:00 PM – City’s Main Library, 403 N. Pacific Coast Highway (second floor)
 - Saturday, January 9, 2016: 9:00 AM to 1:00 PM – Crowne Plaza Hotel
- Questions? 310-318-0637, x1-2895

Document Availability

The Draft EIR and Appendices are available to review at:

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



Let's Hear From You ...

Public Meeting is Open For Your Comments

Verbally

- Fill out and submit Speaker Card and give to staff
- Verbal comments will be three (3) minutes per person (unless time prohibitive) and transcribed by the Court Reporter for inclusion as Draft EIR comments
- Comments only – During the official proceedings no questions will be answered

Or

Comment Sheets

Place completed comment sheets (forms provided or other written comments) into comment boxes near exits