AGENDA – REGULAR MEETING
PLANNING COMMISSION
CITY OF REDONDO BEACH
THURSDAY MAY 19, 2016 – 7:00 P.M.
CITY COUNCIL CHAMBERS
415 DIAMOND STREET

I. OPENING SESSION

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

II. APPROVAL OF ORDER OF AGENDA

III. CONSENT CALENDAR

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

4. Approval of Affidavit of Posting for the Planning Commission meeting of May 19, 2016.
5. Approval of the following minutes: Regular Meeting of April 21, 2016.
6. Receive and file the Strategic Plan Update of April 19, 2016.
7. Receive and file written communications.

IV. AUDIENCE OATH

V. EX PARTE COMMUNICATIONS

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

VI. EXCLUDED CONSENT CALENDAR ITEMS

VII. PUBLIC HEARINGS

8. A Public Hearing to review and make recommendations to the City Council regarding a request for a (Revised) Mitigated Negative Declaration/Initial Environmental Study (IS-MND), and Mitigation Monitoring and Reporting Program (including modified mitigation measures), a Conditional Use Permit, Design Review, Landscape and Irrigation Plan, Sign Review, and a Minor Subdivision (Vesting Tentative Tract Map No. 72662) for a revised mixed-use project with 146 residential apartment units, and approximately 23,800 square feet of commercial space with 578 parking spaces at a maximum height of three stories, with an average height of 33 feet and a maximum height of 42 feet above existing grade, and the renovation of an existing 110-room hotel, on property located within a Mixed Use (MU-3A) zone.

APPLICANT:	Legado Redondo, LLC
PROPERTY OWNER:	Same as applicant
LOCATION:	**1700 S. Pacific Coast Highway**
CASE NO.:	2016-05-PC-011
RECOMMENDATION:	Review project and provide recommendations for the City Council

VIII. OLD BUSINESS

Items continued from previous agendas.

IX. NEW BUSINESS

Items for discussion prior to action.

X. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

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

XI. COMMISSION ITEMS AND REFERRALS TO STAFF

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

XII. ITEMS FROM STAFF

XIII. COUNCIL ACTION ON PLANNING COMMISSION MATTERS

XIV. ADJOURNMENT

The next meeting of the Planning Commission of the City of Redondo Beach will be a Regular Meeting to be held at 7:00 p.m. on Thursday, June 16, 2016 in the Redondo Beach City Council Chambers, 415 Diamond Street, Redondo Beach, California.

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

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

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

CONSENT CALENDAR

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

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

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

RULES PERTAINING TO ALL PUBLIC TESTIMONY

(Section 6.1, Article 6, Rules of Conduct)

1. No person shall address the Commission without first securing the permission of the Chairperson; provided, however, that permission shall not be refused except for a good cause.

2. Speakers may be sworn in by the Chairperson.

3. After a motion is passed or a hearing closed, no person shall address the Commission on the matter without first securing permission of the Chairperson.

4. Each person addressing the Commission shall step up to the lectern and clearly state his/her name and city for the record, the subject he/she wishes to discuss, and proceed with his/her remarks.

5. Unless otherwise designated, remarks shall be limited to three (3) minutes on any one agenda item. The time may be extended for a speaker(s) by the majority vote of the Commission.

6. In situations where an unusual number of people wish to speak on an item, the Chairperson may reasonably limit the aggregate time of hearing or discussion, and/or time for each individual speaker, and/or the number of speakers. Such time limits shall allow for full discussion of the item by interested parties or their representative(s). Groups are encouraged to designate a spokesperson who may be granted additional time to speak.

7. No person shall speak twice on the same agenda item unless permission is granted by a majority of the Commission.

8. Speakers are encouraged to present new evidence and points of view not previously considered, and avoid repetition of statements made by previous speakers.

9. All remarks shall be addressed to the Planning Commission as a whole and not to any member thereof. No questions shall be directed to a member of the Planning Commission or the City staff except through, and with the permission of, the Chairperson.

10. Speakers shall confine their remarks to those which are relevant to the subject of the hearing. Attacks against the character or motives of any person shall be out of order. The Chairperson, subject to appeal to the Commission, shall be the judge of relevancy and whether character or motives are being impugned.

11. The public participation portion of the agenda shall be reserved for the public to address the Planning Commission regarding problems, question, or complaints within the jurisdiction of the Planning Commission.

12. Any person making personal, impertinent, or slanderous remarks, or who shall become boisterous while addressing the Commission, shall be forthwith barred from future audience before the Commission, unless permission to continue be granted by the Chairperson.

13. The Chairperson, or majority of the members present, may at any time request that a police officer be present to enforce order and decorum. The Chairperson or such majority may request that the police officer eject from the place of meeting or place under arrest, any person who violates the order and decorum of the meeting.

14. In the event that any meeting is willfully interrupted so as to render the orderly conduct of such meeting unfeasible and order cannot be restored by the removal of individuals willfully interrupting the meeting, the Commission may order the meeting room cleared and continue its session in accordance with the provisions of Government Code subsection 54957.9 and any amendments.

APPEALS OF PLANNING COMMISSION DECISIONS:

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

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

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

May 12, 2016

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

AFFIDAVIT OF POSTING

Pursuant to the requirements of Government Code Section 54955, agendas for a regular Planning Commission meeting must be posted at least seventy-two (72) hours in advance and in a location that is freely accessible to members of the public. As Planning Analyst of the City of Redondo Beach, I declare, under penalty of perjury, that in compliance with the requirements of Government Code Section 54955, I caused to have posted on Thursday May 12, 2016, the agenda for the May 19, 2016 Regular Meeting of the City of Redondo Beach Planning Commission in the following locations:

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

Lina Portolese
Planning Analyst

CITY OF REDONDO BEACH

PROOF OF POSTING

PLANNING COMMISSION MEETING AGENDA

I, Lina Portolese, hereby declare, under penalty of perjury, that I am over the age of 18 years and am employed by the City of Redondo Beach, and that the following document: Planning Commission Regular Meeting Agenda of May 19, 2016 was posted by me at the following location(s) on the date and hour noted below:

Posted on: 5/12/2016 (date) at 4:00 pm (time)

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

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

Signature

5/12/16

Date

Minutes
Regular Meeting
Planning Commission
April 21, 2016

CALL TO ORDER

The Regular Meeting of the Planning Commission was called to order by Chair Rodriguez at 7:00 p.m. in the City Hall Council Chambers, 415 Diamond Street.

ROLL CALL

Commissioners Present:	Biro, Gaian, Mitchell, Sanchez, Ung, Vice Chair Goodman, Chair Rodriguez
Commissioners Absent:	None
Officials Present:	Aaron Jones, Community Development Director Sean Scully, Planning Manager Anita Kroeger, Senior Planner Genny Ochoa, Recording Secretary

SALUTE TO THE FLAG

Vice Chair Goodman led the Commissioners and audience in a Salute to the Flag.

APPROVAL OF ORDER OF AGENDA

Moved by Commissioner Sanchez, seconded by Commissioner Mitchell, to approve the Order of Agenda as presented.

Motion carried by the following vote:

AYES:	Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Vice Chair Goodman, Chair Rodriguez		
NAYS:	None	ABSTAINED:	None
ABSENT:	None		

CONSENT CALENDAR ITEMS

4. Approval of Affidavit of Posting for the Planning Commission meeting of April 21, 2016.

5. Approval of the following minutes: Regular Meeting of March 17, 2016.

6. Receive and file the Strategic Plan Update of March 15, 2016.

7. Receive and file written communications.

Moved by Commissioner Sanchez, seconded by Commissioner Mitchell, to approve the Consent Calendar Items, as presented:

Motion carried by the following vote:

AYES:	Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Vice Chair Goodman, Chair Rodriguez		
NAYS:	None	ABSTAINED:	None
ABSENT:	None		

AUDIENCE OATH

Chair Rodriguez asked that those people in the audience who wished to address the Commission on any of the hearing issues stand and take the following oath:

Do each of you swear or affirm that the testimony you shall give shall be the truth, the whole truth, and nothing but the truth?

Audience members stood and answered, "I do."

EX PARTE COMMUNICATIONS - NONE

EXCLUDED CONSENT CALENDAR - NONE

PUBLIC HEARINGS

8. Public Hearing for consideration of an Exemption Declaration and Amendment to a Conditional Use Permit to allow the extension of hours of operation for an existing restaurant with a commercial building on property located within a Commercial (C-2) zone.

APPLICANT: Jimmy's Bar & Grill
PROPERTY OWNER: New Masa Partners
LOCATION: **2701 190th Street**
CASE NO.**:** 2016-04-PC-009
RECOMMENDATION: Approve with conditions

Moved by Commissioner Sanchez, seconded by Chair Rodriguez, to:

Open the Public Hearing and receive and file all documents (including letters of support of the proposed project submitted by the applicant at the beginning of the meeting) regarding Case No. 2016-04-PC-009.

Motion carried by the following vote:

AYES:	Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Vice Chair Goodman, Chair Rodriguez		
NAYS:	None	ABSTAINED:	None
ABSENT:	None		

Planning Manager Sean Scully stated that the letters of support had not been reviewed by staff; and reviewed staff's report which included:

- Photos of the subject site and surrounding area
  - Aerial
  - Parking Lot and Adjacent Buildings

Request to amend existing CUP to extend the closing hours

Existing hours of operation per Planning Commission Approval Resolution No. 7961
- 6:30 a.m. to 12:00 midnight, 7 days a week

Request by Applicant
- 6:30 a.m. to 2:00 a.m., 7 days a week

Redondo Beach Police Department Recommendation

- 6:30 a.m. to 12:00 midnight Sunday through Thursday
- 6:30 a.m. to 2:00 a.m. Friday and Saturday

Conditional Use Permit Requirements

- Pursuant to Section 10-2.2506 of the City's Zoning Ordinance, the purpose of a Conditional Use Permit is to ensure that the use will not adversely affect surrounding uses and properties by imposing conditions on the particular use.
- Purpose of review:
  1. Ensure the use is permitted in the zone and the property is adequate to accommodate the use
  2. The use is located on a site with access to a public street adequate to carry the type of traffic generated by the use
  3. The use has no adverse effect on abutting properties, subject to conditions

Analysis

Reviewing Agencies

- Code Enforcement
  - No Cases

- Police Department
  - Concerns with conversion to a bar

- Planning Division
  - Noise
  - Restaurant, sit-down

Reviewing Agencies Conditions

- Redondo Beach Police Department Recommended Conditions
  - Condition 2. That the restaurant sit-down shall be permitted to operate from 6:30 to 12 a.m. (midnight) Sunday through Thursday, 6:30 to 2:00 a.m. Friday and Saturday.
  - Condition 3. Restaurant shall continue to operate as restaurant sit-down and that no pool tables or mechanical or electronic amusement devices shall be maintained on the premises.
  - Condition 4. That the quarterly sales of alcoholic beverages shall not exceed the gross sales of the food during the same period and that records shall be kept and readily available to City of Redondo Beach.
  - Condition 5. That sales of alcoholic beverages shall stop 30 minutes prior to the hour of closing.

- Planning Division
  - Condition 6. That the applicant shall utilize an air conditioning and ventilation system in order to maintain all doors and windows closed during business hours.
  - Condition 7. That the business owner shall assign personnel to monitor the parking area to prevent patrons from loitering outside and ensure that customers leave the premises in a timely manner once exiting the restaurant.

RECOMMENDATION

- Make findings set forth in Draft Resolution
- Approve the modified hours as an amendment to the Conditional Use Permit subject to the Plans, Staff Report and Conditions of Approval.

In response to Commissioner Sanchez, Community Development Director Jones stated that the previous bar and grill establishment was granted an entertainment permit by the City Council, with no issues reported, and added that in the abundance of caution the Police Department was recommending further restrictions than requested by the applicant.

In response to Commissioner Biro, Planning Manager Scully clarified that the parking generation figured that the entire ground floor would be the restaurant use.

Community Development Director Jones added that clarification would be made regarding the restaurant area.

Senior Planner Kroeger stated that when the first restaurant opened the main floor was occupied for food and beverages and is now being considered for a bar and grill.

In response to Commissioner Biro, Planning Manager Scully stated that the Conditional Use Permit (hours of operation) runs for the entire ground floor, and if a new operator would want to alter the floor plan, the request would be brought back to the Commission as a modification to the Conditional Use Permit.

In response to Chair Rodriguez, Senior Planner Kroeger stated that there were no issues with the Conditional Use Permit of 1991 and it stood as approved.

In response to Commissioner Mitchell, Senior Planner Kroeger gave a brief summary on the history of the previous multiple restaurant uses and stated that the entire floor was used for a restaurant and lounge beginning with the first allowed restaurant, and added that the use was the same in terms of parking.

In response to Commissioner Ung, Planning Manager Scully stated that staff was unware of any issues related to parking lot lighting but could add a condition requiring that the parking lot be equipped with lighting as recommended by the Police Department.

In response to Commissioner Mitchell regarding parking, Planning Manager Scully stated that all parking spaces were available during hours of operations at the underground parking on the site.

Chair Rodriguez asked for comments from the applicant.

Mr. Mike Walsh, applicant, clarified that the parking structure has a gate that is regulated by the landlord and is currently closed a half hour after the closing of the restaurant. Applicant Walsh stated that they have been in operation for two years and that customers have requested that the closing be extended to 2 a.m., and added that other similar restaurants in the City close at 2 a.m. Applicant Walsh further stated that they

were involved with the community and school fundraisers. He added that the business was a restaurant and asked for support of the extended hours.

In response to Chair Rodriguez, Applicant Walsh stated they concentrated on food sales, with food sales at 58 percent and alcohol sales at 42 percent. Mr. Walsh stated that they had no disturbance or noise issues.

In response to Vice Chair Goodman, Applicant Walsh stated that they did not want entertainment.

In response to Commissioner Sanchez, Applicant Walsh stated that the kitchen closed at 11 p.m. and if granted the 2 a.m. closing time, the kitchen would close at midnight. He added that the seven-day request would be for consistency in hours of operation.

In response to Commissioner Gaian, Community Development Director Jones stated that the Conditional Use Permit would be reviewed for the percentage of alcohol/food sales with the option of suspending, modifying, or revoking the Conditional Use Permit if the percentage in sales did not comply with the percentage requirements.

Commissioner Gaian stated that at minimum he favored to include Thursday having the extended hours.

Co-applicant Marc Dix stated that they were focused on food sales.

Vice Chair Goodman agreed with Commissioner Gaian and stated he was in favor of giving the applicant the opportunity to move forward as requested.

Chair Rodriguez called for those wishing to speak in favor of the project.

Mr. Steve Hazzard, Torrance resident, spoke in favor of the request, and stated that the applicant has reached out to the community and youth, and that this was a family-oriented establishment.

Chair Rodriguez called for anyone wishing to speak in opposition of the project. No one came forward.

Moved by Commissioner Sanchez, seconded by Commissioner Mitchell, to close public testimony of the Public Hearing.

Motion carried by the following vote:

AYES:	Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Vice Chair Goodman, Chair Rodriguez		
NAYS:	None	ABSTAINED:	None
ABSENT:	None		

In response to Commissioner Sanchez, Community Development Director Jones stated that the Commission could either (1) grant a 6-month extension and if no complaints are received it would automatically turn into a 7-day operation, or (2) grant the 7-day

operation and bring back for review and if no violations or problems are noted, the 7-day operation could continue.

Commissioner Biro stated that he liked the 6-month/7-day operation concept with a hearing in six months to review the alcohol/food sales and get more history on the Conditional Use Permit file for the subject property.

In response to Commissioner Biro, Community Development Director Jones stated that staff's recommendation was approval of Conditions 1-12, amending and restating all the conditions of Resolution No. 7961, and that the new resolution/conditions would take effect. Mr. Jones stated that a condition be added to require that a lighting plan be prepared for review and approval by the Police Department and that the lighting plan be installed prior to modification to the business hours of operation. Mr. Jones added that the lighting was adequate and he had not heard of any concerns.

In response to Chair Rodriguez, Planning Manager Scully stated that staff's survey results regarding hours of operation of existing similar restaurants indicated that the hours requested by the applicant were reasonable.

Commissioner Gaian commented on the Police Department's recommendation for a hearing inviting public input and the alcohol/food sales review, and stated he wanted to make sure that the reviews were done in a timely manner to ensure that the Commission remained in a position to enforce the conditions of the Conditional Use Permit.

Commissioner Sanchez commented on the Police Department's recommendation for a lighting plan and asked the Commissioners to look "hard" at the recommendation given staff's comments that there were no complaints regarding lighting.

Community Development Director Jones stated that the lighting recommendation was a standard condition imposed by the Police Department.

Vice Chair Goodman recommended that the applicant be granted the request as presented and added if there were no issues, there was no reason to bring the item back after the six-month review.

In response to Vice Chair Goodman, Community Development Director Jones stated that the alcohol/food sales was a report required by the City.

Commissioner Biro commented on his understanding that a 6-month review would be held for amendment of the Conditional Use Permit if violations were reported.

Moved by Vice Chair Goodman, seconded by Chair Rodriguez, to revise the conditions of approval as follows:

> Amend Condition No. 2, that the restaurant, sitdown shall be permitted to operate from 6:30 a.m. until 2:00 a.m. Monday through Sunday; and that the operation shall be reviewed by the Planning Commission six months from the effective date of the permit, and if there are no significant violations, the permit shall remain in full force and effect; and

ADOPT A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH APPROVING AN EXEMPTION DECLARATION AND GRANTING THE REQUEST FOR AN AMENDMENT TO A CONDITIONAL USE PERMIT TO ALLOW THE EXTENSION OF HOURS OF OPERATION FOR AN EXISTING RESTAURANT WITHIN A COMMERCIAL BUILDING ON PROPERTY LOCATED WITHIN A COMMERCIAL (C-2-) ZONE AT 2701 190TH STREET.

Motion carried by the following vote:

AYES: Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Vice Chair Goodman, Chair Rodriguez
NAYS: None ABSTAINED: None
ABSENT: None

9. Public Hearing for consideration of an Exemption Declaration and Conditional Use Permit to allow the operation of a café and children's play space within an existing commercial building on property located within a Commercial (C-4) zone.

APPLICANT: Soomi Wen
PROPERTY OWNER: Walter N. Marks Inc.
LOCATION: **2810 Artesia Boulevard**
CASE NO.: 2016-04-PC-010
RECOMMENDATION: Approve with conditions

Moved by Commissioner Sanchez, seconded by Chair Rodriguez, to:

Open the Public Hearing and receive and file all documents regarding Case No. 2016-04-PC-010.

Motion carried by the following vote:

AYES: Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Vice Chair Goodman, Chair Rodriguez
NAYS: None ABSTAINED: None
ABSENT: None

Senior Planner Anita Kroeger reviewed staff's report and discussed:

Vicinity Map
- Surrounding Uses

Existing Site Plan
- Property: 23,600 SF
- Commercial Structure: 6,140 SF
- 50 on-site parking spaces

Photographs of Exterior Elevations

Project Description

- 6,140 SF tenant space
- Café & Children's Play Space
- "THE GREAT ROOM" Children's play area (indoor private playground)
- Children and Parents visit - 2 hrs.
- Parents are required to stay
- Hours of Operation: 6 a.m. - 12 a.m.
- Max. 40 children, 40 adults
- 10 staff members
- Service of Beer & Wine
- Security - Children's

Proposed Signage

Analysis of Request

- Conditional Use Permit
  - Noise: Interior noise - no impacts
    Exterior noise - limited to no impacts
  - Maximum Occupancy - 40 children and adults; 10 staff:
    Senior Planner Kroeger stated that the facility could be used for parties or rented for meetings and that staff was recommending a condition that a staff member be assigned to monitor the parking lot to mitigate any noise issues by reminding everyone to keep noise to a minimum
  - Parking: 50 spaces required, adequate – parking analysis
  - Security Measures for Children's Safety
  - Service of Beer & Wine:
    Senior Planner Kroeger reviewed Condition No. 5 which would require (1) that the general manager and shift supervisors be certified by the California Department of Alcoholic Beverage Control (ABC) in the responsible service of alcoholic beverages and that the certifications be maintained and updated accordingly; (2) signage restricting alcohol sales to minors, and encouraging carpooling/designated drivers; and (3) a waiver agreement signed by parent(s) or legal guardian(s) regarding safe and responsible transportation upon leaving the premises.

Recommendation

- Open the Public Hearing and take public testimony
- Adopt Exemption Declaration
- Approve the recommended Resolution approving the Conditional Use Permit

Chair Rodriguez asked for comments from the applicant.

Ms. Soomi Wen, principal/co-owner, stated that her family resided in Redondo Beach and her two children were very active in the community. Applicant Wen stated that the City needed a place for families to enjoy each other's company.

Mr. Philip Wen, co/owner, stated that they have lived in Redondo Beach for six years and added that the City lacked a place where parents can socialize while their children play together. Applicant Wen stated he was an entrepreneur and that he wanted to

invest in Redondo Beach and provide a service that is needed in the community. Applicant Soomi Wen clarified that the operation would not be like a Chuck-E-Cheese; it would be more like a lounge area for ages 6 and up, with high-tech activities.

In response to Commissioner Sanchez, Applicant Soomi Wen stated that the anticipated stay for families would be 2 to 2 ½ hours, with the hours of operation starting at 6:00 a.m. to offer early breakfast, and added that the "Tween Room" would be for children ages 6-12.

In response to Commissioner Mitchell, Applicant Philip Wen stated that the rooms could be repurposed for meetings and other types of uses and that the café was opened to the public. Applicant Soomi Wen added that many guests would be people working in the area. Ms. Wen stated that the café would offer breakfast, lunch, and dinner.

In response to Commissioner Ung, Applicant Soomi Wen clarified that the "ticket" price referred to the meal checks. Applicant Philip Wen added that they were only charging an entrance ticket to the children's play room and not charging an entrance fee (to the restaurant).

In response to Commissioner Gaian's comments regarding a proposed "bar with a place for kids to play," Senior Planner stated that it was a café that would serve beer and wine.

In response to Commissioner Ung, Senior Planner Kroeger stated that the proposed use falls under "personal improvement services," which require a Conditional Use Permit. She explained the LEAD program (ABC certification) which is designed to train people to detect signs of intoxication and respond properly to customers. Community Development Director Jones added that the LEAD program was a "state of the art" program and that certified individuals were confident in handling situations properly.

In response to Chair Rodriguez, Community Development Director Jones stated that the previous operation was a coffee shop that opened at approximately 6 or 7 a.m. with no known complaints.

In response to Commissioner Biro regarding security door alarms, Senior Planner Kroeger stated that the applicant would be using armbands/stamps and electronic check lists.

Applicant Philip Wen stated that children would be checked-out (of the play rooms) by parents.

Commissioner Biro commented that the "Tween Room" had access to a conference room with an exit door to the parking lot. In response, Community Development Director Jones stated that it would be wise to consider requiring the installation of alarms to the exit doors. The applicants concurred.

In response to Chair Rodriguez, Applicant Soomi Wen stated alarms would be placed at the exit doors.

In response to Commissioner Ung, Applicant Philip Wen explained the waiver process and stated that the waiver/consent form would be required when children enter the play

rooms under the supervision of staff. Commissioner Ung stated he wanted to ensure that there were safeguards in place (to address “reasonable possibilities”).

Commissioner Gaian expressed concern with single individuals going into a playroom filled with children. Applicant Soomi Wen stated that the rooms would have constant supervision and added that they had live surveillance cameras.

Chair Rodriguez called for those wishing to speak in favor of/or against Case No. 2016-04-PC-010.

Ms. Tiffany Maloch, resident living directly behind the subject site, came forward and stated that she was concerned about loitering in the parking lot and having access to her garage when getting home from work and the parking lot is full.

Commissioner Sanchez stated that Ms. Maloch’s concern was addressed by Condition No. 6 requiring a staff member to supervise the parking lot “any time after 6:00 p.m.”, and suggested that the time be changed to “after 4:30 (or 4 p.m.).”

Chair Rodriguez called for anyone else wishing to speak on Case No. 2016-04-PC-010. No one came forward.

In response to Commissioner Biro, Community Development Director Jones stated that the alley behind the subject property is a public alley where vehicles can be towed if in violation of parking regulations (e.g. blocking access to garages), and suggested that neighboring business owners exchange telephone numbers, and that the applicant provide a telephone number to be answered by a live person during hours of operation and provide the number to their neighbors.

Commissioner Sanchez reiterated his suggestion to modify Condition No. 6 to change the time to “after 4:30 p.m.”

Vice Chair Goodman concurred with the 4:30 time and further recommended that a condition be added requiring exchange of telephone numbers between the applicant and neighboring businesses.

Moved by Commissioner Sanchez, seconded by Commissioner Biro, to close public testimony of the Public Hearing.

Motion carried by the following vote:

AYES:	Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Vice Chair Goodman, Chair Rodriguez		
NAYS:	None	ABSTAINED:	None
ABSENT:	None		

Moved by Chair Rodriguez, seconded by Commissioner Sanchez, to

> Amend the conditions of approval by (1) modifying Condition No. 6 to “…any time after 4:30 p.m….”; and (2) add Condition No. 12 requiring a condition that the

applicant provide to neighboring businesses a telephone number to be answered by a live person during hours of operation; and

ADOPT A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH APPROVING AN EXEMPTION DECLARATION AND CONDITIONAL USE PERMIT TO ALLOW THE OPERATION OF A CAFÉ AND A CHILDREN'S PLAY SPACE WITHIN AN EXISTING COMMERCIAL BUILDING ON PROPERTY LOCATED WITHIN A COMMERCIAL (C-4) ZONE.

Motion carried by the following vote:

AYES: Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Vice Chair Goodman, Chair Rodriguez
NAYS: None ABSTAINED: None
ABSENT: None

OLD BUSINESS - NONE

NEW BUSINESS - NONE

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - NONE

COMMISSION ITEMS AND REFERRALS TO STAFF

Chair Rodriguez announced that Springfest Redondo Beach was being held April 21-24, with free admission and free parking.

ITEMS FROM STAFF

10. Legado Mixed-Use development revised project of 146 units referred by the City Council to the Planning Commission for review and recommendation at a public hearing at the Planning Commission Meeting of May 19, 2016.

Community Development Director Jones stated that the City Council was the retaining jurisdiction of the appeal of the Legado project, however, had referred the project to the Planning Commission for review and formal recommendation of a 146-unit Mediterranean-style development project.

Vice Chair Goodman and Commissioner Gaian reported that they would not be present at the Planning Commission meeting of May 19, 2016.

Community Development Director Jones stated that it was important to have the remaining Commissioners attend the (May 19th) meeting.

Senior Planner Kroeger reported that staff had met with Legado representatives and they were given a May 5th deadline to present any proposed changes and/or information to be incorporated in staff's report.

COUNCIL ACTION ON PLANNING COMMISSION MATTERS - NONE

ADJOURNMENT: 8:50 PM

Moved by Commissioner Sanchez, seconded by Vice Chair Goodman, to adjourn the meeting at 8:50 p.m. to a regular meeting to be held at 7:00 p.m. on Thursday, May 19, 2016, in the Redondo Beach City Council Chambers, 415 Diamond Street, Redondo Beach, California.

Motion carried by the following vote:

AYES:	Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Vice Chair Goodman, Chair Rodriguez		
NAYS:	None	ABSTAINED:	None
ABSENT:	None		

Respectfully submitted,

_____

Aaron Jones
Community Development Director

Memorandum

Action Date: April 19, 2016

To: **CITY COUNCIL**

From: **STEVE ASPEL, MAYOR**

Subject: **REVIEW AND ADOPTION OF STRATEGIC PLAN**

RECOMMENDATION

1. Adopt the City of Redondo Beach Strategic Plan 10 year goals, three year goals, and six-month objectives following the March 29, 2016 Strategic Planning Workshop

2. Set September 14, 2016 for the next Strategic Planning Workshop.

EXECUTIVE SUMMARY

At its March 29, 2016 workshop, the City Council set the city's 10 Year Strategic Plan goals as well as the three year goals. The 10 year goals for 2016-2026 are (not in priority order):

- Be the premier waterfront location on the West coast
- Secure funding for new safety facilities and City Hall
- Create the most innovative law enforcement agency in America
- Secure a voter-approved plan for a de-industrialized AES site
- Revitalize the South Bay Galleria
- Increase and enhance parks and public open space

The three year goals (2016-2019) as discussed on March 29, 2016 were (not in priority order):

- Modernize communication systems at City offices
- Vitalize the Waterfront, Riviera Village, Artesia Corridor and South Bay Galleria
- Complete General Plan Update
- Assess, prioritize and plan for reconstruction of major City facilities and infrastructure

Subsequent to the March 29th workshop, staff received proposed language modifications/additions to the three year goals from Councilmembers Emdee and Horvath as shown below:

- Modernize City communication systems
- Vitalize the Waterfront, Riviera Village, Artesia Corridor and South Bay Galleria
- Ensure Sustainability, Livability, and Health by completing the General Plan update and by implementing environmentally responsible programs

- Assess, prioritize and plan for park/open space acquisition and for reconstruction of major City facilities and infrastructure
- Maintain a high level of public safety with public engagement

The City Council established six-month objectives and the City Manager has since provided information on Departmental assignments and time frames for follow up are attached to this report. The City Council scheduled the next workshop for September 14, 2016.

BACKGROUND

The Strategic Planning workshop was facilitated by Marilyn Snider and Associates, and attended by the Mayor, City Council Members, executive staff, and members of the public. It featured City Council setting the new Strategic Plan goals – a ten year and three year goals; a listing of strengths and weaknesses; and development of the new six-month objectives for each of the 2016-2019 Strategic Plan goals. The process involved less small group interaction and more interaction by the City Council and attendees as a whole.

Councilmembers will recall that certain items were described in general terms with the understanding that the City Manager and staff would follow up and include the needed detail and milestones for the new objectives. The attached document incorporates the staff input as coordinated by the City Manager. The City Council should review the work plan and the listed milestones which are recommended for inclusion in the Plan. Additionally, staff has reviewed the target dates for other objectives and made suggested modifications to help ensure that they can be realistically achieved in the stated time frames. As noted in the proposed plan, additional objectives as suggested by individual City Councilmembers and the Mayor are footnoted within the plan.

Should the City Council adopt the updated Strategic Plan, the City Manager will provide monthly progress reports to the City Council on the six-month objectives and staff liaisons will provide similar reports to City Commissions as part of their ongoing work. A date was set for the next Strategic Planning workshop (September 14, 2016).

COORDINATION

Each department responsible for specific objectives within the Strategic Plan has reviewed the document and provided support for this recommendation.

FISCAL IMPACT

Funds for activities related to Strategic Planning are included in the Mayor and City Council FY 2015-16 Budget.

Attachment:

- 2016-2019 Strategic Plan and Six Month Objectives, March 29, 2016

C I T Y O F R E D O N D O B E A C H

STRATEGIC PLANNING RETREAT

March 29, 2016 * Redondo Beach Library

Marilyn Snider, Facilitator – Snider and Associates (510) 531-2904
Michelle Snider Luna, Graphic Recorder – Snider Education & Communication (510) 610-8242

MISSION STATEMENT

The City of Redondo Beach is committed to providing the finest services to enhance the quality of life for those who live, work, visit and play in our community.

CORE VALUES

not in priority order

The City of Redondo Beach values . . .

Openness and honesty

Integrity and ethics

Accountability

Outstanding customer service

Teamwork

Excellence

Fiscal responsibility

Environmental responsibility

VISION STATEMENT

Redondo Beach will be the most livable, friendly and attractive California beach city.

10 YEAR GOALS FOR THE CITY OF REDONDO BEACH VISION

2016-2026 * not in priority order

Be the premier waterfront location on the West Coast

Secure funding for new safety facilities and City Hall

Create the most innovative law enforcement agency in America

Secure a voter-approved plan for a de-industrialized AES site

Revitalize the South Bay Galleria

Increase and enhance parks and public open space

AS DRAFTED AT THE MARCH 29, 2016 STRATEGIC PLANNING SESSION:

THREE YEAR GOALS

2016-2019 ∗ not in priority order

Modernize communication systems at City offices

Vitalize the Waterfront, Riviera Village, Artesia Corridor and South Bay Galleria

Complete General Plan update

Assess, prioritize and plan for reconstruction of major City facilities and infrastructure

RECOMMENDED FOR APROVAL:

THREE YEAR GOALS

2016-2019 ∗ not in priority order

**Modernize City communication systems*

Vitalize the Waterfront, Riviera Village, Artesia Corridor and South Bay Galleria

**Ensure Sustainability, Livability, and Health by completing the General Plan update and by implementing environmentally responsible programs*

**Assess, prioritize, and plan for park/open space acquisition and for reconstruction of major City facilities and infrastructure*

**Maintain a high level of public safety with public engagement*

*Wording changes/additions recommended by Council Members Emdee and Horvath subsequent to March 29, 2016

S.W.O.T. ANALYSIS

Strengths – **W**eaknesses - **O**pportunities - **T**hreats

WHAT ARE THE STRENGTHS AND ACCOMPLISHMENTS OF THE CITY OF REDONDO BEACH IN THE PAST THREE YEARS, PARTICULARLY SINCE THE OCTOBER 2015 STRATEGIC PLANNING RETREAT?

Brainstormed List of Perceptions

- Improved labor-management relations
- Blue Zones implementation
- Citywide customer service training
- Hosted successful championship events for school and LA Kings
- Presented a report on short-term rental policy
- Defined a service model for the police officers
- Conceptual plan for Anderson Park improvements
- Approved plans and specifications for Esplenade repaving
- Completed improvements to 200 North PCH police facility
- Identified a process for updating the City's General Plan
- Implementation of OpenGov
- New Police Hiring Program
- Funding for open space
- Critical incident training for schools
- Appointment of Homeless Task Force
- Persons Assisting the Homeless (PATH) Program
- Hired Planning Manager
- Published Waterfront Draft EIR
- Leadership Redondo 2014 projects at the library
- Completed Kensington Project
- Hiring of Payroll and Finance Manager
- Completed sea lion haul out platform
- Created a Bomb Dog Response Team
- Installed scanners at the library
- Held successful July 4th events each year
- Reupholstered the chairs at the Main Library
- Implemented Falcon Program at the waterfront
- Recycling center moved to another city
- Completed multi-city Enhanced Watershed Management Program
- Completed General Plan 101 workshop
- Identified a potential canine training site
- Completed conceptual plan for Police Department security fencing
- Purchase of new fire truck to serve North Redondo Beach
- Improved community outreach with District 3 meetings
- Updated citywide speed limit surveys
- Ordinance to fund public art
- Demolished 733 Pauline Avenue
- New Gateway Park development

- Launched EIR for Galleria development
- Implemented Coffee With a Cop Program
- Completed City Hall office improvements
- Completed County Parks Assessment
- Resurfaced Aviation Boulevard
- Ranked #1 in financial practices by the Grand Jury
- City Clerk won the Award of Distinction for Elections
- Completed City Parks Assessment
- Refunding of wastewater bonds with savings
- Revision of purchasing policy and approval process for contracts under $35.000
- Created a vision for the Police Department
- Asphalt resurfacing in District 1
- Implemented streetscape improvement in Riviera Village
- Return of musical theater to the Performing Arts Center
- Reduced commercial parking requirements
- Long-term lease of 200 North Pacific Coast Highway
- Increased neighborhood watch by 32%
- Received public works recognition by the American Public Works Association for harbor
- Changed the deployment of Police Lieutenants
- Planning Commission provided recommendations on mixed use development to the City Council
- Negotiated current labor association agreements with all groups
- Reached settlement with AES regarding the power plant
- Discussion with RBUSD around traffic circulation around every school
- Appointment of quality Department Heads
- Implementation of a paperless agenda
- Riviera Village Outdoor Dining Program
- Construction of Marine Avenue hotels
- Construction of the Harbor Drive Bike Path Project
- New retention schedules
- New City management
- Funding for major future facilities
- Completed resurfacing of Prospect Avenue
- Increased vote-by-mail election
- Created two additional Police Lieutenant positions
- Installed a bike corral in Riviera Village
- Implementation of workflow process for the agenda
- Public art on Harbor Drive
- Held a "Making the Library Safe and Sane" training
- Tap card readers on public transit
- Voted the #1 Place to Live in California by smarttravel.com
- Approved a new security agreement with the South Bay Galleria
- Completed transient vessel mooring field
- Rebuilt the boat hoist
- Power of Art exhibit at the library
- Created more stringent LORS in terms of power plant battery storage
- Created parking controls at the North Branch Library
- Report on the Harbor CIP projects
- Report on zero emission vehicles

- Employee Recognition Program to improve employee engagement
- Streamlined public records requests internally
- Implemented online course at the library
- Installed new stormwater filtration system at the Public Works Yard
- Hosted Special Olympics for three countries
- Appropriated funds for General Plan update
- Secured $300,000 in grant funds for Ensenada Parkette
- Held public outreach meetings for boat launch facilities

WHAT ARE THE CITY'S CURRENT INTERNAL WEAKNESSES/CHALLENGES?

Brainstormed List of Perceptions

- Failure to plan for infrastructure replacement in the same way we do for vehicle replacement
- Difficulty attracting lateral police officers
- Unclear outreach expectations for developers
- Lack of quality wayfinding signage at City Hall
- Lack of front desk greeter
- Maintenance challenges for City Hall
- No succession planning
- Lack of current citywide compensation and classification review
- Limitations on how many hours part-time employees can work
- Contract limitations too restrictive and process too long and difficult
- Website for public access hasn't been improved
- Lack of qualified staff resources
- Redundant processes and policies
- Not hiring full time staff instead of part time
- Lack of onboarding process for Council
- Insufficient staffing—doesn't meet service demands
- Phoning City Hall is difficult
- Lack of technology to remotely attend Council or Commission meetings
- Not enough jeans days
- Failure to have a Grant Program Administrator
- Loss of institutional knowledge due to retirements
- Lack of training on internal process and procedures
- Understaffing in waterfront and economic development
- Failure to modernize electronic communication methods (i.e., web, social media, telephone)
- Lack of financial resources for critical capital needs
- Low participation in South Bay Council of Governments (COG) and lack of integration of community government and public safety agencies
- Lack of a directory/roster of staff members

WHAT ARE THE EXTERNAL FACTORS/TRENDS THAT WILL/MIGHT HAVE A POSITIVE IMPACT ON THE CITY OF REDONDO BEACH IN THE NEXT THREE YEARS?

Brainstormed List of Perceptions

- Improving economic outlooks
- Continued low interest rates
- Potential new Measure R2 (a second Measure R)
- Move toward autonomous vehicles in improving traffic
- New PR firm for the Chamber
- Increased availability of zero emission vehicles
- Enhanced stormwater and wastewater regulations
- LA County Community Choice Aggregate Initiative
- New County Supervisor
- Rising property values
- Continued influx of "Silicon Beach" businesses
- Construction of new hotel projects
- New County Parks Bond—possible passage
- AES for sale
- Online voter registration
- Outdoor dining in Riviera Village
- Voting Super Center
- Presidential election
- New grocery stores
- Improved community health through Blue Zones efforts
- Updated infrastructure financing tools
- Grant funding for community outreach
- LA County Homeless Initiative
- Interoperable communications for public safety
- Potential external waterfront improvements
- Partnerships with school district and Beach Cities Health District
- Demographic shift toward millennials
- Galleria redevelopment

WHAT ARE THE EXTERNAL FACTORS/TRENDS THAT WILL/MIGHT HAVE A NEGATIVE IMPACT ON THE CITY OF REDONDO BEACH IN THE NEXT THREE YEARS?

Brainstormed List of Perceptions

- Increased water restrictions
- Rising interest rates
- Ballot box planning (initiatives)
- Terrorism
- Losing businesses to Del Amo Mall in Torrance
- Pension investment policies
- Rising housing costs
- Lack of investor for Artesia Boulevard Market
- Decriminalization
- Voter apathy
- Climate change
- Major earthquake
- Tsunami

- Wooden pier structure
- Overdevelopment in surrounding communities
- Sea level rise
- Bigger parking structure
- Increased minimum wage to $15/hour
- Uncertain Federal funding
- Stormwater restrictions
- OPEB liability
- Increased homelessness
- Loss of sales to Internet businesses
- Lack of affordable housing
- Presidential elections
- Increasing PERS costs
- Potential base closure
- Mandated consolidation for elections with county
- Excessive prisoner release—AB 109
- Major storm surge
- Sea lions
- Aging population
- Increased traffic
- Retirement of long-serving employees

IDENTIFY 10-YEAR GOALS TO DESCRIBE THE CITY OF REDONDO BEACH

Within 10 years, the City of Redondo Beach will have, be recognized for, achieve…

Brainstormed List of Targets

- Be the premier waterfront location
- The Bicycle Capital of the South Bay
- Have a new Civic Center
- Provide reclaimed water for every park in the city
- Achieve a Green Line extension
- Have the cleanest beach in the Santa Monica Bay
- Be the safest city in America
- De-industrialize the waterfront
- Secure funding for new safety facilities and City Hall
- Balance investments and focus on all parts of the city
- Be the most business friendly city in America
- Actively develop and implement broadband and municipal network
- Be a model Blue Zone City
- Have the best emergency and fire response times in the South Bay
- Increase the overall sense of community in the city
- Have the highest quality of life for the beach cities
- Improve traffic conditions
- More park open space
- Edison transmission lines removed
- Premier international tourist destination with one 5-star hotel
- Reach national bikeability standard
- Streets that encourage walkability
- Have the most innovative law enforcement agency in America
- Luxury hotel in or near Riviera Village
- The most family friendly city in California
- Reinvent/rebuild the Galleria
- A robust and inventoried public art program
- Make the Forbes list as One of the 10 Best Cities to Live in the United States
- Annex Torrance 90277
- 50% reduction in homeless population
- Revitalize South Bay Galleria
- Increase General Fund revenue to resident ratio
- Improve communication with community groups and organizations
- World-class redevelopment of AES site
- Eliminate community polarization
- All stop sign intersections will be converted to roundabouts
- Fully dismantle the power plant and have an immediate, long-term plan for Edison
- Be a carbon neutral city
- Vibrant public art construction
- Most eco-friendly and tech-savvy city in Southern California
- Enhance breakwater
- Adopt and actively work a Climate Action Plan
- End homelessness
- Leader in zero emission fleet

IDENTIFY THREE YEAR GOALS

What the City needs to accomplish…

Brainstormed Goals:

- Fund fully critical capital needs
- Hire adequate staff to support waterfront development
- Improve the experience at City Hall
- Modernize the communication systems at City Hall (e.g., new website, social media)
- Increase staffing to meet service demands
- Streamline processes and policies to increase staff efficiencies
- Install minimum of 10 dining decks in Riviera Village
- Find ways to capture and enhance institutional knowledge
- Improve employee training
- Prioritize improvement and maintenance of streets and sidewalks, including fiber optics
- Build bike path on Torrance Boulevard
- Prepare and adopt a Climate Action Plan
- Shovels in the dirt at the waterfront
- Vitalize the waterfront, Artesia Corridor and South Bay Galleria
- Complete the General Plan update
- Assess and create a conceptual plan for reconstruction of City facilities and critical infrastructure
- Enhance traffic calming measures
- Implement programs to increase community engagement
- Decrease homelessness by 50%
- Issue public facility bond vote
- Improve the effectiveness of our City Commissions

CITY OF REDONDO BEACH ☼ SIX-MONTH STRATEGIC OBJECTIVES

March 29, 2016 – September 15, 2016

ACM=Assistant City Mgr CD=Community Development PW=Public Works WED=Waterfront and Economic Development CS=Community Services

THREE-YEAR GOAL: *Modernize City communication systems*

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the August 16, 2016 council Meeting	IT Director, working with All Departments	Identify options to make the phone system easier for the public to use and present to the City Council for information and possible action.				
2. At the June 7, 2016 Council Meeting	IT Director, working with Police Chief, Fire Chief, RBUSD and City Manager	Identify the cost and feasibility of establishing a reverse 911 notification system and report the results, with recommendations, to the City Council for action.				
3. By September 15, 2016	CS Director, working with IT Director, City Attorney and City Manager	Present to the City Council for review a status report on the implementation of a social media policy and pilot program.				
4. By April 29, 2016	CS Director	Create a City Staff Directory and distribute to all City Departments and the City Council.				
5. At the May 3, 2016 Council Meeting	IT Director	Present to the City Council for action a contract for a website upgrade.				

THREE-YEAR GOAL: *Vitalize the Waterfront, Artesia Corridor, Riviera Village and South Bay Galleria*						
WHEN	**WHO**	**WHAT**	**STATUS**			**COMMENTS**
			DONE	ON TARGET	REVISED	
1. At the September 20, 2016 Council Meeting	PW Director, working with CD Director	Report on the outdoor Dining Deck Pilot Program and present options to the City Council for action regarding possible program extension.				
2. At the June 7, 2016 Council Meeting	CD Director	Report to the City Council the results of Code Enforcement's review of temporary signs on Artesia Boulevard.				
3. By June, 22, 2016	CD Director	Release the draft EIR on South Bay Galleria for public review and comment.				
4. By September 15, 2016	PW Director, working with CD Director	Evaluate the feasibility of converting Catalina Avenue, between Avenue I and Elena, to a one-way street.				
5. By August 1, 2016	WED Director, working with ACM	Present a report with recommendations to the City Council for action on the results of the public outreach meetings regarding a new boat ramp.				
6. At the September 6, 2016 Council Meeting	WED and PW Director, working with regional agencies	Report on the status of the analysis of sea level rise and its potential impact on the Redondo Beach waterfront.				
7. By June 15, 2016	City Manager with the CD Director and City Attorney	City and AES representatives to meet and confer as necessary and discuss implementation of the AES Task Force, its purpose, organization and membership, and other details relevant to the formation of the AES Task Force prior to a City Council Report on July 5, 2016 for appointment of the AES Task Force (unless extended by both parties).				
8. At the July 19, 2016 Council Meeting	City Manager with City Attorney and CD Director	City Council to select consulting services firms needed to support the AES Task Force following the RFP Process used for the General Plan update.				
9. DATE TO BE DETERMINED	AES Task Force, working with Consultants	Present findings regarding options for using AES property.				

10. FUTURE OBJECTIVE	WED Director, working with Fire Chief	Develop a Transient Vessel Mooring Marketing Plan and recommend boater amenities to promote the harbor as a destination.				
11. FUTURE OBJECTIVE	CD Director, working with WED Director	Present to the City Council for action an ordinance to modify parking requirements citywide to help encourage economic development.				
11. FUTURE OBJECTIVE	WED, working with CD Director	Explore the feasibility and recommend to the City Council whether or not to create a Storefront Improvement Program in key business areas.				

THREE-YEAR GOAL: *Ensure sustainability, livability, and health by completing the General Plan update and by implementing environmentally responsible programs*						
WHEN	**WHO**	**WHAT**	**STATUS**			**COMMENTS**
			DONE	ON TARGET	REVISED	
1. At the May 17, 2016 Council Meeting	CD Director	Prepare a request for proposal (RFP) for contract services for the General Plan update and present to the City Council for consideration and release.				
2. At the July 19, 2016 Council Meeting	CD Director, working with City Manager and City Attorney	Recommend to the City Council for action the selection of a General Plan Update consultant.				
3. At the August 16, 2016 Council Meeting	CD Director, working with City Manager and City Attorney	Present to the City Council for consideration the formation and composition of a citizens' General Plan Advisory Committee, including potential inclusion of representatives from Neighborhood Councils.				
4. At the July 19, 2016 Council Meeting	PW Director, working with CD Director, City Manager and City Attorney	**Present to the City Council for consideration a report on whether to prohibit single use plastic bags from being distributed in Redondo Beach.				
5. By August 16, 2016	City Attorney, working with CS Director	***Present to the City Council for direction options for restructuring the Redondo Beach Sister City Committee as a separate non-profit 501 c3 and/or an official City committee or commission.				

** Included at the recommendation of Council Member Brand
***Included at the recommendation Council Member Ginsburg

THREE-YEAR GOAL: *Assess, prioritize, and plan for park/open space acquisition, and for reconstruction of major City facilities and infrastructure*						
WHEN	**WHO**	**WHAT**	**STATUS**			**COMMENTS**
			DONE	ON TARGET	REVISED	
1. At the September 6, 2016 Council Meeting	ACM, working with PW Director, , Police Chief, Fire Chief and FS Director	Assess the need for and develop preliminary cost estimates for reconstruction of public safety facilities (police station, fire stations and shooting range) and report the results to the City Council.				
2. At the September 6, 2016 Council Meeting	ACM, working with PW Director and FS Director	Assess the need for and develop preliminary cost estimates for City Hall reconstruction.				
3. By June 21, 2016	PW Director	Prepare a Budget Response Report assessing the need for and develop preliminary cost estimates for reconstruction of roadway infrastructure citywide.				
4. By June 21, 2016	WED Director, working with PW Director	Present to the City Council for consideration a plan for maintenance and repair of the Pier Parking Structure.				
5. At the August, 16, 2016 Council Meeting	PW Director, working with Fire Chief	Determine the feasibility, right of way impacts, and costs of converting 4-way stop sign intersections to roundabouts through a resident petition program.				
6. At the May 17, 2016 Council Meeting	CS Director, working with PW Director and ACM	*Present to the City Council for consideration options and cost estimates for adding lights at the playing field(s) at Dominguez Park				
7. At the May 17, 2016 Council Meeting	CS Director, working with PW Director and ACM	*Present to the City Council options and cost estimates for adding dug outs and/or backstops at Fulton Field and Julia Field.				
8. FUTURE OBJECTIVE	PW Director, working with Fire Chief and WED Director	Evaluate the feasibility of docking Tall Ships at a City Pier and make a recommendation to the City Council for action.				

*Included at the recommendation of Mayor Aspel

THREE-YEAR GOAL: *Maintain a high level of public safety with public engagement*						
WHEN	**WHO**	**WHAT**	**STATUS**			**COMMENTS**
			DONE	ON TARGET	REVISED	
1. By September 15, 2016	Police Chief, working with ACM and City Manager	* Continue to work towards implementation of recommendations from the Assessment of the Redondo Beach Police Department.				
2. At the August 2, 2016 Council Meeting	Police Chief, working with City Attorney and City Manager	* Research and prepare an ordinance for City Council consideration for the potential regulation of aerial drones in Redondo Beach.				
3. By August 1, 2016	CD Director, working with City Attorney, HR Director and City Manager	* Implement measures to enable City code enforcement officers to issue citations for violations of the Municipal Code.				
4. At the May 3, 2016 Council Meeting	Fire Chief, working with the City Attorney and City Manager	* Complete analysis and present to the City Council a recommendation on whether to submit a proposal to Los Angeles County for the Redondo Beach Fire Department to provide 911 ambulance transport service for all emergency calls originating in Redondo Beach				

*Included at the recommendation of the City Manager and Department Heads

CITY OF REDONDO BEACH

BLUE FOLDER ITEMS

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

Regular Meeting of the Planning Commission
May 19, 2016

VII. PUBLIC HEARINGS

8. A Public Hearing to review and make recommendations to the City Council regarding a request for a (Revised) Mitigated Negative Declaration/Initial Environmental Study (IS-MND), and Mitigation Monitoring and Reporting Program (including modified mitigation measures), a Conditional Use Permit, Design Review, Landscape and Irrigation Plan, Sign Review, and a Minor Subdivision (Vesting Tentative Tract Map No. 72662) for a revised mixed-use project with 146 residential apartment units, and approximately 23,800 square feet of commercial space with 578 parking spaces at a maximum height of three stories, with an average height of 33 feet and a maximum height of 42 feet above existing grade, and the renovation of an existing 110-room hotel, on property located within a Mixed Use (MU-3A) zone.

APPLICANT:	Legado Redondo, LLC
PROPERTY OWNER:	Same as applicant
LOCATION:	**1700 S. Pacific Coast Highway**
CASE NO.:	2016-05-PC-011
RECOMMENDATION:	Review project and provide recommendations for the City Council

- Comment letters received after distribution of agenda packet
  - Gigi Gonzalez, May 19, 2016 (1 page)

RECEIVED
Planning Division
MAY 19 2016
City of Redondo Beach

From: Gigi Gonzalez [redacted]
Sent: Thursday, May 19, 2016 4:33 PM
To: Gigi Gonzalez <ggonzalez310@me.com>
Cc: Eleanor Manzano <Eleanor.Manzano@redondo.org>; Lina Portolese <Lina.Portolese@redondo.org>
Subject: LEGADO, 1700 PCH, MAY 19TH HEARING

Dear Planning Commissioners,

I am writing to strongly request that you advise City Council to deny the 146-unit (or 149 or 180) proposal submitted by Legado Co. for the Bristol Farms site at 1700 PCH.

The messages beginning as far back as when Aspel was City Councilman, has not changed. The developer and owner of this property need to step back, listen more, talk less and design a more fitting project for our great community and neighborhood.

Legado has insinuated they have worked very hard and long on this project, worked with the community , listened to and followed thru with our input and that nothing is going to make us happy. Adding that we are just against everything.

Again, they are not listening to us nor have they been listening to the City of RB. For someone planning to have a long term relationship you just don't behave or conduct business in the way they have chosen.

-JUST SAY NO-

Send Legado back to the architects and put forth something more fitting for our town.

-SAY YES TO BOUTIQUE HOTEL - one that will service South Torrance, Palos Verdes Estates and all of Redondo Beach

Thank you for your time and efforts toward this project.

Virginia Gonzalez

108 PALOS VERDES BLVD

REDONDO BEACH CA 90277

PROPERTY OWNER

CITY OF REDONDO BEACH

BLUE FOLDER ITEMS

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

Regular Meeting of the Planning Commission
May 19, 2016

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- Comment letters received after distribution of agenda packet
  - Rick Oritz, May 16, 2016 (1 page)
  - Jane Abrams, May 17, 2016 (13 pages)
  - Ann Truong, May 18, 2016 (1 page)
  - Amy Josefek, May 18, 2016 (2 pages)
  - Peter Verenkoff, May 18, 2016 (2 pages)

RECEIVED
Planning
Division
MAY 16 2016
City of Redondo Beach

From: Rick Ortiz [redacted]
Date: May 15, 2016 at 1:53:45 PM PDT
To: <aaron.jones@redondo.org>
Subject: Legado project

I am a 30 year resident of Redondo Beach. I am ADAMANTLY apposed to the Lagado project of 146 apartments to be built on PCH.

This will increase traffic and will NOT add value to our residential area.

Please vote NO or do not support the Lagado project May 17th!! We need to deal with the issue of mixed use.

Rick Ortiz
1316 S Gertruda Ave

RECEIVED
Planning Division
MAY 17 2016
City of Redondo Beach

From: jabrams[redacted]
Sent: Monday, May 16, 2016 7:51 PM
To: Anita Kroeger <Anita.Kroeger@redondo.org>; Aaron Jones <Aaron.Jones@redondo.org>
Cc: Eleanor Manzano <Eleanor.Manzano@redondo.org>
Subject: Fwd: Cathy Caplener - Copy of public Linked In Profile (for reference)

Hi Anita and Aaron,
Please share the information below on Cathy Caplener with the Planning Commission by submitting my email into the Blue Folder.
Ms Caplener is a public relations professional who has worked for Legado as an independent contractor (appears to be that relationship than a direct employee). She is not listed on Legado staff based on the current Legado Companies web site. She clearly states that she has worked with Legado since November 2016 in her Linked In profile.. Her web site for Because PR, her own company, also mentions Legado is a client. She has a Blog posted on her site from March 2016 making reference to the Legado project.
It would be good for the Planning Commission to ask Legado and Ms. Caplener why this information was not disclosed during the public testimony period at the April 5 Appeals Hearing before the City Council. She introduced herself as a Redondo Beach resident who supports the Legado Redondo project without any mention of her association with the developer..

Best regards,
Jane Abrams
Redondo Beach

Cathy Caplener

Founder & Principal of Be Cause PR. Visionary starting new category called Purpose Relations. Lead and Act On Purpose
Greater Los Angeles Area
Public Relations and Communications

Current
1. Be Cause PR,
2. OneAvenue,
3. Legado Companies

Previous
1. Ribose,
2. GoMore - www.gomore.me,
3. Microfinance Information Exchange (MIX)

Education
1. San Jose State University

Recommendations 16 people have recommended **Cathy**
500+ connections

Join LinkedIn and access Cathy's full profile. It's free!

As a LinkedIn member, you'll join 400 million other professionals who are sharing connections, ideas, and opportunities.

- See who you know in common
- Get introduced
- Contact **Cathy** directly

View Cathy's Full Profile

Published by Cathy

See more

- Causes and Organizations Need To Start With Purpose To Make a Social Impact On The World

  May 9, 2016

- Millennials Are Now The Largest Generation - Now Get Used To It? Do We Have To? What About The Word Welennials?

  May 5, 2016

- It's Time For Us All To Be Linchpins - Are You Indispensable?!

  May 3, 2016

Summary

Visionary communications entrepreneur providing narrative to shape societies and communities. Tenacious focus and analysis on companies and individuals combining business with social impact. Motivational leader and speaker with passion and perseverance in connecting individuals and organizations to the right audiences via promotion, business strategy and heart. Created a new category called "Purpose Relations," the new public relations that focuses on organizations and individuals leading with and acting ON purpose.

Proudest accomplishment is receiving the blessing from the Dali Lama to build my client's Ubuuntu Blox homes in India due to the press coverage I gained for the housing cause.

I build purpose into my client's business models while also teaming with creative agencies as their purpose relations arm. Other areas I cover are sustainability, arts and entertainment,. health and digital tech, CSR, and employee engagement. I have worked with Fortune 20+ companies, start-ups, thought leaders in multiple sectors. Strong technology background includes. Participated in the following Industry "firsts" launches:

-The first portable computer - The Poqet PC
-Programming Language in a Box for less than $100 - Borland C++/Turbo Pascal
-The First Annual Market Analyst conferences for Silicon Graphics and Sun Microsystems
-Java
-Photo Software
-High Definition Multimedia Interface (HDMI)
-Ubuntu-Blox Housing - Earthquake and hurricane resistant house made of non-recyclable plastic
building block
-GiveLove - The largest eco sanitation cause program in the world

Principal of Be Cause PR for the past 18 years. Eight start-ups I launched were acquired by Fortune 50 companies.Worked with Fortune 20+ companies, start-ups, innovators and entertainers. C- level executives and personalities I have worked include Philippe Kahn, Carly Fiorina, Eric Schmidt, Scott McNealy, Ed Zander, Bill Krause, Patricia Arquette, Toni Childs, and Greg Louganis..

Experience

- **Founder and Principal**

  Be Cause PR

  May 1997 – Present (19 years 1 month)

  Be Cause PR is taking PR to a new level by creating a new category called Purpose Relations to help individuals and organizations build a narrative by defining, leading, and acting on their purpose. The objective of Purpose Relations is to help build and enhance a company's brand by focusing on how a company is leading and delivering with purpose by focusing on corporate social responsibility, employee engagement, and causes. Today, more than ever, leading with, and sharing your purpose with your customers is essential to increasing your bottom line while building your brand and loyalty with your employees, customers, and the public.

  The BCPR portfolio is diverse and focuses on clients who combine business with social purpose. The client portfolio includes Fortune 500 companies, start-ups, causes, entertainers, entrepreneurs, and organizations that exist to improve and empower individuals.

Past clients include Adobe, America's Cup, Bad Boy Clothing, Cisco, Compaq, Food Forward TV, Greg Louganis, Hewlett Packard, No Fear, Reebok, SGI, Silicon Image, Sun, Taylor Golf, Tibco, and Toni Childs.

- **Purpose Relations Advisor**

OneAvenue

March 2016 – Present (3 months)Greater Los Angeles Area

OneAvenueTM is revolutionizing the relationship between emerging artists (musicians, models, actors) and purpose-driven brands and causes. OneAvenue delivers an original content experience, giving artists and purpose-driven brands more visibility by attracting fans and empowering them to be seen for who they are and how they will bring their talent to the masses with their unique talents.

OneAvenue is a purpose-driven company helping emerging artists to get "above the noise" to be seen and heard with their passion for the arts, their vision, talent, heart, and souls with an imperative to to make a difference in our world by connecting and engaging with their fans and soon to be fans.

The company currently has original content for over 350 emerging artists at OneAvenue.tv and Facebook.com/OneAvenue.tv. The number is growing daily as artists, agencies, and brands see the value that OneAvenue brings to all parties. To date the company is tracking 6 million viewers this year alone.

- **Communications and Purpose Relations Advisor**

Legado Companies

November 2015 – Present (7 months)Greater Los Angeles Area

Building a communications, community relations, and purpose relations foundation for the family owned business that has created special places to live, work and play. Its legacy of quality, care and innovation has been unmistakable in more than 15,000 residences and over half million square feet of retail space developed. Legado Companies is guided by an unwavering commitment to quality, innovation, stewardship and community building.

Be Cause PR is working with Legado Companies to help it create a brand and be recognized as a company that "builds with purpose" for communities. It does not want to be seen as yet another real estate development company that "builds over" a community while focusing on its own ROI. Legado Companies for the past four years has worked with the city of Redondo Beach, the residents, businesses, and organizations on getting approval to build a multi use complex

(a very common building complex in dense areas) which will be called Legado Redondo. The company has met with 1000 individuals and 50 groups to ensure that the complex will be an asset to the community and the environment. So far Legado has been turned away three times in city Planning Commission meetings with major resistance.

Legado understands that in order to be seen and supported as a purpose driven company it needs to have public relations and community relations programs in place that will create and enhance its relationships with the Redondo Beach and Torrance community. While building these programs Be Cause PR will work with the community, businesses, community groups, and the City Council.

- **Communications Advisor and Conduit**

Imperative

March 2014 – Present (2 years 3 months)

Imperative and team are creating a platform to connect people to purpose on a massive scale. Imperative will enable people to discover, connect and act on what gives them purpose in their work then shape and manage their lives to maximize meaning for themselves and those around them. To gain a better understanding about your purpose visit www.imperative.com.

- **Communications Advisor**

WITI (Women in Technology International)

November 2013 – Present (2 years 7 months)Greater Los Angeles Area

WITI - Women in Technology International
Carolyn Leighton founded WITI to help women advance by providing access to - and support from - other professional women working in all sectors of technology. (Read the story or watch the video.) WITI started in 1989 as The International Network of Women in Technology and, in 2001, evolved into The WITI Professional Association, the world's leading trade association for tech-savvy women. Today, WITI is the premiere global organization empowering women in business and technology to achieve unimagined possibilities.
With a global network of smart, talented women and a market reach exceeding 2 million, WITI has powerful programs and partnerships that provide connections, resources, opportunities and a supportive environment of women committed to helping each other. Along with its professional association of Networks throughout the U.S. and worldwide, including Hong Kong, Great Britain, Australia, and Mexico, WITI delivers value for individuals that work for a

company, the government or academia, as well as small business owners.

WITI products and services include: Networking, WITI Marketplace, Career Services/Search, National Conferences and Regional Events, Publications and Resources, Small Business Programs, Research, Bulletin Boards and more.

WITI's Mission
WITI's mission is to empower women worldwide to achieve unimagined possibilities and transformations through technology, leadership and economic prosperity.

WITI's Goals
1. Provide a platform of connections, resources and opportunities
2. Transform corporate and media perceptions of women
3. Create a pipeline of women to fill leadership positions in corporate America
4. Demonstrate that advancing women directly contributes to the prosperity of all
5. Influence top leaders in government, academia and industry to recognize the purchasing power of women
6. Encourage girls and young women to choose business and technology careers

- **Communications and Business Partnerships**

GiveLove Haiti - Eco-Sanitation and Green Schools Project

March 2013 – Present (3 years 3 months)

GiveLove was founded by PATRICIA ARQUETTE and ROSETTA MILLINGTON-GETTY to develop temporary housing solutions and improved sanitation systems in Haiti. GiveLove is working on community-led sanitation projects to treat and compost waste, improve public health, and create jobs around recycling for Haiti and plans to use its business model for other developing nations. Three years after the massive earthquake GiveLove continues to establish key partnerships and is currently working with Habitat for Humanity by integrating its sanitation solution in 300 homes that Habitat is building. To date no one has provided sanitation solutions for housing in developing nations at this scope. GiveLove is currently in a fundraising process to take its efforts worldwide.

Be Cause PR is helping GiveLove expand its social media and press campaign, connecting it to supporters who can fund the Cause, and strategic counsel around its overall "voice" to better reach the right audiences who can support and be advocates of its mission.

- **Communications Advisor**

Ubuntu Blox Housing

September 2011 – Present (4 years 9 months)

The Ubuntu Blox housing concept is an industry first created by retired welder, Harvey Lacey of Wylie, Texas. I met Harvey through Facebook and was fascinated by his idea about how to create a sustainable house for the world. The concept is so simple and still has not been embraced by organizations who can make a difference for so many people in our world as well as our environment. The concept is: Use the Ubuntu Blox manual machine to compress plastics that can't be recycled and are clogging our waterways and landfills into one pound housing building blocks. The blocks are then reinforced by welding string with a rebar structure and covered with plaster or any other building material such as mud. The Ubuntu Blox house is earthquake and hurricane proof and can be built by women and men. Children can also participate by collecting the trash. The house can also be used as a kit home a post disaster shelter. Be Cause PR continues to get press coverage from top tier publications about the housing concept. Currently in need of sponsorship and funding to establish a business infrastructure. One house currently resides in Haiti at the Haiti Communitere complex.

- **Communications and Business Strategy Advisor**

Ribose

July 2013 – August 2015 (2 years 2 months)

Ribose is an online social collaboration platform that connects you with friends, family, co-workers, and communities in a new way. The Ribose platform lets you focus on the task at hand while keeping you and your team on the same page. The user is able to collaborate in real time on their own personal desktop with the key applications necessary for working on projects such as email, calendaring, and chat. Ribose started creating the application because it recognized that there is no social collaboration product for the beginning user.

The solution has gained top security certification and is slated for its phase one launch at the beginning of Q2 2015. The first phase will be geared towards beginning users but also works well for the SMB user. The company was named on August 15, 2015 Best New Collaboration Service and Most Innovative Company in Asia, Australia and New Zealand by 2015 International Business Awards.

- **Communications Advisor**

GoMore - www.gomore.me

November 2014 – February 2015 (4 months)

GoMore is the world's first wearable stamina sensor. The company, which is headquartered in Taipei, Taiwan, unveiled the sensor at CES 2015. My role was to assist with the marketing material and build a communications foundation before the official product launch in May 2015.

- **Communications Advisor**

Microfinance Information Exchange (MIX)

April 2014 – August 2014 (5 months)Washington D.C. Metro Area

My role at MIX will be to help the organization re-brand and amplify their voice in the micro finance setor as the organization evolves with an expanded business model. The organization has done amazing work in their sector and has not relied on public relations and marketing to promote their efforts. By creating a communications campaign around their work they hope to not only expand their offerings but also hope to help people better understand how micro financing is helping developing nations become more sustainable on many levels.

MIX is the premier source for objective, qualified and relevant microfinance performance data and analysis. Committed to strengthening financial inclusion and the microfinance sector by promoting transparency, MIX provides performance information on microfinance institutions (MFIs), funders, networks and service providers dedicated to serving the financial sector needs for low-income clients. MIX fulfills its mission through a variety of platforms.

MIX Market (www.mixmarket.org), provides instant access to financial and social performance information covering approximately 2,000 MFIs around the world. Its publications, MicroBanking Bulletin and MIX Microfinance World, feature thorough and timely analysis based on qualified data and research. Incorporated in 2002, MIX is a non-profit organization headquartered in Washington, DC with regional offices in Azerbaijan, India, Senegal, and Peru.

MIX efforts are strengthened through their collaboration with the following global partners: Bill & Melinda Gates Foundation, CGAP, Omidyar Network, The MasterCard Foundation, IFAD, Michael & Susan Dell Foundation, and Citi Foundation.

- **Consultant -Communications and Business Development**

Causecast

October 2011 – January 2012 (4 months)

Worked with Causecast as a consultant to launch and provide sales and client support for its Employee Impact Platform. Causecast is a leading provider of cause integration software solutions for businesses and non-profits. This platform is a cloud-based solution that enables corporations to achieve "cause integration" through engaging interactive volunteer and fundraising systems that align an organization's workforce with its social mission.

- **Director, High Technology**

  Burson-Marsteller

  September 1994 – May 1998 (3 years 9 months)

  Managed both consumer and high technology accounts. Clients included America's Cup, Bad Boy Clothing, Candle Software, Conner Peripherals, LA Gear, No Fear, and Sun. Main job function was individually managing Industry Analyst Relations programs for the Sun Microsystems Computer Corporation (SMCC) supporting many product divisions including servers, storage, and workstations. Assisted in the first analyst conference and was the only agency representative working for entire division with one Sun Manager.

  Key launches included Java.

- **Manager, Languages Public Relations**

  Borland

  May 1992 – August 1994 (2 years 4 months)

  Managed Languages public relations and launched more than 35 products in two years. Launched "software in a box for $99 which gave programmers more opportunities to produce and perform. Heightened awareness of Object-Oriented Programming and fought PR battle against Microsoft with a PR staff of two.

- **Director of Public Relations**

  Storm Technology, Inc.

  1994 – 1994 (less than a year)

  Worked with start-up Storm Technologies and ex 3COM, CEO, Bill Krause, to launch the first photo software application, Easy Photo.

- **Account Executive**

  Ketchum

March 1990 – May 1992 (2 years 3 months)

Worked exclusively as a press relations account executive on high technology accounts in the areas of artificial intelligence, hardware and industry standards. Key launches included the Poqet PC and the PDF file format. Also worked closely with the PCMCIA - Personal Memory Card International Association.

- **Account Executive**

  McGrath/Power Public Relations

  January 1988 – February 1990 (2 years 2 months)

  Learned the ropes of working in PR with a team of four. Worked on multiple accounts that ranged from disk drives, monitors, sporting goods, and health and wellness celebrities and personalities.

  Key launch: Reebok Aerobic Championships

Volunteer Experience & Causes

- **Communications Advisor**

  GiveLove Haiti - Eco-sanitaion Project

  April 2011 – Present (5 years 2 months)Environment

- **Public Relations Assistant**

  Special Olympics World Games Los Angeles 2015

  July 2015 – Present (11 months)Health

  The 2015 Special Olympics World Summer Games were a multi-sport event for athletes with intellectual disabilities held in Los Angeles, United States from July 25 to August 2, 2015, in the tradition of the Special Olympics movement. These Games, hosting around 6,500 athletes from 177 countries, marked the first time in sixteen years that the biennial Special Olympics World Summer Games have been hosted by the United States, and the second hosted by Los Angeles since 1972.

Opportunities Cathy is looking for:

- Joining a nonprofit board
- Skills-based volunteering (pro bono consulting)

Causes Cathy cares about:

- Animal Welfare
- Arts and Culture
- Children
- Economic Empowerment
- Education
- Environment
- Health
- Human Rights
- Disaster and Humanitarian Relief
- Poverty Alleviation

Organizations Cathy supports:

- GiveLove Haiti - Eco-sanitaion Project
- Special Olympics
- Human Rights Campaign
- National Association for the Education of Homeless Children and Youth (NAEHCY)
- Homeless Garden Project
- National Coalition for the Homeless
- sustainable housing
- green living
- Water Environment Federation

Honors & Awards

- **Best of Redondo Beach - 2009-2015**

  United States Commerce Association - http://www.uscaaward.com

  August 2009

  For the third consecutive year, I am pleased to announce that Be Cause PR has been selected for the 2011 Best of Redondo Beach Award in the Public Relations Services category by the US Commerce Association (USCA).

  The USCA "Best of Local Business" Award Program recognizes outstanding local businesses throughout the country. Each year, the USCA identifies companies that we believe have achieved exceptional marketing success in their local community and business category. These are local companies that enhance the positive image of small business through service to their customers and community.

Skills

- Industry Analyst Relations
- Launch Start-Ups
- Press Relations
- Fundraising
- Image Management
- Personal Branding
- Direct Sales
- Reputation Management
- New Business Development
- Connector
- Change Communication
- Influencer Marketing
- Market Research
- Marketing Strategy
- Corporate Communications
- See 35+

Education

- **San Jose State University**

  BA, Mass Communication/Media Studies

  1985 – 1987

- **University of the Pacific**

  NA, Mass Communications

  1981 – 1984

  Activities and Societies: Played on division one tennis team.

Organizations

- **Women In Technology (WITI)**

  Communications Advisor

  Starting January 2010

- **Toastmasters International - Culver City, Los Angeles**

  Member

  Starting March 2016

Recommendations

A preview of what LinkedIn members have to say about Cathy:

- Of all the people I've worked under the tutelage of, Cathy is definitely one who stands out from the rest. Her experience in public relations and marketing in the tech and cause industries along with her steadfast gregariousness, compassion and persistence has helped me, and many others, significantly in becoming a better communicator and practitioner in the fields of marketing, research and pr, truly a rare combination and certainly a talent so rare in an ever changing business. I am honored to work with and to learn from Cathy.

  See more

- I've known Cathy as long as I've been in the tech industry. Cathy is one of those rare individuals that is hardworking and results driven with a creative spirit that makes her incredibly adaptable. I've seen Cathy pull together meetings with thousands of people and five people with the same grace and get it done attitude. Cathy is a delight to work with and if you are looking for an experienced professional who knows how to partner and is incredibly connected, Cathy is the person you want to hire.

  See more

Sign up to see who recommended Cathy

View Cathy's full profile to...

- See who you know in common
- Get introduced
- Contact **Cathy** directly

View Cathy's Full Profile

RECEIVED
Planning
Division
MAY 18 2016
City of Redondo Beach

From: Ann Truong [redacted]
Sent: Wednesday, May 18, 2016 9:10 AM
To: Jeff Ginsburg <Jeff@jeffginsburg.org>; Steve Aspel <Steve.Aspel@redondo.org>; Bill Brand <Bill.Brand@redondo.org>; Christian Horvath <Christian.Horvath@redondo.org>; Stephen Sammarco <Stephen.Sammarco@redondo.org>; Laura Emdee <Laura.Emdee@redondo.org>; Aaron Jones <Aaron.Jones@redondo.org>; Anita Kroeger <Anita.Kroeger@redondo.org>; Eleanor Manzano <Eleanor.Manzano@redondo.org>; Emily Colborn <Emily.Colborn@redondo.org>
Subject: Support for Legado Project

Dear City Members,

My name is Ann Truong and I've been working in Redondo Beach for a few years now.

I am unable to attend the hearing on Thursday, 05/19. However, I fully support the Legado project.

Please approve the Legado project. I believe this is a fine addition to the City of Redondo Beach.

Thank you,

Ann Truong

RECEIVED
Planning
Division
MAY 18 2016
City of Redondo Beach

From: Amy Josefek [redacted]
Sent: Wednesday, May 18, 2016 5:06 PM
To: Eleanor Manzano <Eleanor.Manzano@redondo.org>
Cc: Aaron Jones <Aaron.Jones@redondo.org>; Lina Portolese <Lina.Portolese@redondo.org>; Anita Kroeger <Anita.Kroeger@redondo.org>
Subject: Legado, 1700 PCH, for May 19 hearing

Dear Planning Commissioners,

I am writing to strongly request that you advise City Council to deny the 146-unit proposal submitted by Legado Co. for the Bristol Farms site at 1700 PCH.

- I do believe the reduction in commercial footage is an excellent start in the right direction, as was the revision of architectural style from the first proposal, to better fit with the neighborhood. However, the very, very slight drop of residential units from the already denied 149-unit plan last year, doesn't even begin to come close to what it should be in order to be acceptable for this property.

146 units still keeps this a 3-story development, one that is far too tall and too dense for this parcel and this community.

The idea that Legado has made huge reductions, by referring back to the initial, utterly outrageous 182-unit plan, is a well known developer ploy; they start with something so ludicrous, assuming the community will be so grateful for any small reduction, not realizing that a smaller number (149 or 146, in this case) was likely the goal the developer had had in mind from the beginning

- The MND must be brought up to date, along with traffic studies, mitigation plans and parking excavation tests.

- Redondo must not allow (or request) the removal of either PCH median with beautiful old trees. They signal something special as drivers enter the Riviera Village area.

- For well over a year, neighbors have been demanding details, hints, sketches, ANYTHING that would inform us of plans for the upgrade of the Palos Verdes Inn. To date we've received NOTHING.

The room fire 11 months ago might have been a cause for a few months for repairs. Instead, it's become an excuse for Legado and Ed Czuker to play new games, using insurance company negotiations as an excuse as to why the hotel isn't back in operation, allowing what the company itself had described as a blighted property to decay even more, and denying Redondo Beach untold dollars in occupancy fees.

- At the April 5 City Council hearing, Mayor Aspel and Council members got some sense of the ridiculous game being played here, with Legado claiming they couldn't deliver a hotel revitalization plan until they had a fully approved proposal for the residential/ commercial footage.

What nonsense! Then, they'll build their too-large development, then hold that hostage until the City signs the Certificate of Occupancy, before getting started on the hotel. The City will then feel forced to allow the C of O, just so the apartments and stores don't lie vacant for 2 or 3 additional years while work on the hotel is begun.

Please tell the City Council - and Legado - that Redondo Beach officials are too smart to fall for this ploy. There must not be ANY project approval that doesn't include fully realized plans for what the City (and neighbors) know must be a high quality hotel (rather than the Motel 6-type property it's now destined for, as Legado seems headed to remove the restaurant and pool).

Thank you for your many hours of attention to this project. This community appreciates it.

Amy Josefek

18 May 2016

RECEIVED
Planning
Division
MAY 18 2016
City of Redondo Beach

To: Redondo Beach Planning Commission
c/o: Lina Portolese, Planning Analyst
City of Redondo Beach
425 Diamond Street
Redondo Beach, CA 90277

Subject: **Request for a denial recommendation to the City Council of the 146-unit Project presented by Legado, LLC associated with Case Number: 2016-05-PC-011 and located at 1700 S. Pacific Coast Highway, Redondo Beach**

Redondo Beach Planning Commissioners:

After carefully reviewing the most recently available updates to the project's IS-MND, various supporting documents posted on the City's website, and the May 19, 2016 Planning Commission Staff Report, I strongly request the Planning Commission recommend denial of this project. I am registering this request on behalf of myself and all parties whose safety and quality of life will be adversely affected by the unacknowledged and unmitigated traffic generated by this project that remain unaddressed in the current IS-MND documents available for review.

While the current 146-unit proposal represents a reduction in project traffic generation from previously proposed Projects, key intersections remain unstudied and therefore potentially unmitigated. Specific intersections still unstudied are Avenue "H" & Palos Verdes Blvd. (PVB), Avenue "G" & Pacific Coast Hwy. (PCH), and Avenue "H" & Avenue "G." The lack of analysis of these intersections has been brought to the developer's attention on several occasions beginning in July 2015. The developer continues to justify his request(s) for approval by stating that each subsequent proposal produces less traffic than the one before. The most recent Traffic Analysis Update (for the smallest project yet) includes analysis of Riviera Village Way & PVB for the first time. As a result, additional mitigation is now being sought by the City. The current study predicts westbound Project traffic production (exclusive of any hotel traffic) into that intersection to be 45 trips during the AM peak hour (5 turn left / 40 turn right / 0 go straight). Please view http://www.vsdev.com/legado/PVB.htm for a reminder of how long it took one truck to exit the project site at this location and perform a left turn. This is a single lane and can only issue one vehicle at a time out of the Project. The PM peak hour for this intersection is even worse, with the eastbound LOS reaching "D" with the assumption that no eastbound traffic will attempt to cross PVB to enter the Project.

Also, it should be noted, the traffic data provided as part of the IS-MND is incomplete. Two Way Stop Control Summaries (TWSCS) have NEVER been provided for Intersection 5 (PCH & PVB). The TWSCS set for Intersection 10 (PVB & Ave. G) is incomplete. The incomplete TWSCS set coupled with the lack of any information regarding PVB & Avenue "H" make it impossible to determine where the cars turning right out of the Project driveways on PVB actually go. The lack of TWSCS for Intersection 5 makes it impossible to determine how many of the cars exiting the Project on PCH turn right onto PVB and later use Avenue G or Avenue H to avoid the signals on PCH at PVB, Avenue I, Avenue H to travel north on PCH. Between the Project driveway on PCH and the other PVB driveway, 58 additional cars exclusive of hotel traffic have to be accounted for during the AM peak hour (according the analysis provided). Vehicular Safety on Palos Verdes is considerably more than the visibility factor discussed in the study. It is the shear capacity of the Project driveway intersections on PVB to function safely without signalization.

The developer has stated many times that Caltrans (DOT) has approved the mitigation plan submitted in December 2013. Caltrans primary concern is that traffic flow on PCH is not be adversely affected by any proposed development. It is up to the City of Redondo Beach, as lead agency, to ensure that public safety is considered and that mitigation measures are consistent with the City's General Plan. Removal of the median adversely affects public safety and removal of the Ficus Tree on PCH is inconsistent with the City's General Plan.

In addition, the developer has requested approval of a project today whose residential density is based a hotel renovation that "will likely be years down the road" according to Legado executive management. The current hotel design criteria does not provide adequate assurance to the City as to the quality of the hotel given that "a future market could render later financing (for the hotel) impossible" at a specific level of commitment. The lack of an

adequate commitment for the entire project represents another reason for recommending denial. The Planning Commission should, however, consider approving the applicant's request for a Minor Subdivision (Vesting Tentative Tract Map no. 72662) in order to allow the developer to obtain additional financing and resubmit a complete project proposal for the entire site.

In summary, this project has undergone numerous revisions since the original IS-MND was developed in 2012. The IS-MND supporting the proposed project has never been comprehensively updated and should no longer be considered valid.

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

CITY OF REDONDO BEACH

BLUE FOLDER ITEMS

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

Regular Meeting of the Planning Commission
May 19, 2016

VII. PUBLIC HEARINGS

8. A Public Hearing to review and make recommendations to the City Council regarding a request for a (Revised) Mitigated Negative Declaration/Initial Environmental Study (IS-MND), and Mitigation Monitoring and Reporting Program (including modified mitigation measures), a Conditional Use Permit, Design Review, Landscape and Irrigation Plan, Sign Review, and a Minor Subdivision (Vesting Tentative Tract Map No. 72662) for a revised mixed-use project with 146 residential apartment units, and approximately 23,800 square feet of commercial space with 578 parking spaces at a maximum height of three stories, with an average height of 33 feet and a maximum height of 42 feet above existing grade, and the renovation of an existing 110-room hotel, on property located within a Mixed Use (MU-3A) zone.

APPLICANT:	Legado Redondo, LLC
PROPERTY OWNER:	Same as applicant
LOCATION:	**1700 S. Pacific Coast Highway**
CASE NO.:	2016-05-PC-011
RECOMMENDATION:	Review project and provide recommendations for the City Council

- Letters from CalTrans referenced in Ki Ryu's May 5, 2016 email

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-9140
FAX: (213) 897-1337

Flex your power!
Be energy efficient!

December 19, 2013

Ms. Anita Kroeger
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Re: **Legado Redondo**
Traffic Impact Analysis
IGR#131126/EA
Vic: LA/001/PM18.09

Dear Ms. Kroeger:

Caltrans has reviewed the revised Traffic Impact Analysis (TIA) dated October 25, 2013 for the proposed Legado Redondo project. The proposed project consists of construction of a four-story mixed use development with up to 180 residential units, a grocery market, a restaurant, and retail space. The existing 110-room hotel on the site will remain. The project site is located adjacent to Pacific Coast Highway (PCH) at the northeast corner with Palos Verdes Boulevard.

According to the Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition, the proposed project may generate 2,679 average daily trips with 145 occurring in the AM peak hour and 270 in the PM peak hour. Caltrans concurs that the incremental traffic demand from the project would impact the PCH and Palos Verdes Boulevard intersection. Caltrans acknowledges and concurs with the proposed mitigation improvements to reconfigure PCH southbound approach to one left turn lane, two through lanes, and one right turn lane. A second left turn lane is no longer being considered; however, please require that the left turn pocket is extended to add storage capacity. Please be aware that the intersection will also be required to meet the latest American with Disability Act standards and specifications.

Caltrans further acknowledges that the Palos Verdes Boulevard eastbound approach to PCH will be reconfigured to provide two left turn lanes, one through lane, one shared through and right turn lane as recommended by Hatch Mott MacDonald, sheet L-9.

The proposed full access driveway from PCH which is to align with Camino de las Colinas would impact PCH significantly as shown on Tables 4a and 4b. Therefore, Caltrans requests that this driveway remain right-in/right-out only. In addition, Caltrans requests that the northbound PCH left-turn pocket be lengthen by approximately 75 feet.

Per Table 11 of the TIA, the intersection of PCH and Torrance currently operates at level of service (LOS) E in the AM peak hour and D in the PM peak hour. According to the City's 2009 circulation element, it is the City's goal to maintain LOS D at all intersections within its boundaries. Although the project is not projected to assign enough traffic to this intersection to exceed the Los Angeles County's Congestion Management Program (CMP) threshold of significance (2%), the project would add traffic to an already deficient intersection; thus, contributing cumulatively to potential worsening of existing conditions. Caltrans recommends the City pursue mitigation measures at this intersection and for the proposed project

to contribute funding towards future improvements commensurate with its impacts.

Please condition that all proposed and requested mitigation improvements mentioned above are constructed prior to build out of the proposed project.

If you have any questions regarding these comments, you may contact Elmer Alvarez, project coordinator at (213) 897 – 6696 or me at (213) 897-9140. Please refer to our internal record number 131126/EA.

Sincerely,

DIANNA WATSON
IGR/CEQA Program Manager
Caltrans, District 7

cc: Liz Culhane, Overland Traffic Consultants

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, TRASNPORTATION PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-9140
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Flex your power!
Be energy efficient!

December 13, 2012

Ms. Anita Kroeger
City of Redondo Beach
City Planning Department
415 Diamond Street
Redondo Beach, CA 90277

IGR/CEQA No. 121122-ZJ
Legado Redondo,
Draft Traffic Study
Vic. SR-1

Dear Ms. Kroeger:

Thank you for allowing the California Department of Transportation (Caltrans) to review the traffic study for the propose Legado Redondo mixed use development. The project is located at 1700 S. Pacific Coast Highway at the NE corner of Pacific Coast Highway and Palos Verdes Boulevard in the City of Redondo Beach California.

The project is a mixed use development with a total of 149 residential units (101 one bedroom units, 41 two bedroom units, and 7 three bedroom units). There is 37,000 square feet of new commercial space. The new commercial space could potentially include a 30,000 square foot market, 4,200 square feet of retail, 2,000 square feet of a pedestrian oriented restaurant and a second 800 square foot pedestrian oriented restaurant.

After reviewing the Legado Redondo traffic study, Caltrans agrees that the proposed project would generate traffic that would potentially impact the intersection of Pacific Coast Highway and Palos Verdes.

Caltrans concurs with the proposed mitigation measures–to mitigate the impact to the intersection of Pacific Coast Highway and Palos Verdes Boulevard. The traffic study included the Redondo Beach Circulation Element proposed mitigate measures as shown in exhibit L-9 by "Hatch Mott MacDonald." The mitigation measures are as follows:

1. Reconfigure EB Pacific Coast Highway approach to one left/two thru/one right lane, and lengthening the existing left-turn pocket storage length by reconstruction the median.

2. Reconfigure NB Palos Verdes approach to two left/one thru/one shared thru plus right lane, and lengthening the left-turn pocket storage length.

Caltrans concurs with the proposed Transportation Demand Management measures for this project and recommends the following:

1. The existing westerly driveway (west of Palos Verdes) to remain right-in/right-out only

2. The Westbound Pacific Coast Highway left-turn pocket to be lengthened to approximately 75'easterly.

If you have any questions regarding our comments, please call project coordinator Zeron Jefferson at (213) 897-0219 or Dianna Watson at (213) 897-9140. Please refer to our record number121122/ZJ.

Sincerely,

Elmer Alvarez for,

DIANNA WATSON
IGR/CEQA Branch Chief

CITY OF REDONDO BEACH

BLUE FOLDER ITEMS

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

Regular Meeting of the Planning Commission
May 19, 2016

VII. PUBLIC HEARINGS

8. A Public Hearing to review and make recommendations to the City Council regarding a request for a (Revised) Mitigated Negative Declaration/Initial Environmental Study (IS-MND), and Mitigation Monitoring and Reporting Program (including modified mitigation measures), a Conditional Use Permit, Design Review, Landscape and Irrigation Plan, Sign Review, and a Minor Subdivision (Vesting Tentative Tract Map No. 72662) for a revised mixed-use project with 146 residential apartment units, and approximately 23,800 square feet of commercial space with 578 parking spaces at a maximum height of three stories, with an average height of 33 feet and a maximum height of 42 feet above existing grade, and the renovation of an existing 110-room hotel, on property located within a Mixed Use (MU-3A) zone.

APPLICANT:	Legado Redondo, LLC
PROPERTY OWNER:	Same as applicant
LOCATION:	**1700 S. Pacific Coast Highway**
CASE NO.:	2016-05-PC-011
RECOMMENDATION:	Review project and provide recommendations for the City Council

- Community Outreach Efforts Volumes 1 and 2 distributed to the City Council on April 5, 2016

Link to Legado Community Outreach Volumes 1 & 2, Blue Folder of the April 5, 2016 City Council Public Hearing for the appeal of the 149-unit project.

Under folder 2016/City Council/AG PKT 2016-04-05 CC/AG PKT 2016-04-05 CC Rpt # L2 – LEGADO OUTREACH RF

http://laserweb.redondo.org/weblink/Browse.aspx?startid=14&dbid=0

Administrative Report

Planning Commission Hearing Date: **May 19, 2016**

AGENDA ITEM: 8 (PUBLIC HEARING)

PROJECT LOCATION: 1700 SOUTH PACIFIC COAST HIGHWAY

APPLICATION TYPE: REVIEW OF A REVISED MIXED-USE PROJECT WITH 146 RESIDENTIAL APARTMENT UNITS, APPROXIMATELY 23,800 SQUARE FEET OF COMMERCIAL SPACE WITH 578 PARKING SPACES AT A MAXIMUM HEIGHT OF THREE STORIES, WITH AN AVERAGE HEIGHT OF 33 FEET AND A MAXIMUM HEIGHT OF 42 FEET ABOVE EXISTING GRADE, AND THE RENOVATION OF AN EXISTING 110-ROOM HOTEL, ON PROPERTY LOCATED WITHIN A MIXED USE (MU-3A) ZONE, LOCATED AT 1700 SOUTH PACIFIC COAST HIGHWAY.

CASE NUMBER: 2016-05-PC-011

APPLICANT'S NAME: LEGADO Redondo L.L.C.

APPLICANT'S REQUEST AS ADVERTISED:

The Planning Commission is to consider and make a recommendation to the City Council regarding requests for a (revised) Mitigated Negative Declaration/Initial Environmental Study (IS-MND), Mitigation Monitoring and Reporting Program, a Conditional Use Permit, Planning Commission Design Review, Landscape and Irrigation Plan, Sign Review, and a Minor Subdivision (Vesting Tentative Tract Map no. 72662) to permit the construction of a mixed-use project with 146 residential apartment units, and approximately 23,800 square feet of commercial space with 578 parking spaces at a maximum height of three stories, with an average height of 33 feet and a maximum height of 42 feet above existing grade, and the renovation of an existing 110-room hotel, on property located within a Mixed Use (MU-3A) zone at 1700 S. Pacific Coast Highway

DEPARTMENT'S RECOMMENDATION

The Community Development Department recommends that the Planning Commission:

1) accept testimony, close the public hearing; and
2) make a recommendation to the City Council regarding the proposed 146-unit Project to either recommend:

a) Approval of the 146-unit Project as presented by the applicant to the Planning Commission on May 19, 2016 along with an additional condition of approval; or
b) Denial of the 146-unit Project as presented by the applicant to the Planning Commission on May 19, 2016.

EXECUTIVE SUMMARY

On April 5, 2016, the City Council held a Public Hearing on the applicant's appeal of the Planning Commission's denial of a (Revised) Mitigated Negative Declaration/Initial Environmental Study (IS-MND) and Mitigation Monitoring and Reporting Program (including Modified Mitigation Measures), a Conditional Use Permit, Planning Commission Design Review, Landscape and Irrigation Plan, Sign Review, and a Minor Subdivision (Vesting Tentative Tract Map No. 72662) to permit the construction of a mixed-use project with 149 residential apartment units, and approximately 37,000 square feet of commercial development with a total of 614 parking spaces at a maximum height of three stories and 45 feet above existing grade, and the renovation of an existing 110-room hotel.

At the request of the applicant the City Council considered the approval of a revised version of the project including a mixed-use project with 146 residential apartment units, and approximately 23,800 square feet of commercial space with 578 parking spaces at a maximum height of three stories, with an average height of 33 feet and a maximum height of 42 feet above existing grade, and the renovation of an existing 110-room hotel ("the 146-unit Project"). At the conclusion of the Public Hearing, the City Council made a decision to continue the Appeal Hearing to June 14, 2016 in order to give the Planning Commission an opportunity to review and make a recommendation to the City Council regarding the 146-unit Project.

This report provides a brief history of the project, a summary of community concerns, and an overview of the 146-unit Project. Much of the information presented in this report is the same or similar to the information that was presented to the City Council in the Administrative Report dated April 5, 2106.

BACKGROUND INFORMATION

I. PROJECT HISTORY

The following is a brief summary of the various milestones in the history of this project.

- March 19, 2015 – A mixed-use project with 180 units, 3-4 stories in height, 37,000 square feet of commercial space designed in a contemporary style of architecture, with 614 parking spaces, and the renovation of the existing 110-room hotel was considered by the Planning Commission. The Planning Commission continued the Public Hearing to May 21, 2015 to allow the applicant time to address concerns

including community outreach, a security study and security for the residents, the building design elevation on the east side being too massive, and the adverse effects on the surrounding properties. (attachments)

- May 21, 2015 – The public hearing was postponed because Legado was not able to provide revised plans in time for this hearing date.
- July 16, 2015 - The Planning Commission considered a mixed-use project with 149 units, 37,600 square feet of commercial space designed in a contemporary style of architecture, with 614 parking spaces, and the renovation of the existing 110-room hotel. The revised design reduced the number of stories and building height from 56 to 45 feet and reconfigured the eastern (rear) building to attempt to reduce and mass and scale of the project. The Planning Commission continued the hearing to the next Planning Commission meeting of August 20, 2015 to allow staff to come back with sufficient findings required under the Government Code to support denial of the requested entitlements.(attachments)
- August 20, 2015 – Legado requested a continuance to October 15, 2015.
- Discussions between the Planning Division Staff and Legado resulted in the postponement of the public hearing to November 19, 2015.
- November 19, 2015 – Staff recommended that the Planning Commission either deny a mixed-use project with 149 units, 37,000 square feet of commercial space designed in a contemporary style of architecture, with 614 parking spaces, and the renovation of existing 110-room hotel, or continue the public hearing for a minimum of 60 days to allow the applicant additional time to complete revised plans for a 146-unit proposal and to engage in more community meetings. The applicant specifically requested an "up or down vote" from the Planning Commission rather than a further continuance as recommended by staff. The Planning Commission approved a motion to deny the proposed project and approved a resolution memorializing that decision.
- On November 24, 2016 the applicant filed an appeal of the Planning Commission's decision to deny a mixed-use project with 149 units, 37,000 square feet of commercial space designed in a contemporary style of architecture, with 614 parking spaces, and the renovation of existing 110-room hotel the project.
- Thereafter, the Planning Division met with Legado, at their request, to review another version of the project. The revised version consists of 146 residential units, approximately 23,800 square feet of commercial space, and a new significantly lower, Mediterranean architectural style, with 578 parking, and the renovation of the existing 110-room hotel. Legado requested the City Council to approve the 149-unit project denied by the Planning Commission with the condition that the project be revised according to the newest 146-unit version of the project.
- On April 4, 2016, the City Council held an appeal hearing on the Legado Project as discussed in the "Executive Summary". At the conclusion of that hearing the City Council made a decision to continue the Appeal Hearing to June 14, 2016 in order to give the Planning Commission an opportunity to review and make a recommendation to the City Council regarding the 146-unit Project.

II. COMMUNITY CONCERNS

Community residents and other interested parties have voiced numerous concerns regarding the proposed project and its various versions at all of the Planning Commission public hearings. The concerns range from the generic to the specific. (Contained within the (Revised) IS-MND under *Appendix J, Response to Comments*, are written comments that were received from the community regarding the Draft IS-MND, along with appropriate comments.)

The concerns most often voiced by the community include the following:

- Traffic - The project will increase vehicular traffic at a location and in an area that already experiences a high level of traffic congestion.
- Compatibility - The shape, mass/size, scale, height, and density of the proposed project are incompatible with existing development on adjacent and surrounding properties.
- Architectural Design - The contemporary architectural style of the proposed project is not appropriate, whereas a Mediterranean design would be appropriate and preferable.
- Housing Tenure - The residential units will be rental units, not condominium units, which are typically owner-occupied.
- Safety - The proposed project, due to its size, design, and its subterranean garage will pose a security risk to the surrounding neighborhood.
- Noise - The project as designed will create noise impacts on the adjacent residents on Avenue G.
- Hotel - Residents are concerned about the fact that the Legado project proposals do not include any specific design concepts or operational information for the renovation of Palos Verdes Inn.

III. CONCERNS VOICED AT THE CITY COUNCIL APPEAL HEARING, APRIL 5, 2016

In addition to the concerns noted above, residents and members of the City Council expressed the following concerns at the appeal hearing.

- Hotel – Concerns were voiced regarding the lack of conceptual plans for the renovation of the existing 110-room hotel.
- Residential (Density) Unit Count – Some residents and council members suggested that the residential density of the project is still too high.
- Preservation of Ficus Tree on Pacific Coast Highway – Numerous individuals asked if the existing Ficus Tree on Pacific Coast Highway could be preserved in situ.

- Vehicular Safety on Palos Verdes Boulevard– Concerns were articulated about the safety and visibility factor of the two new driveways that are being proposed on Palos Verdes, both of which are to allow for right and left turns onto Palos Verdes Boulevard from the Legado site.

On April 12, 2016, Planning staff met with representatives of the Legado project and encouraged them to address the above-stated concerns as follows:

- Hotel – Legado was encouraged to prepare conceptual architectural plans for the exterior elevations of the existing hotel. They were also encouraged to address some of the potential hotel amenities and an operational plan. Staff emphasized that it would be acceptable if the plans were only representative of the type of architecture under consideration recognizing that it takes considerable time and energy to prepare more detailed plans.
- Residential (Density) Unit Count – Staff acknowledged Legado's public statement that they would not consider reducing their plans down to a maximum of 110 residential units. However, staff did make a recommendation that they consider reducing the number of residential units by combining third floor one-bedroom and/or two-bedroom units into a fewer number of luxury suites with roof-top decks. This would allow them to preserve the same amount of residential floor area while reducing the residential density and increasing the range of unit types available within the project.
- Preservation of Ficus Tree on Pacific Coast Highway – Legado was asked if they would consider revising their plans to allow the existing Ficus tree on Pacific Coast Highway to be preserved in situ. Staff also asked Overland Consultants to review this request in light of the fact that required traffic mitigation measures addressed a project with a 180-units and 37,600 square feet of commercial space whereas the current proposal consists of 136 units with 23,800 square feet of commercial space.
- Vehicular Safety on Palos Verdes Boulevard – Two new driveways – Legado was informed about concerns regarding the safety and the visibility factor of the two new driveways proposed on Palos Verdes, both of which allow right and left turns onto Palos Verdes Boulevard from the Legado site. Staff asked Overland Consultants to work with the City's Traffic Engineer to review these concerns and provide us with feedback.

Hotel & Density

Legado was given a deadline of May 5, 2016 to submit revised plans, drawings, narrative, etc. regarding concerns about the hotel and the residential density of the proposed project. At 5:12 p.m. on May 5, 2016 Legado sent an email to the Planning Division (attached) stating, in essence, that their legal counsel has recommended against volunteering any additional revisions to the project.

Tree Preservation

Legado indicated to Staff that they are not be willing to discuss the potential to save the existing Ficus tree on S. Pacific Coast Highway because Caltrans has already approved a plan that includes the removal of the tree. They are concerned that it could take months for Caltrans to approve a variation of the plan.

Based on information provided by Overland Consultants, the northerly side of the existing Ficus tree on S. Pacific Coast Highway is approximately 250 feet south of the northerly nose of the median at the intersection of Palos Verdes Boulevard and Pacific Coast Highway. It is estimated that at least 50 feet of the median on the north side of the tree would have to be maintained in order to preserve the tree. Therefore, the northbound turn pocket would need to be restricted to a maximum length of 200 feet in order to preserve the tree.

The existing northbound turn pocket is 170 feet in length. Based on the original project consisting of 180-units and 37,600 square feet of commercial space, Caltrans requested that the existing northbound turn pocket be lengthened by 75 feet to a total of 245 feet in length.

In order to fully analyze the potential to preserve the tree at its current location the following actions would need to occur:

- An arborist would need to determine the health and life expectancy of the tree at its current location, and how much of the existing median on either side of the tree that would need to be maintained in order to preserve the tree in situ.
- A traffic consultant would need to run the traffic model to determine the minimum length of the northbound turn pocket that is needed to mitigate the traffic impacts of the 146-unit Project.
- Assuming that the minimum length of the northbound turn pocket needed to mitigate the traffic impacts of the 146-unit Project were 200 feet or less, Caltrans would have approve of agree to and approve that change.

Safety and Visibility Traffic Concerns on Palos Verdes Boulevard

Based on a review of the safety and visibility traffic concerns on Palos Verdes Boulevard by the traffic consultant and our City traffic engineer, the following traffic condition is recommended:

> 'That the applicant be required to work with a traffic consultant and the City traffic engineer to re-design the existing medians and striping on Palos Verdes Boulevard between Pacific Coast Highway and Avenue H to provide a refuge turning lane for westbound traffic on Palos Verdes Boulevard and traffic exiting the project driveways wishing to turn left / westbound on Palos Verdes Boulevard.'

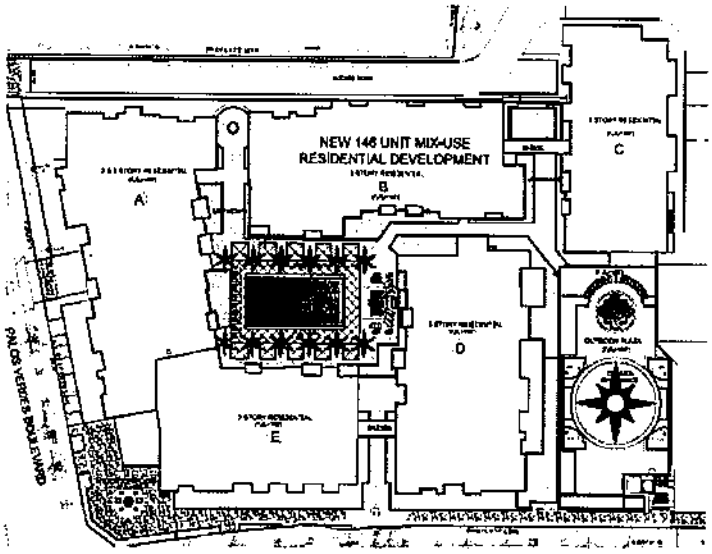
REVIEW OF THE 146-UNIT PROJECT

The following is a brief description of the 146-unit version of the project, and how it compares to previous versions of the project.

Residential Component

This proposal consists of three (3) less units than Legado's previous version of 149 units. The 146 units are organized into five (5) buildings labeled A though E (see Sheet A2.0 of the attached architect drawings) in contrast with the 149-unit proposal where the units were organized into three (3) buildings. The 146-unit version creates smaller masses as follows:

- Cluster A is located at the northeast corner of the site. It is three (3) stories in height at the east end of the cluster and two (2) stories in height at the west end of the cluster.
- Cluster B is a three-story structure that runs parallel to the east property line. There are (5) five units per floor for a total of 15 units facing east towards the residential units on Avenue G. A bridge on the 2nd floor provides a connection between Cluster A and Cluster B.
- Cluster C is a three-story structure located at the southeast corner of the site. A bridge on the 2nd floor provides a connection between Cluster B and Cluster C.



- Cluster D is a three-story structure located north of the Palos Verdes Inn.
- Cluster E is a two-story structure that fronts onto Pacific Coast Highway at the northwest corner of the site.

Commercial Component

The 146-unit version includes approximately 23,800 square feet of commercial space. This represents a 36% decrease in commercial tenant space including the elimination of a potential market and an increase in office spaces, as it compares with the 149-unit

version. The 149-unit version included approximately 37,000 square feet, similar to that of the 180-unit version

Parking

A total of 578 parking spaces are provided for all of the uses including the hotel use. Two (2) parking spaces are provided per unit (252 spaces) with one (1) guest parking space for every three (3) units (28 spaces) for a total of 340 parking spaces as required by the City's parking code. The majority, or 271 of these spaces, are located on Level P2 of the subterranean garage with the remaining spaces located on level P1.
The various commercial tenant spaces require the provision of 112 parking spaces all of which are provided on Level P1.

The hotel requires a maximum of 110 spaces based on the City's parking code of one (1) space per room. This parking is provided in various locations. The surface parking lot directly south of the hotel provides 62 parking spaces, including an employee only tandem parking area with 15 spaces located at the east end of the lot. An additional 64 parking spaces are provided at the P3 subterranean parking level of the mixed-use project. Therefore, the Hotel will have a total of 126 parking spaces, 16 spaces more than the maximum requirement. The Hotel is expected to provide valet service as a convenience for its guests.

The 149-unit version provided the exact number of parking spaces required by the City's parking code. In contrast, the 180-unit version included the required amount of parking for the commercial and hotel uses but a reduced number of parking spaces for the residential units based on a ratio of one (1) space per unit rather than the two (2) spaces per unit. State Density Bonus Law provides for reduced residential parking standards

Public Open Space

A total of 27,258 square feet (.625 acres) of public open space is provided, approximately 1,900 square feet more than the 10% of constructed floor area required by the City's Zoning Ordinance. The location and sizes of the public open space have shifted in the 146-unit version so that the largest portion of the useable public open space consisting of 10,007 square feet is now shifted south away from the corner of Pacific Coast Highway and Palos Verdes Boulevard, and is now directly north of the hotel. As such, it is intended that this larger public open space will more likely be used by hotel guests, and restaurant patrons, for private events such as weddings and parties. According to the applicant this revision was made based on the expressed desire of numerous community residents. A significant, but smaller portion of useable public open space consisting of 3,500 square feet will remain at the northeast corner of Palos Verdes Boulevard and Pacific Coast Highway.

In comparison, the 149-unit version provided the minimum public open space, while the 180-unit version provided 1,335 additional square feet. In both of these versions the bulk of the public open space was located at the corner of Palos Verdes Boulevard and Pacific Coast Highway.

Though the re-location of the larger public open space may be the stated preference of residents, it is staff's opinion that this change is not entirely beneficial. It moves the bulk of the useable public open space further away from the residents located on the adjacent Avenues. It also makes the space less visible to the both residents and the public. A significant design feature of the public open space at the corner, both at the sidewalk level and at the upper level on the podium, was to be unobstructed views towards the Riviera Village, daily sunsets, and the ocean.

Overall Shape, Mass and Height

The organization of the residential units into five (5) clusters provides additional view corridors, and reduces the mass and height of the project as it affects the neighboring properties to the east on Avenue G. It also changes and reduces the mass and height of the project as viewed along Palos Verdes Boulevard.

The overall height of the 146-unit version has been reduced with approximately 60% of the project's buildings at a height of 33 feet (as measured from the original grades) and 95% of the project's buildings between 33 and 38 feet in height. The current height limit in the MU-3A zone allows 38 feet with portions to 45 feet subject to Planning Commission Design Review. There is one parapet wall located approximately 23'-0" back from the Pacific Coast Highway property line, as illustrated is on Sheet A4.1, Cross Section C, that is 41'-9" in height.

On average, the entire project is five (5) height lower than the 149-unit version and 23 feet lower than the 180-unit version. This reduction in height is accomplished by lowering the entire podium level by five (5) feet. Therefore, the podium as proposed will be lower than the existing grade at the rear of the property (along the east property line). Furthermore, the overall height of the commercial tenant spaces facing Pacific Coast Highway will also be reduced by five (5) feet creating a more pedestrian-friendly facade.

Architecture

The 146-unit version of the project is designed in a Mediterranean style of architecture. This is characterized by the use of exterior finishes including stucco walls, clay roof tiles, decorative pavers, decorative tile accents, wooden trellises and railings, and the use of a rich and bright color palette. A preference for this style of architecture was expressed by many of the community residents. This style contrasts with the contemporary style of architecture used in both the 149-unit and 180-unit versions.

Signs

The proposed commercial wall signs and small projecting signs are designed to be in keeping with the newly proposed Mediterranean architecture.

Hotel Component

The approach for the future renovation and operation of the existing 110-room hotel is the same in the 146-unit version as in the previous versions. Namely, Legado states that they are in the process of attracting an appropriate hotel operator with whom they will collaborate in developing the detailed design concepts and then the construction plans for the proposed renovation of the structure that is non-compliant with many of the current building, engineering, fire and ADA codes. If the project is approved Legado and the new hotel operator will be required to present their conceptual designs plans for review and approval by the Planning Commission prior to the issuance of building permits for the hotel structure.

According to the applicant, the re-opening of the existing Palos Verdes Inn is on hold due to the fact that their insurance claim is still pending final settlement.

Project Trip Generation Evaluations

Significant reductions in the amount of commercial space in the 146-unit version have resulted in a net reduction in trip generation as shown in the Table below

Estimated Project Traffic Trip Generation

Project Version	AM Peak Trips	PM Peak Trips	Daily Trips	% Decrease between versions
180-unit 37,000 SF Comm.	143	267	2,677	N/A
149-unit 37,600 SF Comm.	123	245	2,433	10%
146-unit 23,800 SF Comm.	87*	103	797	68%

*This number is incorrectly reported as 123 trips in the Legado Background Document, Pg. 10

While the larger reduction in number of residential units is between the 180-unit version and the 149-unit version, the larger reduction in commercial space is between the 149-unit version and 146-unit version, which results in a 68% reduction in trip generation (or a 70% overall trip reduction when compared with the 180-unit version). This illustrates the fact that commercial uses generate significantly more traffic trips than residential

uses. Furthermore, office uses generate fewer trips than retail and restaurant uses. (See the attached Supplemental Traffic Evaluations)

Environmental Review

A Final IS-MND was considered in conjunction with the proposed 180-unit project by the Planning Commission on March 19, 2015. Following that hearing, the project plans were revised by the applicant in response to public testimony. The revised project currently under consideration consists of 146 residential units and 23,800 square feet of commercial space with 578 parking spaces at a maximum height of three stories, with an average height of 33 feet and a maximum height of 42 feet above existing grade, and the renovation of an existing 110-room hotel. Based on a review of this revised project by the environmental consultants, Rincon Consultants, Inc. (attached), no new significant impacts would occur and no new mitigation measures would be required; therefore, recirculation of the MND is not warranted. All the required (Modified) Mitigation Measures are still applicable to the 146-unit version of the project.

Community Outreach

Legado has submitted a Community Outreach Log (attached), dated February 25, 2016, that documents the 12 meetings that they have had with representatives of numerous local organizations between September 1, 2015 and January 21, 2016.

SUMMARY/CONCLUSION

In Staff's professional opinion the 146-unit project is in compliance with all the criteria for the approval of a Conditional Use Permit, Planning Commission Design Review, Landscape and Irrigation Plans, Sign Review and a Minor Subdivision (Vesting Tentative Tract Map No. 72662). This version of the project addresses, to some extent, the community's concerns about traffic, compatibility (including the shape, mass/size, scale, and height of the project), and the architectural design. However, Legado has failed to address concerns about the lack of information regarding the proposed architecture, amenities, and operation of the existing 110-room hotel; this, despite repeated requests to do so. Legado is also unwilling to consider a request to preserve the existing Ficus tree located in the center median of S. Pacific Coast Highway and concerns about the safety of two driveways proposed for Palos Verdes Boulevard.

Attached for the Planning Commission's review is a resolution approving the 146-unit Project, including conditions of approval that was presented to the City Council at their meeting on April 5, 2016. In the event that the Planning Commission is inclined to recommend the approval of the 146-unit Project, Planning Staff recommends the addition of another condition as follows:

> 'That the applicant be required to work with a traffic consultant and the City traffic engineer to re-design the existing medians and striping on Palos Verdes

Boulevard between Pacific Coast Highway and Avenue H to provide a refuge turning lane for westbound traffic on Palos Verdes Boulevard and traffic exiting the project driveways wishing to turn left / westbound on Palos Verdes Boulevard.'

Based on the information provided in this report the Planning Commission should make a recommendation to the City Council regarding the proposed 146-unit Project to either:

a) Approve the 146-unit Project as presented by the applicant to the Planning Commission on May 19, 2016 along with the above-stated condition; or
b) Deny the 146-unit Project as presented by the applicant to the Planning Commission on May 19, 2016.

Prepared by:

Anita Kroeger
Senior Planner

Approved by:

Aaron Jones
Community Development Director

cc.

- Excerpts of the Minutes of the City Council Meeting, April 5, 2016
- City Council Administrative Report, April 5, 2016
- Draft City Council Resolution of Approval of the 146-Unit Project
- Email from Legado, May 5, 201
- Rincon, May 9, 2015, IS-MND Update for 146-Unit Project
- Second Supplemental Traffic Evaluation for 146-Unit Version, Overland Traffic Consultants, November 12, 2015
- Additional Traffic Review, Overland Traffic Consultants, May 10, 2016
- Legado, 146-Unit Project Architectural Drawings
- Legado, 146-Unit Project Supporting Information
- Legado, 146-Unit Project Context Information
- Legado, 146-Unit Project Supplemental Exhibits
- Legado, Community Outreach Log, February 25, 2016
- Comment Letter from Planning Commissioner Tom Gaian

Motion by Councilmember Brand, seconded by Councilmember Horvath, to direct staff to proceed with preparation of the 2016-17 Action Plan. Motion carried unanimously.

L.2 PUBLIC HEARING TO CONSIDER AN APPEAL OF THE PLANNING COMMISSION DECISION DENYING A REQUEST FOR A (REVISED) MITIGATED NEGATIVE DECLARATION/INITIAL ENVIRONMENTAL STUDY (IS-MND), AND MITIGATION MONITORING AND REPORTING PROGRAM (INCLUDING MODIFIED MITIGATION MEASURES), A CONDITIONAL USE PERMIT, DESIGN REVIEW, LANDSCAPE AND IRRIGATION PLAN, SIGN REVIEW, AND A MINOR SUBDIVISION (VESTING TENTATIVE TRACT MAP NO. 72662) TO PERMIT THE CONSTRUCTION OF A MIXED-USE PROJECT WITH 149 RESIDENTIAL APARTMENT UNITS, AND APPROXIMATELY 37,600 SQUARE FEET OF COMMERCIAL DEVELOPMENT WITH A TOTAL OF 614 PARKING SPACES AT A MAXIMUM HEIGHT OF THREE STORIES AND 45 FEET ABOVE EXISTING GRADE, AND THE RENOVATION OF AN EXISTING 110-ROOM HOTEL, ON PROPERTY LOCATED WITHIN A MIXED USE (MU-3A) ZONE, LOCATED AT 1700 SOUTH PACIFIC COAST HIGHWAY.

THE CITY COUNCIL MAY ALSO CONSIDER A REQUEST FOR THE APPROVAL OF A REVISED MIXED-USE PROJECT WITH 146 RESIDENTIAL APARTMENT UNITS, AND APPROXIMATELY 23,800 SQUARE FEET OF COMMERCIAL SPACE WITH 578 PARKING SPACES AT A MAXIMUM HEIGHT OF THREE STORIES, WITH AN AVERAGE HEIGHT OF 33 FEET AND A MAXIMUM HEIGHT OF 42 FEET ABOVE EXISTING GRADE, AND THE RENOVATION OF AN EXISTING 110-ROOM HOTEL, ON PROPERTY LOCATED WITHIN A MIXED USE (MU-3A) ZONE, LOCATED AT 1700 SOUTH PACIFIC COAST HIGHWAY.

POSSIBLE ACTIONS INCLUDE:

1. **ADOPT BY TITLE ONLY, RESOLUTION NO. CC-1604-030(A), A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, DENYING AN APPEAL OF A (REVISED) MITIGATED NEGATIVE DECLARATION / INITIAL ENVIRONMENTAL STUDY (IS-MND), AND MITIGATION MONITORING AND REPORTING PROGRAM (INCLUDING MODIFIED MITIGATION MEASURES), A CONDITIONAL USE PERMIT, DESIGN REVIEW, LANDSCAPE AND IRRIGATION PLANS, SIGN REVIEW, AND A MINOR SUBDIVISION (VESTING TENTATIVE TRACT MAP NO. 72662) TO PERMIT THE CONSTRUCTION OF A MIXED-USE PROJECT WITH 149 RESIDENTIAL APARTMENT UNITS, AND APPROXIMATELY 37,000 SQUARE FEET OF COMMERCIAL DEVELOPMENT WITH A TOTAL OF 614 PARKING SPACES AT A MAXIMUM HEIGHT OF THREE STORIES AND 45 FEET ABOVE EXISTING GRADE, AND THE RENOVATION OF AN EXISTING 110-ROOM HOTEL, ON PROPERTY LOCATED WITHIN A MIXED USE (MU-3A) ZONE, LOCATED AT 1700 SOUTH PACIFIC COAST HIGHWAY; OR**

2. **ADOPT BY TITLE ONLY, RESOLUTION NO. CC-1604-030(B), A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, SUSTAINING AN APPEAL IN PART AND APPROVING A (REVISED) MITIGATED NEGATIVE DECLARATION/INITIAL ENVIRONMENTAL STUDY (IS-MND), AND MITIGATION MONITORING AND REPORTING PROGRAM (INCLUDING MODIFIED MITIGATION MEASURES), A CONDITIONAL USE PERMIT, DESIGN REVIEW, LANDSCAPE AND IRRIGATION PLAN, SIGN REVIEW, AND A MINOR SUBDIVISION (VESTING TENTATIVE TRACT MAP NO. 72662) TO PERMIT THE CONSTRUCTION OF A MIXED-USE PROJECT WITH 149 RESIDENTIAL APARTMENT UNITS, AND APPROXIMATELY 37,000**

SQUARE FEET OF COMMERCIAL DEVELOPMENT WITH A TOTAL OF 614 PARKING SPACES AT A MAXIMUM HEIGHT OF THREE STORIES AND 45 FEET ABOVE EXISTING GRADE, AND THE RENOVATION OF AN EXISTING 110-ROOM HOTEL, ON PROPERTY LOCATED WITHIN A MIXED USE (MU-3A) ZONE, LOCATED AT 1700 SOUTH PACIFIC COAST HIGHWAY; OR

3. **ADOPT BY TITLE ONLY RESOLUTION NO. CC-1604-030(C), A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, SUSTAINING AN APPEAL IN PART AND APPROVING A (REVISED) MITIGATED NEGATIVE DECLARATION/INITIAL ENVIRONMENTAL STUDY (IS-MND), AND MITIGATION MONITORING AND REPORTING PROGRAM (INCLUDING MODIFIED MITIGATION MEASURES), A CONDITIONAL USE PERMIT, DESIGN REVIEW, LANDSCAPE AND IRRIGATION PLAN, SIGN REVIEW, AND A MINOR SUBDIVISION (VESTING TENTATIVE TRACT MAP NO. 72662) TO PERMIT THE CONSTRUCTION OF A MIXED-USE PROJECT WITH 146 RESIDENTIAL APARTMENT UNITS, AND APPROXIMATELY 23,800 SQUARE FEET OF COMMERCIAL DEVELOPMENT WITH A TOTAL OF 578 PARKING SPACES AT A MAXIMUM HEIGHT OF THREE STORIES, WITH AN AVERAGE HEIGHT OF 33 FEET AND A MAXIMUM HEIGHT OF 42 FEET ABOVE EXISTING GRADE, AND THE RENOVATION OF AN EXISTING 110-ROOM HOTEL, ON PROPERTY LOCATED WITHIN A MIXED USE (MU-3A) ZONE, LOCATED AT 1700 SOUTH PACIFIC COAST HIGHWAY; OR**

4. **CONTINUE THE HEARING OF THE APPEAL OF THE NOVEMBER 24, 2015 PLANNING COMMISSION DECISION AND CITY COUNCIL MAY PROVIDE DIRECTION FOR PLANNING COMMISSION TO HOLD A PUBLIC HEARING WITHIN 45 DAYS TO CONSIDER THE UPDATED PLANS PROVIDED BY LEGADO FOR 146 RESIDENTIAL UNITS AND REDUCED COMMERCIAL SPACE.**

RECOMMENDATION:

a. Open Public Hearing and take testimony; and
b. Consider the Study of the Effects of Denial; and
c. Consider taking one of the following actions:
    1. Adopt Resolution No. CC-1604-030(A) denying 149-units; or
    2. Adopt Resolution No. CC-1604-030(B) approving 149-units; or
    3. Adopt Resolution No. CC-1604-030(C) approving 146-units; or
    4. Continue the hearing of the appeal of the November 24, 2015 Planning Commission decision and City Council may provide direction for Planning Commission to hold a public hearing within 45 days to consider the updated plans provided by Legado for 146 residential units and reduced commercial space.

CONTACT:
AARON JONES, COMMUNITY DEVELOPMENT DIRECTOR

Motion by Councilmember Horvath, seconded by Councilmember Brand, to open the Public Hearing at 6:43 p.m. and to receive and file all documents.

Senior Planner Anita Kroeger gave a report and discussed the project history and key milestones as follows:

- March 2015 Planning Commission Public Hearing
    - 180 units with Density Bonus, 36,000 SF comm., contemporary, height 56'
    - Planning Commission cont'd item to allow applicant to address staff, commission and community concerns

- May 2015 – applicant requests continuance by letter via electronic mail
- July 2015 Planning Commission Public Hearing
    - 149 units, 37,600 SF comm., contemporary, height 38'
    - Planning Commission cont'd item to allow staff to prepare findings for denial
- August 2015 – applicant requests continuance by letter
- November 2015 Planning Commission Public Hearing
    - 149 units, 37,600 SF comm., contemporary, height 38'
    - Replaces the 180 unit proposal with 36,000 SF commercial, contemporary
    - Planning Commission offered continuance for the applicant to complete application for 146 units, 23,800 SF commercial, Mediterranean, height 33'
    - Applicant refused continuance
    - 146-unit never considered by Planning Commission
    - Planning Commission denied 149-unit proposal
- November 24, 2015 – appeal to City Council filed
- November 2015 – February 2016
    - Legado revised plans for 146 units & 23,800 SF comm., Mediterranean, height 33'

City Attorney Webb disclosed receiving a 65-page document today and stated the applicant is willing to waive the argument regarding Councilmember Brand having a conflict.

The applicant stated City Attorney Webb has correctly described the conversation on this issue.

Community Development Director Aaron Jones gave a report and discussed the following:
- Applicant's stated grounds for appeal
    - No basis to deny – application satisfies City's General Plan & zoning, cannot make the findings re: Regional Housing Needs
    - Planning Commission erred in not considering 146-unit project November 19, 2015
    - Planning Commission erred in no decision re: 180-unit project
    - Planning Commission erred in not adopting IS-MND, MMRP
- Community Concerns
    - Traffic
    - Parking & Safety
    - Compatibility
    - Design
    - Housing Tenure
    - Noise
    - Hotel
    - Other

Senior Planner Kroeger gave a report on the following:
- Current Appeal Hearing
    - Deny applicant's appeal and sustain the Planning Commission's decision to deny the 149-unit project; or
    - Sustain applicant's appeal and approve the 149-unit project; or
    - Sustain applicant's appeal and approve 146-unit project; or
    - Continue applicant's appeal and refer the 146-unit project to the Planning Commission for review
- 149-Unit Version vs 146-Unit Version
- Project Traffic Trip Generation
- Additional Considerations
- Correction on page 20 staff report – change to Legado had numerous meetings with 12 local organizations
- Recommendations

City Attorney Webb noted the Blue Folder Item Rules of Conduct for Council meetings and recommended that Council follow their policy.

Motion by Councilmember Horvath, seconded by Councilmember Emdee, to receive and file the applicant's presentation. Motion carried unanimously.

Edward Czuker, President and CEO Legado, gave a report and reviewed the following:

- Project Background
- 149-unit & 37,000 sq. ft. retail
    - Revised to meet Redondo Beach Municipal Code and the General Plan with no variance requested
    - Reduced residential units and density
    - Increased parking ratio
- Residential Density calculations
- Reduced building mass
- Reduced building height
- Project benefits to the City
    - Additional $752,000 to City General Fund Revenue per year
        - Equates to 8 to 10 more firefighters & police officers
    - Provide over $2 million worth of public infrastructure
    - Creates 222 new local jobs
- Community Outreach
- Previous Outreach Efforts before August 2015
- Outreach since August 2015
- Cross Site Height Context
- View Corridor Map
- Shadow Study
- November 2015 – 146-unit & 23,764 sf retail
    - Reduced nearly 40% of retail and 3 more residential units
    - Changed back architecture
    - Reduced commercial
    - Reduced building mass
    - Reduced building height
- Traffic
    - Traffic mitigation and improvement
- Summary
    - Project has been revised substantially to address community concerns
    - Project complies with all City codes and General Plan and does not require any variance
    - Project will bring significant financial benefits to the City
    - Project provides housing as envisioned in the City adopted Housing Element
    - Project will significantly improve the community and the City
- Community Comments

Motion by Councilmember Brand, seconded by Councilmember Emdee, to receive documentation presented by Mr. Czuker. Motion carried unanimously.

Michael Shonafelt, attorney for Legado, discussed the following:

- Critical housing shortage in California
- California housing is 80% higher than national average
- No affordable housing in California
- 180 units consistent with state law and the General Plan
- Project can meet RHNA numbers

- March 18, 2014 – City Council adopted Housing Element with 180 unit Legado project which is locked into the General Plan
- Reduced to 149 units and then to 146 units
- Would like a vote tonight on 180, 149 or 146 and not send back to Planning Commission

Mayor Aspel opened the Public Comment.

Scott Tregarthen supported Legado Redondo which will be beneficial to the City and the new plan will benefit his generation.

Lawrence Chaves, Redondo Beach, realtor in the City, welcomed new development to the City and believed the applicant has followed all rules. He also noted the current buildings do not benefit the City and the land, and the developer has a vision to bring life back to the area and revenue to the City. He recommended following policy and General Plan to allow the development to move forward.

Robert Rycroft supported the project and stated the applicant has done everything required of the City and has done numerous outreach. He said the project would create jobs, revenue and beautiful affordable housing.

Jimmy Watson, Torrance, supported the project and believed that Legado Redondo has done everything required.

Andrew Lalla, Lakewood, supported the project which would allow the younger generation to live in the area.

Hayden Martin, Redondo Beach, supported the project which would allow walking distance for pedestrians to the Riviera.

Brianna Vanzahdt, Torrance, supported the project which would benefit the younger generation and open opportunities for jobs and housing.

Sean Ostriker, Palos Verdes, supported the project which would be his ideal living situation and conveniently located within walking distance of retail and restaurants.

Tim Smith, Eagle Rock, Palos Verdes Inn, expressed concern with security issues for their hotel guests and supported the project which will benefit his hotel. He also said the project has gone through substantial revisions and has met all zoning, parking and traffic requirements, and will allow for new affordable housing and jobs.

Albert Gosch stated he cannot afford to live in the City and noted the project has met all requirements which will allow housing for future generations.

Ben Woodruff, Redondo Beach, supported the project which will provide more business for the Riviera Village and will create housing and more jobs.

Goran Lyubinovic, Palos Verdes Inn, stated the project would help the hotel guests and address security issues.

Elijah Cameron, Torrance, supported the project which will allow affordable housing.

Anthony White supported the project which will benefit the City and asked Council to approve it. He also believed that all requirements have been met and the applicant has addressed the issues of the community. He noted the benefits would include jobs, improvements to the City,

housing, raising the level of civil discourse, and believed the majority of the City supports the project.

Mark Rizk, South Bay, stated he works at Stater Brothers and supported the project. He stated it will help provide affordable housing and would be close to retail and stores.

Eric Hooper, Rancho Palos Verdes, supported the project.

Julie Oakes, Hermosa Beach, supported the project which has gone through many changes. She noted two very nice plazas and the building has been reduced to 1.5 stories along the corner of PCH with the bulk of the building radically changed.

Siegfried Colocion stated Legado is an opportunity for a fresh start and supported the project.

Lee Oakes, Hermosa Beach, architectural company working on the project, supported the project and noted they have made changes and revisions, trying to create a beautiful building.

Cathy Caplener, South Redondo Beach, noted changes in the City, and supported Legado which will provide a complex for renters and affordable housing. She also supported the multi-use for the community. She said Legado is small, family owned, and will stay throughout the entire life of the complex. There will be financial benefits to the City, jobs and housing values will increase. She also supported new generations, the empty nesters and affordable housing.

Jordan Almeida supported the project which will allow for affordable housing and the ability to live in the community, and he urged City Council to approve the project.

Burt Liao, supported the project, the apartments and retail space, and will create additional living space for residents in the area.

Cameron Wessel, supported the project and noted support from the community. He also said Legado has done a great job with community outreach which has been interactive and have listened to the community, making revisions to the project. He also said the project will improve traffic, bring in jobs, and revenue to the City. He supported Council making a decision tonight and not sending it back to the Planning Commission.

Young Chan Choo, Torrance, supported the project which will allow new affordability in the City.

Konni Tanaka, Redondo Beach, noted poor condition of vacancies of retail in the City, and stated the commercial is very old. She supported residential and commercial together and noted Legado is very unique with a large lot, provides apartment spaces, small business opportunities, and stated they are family-owned. She urged City Council to look at Redondo in a broader view and the opportunity of the project.

Clia Zailling, Lakewood, stated the project will provide an affordable housing option, and she supported the project. She also reviewed the RHNA requirements.

Marisa Downs supported the project which would allow affordable housing.

Sheila Kutkus, District 5, supported the project and preferred recommendation No. 3, sustain the applicant's appeal and approve the 146-unit project.

Reuban Chen, Redondo Beach, supported the project and having affordable housing in the City and supported the 146-unit option.

Michael Donovan, Redondo Beach, supported the project and the architect, which will allow affordable housing in the City, and will improve the area.

Michael and Lisa Malgeri supported the project which will provide affordable housing in the community.

Radica Hertz supported the project and the developer which will support the future generation, and the project is new and beautiful, and will create more jobs.

Chris Grey stated that supply has not kept up with demand and the new movement is remodelling and raising rents. He respected the issues presented but noted a 55% increase in homelessness.

Rabbi Yossi Mintz supported the community and stated the biggest challenge is housing for the younger generation which is unaffordable in the community. He also noted many vacant lots and supported upgrading the community. He believed that Legado cares about the community and supported change and compromise.

Don Szerlip, Redondo Beach, noted lack of housing in the community and supported the project. He said over 50-55% of the community are renters and very little housing has been added. He supported smaller more practical units and indicated traffic will improve. He also said Vista Del Mar needs to be addressed and traffic issues in Torrance which should be a required mitigation or to improve the intersection. He supported the 146-unit project.

Yael Suneson, Los Angeles, noted lack of housing in the City and supported the project which will create additional opportunities for housing.

Jessica Travis supported the project which will provide opportunities for young business people to live in the community.

Melissa Midanovic, Rancho Palos Verdes, supported the project and the developer being family-owned who has provided many changes to the project, and stated the project would help provide housing for the younger generation.

Brian Felton, Westchester, noted issues with division on this issue, and stated social change needs to be implemented.

Joan Irvine, Redondo Beach, expressed concern with the housing shortage in the City and supported the project which is much needed in the City and will be unique for the Village. She also supported recommendation No. 3.

Arnette Travis, Redondo Beach, supported the Legado project which has been revised three times, has done extensive traffic studies with many improvements, and she supported having affordable housing in the City. She said every resident has the right to the best Redondo possible in the City and she supported recommendation No. 3.

RECESS: 8:48 P.M.

Motion by Councilmember Sammarco, seconded by Councilmember Emdee, to recess at 8:48 p.m. Motion carried unanimously.

RECONVENE: 9:01 P.M.

ROLL CALL

Councilmembers Present: Ginsburg, Brand, Horvath, Emdee, Sammarco, Mayor Aspel

Councilmembers Absent: None
Officials Present: Michael W. Webb, City Attorney
Cheryl Park, Assistant City Attorney
Joe Hoefgen, City Manager
Emily Colborn, Chief Deputy City Clerk
Diane Cleary, Minutes Secretary

Joe Oliveri, Redondo Beach, supported having a prestigious and beacon of Redondo Beach at the location rather than low-income housing, noting it is prime property.

Bruce Szelis, Torrance, supported upholding the Planning Commission decision and to get a substantial plan for the hotel first. He also did not support the project.

Motion by Councilmember Emdee, seconded by Councilmember Sammarco, to receive and file documents presented by Mr. Szelis. Motion carried unanimously.

Chris Jovett, Redondo Beach, stated he did not support the project or affordable housing in the community, and expressed concern with traffic impacts.

Keith Columbo, did not support the project and suggested considering safety from the intersection and the outcome of the hotel.

Jeff Abrams, stated that the project is not affordable housing, noted loss of jobs by taking out 10,000 square feet of commercial, and stated there is not enough acres legally to work at 44 units per acre. He also said the hotel is not part of the project, noting the developer has not turned in plans. He recommended 106 units, all two stories and to build a hotel first before getting a CUP.

Jane Abrams, Redondo Beach, supported change at the site, two story maximum height, limit of commercial space to 23, Mediterranean style design, buildable acreage, existing medians and trees to stay in place for both safety and look and feel of the village area, mitigation of the Palos Verdes Boulevard Avenues traffic mitigation, the small ground lot next to Palos Verdes Inn marked and secured for the hotel, guests and employees, gated security and separate level for residential with reserved onsite parking for all employees, signage in the garage, access road for emergency and service vehicles only. She did not approve the 146 plan yet which still needs to come down and supported sending it back for more work.

Alexandra Weyman, Los Angeles, did not support the project as proposed, and expressed concerned about job quality and the environmental impact on the City.

Patricia Williams, Redondo Beach, supported her neighborhood and the weather in the area. She expressed concern with impacts to her quality of life from the proposed project and supported something much smaller. She also asked about the design and plans for the PV Inn.

Don Moore, Redondo Beach, said they want a good neighbor at the proposed site and did not support Legado. He did not support approving the plan and being stuck with massive overdevelopment. He said the project needs to be smaller that would fit better with the community.

Donna Keller, Torrance, expressed concern with traffic and safety issues on her street and believed the project is still too big. She supported two stories and 100 units and having a marvelous hotel at the site.

Jeralyn Kirby asked about the rental of the units and affordability and suggested seeing the plans for the hotel renovation. She expressed concern with the density proposed which is too

impactive at the intersection and noted traffic issues. She supported keeping the trees, and noted parking issues.

Mary Trainer, Hollywood Riviera, expressed concern with the project being too massive, traffic issues, removing medians, adding 146 units and removal of the mature tree and other trees.

Burtin Guillony, Avenue G, believed the project is too big, expressed concern with traffic and asked about the outcome of the hotel.

Sheila Garcia believed the proposal should be denied based on density issues. She supported Council making a decision based on the spirit of the community.

Eunice Broadway, suggested keeping the hotel, and supported low rent for businesses. She also said everything needs to be right for everyone.

Marilyn Buejevich, opposed the project and expressed concern with impacts from the project and traffic issues.

Lynn Peterson and Barbara Schroder did not speak but it was noted that they opposed the project.

Michael Bahe, Hollywood Riviera, opposed the project and expressed concern with the hotel, noting nothing has been done since the fire. He supported the applicant renovating the hotel which generates revenue to the City. He also suggested the applicant submit new plans for the hotel or start the process for renovation.

Pam Combar, Palos Verdes Blvd. in Torrance, noted concerns included not conforming to all of the requirements of the zoning ordinances, not being consistent with the comprehensive General Plan, and stated Caltrans cannot agree to the project until permits and entitlements are provided. She said Legado is not a small company and stated the new units could be downsized, noting there are very expensive apartments on The Esplanade. She also would like the area to remain a community feel, supported something being done to the area and supported diversity in the City.

Gloria Balcom supported sending the project back to the Planning Commission, noting the project is too large and dense, and stated there is a potential negative aspect from the project as proposed. She also expressed concern with cutting down the mature tree, and traffic issues in the area. She supported keeping the area as a community feel.

Michael Dube, stated the project should be a jewel as a gateway to the City, and expressed concern with the proposed project as presented. He said the units will be expensive and the General Plan is also about character. He said the need for affordable housing is covered in the General Plan and the hotel has not been addressed. He supported sending the project back to the Planning Commission.

Julie Moore, Avenue G, supported development on the corner but also would like a good neighbor. She said the project is out of scale and character in the community and noted the property has not been maintained since Legado has owned it. She supported a nice boutique 5-star hotel on the corner, and noted major traffic already taking place on the Avenues. She supported preserving the beach-like area and to say no to the proposal.

Suzanne McCune, supported the gateway to the Riviera and asked that Council deny the project as presented. She supported keeping the beautiful trees and said the proposed project is too tall and dense. She also supported addressing the hotel and said the traffic is bad at the

intersection. She said she would like to see the Bristol Farm building restored as a beautiful fine dining restaurant. She also supported preserving the view.

Cliff Numark, Torrance, stated the applicant did not present their 146 proposal in a timely manner and supported recommendation No. 4.

Jim Phillips, Redondo Beach, supported the mature tree, quality of life, lowering the density of the mixed-use, lowering the height, and noted traffic issues.

Susan Renick, Redondo Beach, stated the zoning is out of date, population has increased along with noise, pollution and traffic. She opposed the project as presented and she did not approve the project based on affordable housing. She also said there have been no traffic impact studies at other intersections and expressed concern with removal of the trees and medians, and additional traffic from the project. She said the project is too big, dense and out of character. She said there is no mass transit and supported the denial of the project by the Planning Commission. She asked that the Council send this back to the Planning Commission.

Rolf Stritzenberg, Avenue F, expressed concern with the project and noted many of the proponents are out of town residents. He supported the residents of the City voting on this issue, and said the people of the community make the City, not the General Plan. He said the project will not make living here any more affordable, and he did not support mixed-use development. He also expressed concern with density and traffic and asked that Council deny the project.

Lisa Huber, Prospect and Palos Verdes Blvd., expressed concern with the traffic from Legado. She indicated said she would like to see the corner developed and questioned why the hotel has not been renovated and repaired. She said the project is too large and the traffic at the intersection will be impacted even further. She suggested that the project be smaller and that the developer charge more for the units. She asked that the Council send this back to the Planning Commission.

Mike Riley, Redondo Beach, asked that Council reject the proposal and stated the lot is prime real estate, not affordable housing.

Jeff Mirasovich, Avenue G, did not support the removal of the medians and expressed concern with more traffic impacts from the project. He said the project is too big and does not fit the community, noted water issues, and more people living in the City.

Robin Crevelt, Redondo Beach, supported Redondo Beach and expressed concern with impacts from the project. She reviewed issues with traffic from the project and asked to see plans for the hotel. She asked that Council reject the proposed project.

Susana Zollinger, believed the project is still very dense with too many apartments, and opposed the removal of the trees and safety medians.

Andrea Madenwald, Torrance, expressed concern with the proposed project which will not fit in with the area. She expressed concern with the traffic and asked that the project be rejected. She also supported keeping the trees in place, and pointed out that the hotel has not been addressed.

Bruce Caukin, expressed concern with the proposal and reviewed the traffic issues. He supported the issues presented and asked that they be addressed.

Paul Schlichting, District 1, questioned the 146-unit recommendation going through the proper process. He asked about the hotel being up and functional and reviewed the previous

businesses. He said the housing presented would not be affordable housing, and questioned being able to revert the units back to condos.

Ellen Margevich asked that the Palos Verdes Inn be re-opened and expressed concern with its deterioration. She also did not support Legado or the proposal.

Mark Bastian expressed concern with traffic issues and stated adding more units will make it worse. He said the intersection is very dangerous for pedestrians, and supported denying the project.

Dr. Andrew Lesser supported the issues presented tonight and supported less dense mixed-use.

Carol Skramstad, Torrance, expressed concern with impacts to the character of the Riviera and stated the South Bay is a community. She did not support the project and more impacts to the City. She asked that the corner be developed but not with mixed-use and she supported a 5-star hotel or resort which wouldn't increase the traffic so drastically. She asked that the project be sent back to the Planning Commission.

John Kellam, Hollywood Riviera, expressed concern with traffic issues and impacts to the neighborhoods. He did not support the proposal and impacts to the character of the neighborhood.

Cathy Juhas asked that the project be denied and said she did not support it.

Andy Shavey, Redondo Beach, opposed the development due to traffic, safety, and congestion and believed the 146-unit proposal did not go thoroughly through the Planning Commission. He also did not support the project going back to the Planning Commission. He said the project will personally affect him and asked that it be denied as proposed or be made smaller.

Karen Whitehead, Redondo Beach, opposed the project, asked to see the plans for the hotel, and supported seeing something fantastic on the corner.

Holly Osborne, North Redondo, suggested revisiting the General Plan in terms of how to define what can be built. She did not support the approval of the project and and approving something that is too big for what the neighborhood could sustain. She also did not support comparing RHNA numbers to other cities.

Marcie Guillermo, opposed the project as presented due to concerns with health and safety impacts to the community and visitors. She said the intersection is very dangerous and did not support removing the safety medians. She supported beautifying the corner and supported asking for the plans of the hotel. She requested listening to the residents and asked that Council work with the developer and not approve the project as presented.

Egor Nistagson, Hollywood Riviera, stated the project is about maximizing the profits, and stated the development of the property needs to be done in a responsible way. He expressed concern with impacts to the community and asked that Council not approve the project as proposed. He also did not believe Legado is being a good neighbor by appealing with 149 units.

Nils Nehuerheim expressed concern with loss of revenue at the site, taking out medians and trees, density, the outcome of the hotel, and asked that the project be denied and to save the Riviera.

Amy Josefek, Hollywood Riviera, expressed concern with the impacts presented, and stated the project is too large and is wrong for the area. She also expressed concern with Legado letting the property deteriorate for ten years, and noted concerns with traffic and safety, and underground parking. She said the project is out of scale and character with the community. She also expressed concern with water impacts and asked that the project be denied.

Arina Shelby, Redondo Beach, expressed concern with the plan not conforming to the Redondo Beach General Plan and no plans to develop the hotel and double dipping with the hotel. She said the maximum is 110, not what is proposed, and stated the apartments will be market rate. She asked Council to vote down both the 149 and 146 plans and suggested a new proposal be presented that meets the City's new density requirement.

Dave Nicholson, Avenue G, asked that the project be rejected which will cause more density and traffic.

Fernando Villa, attorney for Legado, discussed the following:

- Calculations of the allowable residential density based upon the entire parcel – 35 units per acre.
- No separate hotel parcel to be created.
- City Planning Division found that each version complied with all applicable state and local ordinances, satisfied all findings to approve the CUP, satisfied all elements and findings to approve the design review, met and satisfied all General Plan policies, goals and requirements for mixed-use development.
- Planning Division recommended that Commission approve each version of the project. Only after the Commission received testimony that found concerns, directed staff to make opposing findings that came to the office at conclusion.
- MND prepared by City consultants after interacting with Caltrans for approval and staff determined that no significant impact would result from the project, and mitigation measures will be adopted that will approve performance, no noise impacts due to the project being below the City's own threshold requirements.
- City Council has power to review Planning Commission's determinations on the 149-unit project and modification of the conditions of approval.
- Ownership intends to reopen the hotel as soon as possible. Final plans for design are conditions of approval to be satisfied before the City can issue a Certificate of Occupancy.
- Design guidelines and operation guidelines fully vetted with Planning Division and were found satisfactory to present to Council.

Michael Shonafelt, attorney for Legado, discussed the following:

- Issues include density, height and use which were vetted when the land use element for the General Plan adopted the MU zone for the property as well as the Housing Element.
- Documents went through full public hearing, CEQA review, impacts for full buildout were studied, and it was determined there were no significant impacts.
- Asked City Council to remember their constitution, the Housing Element and Land Use Element of their own General Plan.

Ki Ryu, Project Manager of the project, addressed the following:

- Issues of outreach have been addressed.
- Two meetings with Save the Riviera representation.
- Concern – commercial space generates much greater traffic than residential.
- Reduced commercial space substantially.
- Started from 180 and went down to 149 units.
- Hotel – not operable and asked public to look at the condition.

In response to Mayor Aspel regarding the hotel, City Attorney Webb stated the hotel is part of a subdivision and Council can ask questions.

In response to Mayor Aspel regarding receiving insurance reimbursement, Mr. Czuker stated they have not received loss of income from the insurance company regarding the hotel. He said part of the hotel design, retrofit and rehab were to be tied into the entitlements for the new project for the apartments. He reviewed the issues of the hotel and said the operations are uninhabitable.

In response to Mayor Aspel regarding the goal of the hotel, Mr. Czuker stated they were looking at redesigning the hotel with a form of food service, and said there is a study part of the design element that would go into the hotel and to be consistent with the design vocabulary for the balance of the site.

Mayor Aspel pointed out that without a magnificent hotel, there is no reason to have a tradeoff, noting the hotel brings in a lot of TOT, not the apartments.

Mr. Czuker stated the condition in the entitlements are such that the hotel has to be fully approved and under development before a Certificate of Occupancy is issued.

City Attorney Webb referred to Condition 6 of the B Resolution and read the language which states that the review and approval of the hotel renovation by City Council shall occur prior to the issuance of a building permit for the hotel and the issuance of a Certificate of Occupancy for the mixed-use project.

In response to Mayor Aspel, Community Development Director Aaron Jones stated that Condition 6 of the recommended Resolution should include “operational plan” and construction of the hotel improvements completed prior to final inspection of the residential.

Michael Shonafelt, attorney for Legado, stated they submitted design guidelines per the Planning staff request as a precursor to the final plans to be submitted for approval. He reviewed the guidelines which make clear that all of the design elements be of a high-end boutique hotel.

Mayor Aspel believed that the hotel is the anchor and did not support having an abandoned building sitting there. He also addressed concerns of the citizens and pointed out that being a border city, a lot of the traffic at the intersection is from other cities. He also said people are leaving California due to businesses relocating to other states.

Councilmember Sammarco expressed concern with evidence of the financing. He pointed out that the City of Redondo Beach was voted #1 city to live in California by Smart Traveler.com and the schools have been ranked #6 in Southern California.

In response to Councilmember Sammarco, Mr. Czuker explained that the City’s economic fiscal report lists additional revenues to the City of $752k which he believed is underestimated, and believed that $1 to $2 million would be more accurate.

Councilmember Sammarco pointed out that the $752k equates to four to five police officers, not eight to ten.

In response to Councilmember Brand regarding the cost of the property, Mr. Czuker stated the value is determined on what is allowed to be built, and the amount spent for the project will depend on the amount of stories, design elements, etc.

In response to Councilmember Brand regarding having a subdivision, Mr. Czuker explained that the airspace of the hotel cannot be included for developable units.

In response to Councilmember Brand, Mr. Czuker explained that the hotel is a legal permitted use as nonconforming.

In response to Councilmember Brand regarding remodeling the hotel or a plan, Mr. Czuker stated they are still assessing all of the damage and fighting with the insurance company, and if the entitlements are approved tonight, they can lock into a design concept which starts with style, changing the look and feel of the project.

In response to Councilmember Brand, Mr. Czuker stated he is applying for 149 units and the commercial is going up or down, depending on which design concept is chosen.

In response to Councilmember Brand regarding the Torrance side being 20 units per acre and two stories, Mr. Czuker explained that the legal rights of the property are for four stories and 180 units. He also pointed out that there are structures over the podium deck of the retail mixed use project at 1800 PCH.

In response to Councilmember Brand, Community Development Director Jones stated the project is a pad subdivision within a site and counts as the overall project lot area, and the hotel will be physically separate and divided from the property.

In response to Councilmember Brand, Mr. Czuker stated they are not planning to sell the hotel.

Mr. Czuker explained that the air space subdivision deals with the footprint of the hotel by itself.

In response to Councilmember Brand regarding removing the medians, Community Development Director Jones stated it may be possible to retain a pedestrian refuge portion.

Mr. Czuker pointed out that the mitigation and traffic was done based on the 180-unit project and the scope of the mitigation can be reduced based on a lower scope project.

Public Works Director Ted Semaan explained that the median does not have to be removed.

In response to Councilmember Brand, Community Development Director Jones stated if the tree and median are not removed, there would be no southbound PCH access to the primary project. He also said it is recommended to require significant tree replacement if the tree was removed.

In response to Councilmember Brand, Public Works Director Ted Semaan stated the proposed project would have dedicated right-turn lanes in both directions of PCH approaching Palos Verdes Boulevard. There is also a City project for southbound Palos Verdes Boulevard to PCH dedicated right turn lane in front of Fat Burger, but nothing northbound Palos Verdes Boulevard.

Liz Cohane, Overland Traffic, clarified the medians on PCH, explaining that Caltrans has asked that the left turn pocket be extended, taking away the tree and a portion of the median, and there is no proposal to have left turn access into the property per Caltrans.

In response to Councilmember Brand, Community Development Director Jones explained that the site is 4.275 acres at 35 units per acre, allowing 149 units. He also said the General Plan Land Use Element does not consider any type of a net calculation.

Councilmember Brand stated Redondo Beach has a large mix of housing and pointed out there is a water and traffic crisis along with unfunded mandates from the state.

Councilmember Emdee thanked all the speakers and for being respectful on both sides. She noted the differential of 146 units to 110 units proposed by Save The Riviera is only 36 units, and noted that residential does not make a big impact to traffic like commercial would. She said the commercial has been reduced from 37,000 square feet to 23,800 which is a huge reduction on the impact from traffic. She also pointed out that the property as it is today would be 28,000 of retail. She said Legado has reduced residential and commercial along with the height going down to 33 feet. She said there are rules in the General Plan and there has to be mitigating factors to change them. She further said there will be electric charging stations for cars for multiuse. She did not support sending this back to Planning.

In response to Councilmember Emdee regarding selling the hotel property and putting the 35 units on the fourth acre, Community Development Director stated this could not take place, noting that the land area cannot be counted twice. He said the only way the hotel building fits into the numbers of the site is the overall FAR, noting the 4.275 acres have already been used. He said this is included in the approval documents as the basis for calculations.

Councilmember Emdee agreed that Palos Verdes Boulevard traffic mitigation needs to be addressed, but believed that Legado has tried to meet everyone halfway.

Councilmember Horvath believed that the residents want something at the site, and to be able to work with the developer that listens. He stated every community is unique and the site should be a beacon. He said the City is trying to work on traffic issues regardless of the project and has to go through Caltrans, and the intersection will need to be resolved whether the project happens or not.

In response to Councilmember Horvath regarding safety of the project, Community Development Director Jones stated the Police Department fully reviewed the safety and security plan for the garage with a half dozen conditions in the report and the recommended resolution.

Councilmember Horvath supported Legado reducing the mass, height and scale of the project but expressed concern with the hotel. He also expressed concern with Palos Verdes Boulevard traffic and the safety of ingress and egress into the site, noting it is not safe to make a left turn out onto Palos Verdes Boulevard. He said this is a community, and believed it requires Legado to work a little more with the residents. He supported sending this back to the Planning Commission to consider 146 units.

Councilmember Ginsburg believed that the majority of those against the project could live with 110 units, and asked if the Council would have authority to approve the project with 110 units.

In response to Councilmember Ginsburg regarding Council being able to approve 110 units tonight, City Attorney Webb stated it's possible but it could be challenged regarding the City not following its own rules and the application at 110 units not going before the Planning Commission.

Mr. Czuker stated they would not be in agreement to 110 units and supported Council ruling on 149 units.

City Attorney Webb referred to Recommendation No. 3 and advised that Council could approve 146 units as a modified version of 149 units, but this could be subject to challenge. He also referred to Recommendation No. 4 which is not the applicant's preference but would not oppose it assuming there is a date specific return.

Councilmember Brand noted mixed use zoning in Redondo Beach to include the areas at the Pancake House, Lens Crafters and FedEx and the old Smart and Final being available for

lease. He also recommended that the hotel come back for approval, and supported the design of the hotel as part of the project.

Michael Shonafelt stated they would prefer projects that are over-mitigated to be sure potentially significant impacts are addressed. He said this is a CEQA issue, the mitigation is in the MND, and noted there are Caltrans issues, with the final say being the State of California.

City Attorney Webb stated the Planning Commission did not support the mitigation being sufficient to meet the traffic impacts for the 149 units.

In response to Councilmember Brand regarding the mitigation, City Attorney Webb explained that Council doesn't have to do the mitigation, but if a court found that it would work, then Council cannot deny the mitigation and go to the reduction, due to state law.

Seeing no further speakers, Mayor Aspel closed the Public Comment.

Motion by Councilmember Brand, seconded by Councilmember Ginsburg, to close the Public Hearing at 12:23 a.m. Motion carried unanimously.

City Attorney Webb advised continuing this item to a date specific, direct staff to bring it to the Planning Commission at the next available opportunity, and direct Planning Commission to bring it back before the City Council by that date.

Motion by Councilmember Ginsburg, seconded by Councilmember Brand, to open the Public Hearing at 12:23 a.m. Motion carried unanimously.

Mayor Aspel opened the Public Comment.

Councilmember Horvath asked if the City Council will retain jurisdiction over the appeal with no possibility of appealing from the Planning Commission.

City Attorney Webb stated that Council is continuing jurisdiction over the appeal. He said the Planning Commission could recommend approval but there would be no need for an appeal.

Mr. Shonafelt stated as a matter of law, there is an appeal pending at the City Council with only one appeal. This will be carried over 45 days as a continued hearing, and under Section 2-9.1003 of the code, the City Council has the authority and discretion to refer the matter back to the Planning Commission for consultation. He also said if Council will consider a direction back to Planning Commission, the Planning Commission has full approval authority and the applicant would have to appeal a denial, then City Council would have to deny the 149 units tonight. He supported sending this matter back to the Planning Commission for input, not for a decision.

City Attorney Webb believed that Legado would want to keep the 180 units on the table due to the possibility of litigation and Council not following state law. He said if Council continues the appeal, both the Planning staff and the applicant's view are both preserved, and Council would receive only a recommendation from the Planning Commission on the 146 units, avoiding the issue of not following the process by not having the 146 considered by the Planning Commission.

City Manager Hoefgen suggested May 19 to the Planning Commission for their public hearing and input, and back to Council June 14.

In response to Mr. Shonafelt, City Attorney Webb clarified that the Planning Commission would not have the ability to approve the project and would only provide input regarding the 146-unit project.

In response to Councilmember Ginsburg, City Attorney Webb advised that Council not give direction to the Planning Commission on what to do, and to have it come back to Council regarding the resolutions.

Community Development Director Aaron Jones stated all issues discussed tonight will be considered by the Planning Commission.

Seeing no further speakers, Mayor Aspel closed the Public Comment.

Motion by Councilmember Horvath, seconded by Councilmember Brand, to close the Public Hearing at 12:38 a.m. Motion carried unanimously.

Motion by Councilmember Brand, seconded by Councilmember Sammarco, to continue the hearing of the appeal of the November 24, 2015 Planning Commission decision, and City Council may provide direction for the Planning Commission to hold a public hearing within 45 days to consider the updated plans provided by Legado for 146 residential units and reduced commercial space, to be brought back to City Council on June 14, 2016.

Motion carried by the following roll call vote:

AYES: Councilmembers Ginsburg, Brand, Horvath, Emdee, Sammarco

NAYS: None ABSTAINED: None

ABSENT: None

M. ITEMS CONTINUED FROM PREVIOUS AGENDAS – NONE

N. ITEMS FOR DISCUSSION PRIOR TO ACTION – NONE

O. CITY MANAGER ITEMS

City Manager Hoefgen stated The Gas Co will be doing work on 190th Street starting tomorrow, and stated the Strategic Plan will be coming back to Council for adoption on April 19 with some additions for modification or change.

P. MAYOR AND COUNCIL ITEMS

Q. MAYOR AND COUNCIL REFERRALS TO STAFF

Councilmember Sammarco announced the active shooter training at Madison which was well-supported, and suggested that the Chamber of Commerce be involved in recruiting businesses in the City.

Motion by Councilmember Sammarco, seconded by Councilmember Horvath, to include the Chamber of Commerce as part of the recruiting process for businesses in the City. Motion carried unanimously.

City Manager Hoefgen stated Osh has been the only operator that has provided inquiries and the Haggen's site.

In response to Councilmember Emdee, Public Works Director Semaan stated that Public Works will be repaving Felton and he will check on the timeframe.

Administrative Report

Council Action Date: April 5, 2016

To: **MAYOR AND CITY COUNCIL**

From: **AARON JONES, COMMUNITY DEVELOPMENT DIRECTOR**

Subject: **PUBLIC HEARING TO CONSIDER AN APPEAL OF THE PLANNING COMMISSION DECISION DENYING A REQUEST FOR A (REVISED) MITIGATED NEGATIVE DECLARATION/INITIAL ENVIRONMENTAL STUDY (IS-MND), AND MITIGATION MONITORING AND REPORTING PROGRAM (INCLUDING MODIFIED MITIGATION MEASURES), A CONDITIONAL USE PERMIT, DESIGN REVIEW, LANDSCAPE AND IRRIGATION PLAN, SIGN REVIEW, AND A MINOR SUBDIVISION (VESTING TENTATIVE TRACT MAP NO. 72662) TO PERMIT THE CONSTRUCTION OF A MIXED-USE PROJECT WITH 149 RESIDENTIAL APARTMENT UNITS, AND APPROXIMATELY 37,600 SQUARE FEET OF COMMERCIAL DEVELOPMENT WITH A TOTAL OF 614 PARKING SPACES AT A MAXIMUM HEIGHT OF THREE STORIES AND 45 FEET ABOVE EXISTING GRADE, AND THE RENOVATION OF AN EXISTING 110-ROOM HOTEL, ON PROPERTY LOCATED WITHIN A MIXED USE (MU-3A) ZONE, LOCATED AT 1700 SOUTH PACIFIC COAST HIGHWAY.**

THE CITY COUNCIL MAY ALSO CONSIDER A REQUEST FOR THE APPROVAL OF A REVISED MIXED-USE PROJECT WITH 146 RESIDENTIAL APARTMENT UNITS, AND APPROXIMATELY 23,800 SQUARE FEET OF COMMERCIAL SPACE WITH 578 PARKING SPACES AT A MAXIMUM HEIGHT OF THREE STORIES, WITH AN AVERAGE HEIGHT OF 33 FEET AND A MAXIMUM HEIGHT OF 42 FEET ABOVE EXISTING GRADE, AND THE RENOVATION OF AN EXISTING 110-ROOM HOTEL, ON PROPERTY LOCATED WITHIN A MIXED USE (MU-3A) ZONE, LOCATED AT 1700 SOUTH PACIFIC COAST HIGHWAY.

I. RECOMMENDATION

1) Open the public hearing and take public testimony; and

2) Consider the Study of the Effects of Denial (Attachment); and

3) Consider taking one of the following actions:

a. Adopt a resolution denying the appeal and denying the project proposal with 149 residential units.

Deny the appeal and sustain the Planning Commission's denial of a (Revised) Mitigated Negative Declaration/Initial Environmental Study (IS-MND) and Mitigation Monitoring and Reporting Program (including Modified Mitigation Measures), a Conditional Use Permit, Design Review, Landscape and Irrigation Plan, Sign Review, and a Minor Subdivision (Vesting Tentative Tract Map No. 72662) to permit the construction of a mixed-use project with 149 residential apartment units, and approximately 37,600 square feet of commercial development with a total of 614 parking spaces at a maximum height of three stories and 45 feet above existing grade, and the renovation of an existing 110-room hotel, on property located within a Mixed Use (MU-3A) zone, located at 1700 South Pacific Coast Highway by adopting a Resolution of Denial after considering the Study of Effects of Denial.

i. In addition to item a. the City Council could also direct Planning Commission to conduct a public hearing and consider the updated plans for the 146-unit development.

b. Adopt a resolution sustaining the appeal and approving the project proposal with 149 residential units.

Sustain the appeal in part and approve a (Revised) Mitigated Negative Declaration/Initial Environmental Study (IS-MND), and Mitigation Monitoring and Reporting Program (Including Modified Mitigation Measures), a Conditional Use Permit, Design Review, Landscape and Irrigation Plan, Sign Review, and a Minor Subdivision (Vesting Tentative Tract Map No. 72662) to permit the construction of a mixed-use project with 149 residential apartment units, and approximately 37,600 square feet of neighborhood-serving commercial development with a total of 614 parking spaces at a maximum height of three (3) stories and 45 feet above existing grade, and the renovation of an existing 110-room hotel, on property located within a Mixed Use (MU-3A) Zone, located at 1700 South Pacific Coast Highway by adoption of a resolution of approval.

c. Adopt a resolution sustaining the appeal in part and approving the project proposal with 146 residential units.

Sustain the appeal in part and approve a (Revised) Mitigated Negative Declaration/Initial Environmental Study (IS-MND), and Mitigation Monitoring and Reporting Program (Including Modified Mitigation Measures), a Conditional Use Permit, Design Review, Landscape and Irrigation Plan, Sign Review, and a Minor Subdivision (Vesting Tentative

Tract Map No. 72662) to permit the construction of a mixed-use project with 146 residential apartment units, and approximately 23,800 square feet of neighborhood-serving commercial development with a total of 578 parking spaces at a maximum height of three (3) stories and with an average height of 33 feet and a maximum height of 42 feet above existing grade, and the renovation of an existing 110-room hotel, on property located within a Mixed Use (MU-3A) Zone, located at 1700 South Pacific Coast Highway by adoption of a resolution of approval.

d. The November 24, 2015 Appeal may be continued and City Council may provide direction for Planning Commission to hold a public hearing within 45 days to consider the updated plans provided by Legado for 146 residential units and reduced commercial space.

The November 24, 2015 Appeal may be continued and City Council may provide direction for Planning Commission to hold a public hearing within 45 days to consider the updated plans provided by Legado for 146 residential units and approximately 23,800 square feet of neighborhood-serving commercial development with a total of 578 parking spaces at a maximum height of three (3) stories and with an average height of 33 feet and a maximum height of 42 feet above existing grade, and the renovation of an existing 110-room hotel.

II. EXECUTIVE SUMMARY

Legado's original mixed-use project proposal with 180 units and 36,000 square feet of commercial space was first presented to the Planning Commission on March 19, 2015. This proposal was replaced by a new application for a mixed-use project with 149 units and 37,600 square feet of commercial space.

On November 19, 2015, the Planning Commission adopted Resolution No. 2015-11-PCR-021 denying a proposed mixed-use project for 149 residential units and approximately 37,600 square of commercial space, as submitted by Legado Redondo, LLC ("Legado"). A detailed description of the 149 unit proposal is included in Planning Commission's July 16, 2015 Administrative Report, included as an attachment to this report. This public hearing addresses an appeal filed by the applicant on November 24, 2016 in response to the Planning Commission's decision to deny the project, including the denial of the Mitigated Negative Declaration (and the associated Mitigation Monitoring and Reporting Program), Conditional Use Permit, Design Review, Landscape and Irrigation Plan, Sign Review, and Minor Subdivision (Vesting Tentative Map No. 72662). The applicant's appeal (attached) includes four (4) main points that are discussed later in this report.

Since that time Planning Division Staff has met with Legado on numerous occasions, at their request, to review another version of the project. The revised version consists of 146 residential units, approximately 23,800 square feet of commercial space, designed in a Mediterranean style of architecture, with 578 parking, and the renovation of the existing 110-room hotel. Legado is requesting the City Council to approve the 149-unit project denied by the Planning Commission with the condition that the project be revised according to the newest 146-unit version of the project.

Staff has provided the City Council with four (4) possible actions, along with the supporting resolutions and background documents required for each of those actions. The recommendation is to conduct a public hearing to consider the four (4) possible actions and to adopt a resolution or provide direction as appropriate.

III. BACKGROUND

PROJECT HISTORY

The following is a brief summary of the various milestones in the history of this project.

- March 19, 2015 – A mixed-use project with 180 units, 3-4 stories in height, 36,000 square feet of commercial space designed in a contemporary style of architecture, with 614 parking spaces, and the renovation of the existing 110-room hotel was considered by the Planning Commission. The Planning Commission continued the Public Hearing to May 21, 2015 to allow the applicant time to address concerns including community outreach, a security study and security for the residents, the building design elevation on the east side being too massive, and the adverse effects on the surrounding properties.
- May 21, 2015 – The continued public hearing was postponed because Legado was not able to provide revised plans in time for this hearing date.
- July 16, 2015 - The Planning Commission considered a mixed-use project with 149 units, 37,600 square feet of commercial space designed in a contemporary style of architecture, with 614 parking spaces, and the renovation of the existing 110-room hotel. The revised design reduced the number of stories and building height from 56 to 45 feet and reconfigured the eastern (rear) building to attempt to reduce and mass and scale of the project. The Planning Commission continued the hearing to the next Planning Commission meeting of August 20, 2015 to allow staff to come back with sufficient findings required under the Government Code to support denial of the requested entitlements.(attachments)
- August 13, 2015 – Legado submitted a letter which “request[ed] that the Planning Commission postpone any decision on its Project at this time.” While Legado’s letter

originally requested a continuance to October 15, 2015, Legado's Chairman/CEO, requested "an additional month to November 19, 2015."

- October 22, 2015 – Legado acknowledges that any updated plans are due "by the end of October."
- November 5, 2016 (end of day) – Legado submits incomplete plans for a development with 146 residential units and a reduction in commercial space. This provided staff with only four (4) working days to consider the revised materials.
- November 19, 2015 – Staff recommended that the Planning Commission either deny a mixed-use project with 149 units, 37,6000 square feet of commercial space designed in a contemporary style of architecture, with 614 parking spaces, and the renovation of existing 110-room hotel, or continue the public hearing for a minimum of 60 days to allow the applicant additional time to complete revised plans for a 146-unit proposal and to engage in more community meetings. While the Commission was open to providing a continuance to consider the revised 146 unit plans, Legado's legal counsel stated "If the City considers the 146 project submittal a new application…then we will have to withdraw it…and ask for a vote for the 149 project." The Planning Commission approved a motion to deny the proposed project and approved a resolution memorializing that decision. (attachments). The resolution expressly noted that it "does not preclude consideration and approval of a different proposal on the project site, including Legado's proposal for 146 units, which was submitted on November 5, 2015."
- November 24, 2015 – Legado files an appeal of the denial.
- December 1, 2015 – March 30, 2016 – Staff met with Legado, at their request, on the development of a revised project proposal with 146 units and approximately 23,800 square feet of commercial development. The final set of drawings and supporting documents for the revised 146-unit proposal were received by the Planning Division on February 26, 2016. Supplemental Exhibits were also delivered on March 30, 2016.

STATUS OF LEGADO PROJECT PROPOSALS:

- <u>180 units with 36,000 square feet of commercial space, etc.</u> – Filed, February, 2015 - This project proposal is officially closed/inactive. It was replaced by a new project proposal described below.
- <u>149 units with 37,600 square feet of commercial space, etc.</u> – Filed, May, 2015 – This project proposal is considered to be officially active. This is the project proposal that the Planning Commission denied on November 19, 2015 and that is the subject of this City Council appeal hearing.
- <u>146 units with 23,800 square feet of commercial space, etc.</u> – Filed, February, 2016 – This is another version of the project that Legado would like the City Council to approve as a variation of the 149-unit project.

COMMUNITY CONCERNS

Community residents and other interested parties have voiced numerous concerns regarding the proposed project and its various versions at the Planning Commission's public hearings. The concerns range from the generic to the specific. (Contained within the (Revised) IS-MND under *Appendix J, Response to Comments*, are written comments that were received from the community regarding the Draft IS-MND, along with responses.)

The concerns most often voiced by the community include the following:

- Traffic - The project will increase vehicular traffic at a location and in an area that already experiences a high level of traffic congestion.
- Compatibility - The shape, mass/size, scale, height, and density of the proposed project are incompatible with existing development on adjacent and surrounding properties.
- Design - The contemporary architectural style of the proposed project is not appropriate, whereas a Mediterranean design would be appropriate and preferable.
- Housing Tenure - The residential units will be rental units, not condominium units, which are typically owner-occupied.
- Safety - The proposed project, due to its size, design, and its subterranean garage will pose a security risk to the surrounding neighborhood.
- Noise - The project as designed will create noise impacts on the adjacent residents on Avenue G.
- Hotel - Residents are concerned about the fact that the Legado project proposals do not include any specific design concepts for the renovation of Palos Verdes Inn.

IV. PROCEDURES FOR POTENTIAL DENIAL OF THE PROJECT

If the City Council is interested in denial of the project then Staff recommend following the procedures outlined below. These are preliminary conclusions on legal requirements that may be applicable to the project. However, this section should not be considered a waiver of the right to assert that these requirements are not applicable.

1. **Study of Denial** (Gov. Code § 65589.5(b))**.** The City should prepare "a thorough analysis of the economic, social, and environmental effects of [denial of the project]."

2. **Housing Development Project Finding Requirements** (Gov. Code § 65589.5(j))**.** To deny a "housing development project"[1] or approve such a project at a reduced density the agency must find that both the following conditions exist:[2]

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

    B. "There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density."

3. **Regional Housing Needs Finding Requirements** (Gov. Code § 65863)**.** No city, county, or city and county shall, by administrative, quasi-judicial, legislative, or other action, reduce, or require or permit the reduction of, the residential density for any parcel to, or allow development of any parcel at, a lower residential density, as defined in paragraphs (1) and (2) of subdivision (g),[3] unless the city, county, or city and county makes written findings supported by substantial evidence of both of the following:

    A. The reduction is consistent with the adopted general plan, including the housing element.

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[1] "Housing development project" includes "Mixed use development consistent of residential and nonresidential uses in which nonresidential uses are limited to neighborhood commercial uses and to the first floor of buildings that are two or more stories." (Gov. Code 65589.5(h)(2).)

[2] Staff do not believe the finding requirements under 65589.5(d) are applicable to the project because the project does not fall under the definition of "housing for very low, low-, or moderate-income households" which requires "at least 20 percent of the total unit shall be sold or rented to lower income households."

[3] "[L]ower residential density" means the following: (A) For sites on which the zoning designation permits residential use and that are identified in the local jurisdiction's housing element inventory described in paragraph (3) of subdivision (a) of Section 65583, fewer units on the site than were projected by the jurisdiction to be accommodated on the site pursuant to subdivision (c) of Section 65583.2. (B) For sites that have been or will be rezoned pursuant to the local jurisdiction's housing element program described in paragraph (1) of subdivision (c) of Section 65583, fewer units for the site than were projected to be developed on the site in the housing element program.

B. The remaining sites identified in the housing element are adequate to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584.

In the event that a Court determines that the City unlawfully denied approval of the project, the City could be required to pay Legado's attorney's fees and costs. Furthermore, if a Court finds that the City acted in bad faith when it disapproved or conditionally approved a housing development project, the court may also impose fines upon the City, which would be deposited into a housing trust fund for the sole purpose of financing newly constructed housing units affordable to extremely low, very low, or low-income households. (Gov. Code § 65589.5(l).)

In the event the City approves the project and a court determines that the City inappropriately approved the CEQA document/entitlements, then the City could be required to pay the attorney's fees and costs of Petitioners; although the City can ask a Court to apportion a fee award to the applicant (the draft resolution for approval also includes an indemnification clause).

V. ANALYSIS OF THE APPEAL

The applicant's appeal addresses four (4) points, which are discussed below.

A. Appellant's Assertion: The Planning Commission had no basis to deny the application which satisfies the criteria of the City's General Plan and zoning standards. The City is also constrained from denying the project because it cannot make the required findings based on its Regional Housing Needs.

The Planning Commission's basis for denying the application as it relates to the City's General Plan and zoning standards are provided in Resolution No. 2015-11-PCR-021 adopted by the Planning Commission on November 19th, 2015. The resolution also contains findings for denial based on the City's Regional Housing Needs. These are presented below.

The City Council should review these findings and determine whether they are supported by substantial evidence and whether there is adequate evidence to support the findings for denial to fulfill the City's statutory requirements discussed in the previous subsection. If the City Council does not feel these findings are supported by substantial evidence and cannot make its own findings for denial supported by substantial evidence, then it should approve the project.

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

2. The Planning Commission makes the following findings.

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

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

II. That the project will have a specific, adverse impact upon the public health or safety with respect to traffic. The traffic engineering study for the proposed project concludes that the project will add significant (more than 1 percent) new traffic to intersections that are already operating at a level of service (LOS) "E" or "F". (Final IS/MND, Section XVI, Tables 28-29; General Plan, Circulation Element, Policies 9 and 10.) The City's specific objective is to maintain or achieve LOS "D". (General Plan, Circulation Element, Policies 9.) While the traffic engineering study concludes that mitigation measures are available, testimony was received from that the mitigation will be ineffective at reducing or eliminating the project impact. Specifically, it is the conclusion of the City Council that the proposed southbound right turn lane at Pacific Coast Highway and Palos Verdes Boulevard and the southbound and northbound Pacific Coast Highway left turn pocket reconfigurations will be ineffective at mitigating the project's additional traffic generation. The mitigation would also require removal of a tree which is inconsistent with General Plan, Land Use Element, Policy 1.56.9. There are no feasible methods to satisfactorily mitigate or avoid the adverse impact identified above other than the disapproval of the Project.

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

IV. That the project will have a specific, adverse impact upon the public health or safety with respect to noise. Testimony was received from residents that the project would violate the City's Noise standards contained in RBMC §§ 4-24.301 and 4-24.401 and would result in significant noise impacts to neighboring properties due to trips generated by the project on the northern access road, from air conditioning units installed with the project. As shown in Table 20, in the Mitigated Negative Declaration, the project's operational roadway noise would result in increases in noise levels which already exceed 65 dBA, and would therefore be inconsistent with General Plan, Section 4.2, Policy 10.3.4 ["Prohibit the development of new industrial, commercial, or related land uses or the expansion of existing land uses when it can be demonstrated that such new or expanded land uses would be directly responsible for causing overall (ambient noise levels to exceed an Ldn of 65 db(A) exterior upon areas containing housing, schools, health care facilities, or other "noise-sensitive" land uses (as determined by the City of Redondo Beach)."] There are no feasible methods to satisfactorily mitigate or avoid the adverse impact identified above (which is based upon the project's trip generation) other than the disapproval of the Project.

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

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

a) The proposed use is permitted in the land use district in which the site is located. However, the site is not adequate in size and shape to accommodate the use and all yards, open spaces, walls, and fences, parking, landscaping and other features based on public testimony received that the project is “too big” and “too large” for the site.

b) The site does not have adequate access to public streets of adequate width to carry the kind and quantity of traffic generated by the proposed use based on public testimony that the traffic mitigation is inadequate and statements that the traffic analysis was “flawed”.

c) The proposed use will have adverse effect on abutting property or the permitted use thereof based on public testimony received.

d) The proposed project does not conform to all of the requirements of the Zoning Ordinance including provisions regarding design review and architectural compatibility. This finding is supported by testimony received during the public hearing.

e) The project is not consistent with the Comprehensive General Plan of the City based on public testimony received.

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

a) The design of the project does not adequately consider the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns. This conclusion is based on testimony received during the public hearing.

b) The location of the structure does not respect the natural terrain of the site and is functionally integrated with natural features of the landscape to include the preservation of existing trees, where feasible. This conclusion is based on testimony received during the public hearing.

c) The design of the project is not harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment. This conclusion is based on testimony received during the public hearing.

d) The design of the project is not integrated and compatible with the neighborhood and is not in harmony with the scale and bulk of surrounding properties. This conclusion is based on testimony received during the public hearing.

e) The design of the project does not provide innovation, variety, and creativity in the proposed design solution and does not serve to minimize the appearance of flat facades and box-like construction. This conclusion is based on testimony received during the public hearing.

B. Appellant's Assertion: The Planning Commission erred in not considering the 146-unit mixed-use project at the November 19, 2015 public hearing. The City has no written policy, code, regulation or ordinance holding project applicants to the timeframes it cites as the basis of its purported conclusion that Legado was "untimely" in submitting the materials for the 146-unit project.

As is detailed in the Administrative Report to the Planning Commission, dated November 19, 2015, Planning Division Staff provided the applicant with clear deadlines for revised project submittals. The development of revised plans were to be discussed and reviewed by Legado and Staff during the months of September and October, 2015, with final plans being submitted at the latest by the end of October, 2015. Despite that, Legado did not submit plans for a 146-unit version of the project until the end of the day on November 5, 2015, providing City Staff with only four (4) working days to review the materials. These plans had never been discussed with, nor seen by Staff prior to that date. Consequently, Staff did not have sufficient time to adequately review and analyze the revised plans, or to develop the required recommendations along with findings and conditions to support a recommendation either in favor or in denial thereof. The applicant was notified that their plans and applications were incomplete in an email sent to them on November 6, 2015 (attached). Furthermore, as noted in the City's November 6, 2015 letter to Legado:

> "filing of these materials on November 5, 2015 also failed to comply with City procedures, which expressly note that 'Applications for Conditional Use Permits shall be filed with the Planning Department approximately 30 days prior to the date of the public hearing…Additional time will be required between the filing date and the date of public hearing where review under the California Environmental Quality Act (CEQA) is required.' [FN4-Redondo Beach Conditional Use Permit Application, Section 5(a) ("Procedure"):
> http://www.redondo.org/civica/filebank/blobdload.asp?BlobID=21396.]"

At the November 19, 2015 Planning Commission hearing, Legado's legal counsel stated "If the City considers the 146 project submittal a new application…then we will

have to withdraw it…and ask for a vote for the 149 project." Planning Commission's resolution denying the 149 unit application expressly noted that it "does not preclude consideration and approval of a different proposal on the project site, including Legado's proposal for 146 units, which was submitted on November 5, 2015." If Legado desires a public hearing before Planning Commission on the revised 146 unit application, City Staff are willing to accommodate that request.

C. Appellant's Assertion: The Planning Commission erred in not rendering a decision on the 180-unit version of the project.

As presented under the heading of PROJECT HISTORY earlier in the report, on March 19, 2015, the Planning Commission approved a motion to continue the Public Hearing to May 21, 2015 to allow the applicant time to address community concerns including community outreach. Thereafter, the May 21, 2015 public hearing was postponed at Legado's request because they were not able to provide revised plans in time for the hearing date. On May 29, 2015, Legado submitted new applications and architectural plans for a revised project consisting of 149 residential units, 37,600 square feet of commercial space, designed in a contemporary style of architecture, with 614 parking spaces, and the renovation of the existing 110-room hotel. Legado's legal counsel also submitted correspondence on August 13, 2015 which noted in several instances that Legado was submitting a "revised project."

The filing of the new applications for a proposed 149-unit version of the mixed-use project replaced the filing of the previous applications for the proposed 180-unit version mixed-use project. As such, the Planning Division case file for the proposed 180-unit mixed-use project was closed and no longer considered 'active'. Furthermore, it is unreasonable to expect the City to maintain, review, and simultaneously present multiple iterations of the project at each individual Planning Commission/City Council meeting, which would require staff's review of numerous entitlements for each project iteration as well as providing recommendations, admin reports, resolutions, CEQA findings, and updated MMRPs for each project iteration.

D. Appellant's Assertion: The Planning Commission erred in not adopting the Final Mitigated Negative Declaration/Initial Environmental Study (IS-MND), and Mitigation Monitoring and Reporting Program.

There is no requirement to approve or certify a CEQA document if the public agency denies the underlying project. (Pub. Res. Code § 21080(b) (5); CEQA Guidelines § 15270(a); *Sunset Sky Ranch Pilots Ass'n v. County of Sacramento* (2009) 47 Cal.App.4th 902.) Given the Planning Commission's denial of the underling project, the City had no obligation to approve the Mitigate Negative Declaration/Initial Study or the Mitigation Monitoring and Reporting Program.

VI. 149-UNIT PROPOSAL FOR CONSIDERATION

A detailed description of the 149-unit project proposal with 37,600 square of commercial space is provided in the attached July 16, 2015 Administrative Report to the Planning Commission. This new proposal complies with the criteria to approve the requested entitlements and was considered by Staff to be an improvement over the 180-unit project proposal. However, having heard public testimony regarding this proposal, the Planning Commission denied the project based on the findings contained in Planning Commission Resolution No. 2015-11-PCR-021. In summary, the consensus of the Planning Commission was that the changes to proposed project were not sufficient to address the concerns that were previously expressed by both the Planning Commission and community members.

VII. 146-UNIT PROPOSAL FOR CONSIDERATION

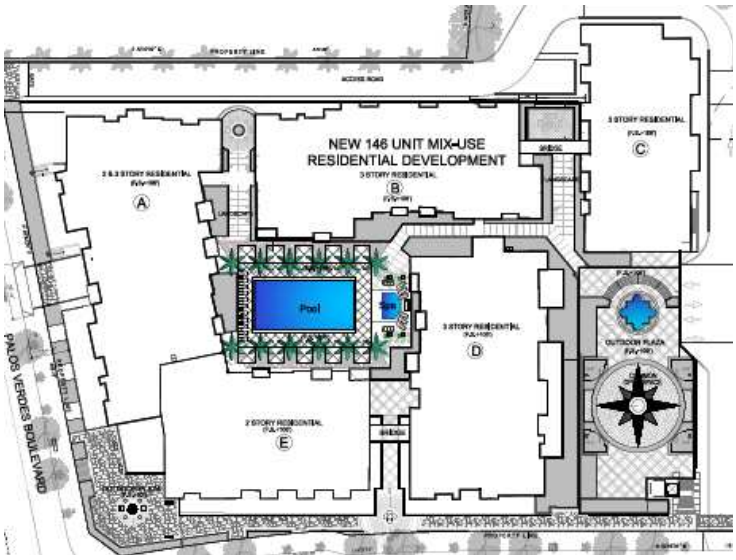
As indicated above, Legado requested the Planning Division to meet with them to review their proposal for another version of their mixed-use project consisting of 146 residential apartment units, and approximately 23,800 square feet of commercial space with 578 parking spaces at an overall height of two (2) stories with an average height of 33 feet and at a maximum height of three stories and 41 feet above existing grade, and the renovation of an existing 110-room hotel. Seven (7) meetings were attended by representatives of Legado and the Planning Division starting the first week of January 2016. Issues discussed during those meetings centered around Legado's desire have the City Council consider approving forward a fully developed 146-unit version of their mixed-use project for consideration by the City Council as a 'condition of approval' of the 149-unit version of the project denied by the Planning Commission on November 19, 2015.

The following is a brief description of the 146-unit version of the project, and how it compares to previous versions of the project. More detailed information is provided in Legado's Project Supporting Information' document. A detailed description of the 149 unit proposal is included in Planning Commission's July 16, 2015 Administrative Report, included as an attachment to this report.

Residential Component (146-unit)

This proposal consists of three (3) less units than Legado's previous version of 149 units. The 146 units are organized into five (5) buildings labeled A though E (see Sheet A2.0 of the attached architect drawings) in contrast with the 149-unit proposal where the units were organized into three (3) buildings. The 146-unit version creates smaller masses as follows:

- Cluster A is located at the northeast corner of the site. It is three (3) stories in height at the east end of the cluster and two (2) stories in height at the west end of the cluster.
- Cluster B is a three-story structure that runs parallel to the east property line. There are (5) five units per floor for a total of 15 units facing east towards the residential units on Avenue G. A bridge on the 2nd floor provides a connection between Cluster A and Cluster B.
- Cluster C is a three-story structure located at the southeast corner of the site. A bridge on the 2nd floor provides a connection between Cluster B and Cluster C.



- Cluster D is a three-story structure located north of the Palos Verdes Inn.
- Cluster E is a two-story structure that fronts onto Pacific Coast Highway at the northwest corner of the site.

Commercial Component (146-unit)

The 146-unit version includes approximately 23,800 square feet of commercial space. This represents a 36% decrease in commercial tenant space including the elimination of a potential market and an increase in office spaces, as it compares with the 149-unit version. The 149-unit version included approximately 36,000 square feet, similar to that of the 180-unit version

Parking (146-unit)

A total of 578 parking spaces are provided for all of the uses including the hotel use.

Two (2) parking spaces are provided per unit (252 spaces) with one (1) guest parking space for every three (3) units (28 spaces) for a total of 340 parking spaces as required by the City's parking code. The majority, or 271 of these spaces, are located on Level P2 of the subterranean garage with the remaining spaces located on level P1.

The various commercial tenant spaces require the provision of 112 parking spaces all of which are provided on Level P1.

The hotel requires a maximum of 110 spaces based on the City's parking code of one (1) space per room. This parking is provided in various locations. The surface parking lot directly south of the hotel provides 62 parking spaces, including an employee only tandem parking area with 15 spaces located at the east end of the lot. An additional 64 parking spaces are provided at the P3 subterranean parking level of the mixed-use project. Therefore, the Hotel will have a total of 126 parking spaces, 16 spaces more than the maximum requirement. The Hotel is expected to provide valet service as a convenience for its guests.

The 149-unit version provided the exact number of parking spaces required by the City's parking code. In contrast, the 180-unit version included the required amount of parking for the commercial and hotel uses but a reduced number of parking spaces for the residential units based on a ratio of one (1) space per unit rather than the two (2) spaces per unit as is required based on their application for a Density Bonus.

Public Open Space (146-unit)

A total of 27,258 square feet (0.625 acres) of public open space is provided, approximately 1,900 square feet more than the 10% of floor area required by the City's Zoning Ordinance. The location and sizes of the public open space have shifted in the 146-unit version so that the largest portion of the useable public open space consisting of 10,007 square feet is now located at Pacific Coast Highway, directly north of the hotel. As such, it is intended that this larger public open space will more likely be used by the hotel guests, and restaurant patrons located below, for private events such as weddings and parties. According to the applicant this revision was made based on the expressed desire of numerous community residents. A significant, but smaller portion of useable public open space consisting of 3,500 square feet will remain at the northeast corner of Palos Verdes Boulevard and Pacific Coast Highway.

In comparison, the 149-unit version provided just the minimum public open space as required while the 180-unit version provided 1,335 additional square feet. In both of these versions the bulk of the public open space was located at the corner of Palos Verdes Boulevard and Pacific Coast Highway.

Though the re-location of the larger public open space may be the stated preference of many residents, it is staff's opinion that this change is not entirely beneficial. It moves the bulk of the useable public open space further away from the residents located on the adjacent Avenues. It also makes the space less visible to the both residents and the public.

Overall Shape, Mass and Height (146-unit)

The organization of the residential units into five (5) clusters reduces the mass and height of the project as it affects the neighboring properties to the east on Avenue G. It

also changes and reduces the mass and height of the project as viewed along Palos Verdes Boulevard.

The overall height of the 146-unit version has been reduced with approximately 60% of the project's buildings at a height of 33 feet (as measured from the original grades) and 95% of the project between 33 and 38 feet in height. The current height limit in the MU-3A zone allows 38 feet with portions up to 45 feet subject to Planning Commission Design Review. There is one parapet wall located approximately 23'-0" back from the Pacific Coast Highway property line, as illustrated is on Sheet A4.1, Cross Section C, that is 41'-9" in height.

On average, the entire project is five (5) feet lower than the 149-unit version and 23 feet lower than the 180-unit version. This reduction in height is accomplished by lowering the entire podium level by five (5) feet. Therefore, the podium as proposed will be lower than the existing grade at the rear of the property (along the east property line). Furthermore, the overall height of the commercial tenant spaces facing Pacific Coast Highway will also be reduced by five (5) feet creating a more pedestrian-friendly facade.

Architecture (146-unit)

The 146-unit version of the project is designed in a Mediterranean style of architecture. This is characterized by the use of exterior finishes including stucco walls, clay roof tiles, decorative pavers, decorative tile accents, wooden trellises and railings, and the use of a rich and bright color palette. A preference for this style of architecture was expressed by many of the community residents. This style contrasts with the contemporary style of architecture used in both the 149-unit and 180-unit versions.

Signs (146-unit)

The proposed commercial wall signs and small projecting signs are designed to be in keeping with the newly proposed Mediterranean architecture.

Hotel Component (146-unit)

The approach for the future renovation and operation of the existing 110-room hotel is the same in the 146-unit version as in the previous versions. Namely, that Legado is in the process of attracting an appropriate hotel operator with whom they will collaborate in developing the detailed design concepts and then the construction plans for the proposed renovation of the structure that is non-compliant with many of the current

building, engineering, fire and ADA codes. Legado and the new hotel operator will be required to present their conceptual designs plans for review and approval by the Planning Commission prior to the issuance of building permits for the hotel structure.

According to the applicant, the re-opening of the existing Palos Verdes Inn is still on hold due to the fact that their insurance claim is still pending final settlement.

Project Trip Generation Evaluations

The reduction in commercial space in the 146-unit version of the project would result in a net reduction in local trip generation as shown in the Table below

Estimated Project Traffic Trip Generation

PROJECT VERSION	AM Peak Trips	PM Peak Trips	Daily Trips	% Decrease between versions
180-unit 36,000 SF Comm.	143	267	2,677	N/A
149-unit 37,600 SF Comm.	123	245	2,433	10%
146-unit 23,800 SF Comm.	87*	103	797	68%

*This number is incorrectly reported as 123 trips in the Legado Background Document, Pg. 10

While the larger reduction in number of residential units is between the 180-unit version and the 149-unit version, the larger reduction in commercial space is between the 149-unit version and 146-unit version, which results in a 68% reduction in local trip generation (or a 70% overall trip reduction when compared with the 180-unit version). This illustrates the fact that commercial uses generate significantly more traffic trips than residential uses. Furthermore, office uses generate fewer trips than retail and restaurant uses. (See the attached Supplemental Traffic Evaluations)

Environmental Review

The Final (Revised) Mitigated Negative Declaration/Initial Environmental Study (IS-MND) and Mitigation Monitoring and Reporting Program (including Modified Mitigation Measures), dated June 2015, addresses the 149-unit version of the proposed project. As discussed earlier in this report, the most significant change between 149-unit version and the 146-unit version is the reduction in the amount of commercial space and the inclusion of some office space, which dramatically decreases the trip generation numbers for the project.

Therefore, all the required (Modified) Mitigation Measures are applicable to the 146-unit version of the project, except that the fair share calculation for the Torrance Boulevard and Pacific Coast Highway Mitigation Measure will be modified accordingly.

Other Factors/Issues

The 146-unit version also includes a public right-of-way dedication and improvements along the frontage of South Pacific Coast Highway as did the previous versions.

The approval of Vesting Tentative Tract Map No. 72662 to consolidate the subject property for the purposes of developing it as a mixed-use project is a requirement of the 146-unit versions as was the case for the previous versions.

The appellant has submitted a detailed list of 'Performance Standards' (conditions) that address security/crime prevention, noise and conduct of the residents and their guests, lighting, trash collection and loading, which they agree to implement as conditions of approval for the 146-unit version of the proposed project.

Legado submitted a set of 'Supplemental Exhibits' on March 30, 2016, including: 1) a View Corridor Map; 2) a Cross Site Height Exhibit; 3) a Shadow Study; and 4) an exhibit of the Traffic Mitigation Measures.

The March 30, 2016, graphic image of 'View Corridors' illustrates that the revised 146-unit project provides two (2) view corridors through the middle of the proposed project when looking west from the Avenue G development project. The view corridor located closest to the hotel is not new; it is also exists in the 180-unit version and the 149-unit version.

The March 30, 2016, new Site Cross Section "B" illustrates the relationship between the proposed Legado 146-unit project and the existing development to the east on Avenue G. It shows that the new road on the Legado site at that particular location is approximately 20 feet lower than the adjacent existing grade on the neighbor's property. It also shows that the maximum height of the Legado project is approximately 20 feet lower than the maximum height of the existing units on the adjacent property closest to the common property line, at that particular location.

The March 30, 2016, Shadow Study illustrates the shadow effect of the proposed 146-unit project on the adjacent properties in three (3) scenarios including at 8:00 a.m. on the Winter Solstice, at 12:00 noon on the Winter Solstice and at 12:00 noon on the Summer Solstice. The worst case scenario is at 8:00 a.m. on the Winter Solstice when

the sun is at its lowest point on the horizon and the sun shines for the least number of hours in the day

The March 30, 2016, exhibit of Traffic Mitigation Measures illustrates the IS-MND required Traffic Mitigation Measures as well other changes to the existing traffic circulation pattern that are proposed to accommodate new turning movements in and out the proposed project.

Community Outreach

Legado has submitted a Community Outreach Log (attached), dated February 25, 2016, that documents the 12 meetings that they have had with representatives of numerous local organizations between September 1, 2015 and January 21, 2016.

VIII. SUMMARY/CONCLUSION

This report has documented the significant time effort and energy expended by staff, the Planning Commission and the community to achieve a project that addresses and satisfies the strict criteria for the granting of land use entitlements and balances the reasonable development of this property with community concerns. In staff's opinion the revised 146-unit project with a traditional Mediterranean design and substantially less commercial square footage provides significant movement toward those goals. It is a policy decision as to whether these reductions and reconfigurations are significant enough to result in project approval.

It is clear through public comment and testimony that the community desires less development and further revisions to the project. What is not clear is whether the applicant is willing to take further actions to address these concerns. It is unknown at this point whether the applicant is open to further revisions to their project submittal in order to address the concerns expressed through the public review process.

COORDINATION

The preparation of this report and the attachments has been coordinated with the City Attorney's Office.

FISCAL IMPACT

The appeal fee of $500.00 was collected to recover a portion of the cost of the appeal process.

Submitted by:
Aaron Jones
Community Development Director

Approved for forwarding by:
Joe Hoefgen
City Manager

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Attachments

- Legado Application for Appeal to the City Council, November 24, 2015
- Letter to Legado (sent via Email) November 6, 2015
- Resolution of Denial of the 149-Unit Version
- Study of the Effects of Denial
- Resolution of Approval of the 149-Unit Project
- Resolution of Approval of the 146-Unit Revision
- Legado, Revised 146-Unit Project Supporting Information
- Legado, Supplemental Exhibits, Received March 30, 2016
- Legado, Revised 146-Unit Architectural Drawings
- Legado, Community Outreach Log, February 25, 2016
- Legado, Final Revised Initial Study – Mitigated Negative Declaration, June, 2015 (Digital Format)
- Supplemental Traffic Evaluation for 149-Unit Version, Overland Traffic Consultants, May 29, 2015
- Second Supplemental Traffic Evaluation for 146-Unit Version, Overland Traffic Consultants, November 12, 2015
- Response to Comment from Pete Verenkoff, July 3, 2015, July 13, 2015
- Planning Commission Minutes, November 19, 2015
- Planning Commission Resolution of Denial, 2015-11-PCR-021
- Planning Commission Administrative Report, November 19, 2015
- Planning Commission Minutes, July 16, 2015
- Planning Commission Administrative Report, July 16, 2015
- Planning Commission Minutes, March 19, 2015
- Planning Commission Administrative Report, March 19, 2015
- Public Comments to the Planning Commission
- Public Comments to the City Council

RESOLUTION NO. CC- *(APPROVE 146-UNIT)*

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, SUSTAINING AN APPEAL IN PART AND APPROVING A (REVISED) MITIGATED NEGATIVE DECLARATION/INITIAL ENVIRONMENTAL STUDY (IS-MND), AND MITIGATION MONITORING AND REPORTING PROGRAM (INCLUDING MODIFIED MITIGATION MEASURES), A CONDITIONAL USE PERMIT, DESIGN REVIEW, LANDSCAPE AND IRRIGATION PLAN, SIGN REVIEW, AND A MINOR SUBDIVISION (VESTING TENTATIVE TRACT MAP NO. 72662) TO PERMIT THE CONSTRUCTION OF A MIXED-USE PROJECT WITH 146 RESIDENTIAL APARTMENT UNITS, AND APPROXIMATELY 23,800 SQUARE FEET OF COMMERCIAL DEVELOPMENT WITH A TOTAL OF 578 PARKING SPACES AT A MAXIMUM HEIGHT OF THREE STORIES, WITH AN AVERAGE HEIGHT OF 33 FEET AND A MAXIMUM HEIGHT OF 42 FEET ABOVE EXISTING GRADE, AND THE RENOVATION OF AN EXISTING 110-ROOM HOTEL, ON PROPERTY LOCATED WITHIN A MIXED USE (MU-3A) ZONE, LOCATED AT 1700 SOUTH PACIFIC COAST HIGHWAY.

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

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

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

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

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

WHEREAS, revised applications, studies and supporting documents were filed on behalf of the owner of the property located at 1700 S. Pacific Coast Highway for approval/certification of a Mitigated Negative Declaration/Initial Environmental Study and Mitigation Monitoring and Reporting Program, a Conditional Use Permit, Planning Commission Design Review, Sign Review, and Vesting Tentative Tract Map No. 72662 for the construction of a revised mixed-use development including one hundred forty-nine (149) residential units, 649 parking spaces, and approximately 37,600 square feet of commercial space without a request for a Density Bonus (including concessions and incentives) in the Mixed-Use (MU-3A) zone; and

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

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

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

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

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

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

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

WHEREAS, on November 19, 2015 the Planning Commission considered the second revised application (with 149 units), studies and supporting documents including a study and analysis of the effects of denial for the 149-unit mixed use development at a public hearing. At this hearing the applicant was provided the opportunity to consider further revisions to the project to address identified concerns before the vote of the Planning Commission, which the applicant turned down. After accepting all testimony the Planning Commission concluded that the revised one hundred forty-nine (149) unit project did not meet the criteria necessary for the granting of the requested entitlements as memorialized in Resolution No. 2015-11-PCR-021.

WHEREAS, on November 24th, 2015 an appeal of the Planning Commission's decision to the City Council was filed; and

WHEREAS, revised plans, studies and supporting documents were filed on behalf of the owner of the property located at 1700 S. Pacific Coast Highway on February 26, 2016 for approval/certification of a Mitigated Negative Declaration/Initial Environmental Study and Mitigation Monitoring and Reporting Program, a Conditional Use Permit, Planning Commission Design Review, Sign Review, and Vesting Tentative Tract Map No. 72662 for the construction of a revised mixed-use development including one hundred forty- six (146) residential units, 578 parking spaces, and approximately 23,800 square feet of commercial in the Mixed-Use (MU-3A) zone; and

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

WHEREAS, on April 5th, 2016, the City Council held a public hearing to consider the appeal of the second revised application (with 146 units), and has considered evidence presented by the applicant, and other interested parties at the public hearing held on the 5th day of April, 2016, with respect thereto.

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

1. The City Council finds that the Planning Commission's Resolution No. 2015-11-PCR-021 was not supported by substantial evidence.

2. In accordance with Section 10-2.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the following reasons:

    a) The proposed use is permitted in the land use district in which the site is located, and the site is adequate in size and shape to accommodate the use and all yards, open spaces, walls, and fences, parking, landscaping and other features, and the project is consistent with the requirements of Chapter 2, Title 10 of the Redondo Beach Municipal Code, to adjust the use with the land and uses in the neighborhood.

    b) The site has adequate access to public streets of adequate width to carry the kind and quantity of traffic generated by the proposed use provided that the project includes a street dedication and improvements for safe access to Pacific Coast Highway with the implementation of mitigation measure, T-1Palos Verdes Boulevard and Pacific Coast Highway: Reconfigure the southbound Pacific Coast Highway approach from a left, through and shared through/right lane to a left, two through and right turn only lane.

    c) The proposed use shall have no adverse effect on abutting property or the permitted use thereof, subject to the conditions of approval.

    d) The proposed project conforms to all of the requirements of the Zoning Ordinance.

    e) The project is consistent with the Comprehensive General Plan of the City.

2. In accordance with Section 10-2.2502(b) of the Redondo Beach Municipal Code, the applicant's request for Planning Commission Design Review is consistent with the criteria set forth therein for the following reasons:

   a) The design of the project considers the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.

   b) The location of the structure respects the natural terrain of the site and is functionally integrated with natural features of the landscape to include the preservation of existing trees, where feasible.

   c) The design of the project is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment.

   d) The design of the project is integrated and compatible with the neighborhood and is in harmony with the scale and bulk of surrounding properties.

   e) The design of the project provides innovation, variety, and creativity in the proposed design solution and serves to minimize the appearance of flat facades and box-like construction.

4. The Vesting Tract Map 72662 is consistent with the Comprehensive General Plan of the City.

5. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.

6. The City Council hereby finds that the (Revised) Mitigated Negative Declaration No. No. 2014-08-IES-MND-001 has been prepared and circulated in compliance with the provisions of the California Environmental Quality Act (CEQA), and the procedures set forth in the ordinances of the City of Redondo Beach.

7. A (Modified) Mitigation and Monitoring Reporting Program (MMRP) has been developed that includes a mitigation monitoring table listing the mitigation measures and identifies the timing and responsibility for monitoring each measure. The Planning Commission further finds that the revised measures, including Mitigation Measure U-1, are equally as effective as the original measures in mitigating potentially significant effects and that the revisions will not cause any potentially significant effects on the environment.

8. The City Council hereby finds that the proposed project will have no effect on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.

9. The City Council further finds that in reviewing the (Revised) Mitigated Negative Declaration No. 2014-08-IES-MND-001 it has exercised its own independent judgment.

10. The City Council hereby finds and determines that the proposed project will not have a significant effect on the environment, subject to the conditions of approval and mitigation measures.

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

Section 1. That based on the above findings, the City Council does hereby grant the appeal of the Planning Commission decision and approve the (Revised) Mitigated Negative Declaration No. 2014-08-IES-MND-001 and the associated 146-unit Mitigation Monitoring and Reporting Program, Conditional Use Permit and Planning Commission Design Review, Landscape and Irrigation Plans, and Sign Review pursuant to the plans and applications filed on February 26, 2016, and considered by the City Council at its meeting of the 5th day of April, 2016.

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

1. That the approval granted herein is for the demolition of the 21,130 square-foot former Bristol Farm grocery store, the demolition of 7,224 square feet of in-line retail tenant spaces, the renovation of the existing 110-room hotel, and the construction of a new mixed-use project that consists of 146 residential units and approximately 23,800 square feet of commercial development with the required private open space and public open space and 578 parking spaces in substantial compliance filed on February 26, 2016, and approved by City Council on April 5th, 2016.

2. The precise architectural treatment of the building exterior, roof, walks, walls, and driveways shall be subject to Planning Division approval prior to issuance of a building permit.

3. The applicant shall continue to work with the Planning staff to complete the sign plans with respect to missing dimensions, and other details such the design of the directional signs. The sign programs shall be approved by the Planning Division prior to issuance of Certificate of Occupancy.

4. The hotel shall be required to provide valet parking services on an on-going basis to ensure that the ten (10) tandem parking spaces located on the surface parking lot are used to the maximum extent possible.

5. The applicant shall provide complete landscaping plans including planting details and irrigations plans pursuant to the requirements of the Assembly Bill (AB) 1881, the Water Conservation in Landscaping Act of 2006 (Laird).

6. That the applicant shall provide the City Council with the proposed exterior modifications and signs for the hotel renovation at a future date. That the review and approval of the hotel renovations by the City Council shall occur prior to the issuance of a building permit for the hotel, and the issuance of a Certificate of Occupancy for the mixed-use project.

7. The City's newly adopted Public Art Ordinance requires the project applicant to provide a zoning requirement contribution equivalent of one percent (1%) of the building valuation above $250,000. This zoning requirement contribution can take the form of: 1) an installation of public art on the subject property, commissioned by the developer, but subject to the approval of the City's Public Art Commission; 2) a request that the installation of public art on the subject property be commissioned and approved by the Public Art Commission; 3) an installation of public art on the subject property valued at less than the required 1% contribution and provide the balance of the 1% for the public art zoning requirement contribution to the John Parsons Public Art Fund: or 4) pay the zoning requirement fee to The John Parsons Public Art Fund to be used for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program. If the decision regarding the public art contribution is not finalized prior to the issuance of a building permit, the project developer will be required to deposit the required 1% zoning requirement fee in a set aside account. The monetary deposit will be held by the City until such time as the public art contribution is satisfied. If the art contribution for the subject property is not satisfied within a one (1) year period from the date of the issuance of a construction permit, the monetary public art deposit will revert to the John Parsons Public Art Fund for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program.

8. The project shall be prepared in accordance with the approved Standard Urban Storm Water Mitigation Plan (SUSMP) / Low Impact Development (LID), prepared for the subject site by Kimley-Horn & Associates. Inc., dated February 2014.

9. Color and material samples shall be submitted for review and approval of the Planning Division prior to the issuance of Building Permits.

10. The Vesting Tract Map shall be recorded within 36-months of the effective date of this resolution, unless an extension is granted pursuant to law. If said map is not recorded within said 36-month period, or any extension thereof, the map shall be null, void, and of no force and effect.

11. A Standard Urban Stormwater Mitigation Plan (SUSMP) shall be included on final plans and implemented during construction and the operation of the project.

12. The applicant shall comply with the following mitigation measures and the associated procedures listed in the MMRP.

AQ- 1 Low-VOC Paint. The applicant must use low-VOC paint on all interior and exterior surfaces. Paint should not exceed:

- 50 g/L for residential interior surfaces
- 100 g/L for residential exterior surfaces
- 150 g/L for non-residential interior and exterior surfaces

BIO- 1 Nesting/Breeding Native Bird Protection. To avoid impacts to nesting birds, including birds protected under the Migratory Bird Treaty Act, all initial ground disturbing activities, including tree removal, should be limited to the time period between August 16 and January 31 (i.e., outside the nesting season) if feasible. If initial site disturbance, grading, and vegetation removal cannot be conducted during this time period, a pre-construction survey for active nests within the project site shall be conducted by a qualified biologist at the site no more than two weeks prior to any construction activities. If active nests are identified, species specific exclusion buffers shall be determined by the biologist, and construction timing and location adjusted accordingly. The buffer shall be adhered to until the adults and young are no longer reliant on the nest site, as determined by the biologist. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed on the sensitivity of the area.

T-1 Palos Verdes Boulevard and Pacific Coast Highway. The following improvement identified in the Traffic Impact Study (Appendix F) shall be implemented:

Reconfigure the southbound Pacific Coast Highway approach from a left, through and shared through/right lane to a left, two through and right turn only lane.

The improvement shall be fully funded by the applicant and implemented prior to final inspection and the opening of the project. The Applicant shall deposit funds for this measure with the City of Redondo Beach within two months of the approval of the Conditional Use Permit.

U-1 **Wastewater Conveyance.** The applicant shall fully fund the construction of a new downstream 12-inch mainline wastewater conveyance system connection to an alternative sewershed by connecting manhole 3445 to manhole 3648 (approximately 300 linear feet). The applicant shall also fully fund an upgrade to the existing wastewater collection system between manhole 3447 and manhole 3446 (approximately 150 linear feet) to a 12-inch line. The Applicant shall deposit funds for this measure with the City of Redondo Beach within two months of the approval of the Conditional Use Permit and shall apply for a Caltrans Encroachment Permit. Construction in rights of way will require a Caltrans Encroachment Permit, which includes a Traffic Control Plan in compliance with Manual on Uniform Traffic Control Devices (MUTCD) [Traffic Control Plans Part 6]. These improvements must be implemented prior to final inspection and the opening of the project.

13. The applicant shall be required to adhere to the adopted (Revised) Mitigation Monitoring and Reporting Program prepared in conjunction with approved Initial Environmental Study No. 2014-08-IES-MND-001 and Mitigated Negative Declaration No. 2014-08-IES-MND-001.

14. The applicant shall fulfill the following requirements as they relate to the Security/Crime Prevention Program for the proposed project. The plans, specifications and other related documents shall be reviewed and approved by the Building and Planning Divisions, Police and Fire Departments as appropriate. These requirements shall be completed prior to the issuance of a Building Permit. Inspections by the appropriate Staff members shall be made to ensure compliance with these requirements prior to the issuance of a Certificate of Occupancy.

- Submit a garage gate design and type that ensures separation between the residential and commercial parking locations.

- Provide specifications on security hardware to be installed on all residential balconies that abut the ground level access road on the East side of the mixed use building.

- Provide specifications for a secured gate system between the 2nd floor public open space plaza and the 2nd floor private open space.

- Provide Security Plans that show the location of audio and visual camera systems for any area in which access is granted to outside parties.

- Provide specifications and/or security plans for the installation of commercial glass that provides the police with visual access to the interior of the commercial tenant spaces.

- Provide details on emergency access to the property by police and fire responders in the event of an emergency including a numerical address system and an "on-site" map.

- Provide information on how a secured mail room will be designed to provide restricted access only to mail/delivery services, commercial tenants and residential occupants.

- Provide plans that allow for an "off street" delivery area within the commercial parking garage to accommodate the delivery of mail and packages/parcels.

- Provide security plans and design specifications for the installation of a security camera system that monitors:
  - all public open space areas;
  - all garage floors;
  - access road, including hotel parking areas;
  - all storage and bicycle areas, trash areas, elevator access and stairwells.

- Provide a garage lighting plan along with design specifications that includes lighting the "access road." The plan shall ensure that the lighting does not encroach on the adjacent residential properties on Avenue G.

- Provide a painting scheme for the garage areas that employs the use of light and highly reflective color to enhance visibility and improve the effectiveness of the lights.

- Provide a detailed way-finding plan.

- Provide plans for the installation of a "repeater" system for the use of personal cell phones on all levels of the parking garage.

- The applicant/property owner shall ensure that the audio and visual security equipment be monitored on a 24/7 basis and that regular daily patrols of the subject property be made by security personnel.

15. The following conditions are required to ensure that the proposed project meets the standards as contained in the City of Redondo Beach Noise Ordinance as established in the Acoustical Analysis by Davy & Associates, Inc., prepared May 1, 2015:

    - Roof ceiling construction will be roofing on plywood. Batt insulation will be installed in joist spaces. The ceiling will be one layer of gypboard nailed direct.

    - All exterior walls will be 2x4 studs 16" o.c. with batt insulation in the stud spaces. Exteriors will be plaster or stucco. The interiors will be gypboard.

    - All southwest and northwest facing perimeter windows and glass doors in all buildings will be glazed with STC 29 glazing which would achieve a noise reduction of the building of approximately 26 dB. STC 29 glazing can be provided with a dual pane assembly with a ½" airspace. The glazing supplier should submit test reports documenting the STC ratings. The test reports should be prepared in an independent, accredited testing laboratory in accordance with ASTM E-90.

    - All entry doors should be 1-3/4" solid core flush wood doors with vinyl bulb weatherstripping on the sides and top.

    - There should be no ventilation openings in the exterior walls or roof/ceilings without approved acoustical baffles.

16. That the applicant shall make a dedication of the subject property fronting onto South Pacific Coast Highway for the purpose of providing a twelve (12) foot wide public sidewalk as per Exhibit C1.00 of the approved plans as prepared by Kimley-Horn and Associates, January 30, 2015. The applicant shall also be responsible providing the public improvements in keeping with the City's adopted Administrative Policy No. 12.2, Living Streets Guidelines and Policies for Redondo Beach (City Council Resolution No. 1310-095, October 1, 2013).

17. The applicant shall work with the City and adhere to Caltrans requirements to determine the appropriate length for the Pacific Coast Highway northbound left turn pocket. The applicant shall prepare a design that appropriately balances the

southbound Pacific Coast Highway left turn pocket and the northbound Avenue I left turn pocket. The applicant shall restripe the lanes as appropriate based on Caltrans criteria and shall obtain a Caltrans permit for this work.

18. The applicant shall pay a fair share contribution* for the following proposed improvements at Pacific Coast Highway and Torrance Boulevard which shall include both Northbound and Southbound Intersection Improvements as described below. These physical improvements do not need to be in place prior to the issuance of the certificate of occupancy for the proposed project; however the funds shall be submitted to Caltrans prior to the issuance of a certificate of occupancy for the proposed project.

    a) Northbound: To provide a separate north bound right turn lane to reduce congestion and improve the levels of service at this intersection. The physical limits of the improvements extend to approximately 300 feet south of the intersection. (The improvements include removing/relocating sidewalk along with curb and gutter, relocating traffic signal poles, and constructing a new street section with ADA curb ramp improvements.)

    b) Southbound: To provide a separate south bound right turn lane to reduce congestion and improve the levels of service at this intersection. The physical limits of the improvements extend to 120 feet north of the intersection. (The improvements include removing/relocating sidewalk along with curb and gutter and a driveway approach, relocating traffic signal poles and bus stop improvements, and constructing a new street section with ADA curb ramp improvements.)

    (*Calculation of fair share contribution shall be adjusted accordingly based on the 'Second Supplemental Traffic Evaluation for the 146-unit project with 23,800 square feet of commercial space as prepared by Overland Traffic Consultants, Inc.)

19. In exchange for the City's issuance and/or adoption of the Project Approvals, the Applicant agrees to save, keep, indemnify, hold harmless and defend the City of Redondo Beach (with counsel of City's choice), and its appointed and elected officials, officers, employees, and agents (collectively "City"), from every claim or demand made, including in particular but not limited to any claims brought seeking to overturn the Project Approvals, whether under the California Environmental Quality Act ("CEQA") or other state or local law, including attorney's fees and costs, and any attorneys' fees or costs which may be awarded to any person or party challenging the Project Approvals on any grounds. In addition, Applicant agrees to save, keep, indemnify, hold harmless and defend the City of Redondo Beach (with counsel of City's choice), and its appointed and elected officials, officers, employees, and agents (collectively

"City"), from every liability, loss, damage or expense of any nature whatsoever and all costs or expenses incurred in connection therewith, including attorneys' fees, which arise at any time, by reason of, or in any way related to the City's decision to grant the Project Approvals, or which arise out of the operation of the Applicant's business on the Property; provided, however, that in no case shall the Applicant be responsible for the active negligence of the City."

20. The applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Department.

21. The applicants and/or their successors shall maintain the subject property in a clean, safe, and attractive state until construction commences. Failure to maintain the subject property may result in reconsideration of this approval by the Planning Commission.

22. In the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit. The decision of the Planning Commission shall be final.

23. All on-site litter and debris shall be collected daily.

24. Construction work shall occur only between the hours of 7 a.m. and 6 p.m. on Monday through Friday, between 9 a.m. and 5 p.m. on Saturday, with no work occurring on Sunday and holidays.

25. Material storage on public streets shall not exceed 48-hours per load.

26. The project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighbors are not subjected to excessive noise, disorderly behavior, or abusive language.

27. Barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.

28. Streets and sidewalks adjacent to job sites shall be clean and free of debris.

29. **CR-1 Unanticipated Discovery of Cultural Resources.** If archaeological or paleontological resources are encountered during ground-disturbing activities, work in the immediate area shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) or a paleontologist meeting the Society of Vertebrate Paleontology standards for a Qualified Professional Paleontologist (SVP 2010)

shall be contacted immediately to evaluate the find. If the discovery proves to be an archaeological or paleontological resource, additional work such as data recovery excavation may be warranted pursuant to CEQA Section 21083.2. After the find has been appropriately mitigated, work in the area may resume. A Native American representative should monitor any archaeological field work associated with Native American materials

30. **GEO-1 Geotechnical Design Considerations.** The recommendations included on pages 12 through 27 in the 2013 Geotechnical Engineering Exploration Update conducted by Irvine Geotechnical, Inc. (Appendix G) related to soil engineering must be incorporated into the proposed project grading and building plans. The recommendations are related to:

- Site preparation (general grading specifications),
- Foundation design (general conditions, spread footings, foundation settlement),
- Retaining walls (general design-static loading, seismic surcharge, surcharge loading, subdrain, backfill),
- Temporary excavations (shoring, lateral design of shoring, lagging, earth anchors, anchor testing, internal bracing, deflection monitoring),
- Floor slabs and concrete decking,
- Corrosion,
- Drainage (onsite surface water filtration), and
- Waterproofing.

31. **N-1 Equipment Mufflers.** During all project construction, all construction equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained residential-grade mufflers consistent with manufacturers' standards.

32. **N-2 Stationary Equipment.** All stationary construction equipment shall be placed (at a minimum of 50 feet from the adjacent residential structures) so that emitted noise is directed away from the nearest sensitive receptors.

33. **N-3 Equipment Staging Areas.** Equipment staging shall be located in areas that will create the greatest feasible distance between construction-related noise sources and noise-sensitive receptors (at a minimum of 50 feet from the adjacent residential structures).

34. **N-4 Electrically-Powered Tools and Facilities.** Electrical power shall be used to run air compressors and similar power tools and to power any temporary equipment.

35. **N-5 Sound Barriers.** Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and sensitive residential receptors (residential buildings to the north) as needed during construction phases with high noise levels. Temporary sound barriers shall consist of either sound blankets capable of blocking approximately 20 dBA of construction noise or other sound barriers/techniques such as acoustic padding or acoustic walls placed on or in front of the existing residential buildings to the north of the project site that would reduce construction noise by approximately 20 dBA. Barriers shall be placed such that the line-of-sight between the construction equipment and adjacent sensitive land uses is blocked.

36. **Cross Walk Timing:** During construction associated with Mitigation Measure T-1 to widen Pacific Coast Highway, the signal timing on the roadway shall be adjusted with sufficient minimum crossing time for pedestrians to completely and safely cross the roadway surface. The flashing Don't Walk sign will be increased by 3.5 seconds on the south side of Pacific Coast Highway for a total of 18.5 seconds and by 1.3 seconds on the north side for a total of 19.3 seconds to accommodate the wider roadway width for crossing. Subsequent adjustments to pedestrian crossing sign timing may be made so long as they comply with the requirements of Caltrans or the California Department of Transportation.

37. The Planning Division shall be authorized to approve minor changes to any of the Conditions of Approval.

Section 3. That the approved Conditional Use Permit and City Council Design Review shall become null and void if not vested within 36 months after the City Council's approval.

Section 4. That the location and custodian of documents and other materials which constitute the record of proceedings upon which this decision is based are held by the Redondo Beach City Clerk, located at City Hall, 415 Diamond Street, Redondo Beach, CA, 90277.

PASSED, APPROVED AND ADOPTED this 5th day of April, 2016.

_____
Steve Aspel, Mayor
City of Redondo Beach

ATTEST:

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

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC- was duly passed, approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 5th day of April, 2016, by the following roll call vote:

AYES:

NOES:

ABSENT: None

_____
Eleanor Manzano, City Clerk

APPROVED AS TO FORM:

_____
Michael W. Webb, City Attorney

Email received from Ki Ryu, Legado at 5:12 PM. May 5, 2016

Anita,

In response to your question about additional information, we understand the Planning Commission's role to be limited to providing guidance to the City Council on the 146-unit version of the Project as it is currently pending before the City Council. We are reminded by our counsel that there is an appeal hearing pending the City Council, not the Planning Commission, and the Planning Commission's role is merely advisory, not decisional. We are concerned that by volunteering yet further revisions before the Commission, as it sits in a purely advisory body, we will be straying from the scope of the motion adopted by the City Council on April 5. Also, you may recall that we informed the City Council that Legado was not in a position to make further changes to the 146-unit version.

For the same reason, we are advised by our counsel not to agree to changes in the MND or to traffic mitigation. While we understand that the left-hand pocket extension and median removal is not tied to mitigating project impacts, Caltrans specifically requested certain improvements to improve the function of the intersection regardless of the impacts of the Legado project. (See attached.) As the Project applicant, we do not think it would be wise to be on record as seeking a reduction in Caltrans traffic improvement measures, even if they are not technically tied to our project. That said, if the City chooses to seek modifications from Caltrans on its own behalf, we ask that those efforts not affect Legado's current MND, as circulated to the public, or otherwise affect Legado's CEQA compliance.

Finally, we have looked further into the request to provide the details on the hotel. Legado is concerned that providing such details now will have the effect of committing Legado to a project configuration that may not be feasible when the hotel renovation phase commences, which will likely be years down the road. Please understand that the mixed-use and hotel renovation components of the Project will proceed under separate financing. Legado must be able to maintain a certain level of flexibility on the hotel format in order to be responsive to fluid market conditions that will drive that financing. Committing to project details at the front end that do not make sense in a future market could render later financing impossible. We believe the current design criteria provide adequate assurance to the City as to the quality of the hotel that will later be part of this project.

As Legado is not proposing any changes to the 146-unit version of the Project at this moment, we trust there is no reason for any revision to the IS-MND.

Please let me know if you have any questions.

Ki

Ki Y. Ryu
V.P., Project Management

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916 706 1374

info@rinconconsultants.com
www.rinconconsultants.com

May 9, 2016

Anita Kroeger
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Subject: Revised Legado Redondo Mixed-Use Project

Dear Ms. Kroeger:

The Draft IS-MND was circulated for a 30-day public review period that began on August 7, 2014, and concluded on September 8, 2014. A Final IS-MND was prepared and the proposed project was considered by the Planning Commission on March 19, 2015. Following the hearing, the project plans were revised by the applicant in response to public testimony. The original project analyzed in the IS-MND included 180 total residential units and 37,600 square feet of commercial space. The revised project (as of May 2016) would include 146 residential units and 23,800 square feet of commercial space. The building height would be reduced from three to four stories (max height of 56 feet) to two to three stories (max height of 45 feet). The revised project would therefore reduce the number of residential units by 34 (180 to 146 units) and reduce the amount of commercial space by 13,800 square feet (37,600 square feet of retail, café, market, and restaurant space to 23,800 square feet). The project applicant is no longer requesting a Density Bonus or waivers of the City's development standards.

The revised project would be consistent with the City's development standards and General Plan. It is not necessary to revise the text of the IS-MND, as impacts have already been determined to be less than significant. The IS-MND is only required to provide the level of detail necessary to determine whether the project would have a significant effect (CEQA Guidelines Sections 15124, 15125(a), and 15204(a)). Due to the reduction in size of the project described above impacts associated with operation of the proposed project (traffic, wastewater generation, water use, air pollution and greenhouse gas emissions, traffic noise, operational noise) would be reduced compared to what was analyzed in the original IS-MND (all impacts determined to be less than significant with mitigation). The reduced building height would reduce the project's impact upon views and visual character compared to the original project. Further, as shown in the table on the following page, the reduction in commercial space and residential units of the project would result in a net reduction in local trip generation.

Estimated Project Traffic Trip Generation

PROJECT VERSION	AM Peak Trips	PM Peak Trips	Daily Trips	% decrease
180-unit 37,000 SF Comm.	143	267	2,677	N/A
146-unit 23,800 SF Comm.	87	103	797	68%

In addition, impacts associated with construction (noise, air quality, greenhouse gases) would be reduced compared to what was analyzed in the IS-MND as the amount of overall floor area constructed would be reduced.

No new significant impacts would occur and no new mitigation measures would be required; therefore, recirculation of the MND is not warranted.

Sincerely,
RINCON CONSULTANTS, INC.

Matthew Maddox, MESM, AICP
Senior Program Manager

Karly Kaufman, MESM
Senior Environmental Planner

Overland Traffic Consultants, Inc.

Overland Traffic Consultants
952 Manhattan Beach Bl, #100
Manhattan Beach, CA 90266
Phone (310) 545-1235
E-mail: liz@overlandtraffic.com

Second Supplemental Traffic Evaluation of Further Reduced Legado Redondo Project

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

Trip Generation

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

Table 1

Trip Generation Rates

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

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

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

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

Table 2b
Project Trip Generation (with seasonal credits)

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

This is a reduction from the previous Project descriptions.

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

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

Table 2b
Project Trip Generation (without seasonal credits)

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

Intersection Evaluation

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

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

Significant Impact Criteria
City of Redondo Beach

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

    The criteria above applied to the project's contribution under existing and cumulative conditions. "Baseline intersection condition refers to the LOS value during the specific peak hour being analyzed."
2. A project impact at an unsignalized intersection is determined to be significant if any of the following occur:
    a. When the project traffic is included, if the intersection has a projected LOS F on a side street for one-way or two-way stop control or LOS E or worse for an intersection at an all-way stop controlled intersection and the addition of the project traffic results in the addition of more than 3 seconds for any movement.

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

One additional intersection, Palos Verdes Boulevard and Riviera Village Parkway has been added to the analysis. This intersection evaluation was not required by the City but was conducted at the request of the developer to address community concerns. Traffic counts for this intersection are provided in Attachment 2.

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

Table 3a
Existing & Existing + Project Analysis Summary

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

ICU for signalized intersections 1,2,3,5,9,11
Delay HCM Analysis for stop controlled intersections 4,6,7,10,11,12

Table 3b
Future and Future + Project Analysis Summary

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

ICU for signalized intersections 1,2,3,5,8,9

Delay HCM Analysis for stop controlled intersections 4,6,7,10,11,12

Project Truck Trips

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

Table 4
Truck Trips Rate
&
Project Truck Trips

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

Breakdown on the type of trucks for restaurant and office was not available in the ITE manual.

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

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

Parking Evaluation

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

Table 5
Parking Requirements

Land Use	Size		Code Requirements	Parking Required	Parking Provided*
Residential Housing					
Residences	146	units	2 spaces per unit	292	
Guest Parking			1 space per 3 units	48	
Total Residential	146	units		340	340
New Commercial					
Office	5,964	sf	1 space per 300 sf	20	
Restaurant**	3,500	sf	1 space per 50 sf of dining area	35	
Retail	14,300	sf	1 space per 250 sf	57	
Total New Commercial	23,764	sf		112	113
Commercial to Remain					
Hotel	110	rooms	1 space per guest room	110	127
Total Project Parking				**562**	**580**

* The project will provide an excess of 18 spaces beyond City of Redondo Beach Code Required Parking
** Seating area is one half of full restaurant area (1750 sf)

Roadway Segments

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

Summary

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

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ATTACHMENT 1

ANALYSIS WORKSHEETS

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Legado Redondo
ICU CALCULATIONS

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

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

NORTH/SOUTH CRITICAL SUM	0.596	NORTH/SOUTH CRITICAL SUM	0.509
EAST/WEST CRITICAL SUM	0.231	EAST/WEST CRITICAL SUM	0.239
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.927	INTERSECTION ICU VALUE	0.848
AM INTERSECTION LOS	E	PM INTERSECTION LOS	D

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Legado Redondo
ICU CALCULATIONS

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

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

NORTH/SOUTH CRITICAL SUM	0.603	NORTH/SOUTH CRITICAL SUM	0.515
EAST/WEST CRITICAL SUM	0.231	EAST/WEST CRITICAL SUM	0.239
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.934	INTERSECTION ICU VALUE	0.854

AM INTERSECTION LOS	E	PM INTERSECTION LOS	D
AM IMPACT	0.007	PM IMPACT	0.006

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Legado Redondo
ICU CALCULATIONS

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

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

NORTH/SOUTH CRITICAL SUM	0.578	NORTH/SOUTH CRITICAL SUM	0.503
EAST/WEST CRITICAL SUM	0.231	EAST/WEST CRITICAL SUM	0.239
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.909	INTERSECTION ICU VALUE	0.842

AM INTERSECTION LOS	E	PM INTERSECTION LOS	D
AM IMPACT	-0.018	PM IMPACT	-0.006

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Legado Redondo
ICU CALCULATIONS

INTERSECTION: 1. Pacific Coast Highway & Torrance Boulevard

FUTURE WITHOUT PROJECT

EXISTING + AMBIENT GROWTH

2017

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

NORTH/SOUTH CRITICAL SUM	0.635	NORTH/SOUTH CRITICAL SUM	0.529
EAST/WEST CRITICAL SUM	0.245	EAST/WEST CRITICAL SUM	0.255
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.980	INTERSECTION ICU VALUE	0.884

AM INTERSECTION LOS	E	PM INTERSECTION LOS	D
AM GROWTH	0.053	PM GROWTH	0.036

future without project SB Right incorporated in analysis

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Legado Redondo
ICU CALCULATIONS

INTERSECTION: 1. Pacific Coast Highway & Torrance Boulevard

FUTURE WITH PROJECT

EXISTING + AMBIENT GROWTH + PROJECT

			AM PEAK HOUR							PM PEAK HOUR						
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	PROJECT	TOTAL	V/C		CRITICAL PAIR	EXISTING	AMBIENT GROWTH	PROJECT	TOTAL	V/C		CRITICAL PAIR
NB LEFT	1	1,600	31	2	1	34	0.021			70	4	1	76	0.047	*	
NB THRU	2	3,200	1360	87	14	1461	0.482	*		960	61	13	1034	0.355		
NB RIGHT	0	0	70	4	7	82	0.000			91	6	6	103	0.000		
									0.641							0.535
SB LEFT	1	1,600	238	15	0	254	0.159	*		269	17	0	287	0.179		
SB THRU	2	3,200	819	52	8	880	0.275			1451	93	18	1562	0.488	*	
SB RIGHT	1	1,600	35	2	0	37	0.023			37	2	0	40	0.025		
EB LEFT	1	1,600	68	4	0	72	0.045	*		72	5	0	77	0.048	*	
EB THRU	2	3,200	308	20	0	327	0.102			378	24	0	402	0.126		
EB RIGHT	1	1,600	23	1	1	25	0.016			54	3	2	59	0.037		
									0.245							0.255
WB LEFT	1	1,600	97	6	4	107	0.067			137	9	9	155	0.097		
WB THRU	2	3,200	280	18	0	298	0.093			451	29	0	480	0.150		
WB RIGHT	1	1,600	301	19	0	321	0.200	*		311	20	0	331	0.207	*	
					35	3898						49	4603			

NORTH/SOUTH CRITICAL SUM	0.641	NORTH/SOUTH CRITICAL SUM	0.535
EAST/WEST CRITICAL SUM	0.245	EAST/WEST CRITICAL SUM	0.255
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.986	INTERSECTION ICU VALUE	0.890
AM INTERSECTION LOS	E	PM INTERSECTION LOS	D
AM IMPACT	0.006	PM IMPACT	0.006

future without project SB Right incorporated in analysis

1.1%

0.9%

FUTURE WITH

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

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

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

NORTH/SOUTH CRITICAL SUM	0.616	NORTH/SOUTH CRITICAL SUM	0.535
EAST/WEST CRITICAL SUM	0.245	EAST/WEST CRITICAL SUM	0.255
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.961	INTERSECTION ICU VALUE	0.890

AM INTERSECTION LOS	E	PM INTERSECTION LOS	D
AM IMPACT	-0.019	PM IMPACT	0.006

future without project SB Right incorporated in analysis

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

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

			AM PEAK HOUR						PM PEAK HOUR					
MOVEMENT	NO. OF LANES	CAPACITY	Add Baseline	2011 VOLUMES	2013 VOLUMES	V/C		CRITICAL PAIR	Add Baseline	2011 VOLUMES	2013 VOLUMES	V/C		CRITICAL PAIR
NB LEFT	1	1,600	0	12	12	0.008			0	33	34	0.021	*	
NB THRU	2	3,200	3	1423	1472	0.462	*		10	1051	1095	0.346		
NB RIGHT	0	0	0	6	6	0.000			0	12	12	0.000		
								0.475						0.471
SB LEFT	1	1,600	0	20	21	0.013	*		0	29	30	0.019		
SB THRU	2	3,200	5	834	866	0.275			7	1370	1421	0.450	*	
SB RIGHT	0	0	0	15	15	0.000			0	20	21	0.000		
EB LEFT	0	0	0	13	13	0.000	*		0	19	20	0.000		
EB THRU	1	1,600	0	6	6	0.023			0	13	13	0.039	*	
EB RIGHT	0	0	0	16	17	0.000			0	28	29	0.000		
								0.024						0.039
WB LEFT	0	0	0	15	15	0.000			0	23	24	0.000	*	
WB THRU	1	1,600	0	7	7	0.024	*		0	11	11	0.033		
WB RIGHT	0	0	0	15	15	0.000			0	17	18	0.000		

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

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

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

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

NORTH/SOUTH CRITICAL SUM	0.482	NORTH/SOUTH CRITICAL SUM	0.482
EAST/WEST CRITICAL SUM	0.024	EAST/WEST CRITICAL SUM	0.039
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.606	INTERSECTION ICU VALUE	0.621

AM INTERSECTION LOS	B	PM INTERSECTION LOS	B
AM IMPACT	0.007	PM IMPACT	0.011

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 2. Pacific Coast Highway & Avenue C
FUTURE WITHOUT PROJECT
EXISTING + AMBIENT GROWTH
2017

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

NORTH/SOUTH CRITICAL SUM	0.488	NORTH/SOUTH CRITICAL SUM	0.484
EAST/WEST CRITICAL SUM	0.025	EAST/WEST CRITICAL SUM	0.040
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.613	INTERSECTION ICU VALUE	0.624

AM INTERSECTION LOS	B	PM INTERSECTION LOS	B
AM GROWTH	0.014	PM GROWTH	0.014

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 2. Pacific Coast Highway & Avenue C
FUTURE WITH PROJECT
EXISTING + AMBIENT GROWTH + PROJECT

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

NORTH/SOUTH CRITICAL SUM	0.495	NORTH/SOUTH CRITICAL SUM	0.494
EAST/WEST CRITICAL SUM	0.025	EAST/WEST CRITICAL SUM	0.041
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.620	INTERSECTION ICU VALUE	0.635

AM INTERSECTION LOS	B	PM INTERSECTION LOS	B
AM IMPACT	0.007	PM IMPACT	0.011

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

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

			AM PEAK HOUR						PM PEAK HOUR					
MOVEMENT	NO. OF LANES	CAPACITY	Add Baseline	2011 VOLUMES	2013 VOLUMES	V/C		CRITICAL PAIR	Add Baseline	2011 VOLUMES	2013 VOLUMES	V/C		CRITICAL PAIR
NB LEFT	0.5	800	0	1	1	0.001			0	1	1	0.001	*	
NB THRU	1.5	2400	3	1318	1363	0.568	*		10	1076	1120	0.467		
NB RIGHT	1	1600	0	14	14	0.009			0	30	31	0.019		
								0.568						0.592
SB LEFT	0.5	800	0	0	0	0.000	*		0	5	5	0.006		
SB THRU	1.5	2,400	5	827	858	0.358			8	1366	1418	0.591	*	
SB RIGHT	1	1,600	0	7	7	0.005			0	21	22	0.014		
EB LEFT	0	0	0	13	13	0.000	*		0	23	24	0.000		
EB THRU	1	1,600	0	28	29	0.039			0	15	15	0.040	*	
EB RIGHT	0	0	0	20	21	0.000			0	24	25	0.000		
								0.050						0.040
WB LEFT	0	0	0	6	6	0.000			0	13	13	0.000	*	
WB THRU	1	1,600	0	9	9	0.050	*		0	21	22	0.037		
WB RIGHT	0	0	0	63	65	0.000			0	24	25	0.000		

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

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 3. Pacific Coast Highway & Avenue F
EXISTING + PROJECT

			AM PEAK HOUR						PM PEAK HOUR					
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	PROJECT	TOTAL	V/C		CRITICAL PAIR	EXISTING	PROJECT	TOTAL	V/C		CRITICAL PAIR
NB LEFT	0.5	800	1	1	2	0.003			1	1	2	0.003	*	
NB THRU	1.5	2400	1363	24	1387	0.578	*		1120	21	1141	0.476		
NB RIGHT	1	1600	14	0	14	0.009			31	0	31	0.019		
								0.578						0.606
SB LEFT	0.5	800	0	0	0	0.000	*		5	0	5	0.006		
SB THRU	1.5	2,400	858	13	871	0.363			1418	29	1447	0.603	*	
SB RIGHT	1	1,600	7	0	7	0.005			22	0	22	0.014		
EB LEFT	0	0	13	0	13	0.000	*		24	0	24	0.000		
EB THRU	1	1,600	29	0	29	0.039			15	0	15	0.041	*	
EB RIGHT	0	0	21	0	21	0.000			25	1	26	0.000		
								0.050						0.041
WB LEFT	0	0	6	0	6	0.000			13	0	13	0.000	*	
WB THRU	1	1600	9	0	9	0.050	*		22	0	22	0.037		
WB RIGHT	0	0	65	0	65	0.000			25	0	25	0.000		

NORTH/SOUTH CRITICAL SUM	0.578	NORTH/SOUTH CRITICAL SUM	0.606
EAST/WEST CRITICAL SUM	0.050	EAST/WEST CRITICAL SUM	0.041
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.728	INTERSECTION ICU VALUE	0.747

AM INTERSECTION LOS	C	PM INTERSECTION LOS	C
AM IMPACT	0.010	PM IMPACT	0.015

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 3. Pacific Coast Highway & Avenue F
FUTURE WITHOUT PROJECT
EXISTING + AMBIENT GROWTH
2017

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

NORTH/SOUTH CRITICAL SUM	0.604	NORTH/SOUTH CRITICAL SUM	0.630
EAST/WEST CRITICAL SUM	0.054	EAST/WEST CRITICAL SUM	0.043
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.758	INTERSECTION ICU VALUE	0.773

AM INTERSECTION LOS	C	PM INTERSECTION LOS	C
AM GROWTH	0.040	PM GROWTH	0.041

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 3. Pacific Coast Highway & Avenue F
FUTURE WITH PROJECT
EXISTING + AMBIENT GROWTH + PROJECT

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

NORTH/SOUTH CRITICAL SUM	0.614	NORTH/SOUTH CRITICAL SUM	0.644
EAST/WEST CRITICAL SUM	0.054	EAST/WEST CRITICAL SUM	0.043
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.768	INTERSECTION ICU VALUE	0.787

AM INTERSECTION LOS	C	PM INTERSECTION LOS	C
AM IMPACT	0.010	PM IMPACT	0.014

TWO-WAY STOP CONTROL SUMMARY

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

Project Description *REDONDO LEGADO*

East/West Street: *AVENUE I*	North/South Street: *PACIFIC COAST HIGHWAY*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

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

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

Delay, Queue Length, and Level of Service

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

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*LC*
Agency/Co.	*OTC, INC*
Date Performed	*11-6-15*
Analysis Time Period	*AM PEAK HOUR*

Site Information

Intersection	*4*
Jurisdiction	*REDONDO BEACH*
Analysis Year	*FUTURE WITH PROJECT*

Project Description *REDONDO LEGADO*

East/West Street: *AVENUE I*

North/South Street: *PACIFIC COAST HIGHWAY*

Intersection Orientation: *North-South*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

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

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

Delay, Queue Length, and Level of Service

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

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TWO-WAY STOP CONTROL SUMMARY

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

Project Description *REDONDO LEGADO*

East/West Street: *AVENUE I*	North/South Street: *PACIFIC COAST HIGHWAY*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

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

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

Delay, Queue Length, and Level of Service

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

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*LC*
Agency/Co.	*OTC, INC*
Date Performed	*11-6-15*
Analysis Time Period	*PM PEAK HOUR*

Site Information

Intersection	*4*
Jurisdiction	*REDONDO BEACH*
Analysis Year	*FUTURE WITH PROJECT*

Project Description *REDONDO LEGADO*

East/West Street: *AVENUE I* | North/South Street: *PACIFIC COAST HIGHWAY*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

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

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

Delay, Queue Length, and Level of Service

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

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Legado Redondo
ICU CALCULATIONS

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

		AM PEAK HOUR					PM PEAK HOUR			
MOVEMENT	NO. OF LANES	CAPACITY	VOLUMES	V/C		CRITICAL PAIR	VOLUMES	V/C		CRITICAL PAIR
EB LEFT	1	1,600	412	0.258	*		290	0.181	*	
EB THRU	2	3,200	594	0.230			409	0.179		
EB RIGHT	0	0	142	0.000			163	0.000		
						0.422				0.365
WB LEFT	1	1,600	50	0.031			81	0.051		
WB THRU	2	3,200	403	0.164	*		455	0.184	*	
WB RIGHT	0	0	122	0.000			135	0.000		
SB LEFT	1	1,600	74	0.046			86	0.054		
SB THRU	1.75	2,800	471	0.244	*		807	0.389	*	
SB RIGHT	0	0	212	0.000			281	0.000		
						0.357				0.505
NB LEFT	1	1,600	180	0.113	*		185	0.116	*	
NB THRU	1.75	2,800	837	0.299			694	0.248		
NB RIGHT	1	1,600	60	0.038			82	0.051		

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

Exist

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

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

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

NORTH/SOUTH CRITICAL SUM	0.422	NORTH/SOUTH CRITICAL SUM	0.365
EAST/WEST CRITICAL SUM	0.364	EAST/WEST CRITICAL SUM	0.515
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.886	INTERSECTION ICU VALUE	0.980

AM INTERSECTION LOS	D	PM INTERSECTION LOS	E
AM IMPACT	0.007	PM IMPACT	0.010
Significant Impact?	NO	Significant Impact?	YES

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

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

			AM PEAK HOUR						PM PEAK HOUR					
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	PROJECT	TOTAL	V/C		CRITICAL PAIR	EXISTING	PROJECT	TOTAL	V/C		CRITICAL PAIR
EB LEFT	1	1,600	412	0	412	0.258	*		290	0	290	0.181	*	
EB THRU	2	3,200	594	4	598	0.231			409	9	418	0.182		
EB RIGHT	0	0	142	0	142	0.000			163	0	163	0.000		
								0.422						0.365
WB LEFT	1	1,600	50	10	60	0.038			81	11	92	0.058		
WB THRU	2	3,200	403	0	403	0.164	*		455	0	455	0.184	*	
WB RIGHT	0	0	122	0	122	0.000			135	0	135	0.000		
SB LEFT	1	1,600	74	7	81	0.051	*		86	14	100	0.063		
SB THRU	1.75	2,800	471	9	480	0.171			807	19	826	0.295	*	
SB RIGHT	1	1,600	212	0	212	0.133			281	0	281	0.176		
								0.359						0.415
NB LEFT	1	1,600	180	7	187	0.117			185	7	192	0.120	*	
NB THRU	1.75	2800	837	26	863	0.308	*		694	24	718	0.256		
NB RIGHT	1	1,600	60	0	60	0.038			82	0	82	0.051		

NORTH/SOUTH CRITICAL SUM	0.422	NORTH/SOUTH CRITICAL SUM	0.365
EAST/WEST CRITICAL SUM	0.359	EAST/WEST CRITICAL SUM	0.415
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.881	INTERSECTION ICU VALUE	0.880

AM INTERSECTION LOS	D	PM INTERSECTION LOS	D
AM IMPACT	0.002	PM IMPACT	-0.090
Significant Impact?	NO	Significant Impact?	NO

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 5. Pacific Coast Highway & Palos Verdes Boulevard
FUTURE WITHOUT PROJECT
EXISTING + AMBIENT GROWTH
2017

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

Future City improvement of SB Right added

NORTH/SOUTH CRITICAL SUM	0.408	NORTH/SOUTH CRITICAL SUM	0.344
EAST/WEST CRITICAL SUM	0.380	EAST/WEST CRITICAL SUM	0.536
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.888	INTERSECTION ICU VALUE	0.980
AM INTERSECTION LOS	D	PM INTERSECTION LOS	E
AM GROWTH	0.009	PM GROWTH	0.010

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 5. Pacific Coast Highway & Palos Verdes Boulevard
FUTURE WITH PROJECT
EXISTING + AMBIENT GROWTH + PROJECT

			AM PEAK HOUR							PM PEAK HOUR						
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	PROJECT	TOTAL	V/C		CRITICAL PAIR	EXISTING	AMBIENT GROWTH	PROJECT	TOTAL	V/C		CRITICAL PAIR
EB LEFT	1	1,600	412	26	0	438	0.274	*		290	19	0	309	0.193	*	
EB THRU	2	3,200	594	38	4	636	0.246			409	26	9	444	0.193		
EB RIGHT	0	0	142	9	0	151	0.000			163	10	0	173	0.000		
									0.408							0.344
WB LEFT	1	1,600	50	3	10	63	0.040			81	5	11	97	0.061		
WB THRU	2	3,200	403	26	0	429	0.134	*		455	29	0	484	0.151	*	
WB RIGHT	1	1,600	122	8	0	130	0.081			135	9	0	144	0.09		
SB LEFT	1	1,600	74	5	7	86	0.054			86	6	14	106	0.066		
SB THRU	1.75	2,800	471	30	9	510	0.263	*		807	52	19	878	0.420	*	
SB RIGHT	0	0	212	14	0	226	0.000			281	18	0	299	0.000		
									0.387							0.547
NB LEFT	1	1,600	180	12	7	199	0.124	*		185	12	7	204	0.127	*	
NB THRU	1.75	2800	837	54	26	917	0.327			694	44	24	762	0.272		
NB RIGHT	1	1,600	60	4	0	64	0.040			82	5	0	87	0.055		

Future City improvement of SB Right added

NORTH/SOUTH CRITICAL SUM	0.408	NORTH/SOUTH CRITICAL SUM	0.344
EAST/WEST CRITICAL SUM	0.387	EAST/WEST CRITICAL SUM	0.547
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.895	INTERSECTION ICU VALUE	0.991

AM INTERSECTION LOS	D	PM INTERSECTION LOS	E
AM IMPACT	0.007	PM IMPACT	0.011
Significant Impact?	NO	Significant Impact?	YES

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 5. Pacific Coast Highway & Palos Verdes Boulevard

FUTURE WITH PROJECT

EXISTING + AMBIENT GROWTH + PROJECT

WITH MITIGATION -SOUTHBOUND PCH RIGHT

			AM PEAK HOUR							PM PEAK HOUR						
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	PROJECT	TOTAL	V/C		CRITICAL PAIR	EXISTING	AMBIENT GROWTH	PROJECT	TOTAL	V/C		CRITICAL PAIR
EB LEFT	1	1,600	412	26	0	438	0.274	*		290	19	0	309	0.193	*	
EB THRU	2	3,200	594	38	4	636	0.246			409	26	9	444	0.193		
EB RIGHT	0	0	142	9	0	151	0.000			163	10	0	173	0.000		
									0.408							0.344
WB LEFT	1	1,600	50	3	10	63	0.040			81	5	11	97	0.061		
WB THRU	2	3,200	403	26	0	429	0.134	*		455	29	0	484	0.151	*	
WB RIGHT	1	1,600	122	8	0	130	0.081			135	9	0	144	0.09		
SB LEFT	1	1,600	74	5	7	86	0.054	*		86	6	14	106	0.066		
SB THRU	1.75	2,800	471	30	9	510	0.182			807	52	19	878	0.313	*	
SB RIGHT	1	1,600	212	14	0	226	0.141			281	18	0	299	0.187		
									0.381							0.440
NB LEFT	1	1,600	180	12	7	199	0.124			185	12	7	204	0.127	*	
NB THRU	1.75	2800	837	54	26	917	0.327	*		694	44	24	762	0.272		
NB RIGHT	1	1,600	60	4	0	64	0.040			82	5	0	87	0.055		

Future City improvement of SB Right added

NORTH/SOUTH CRITICAL SUM	0.408	NORTH/SOUTH CRITICAL SUM	0.344
EAST/WEST CRITICAL SUM	0.381	EAST/WEST CRITICAL SUM	0.440
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.889	INTERSECTION ICU VALUE	0.884

AM INTERSECTION LOS	D	PM INTERSECTION LOS	D
AM IMPACT	0.001	PM IMPACT	-0.096
Significant Impact?	NO	Significant Impact?	NO

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	LC
Agency/Co.	OTC, INC
Date Performed	11/6/15
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	6
Jurisdiction	REDONDO BEACH
Analysis Year	Existing + Project

Project ID *LEGADO REDONDO*

East/West Street: *AVENUE F*

North/South Street: *PALOS VERDES BOULEVARD*

Volume Adjustments and Site Characteristics

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

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

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

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

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

Capacity and Level of Service

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

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*LC*
Agency/Co.	*OTC, INC*
Date Performed	*11/6/15*
Analysis Time Period	*AM PEAK HOUR*

Site Information

Intersection	*6*
Jurisdiction	*REDONDO BEACH*
Analysis Year	*future with project*

Project ID *LEGADO REDONDO*

East/West Street: *AVENUE F*

North/South Street: *PALOS VERDES BOULEVARD*

Volume Adjustments and Site Characteristics

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

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

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

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

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

Capacity and Level of Service

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

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	LC
Agency/Co.	OTC, INC
Date Performed	11-6-15
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	6
Jurisdiction	REDONDO BEACH
Analysis Year	EXISTING + PROJECT

Project ID *LEGADO REDONDO*

East/West Street: *AVENUE F*

North/South Street: *PALOS VERDES BOULEVARD*

Volume Adjustments and Site Characteristics

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

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

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

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

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

Capacity and Level of Service

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

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	LC
Agency/Co.	OTC, INC
Date Performed	11-6-15
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	6
Jurisdiction	REDONDO BEACH
Analysis Year	FUTURE WITH PROJECT

Project ID *LEGADO REDONDO*

East/West Street: *AVENUE F*

North/South Street: *PALOS VERDES BOULEVARD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	32	5	8	12	8	8
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	18	567	15	16	723	44
%Thrus Left Lane	50			50		

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

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

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

Capacity and Level of Service

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

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	LC
Agency/Co.	OTC, INC
Date Performed	11/6/15
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	7
Jurisdiction	REDONDO BEACH
Analysis Year	EXISTING + PROJECT

Project ID *LEGADO REDONDO*

East/West Street: *HELBERTA AVENUE*

North/South Street: *PALOS VERDES BOULEVARD*

Volume Adjustments and Site Characteristics

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

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

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

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

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

Capacity and Level of Service

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

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	LC
Agency/Co.	OTC, INC
Date Performed	11-6-15
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	7
Jurisdiction	REDONDO BEACH
Analysis Year	FUTURE WITH PROJECT

Project ID *LEGADO REDONDO*

East/West Street: *HELBERTA AVENUE*

North/South Street: *PALOS VERDES BOULEVARD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	7	26	9	21	22	20
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	7	705	18	10	543	3
%Thrus Left Lane	50			50		

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

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

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

Capacity and Level of Service

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

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	LC
Agency/Co.	OTC, INC
Date Performed	11/6/14
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	7
Jurisdiction	REDONDO BEACH
Analysis Year	EXISTING + PROJECT

Project ID *LEGADO REDONDO*

East/West Street: *HELBERTA AVENUE*

North/South Street: *PALOS VERDES BOULEVARD*

Volume Adjustments and Site Characteristics

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

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

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

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

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

Capacity and Level of Service

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

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	LC
Agency/Co.	OTC, INC
Date Performed	11-5-15
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	7
Jurisdiction	REDONDO BEACH
Analysis Year	FUTURE WITH PROJECT

Project ID *LEGADO REDONDO*

East/West Street: *HELBERTA AVENUE*

North/South Street: *PALOS VERDES BOULEVARD*

Volume Adjustments and Site Characteristics

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

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

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

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

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

Capacity and Level of Service

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

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Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

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

			AM PEAK HOUR						PM PEAK HOUR					
MOVEMENT	NO. OF LANES	CAPACITY	Add Baseline	2011 VOLUMES	VOLUMES	V/C		CRITICAL PAIR	Add Baseline	2011 VOLUMES	VOLUMES	V/C		CRITICAL PAIR
NB LEFT	0	0	0	3	3	0.000	*		0	3	3	0.000	*	
NB THRU	2	3,200	0	296	305	0.139			0	254	262	0.115		
NB RIGHT	0	0	0	133	137	0.000			0	101	104	0.000		
								0.142						0.172
SB LEFT	0	0	0	25	26	0.000			0	23	24	0.000		
SB THRU	2	3,200	2	288	299	0.142	*		2	307	319	0.172	*	
SB RIGHT	0	0	2	124	130	0.000			2	200	208	0.000		
EB LEFT	1	1,600	2	143	150	0.093	*		6	139	149	0.093	*	
EB THRU	2	3,200	2	465	482	0.152			5	357	373	0.119		
EB RIGHT	0	0	0	4	4	0.000			0	6	6	0.000		
								0.215						0.268
WB LEFT	1	1,600	1	95	99	0.062			1	97	101	0.063		
WB THRU	2	3,200	2	347	360	0.122	*		2	501	519	0.175	*	
WB RIGHT	0	0	0	29	30	0.000			0	41	42	0.000		

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

Exist

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

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

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

NORTH/SOUTH CRITICAL SUM	0.145	NORTH/SOUTH CRITICAL SUM	0.178
EAST/WEST CRITICAL SUM	0.225	EAST/WEST CRITICAL SUM	0.280
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.470	INTERSECTION ICU VALUE	0.558

AM INTERSECTION LOS	A	PM INTERSECTION LOS	A
AM IMPACT	0.013	PM IMPACT	0.018

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 8. Palos Verdes Boulevard & Prospect Avenue
FUTURE WITHOUT PROJECT
EXISTING + AMBIENT GROWTH + CUMULATIVE PROJECTS
2017

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

NORTH/SOUTH CRITICAL SUM	0.151	NORTH/SOUTH CRITICAL SUM	0.183
EAST/WEST CRITICAL SUM	0.229	EAST/WEST CRITICAL SUM	0.286
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.480	INTERSECTION ICU VALUE	0.569

AM INTERSECTION LOS	A	PM INTERSECTION LOS	A
AM GROWTH	0.023	PM GROWTH	0.029

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 8. Palos Verdes Boulevard & Prospect Avenue
FUTURE WITH PROJECT
EXISTING + AMBIENT GROWTH + PROJECT

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

NORTH/SOUTH CRITICAL SUM	0.154	NORTH/SOUTH CRITICAL SUM	0.189
EAST/WEST CRITICAL SUM	0.239	EAST/WEST CRITICAL SUM	0.297
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.493	INTERSECTION ICU VALUE	0.586

AM INTERSECTION LOS	A	PM INTERSECTION LOS	A
AM IMPACT	0.013	PM IMPACT	0.017

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 9. Prospect Avenue & Pacific Coast Highway
EXISTING CONDITION

			AM PEAK HOUR				PM PEAK HOUR			
MOVEMENT	NO. OF LANES	CAPACITY	VOLUMES	V/C		CRITICAL PAIR	Add Baseline	V/C		CRITICAL PAIR
NB LEFT	0	0	8	0.000	*		0	0.000	*	
NB THRU	1	1600	34	0.032			0	0.027		
NB RIGHT	0	0	9	0.000			0	0.000		
						0.152				0.176
SB LEFT	0	0	237	0.000			0	0.000		
SB THRU	1	1,600	6	0.152	*		0	0.176	*	
SB RIGHT	1	1,600	67	0.042			3	0.057		
EB LEFT	1	1,600	69	0.043	*		0	0.034	*	
EB THRU	2	3,200	731	0.228			6	0.326		
EB RIGHT	1	1,600	0	0.000			0	0.005		
						0.351				0.400
WB LEFT	1	1,600	4	0.003			0	0.008		
WB THRU	2	3,200	986	0.308	*		5	0.366	*	
WB RIGHT	1	1,600	211	0.132			0	0.134		

NORTH/SOUTH CRITICAL SUM	0.152	0.176
EAST/WEST CRITICAL SUM	0.351	0.400
CLEARANCE INTERVAL	0.100	0.100
INTERSECTION ICU VALUE	0.603	0.676
AM INTERSECTION LOS	B	B

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Legado Redondo
ICU CALCULATIONS

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

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

NORTH/SOUTH CRITICAL SUM	0.156	NORTH/SOUTH CRITICAL SUM	0.179
EAST/WEST CRITICAL SUM	0.354	EAST/WEST CRITICAL SUM	0.406
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.610	INTERSECTION ICU VALUE	0.685

AM INTERSECTION LOS	B	PM INTERSECTION LOS	B
AM IMPACT	0.007	PM IMPACT	0.009

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 9. Prospect Avenue & Pacific Coast Highway
FUTURE WITHOUT PROJECT
EXISTING + AMBIENT GROWTH
2017

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

NORTH/SOUTH CRITICAL SUM	0.162	NORTH/SOUTH CRITICAL SUM	0.187
EAST/WEST CRITICAL SUM	0.374	EAST/WEST CRITICAL SUM	0.425
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.636	INTERSECTION ICU VALUE	0.712

AM INTERSECTION LOS	B	PM INTERSECTION LOS	C
AM GROWTH	0.033	PM GROWTH	0.036

Overland Traffic Consultants, Inc.

Legado Redondo
ICU CALCULATIONS

INTERSECTION: 9. Prospect Avenue & Pacific Coast Highway
FUTURE WITH PROJECT
EXISTING + AMBIENT GROWTH + PROJECT

			AM PEAK HOUR							PM PEAK HOUR						
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	PROJECT	TOTAL	V/C		CRITICAL PAIR	EXISTING	AMBIENT GROWTH	PROJECT	TOTAL	V/C		CRITICAL PAIR
NB LEFT	0	0	8	1	0	9	0.000	*		5	0	0	5	0.000	*	
NB THRU	1	1600	34	2	0	36	0.034			19	1	0	20	0.029		
NB RIGHT	0	0	9	1	0	10	0.000			20	1	0	21	0.000		
									0.166							0.190
SB LEFT	0	0	237	15	6	259	0.000			267	17	5	289	0.000		
SB THRU	1	1,600	6	0	0	7	0.166	*		14	1	0	15	0.190	*	
SB RIGHT	1	1,600	67	4	6	77	0.048			91	6	13	110	0.068		
EB LEFT	1	1,600	69	4	0	74	0.046	*		54	3	0	57	0.036	*	
EB THRU	2	3,200	731	47	14	791	0.247			1044	67	13	1124	0.351		
EB RIGHT	1	1,600	0	0	0	0	0.000			8	1	0	9	0.005		
									0.377							0.431
WB LEFT	1	1,600	4	0	0	4	0.003			13	1	0	14	0.009		
WB THRU	2	3,200	986	63	8	1058	0.331	*		1171	75	18	1264	0.395	*	
WB RIGHT	1	1,600	211	13	0	224	0.140			214	14	0	227	0.142		

NORTH/SOUTH CRITICAL SUM	0.166	NORTH/SOUTH CRITICAL SUM	0.190
EAST/WEST CRITICAL SUM	0.377	EAST/WEST CRITICAL SUM	0.431
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.643	INTERSECTION ICU VALUE	0.721

AM INTERSECTION LOS	B	PM INTERSECTION LOS	C
AM IMPACT	0.007	PM IMPACT	0.009

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*LC*
Agency/Co.	*OTC, INC*
Date Performed	*11-6-15*
Analysis Time Period	*AM PEAK HOUR*

Site Information

Intersection	*10*
Jurisdiction	*REDONDO BEACH*
Analysis Year	*FUTURE WITH*

Project Description *REDONDO LEGADO*

East/West Street: *AVENUE G* | North/South Street: *PALOS VERDES BL*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

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

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

Delay, Queue Length, and Level of Service

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

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*LC*
Agency/Co.	*OTC, INC*
Date Performed	*11-6-2015*
Analysis Time Period	*AM PEAK HOUR*

Site Information

Intersection	*10*
Jurisdiction	*REDONDO BEACH*
Analysis Year	*EXISTING + PROJECT*

Project Description *REDONDO LEGADO*

East/West Street: *AVENUE G* | North/South Street: *PALOS VERDES BL*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

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

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

Delay, Queue Length, and Level of Service

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

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*LC*
Agency/Co.	*OTC, INC*
Date Performed	*11-6-15*
Analysis Time Period	*PM PEAK HOUR*

Site Information

Intersection	*10*
Jurisdiction	*REDONDO BEACH*
Analysis Year	*FUTURE WITH*

Project Description *REDONDO LEGADO*

East/West Street: *AVENUE G* | North/South Street: *PALOS VERDES BL*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

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

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

Delay, Queue Length, and Level of Service

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

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*LC*
Agency/Co.	*OTC, INC*
Date Performed	*11-6-15*
Analysis Time Period	*PM PEAK HOUR*

Site Information

Intersection	*10*
Jurisdiction	*REDONDO BEACH*
Analysis Year	*EXISTING + PROJECT*

Project Description *REDONDO LEGADO*

East/West Street: *AVENUE G* | North/South Street: *PALOS VERDES BL*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

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

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

Delay, Queue Length, and Level of Service

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

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	LC
Agency/Co.	OTC INC
Date Performed	11-15-2015
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	B
Jurisdiction	REDONDO BEACH
Analysis Year	EXISITNG + PROJECT

Project ID *LEGADO REDONDO*

East/West Street: *AVENUE G*

North/South Street: *PROSPECT AVENUE*

Volume Adjustments and Site Characteristics

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

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

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

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

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

Capacity and Level of Service

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

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	LC
Agency/Co.	OTC INC
Date Performed	11-5-2015
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	B
Jurisdiction	REDONDO BEACH
Analysis Year	EXISITNG + PROJECT

Project ID *LEGADO REDONDO*

East/West Street: *AVENUE G* | North/South Street: *PROSPECT AVENUE*

Volume Adjustments and Site Characteristics

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

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

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

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

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

Capacity and Level of Service

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

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	LC
Agency/Co.	OTC INC
Date Performed	11-6-2015
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	11
Jurisdiction	REDONDO BEACH
Analysis Year	FUTURE WITH

Project ID *LEGADO REDONDO*

East/West Street: *AVENUE G*

North/South Street: *PROSPECT AVENUE*

Volume Adjustments and Site Characteristics

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

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

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

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

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

Capacity and Level of Service

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

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	LC
Agency/Co.	OTC INC
Date Performed	11-6-2015
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	B
Jurisdiction	REDONDO BEACH
Analysis Year	FUTURE WITH

Project ID *LEGADO REDONDO*

East/West Street: *AVENUE G*

North/South Street: *PROSPECT AVENUE*

Volume Adjustments and Site Characteristics

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

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

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

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

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

Capacity and Level of Service

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

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*LC*
Agency/Co.	*OTC, INC*
Date Performed	*11-6-15*
Analysis Time Period	*AM PEAK HOUR*

Site Information

Intersection	*12*
Jurisdiction	*REDONDO BEACH*
Analysis Year	*Existing +PROJECT*

Project Description *REDONDO LEGADO*

East/West Street: *RIVIERA VILLAGE PARKWAY* | North/South Street: *PALOS VERDES BL*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

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

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

Delay, Queue Length, and Level of Service

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

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*LC*
Agency/Co.	*OTC, INC*
Date Performed	*11-6-15*
Analysis Time Period	*AM PEAK HOUR*

Site Information

Intersection	*12*
Jurisdiction	*REDONDO BEACH*
Analysis Year	*Existing*

Project Description *REDONDO LEGADO*

East/West Street: *RIVIERA VLG PKWAY* | North/South Street: *PALOS VERDES BL*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

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

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

Delay, Queue Length, and Level of Service

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

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TWO-WAY STOP CONTROL SUMMARY

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

Project Description *REDONDO LEGADO*

East/West Street: *RIVIERA VLG PKWAY*	North/South Street: *PALOS VERDE BL*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

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

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

Delay, Queue Length, and Level of Service

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

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*LC*
Agency/Co.	*OTC, INC*
Date Performed	*11-6-15*
Analysis Time Period	*PM PEAK HOUR*

Site Information

Intersection	*12*
Jurisdiction	*REDONDO BEACH*
Analysis Year	*EXISTING+PROJECT*

Project Description *REDONDO LEGADO*

East/West Street: *RIVIERA VLG PKWY* | North/South Street: *PALOS VERDES BL*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

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

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

Delay, Queue Length, and Level of Service

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

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*LC*
Agency/Co.	*OTC, INC*
Date Performed	*11-6-15*
Analysis Time Period	*PM PEAK HOUR*

Site Information

Intersection	*12*
Jurisdiction	*REDONDO BEACH*
Analysis Year	*EXISTING*

Project Description *REDONDO LEGADO*

East/West Street: *RIVIERA VLG PKWAY* | North/South Street: *PALOS VERDES BL*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

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

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

Delay, Queue Length, and Level of Service

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

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*LC*
Agency/Co.	*OTC, INC*
Date Performed	*11-6-15*
Analysis Time Period	*PM PEAK HOUR*

Site Information

Intersection	*12*
Jurisdiction	*REDONDO BEACH*
Analysis Year	*FUTURE WITHOUT*

Project Description *REDONDO LEGADO*

East/West Street: *RIVIERA VLG PKWAY* | North/South Street: *PALOS VERDES BL*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

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

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

Delay, Queue Length, and Level of Service

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

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TWO-WAY STOP CONTROL SUMMARY

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

Project Description *REDONDO LEGADO*

East/West Street: *RIVIERA VILLAGE PARKWAY* | North/South Street: *PALOS VERDES BL*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

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

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

Delay, Queue Length, and Level of Service

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

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TWO-WAY STOP CONTROL SUMMARY

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

Project Description *REDONDO LEGADO*

East/West Street: *RIVIERA VLG PKWY* | North/South Street: *PALOS VERDES BL*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

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

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

Delay, Queue Length, and Level of Service

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

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Overland Traffic Consultants, Inc.

ATTACHMENT 2

TRAFFIC COUNTS

Prepared by NDS/ATD

VOLUME

Avenue H Bet. Avenue G & Palos Verdes Blvd

Day: Thursday
Date: 10/22/2015

City: Redondo Beach
Project #: CA15_5708_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	200	285	485

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			2		5		7	
00:15			1		2		3		12:15			1		2		3	
00:30			1		0		1		12:30			4		6		10	
00:45			0	2	0	2	0	4	12:45			3	10	3	16	6	26
01:00			0		0		0		13:00			7		3		10	
01:15			0		0		0		13:15			3		3		6	
01:30			0		0		0		13:30			3		9		12	
01:45			0		0		0		13:45			3	16	6	21	9	37
02:00			0		0		0		14:00			2		4		6	
02:15			1		2		3		14:15			6		5		11	
02:30			0		0		0		14:30			2		2		4	
02:45			0	1	0	2	0	3	14:45			8	18	9	20	17	38
03:00			0		0		0		15:00			6		6		12	
03:15			0		0		0		15:15			4		4		8	
03:30			0		0		0		15:30			5		5		10	
03:45			1	1	0		1	1	15:45			1	16	6	21	7	37
04:00			1		1		2		16:00			8		8		16	
04:15			0		0		0		16:15			4		4		8	
04:30			0		0		0		16:30			6		12		18	
04:45			0	1	0	1	0	2	16:45			3	21	4	28	7	49
05:00			0		0		0		17:00			3		8		11	
05:15			0		1		1		17:15			1		5		6	
05:30			1		2		3		17:30			1		4		5	
05:45			1	2	2	5	3	7	17:45			3	8	3	20	6	28
06:00			0		0		0		18:00			5		6		11	
06:15			0		0		0		18:15			3		4		7	
06:30			2		0		2		18:30			4		3		7	
06:45			0	2	4	4	4	6	18:45			1	13	1	14	2	27
07:00			2		5		7		19:00			6		9		15	
07:15			2		4		6		19:15			1		0		1	
07:30			3		2		5		19:30			1		3		4	
07:45			4	11	5	16	9	27	19:45			2	10	4	16	6	26
08:00			3		4		7		20:00			4		4		8	
08:15			2		8		10		20:15			3		3		6	
08:30			1		2		3		20:30			0		1		1	
08:45			4	10	6	20	10	30	20:45			3	10	5	13	8	23
09:00			3		2		5		21:00			0		0		0	
09:15			4		6		10		21:15			2		0		2	
09:30			2		8		10		21:30			1		1		2	
09:45			3	12	3	19	6	31	21:45			1	4	1	2	2	6
10:00			3		5		8		22:00			2		1		3	
10:15			2		3		5		22:15			2		3		5	
10:30			3		2		5		22:30			1		1		2	
10:45			3	11	3	13	6	24	22:45			1	6	1	6	2	12
11:00			6		9		15		23:00			0		2		2	
11:15			4		4		8		23:15			0		0		0	
11:30			0		4		4		23:30			0		0		0	
11:45			5	15	7	24	12	39	23:45			0		0	2	0	2
TOTALS				68		106		174	TOTALS				132		179		311
SPLIT %				39.1%		60.9%		35.9%	SPLIT %				42.4%		57.6%		64.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	200	285	485

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

Prepared by NDS/ATD

VOLUME

Avenue G Bet. PCH & Palos Verdes Blvd

Day: Thursday
Date: 10/22/2015

City: Redondo Beach
Project #: CA15_5708_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	597	702	1,299

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		0		2		12:00			15		14		29	
00:15			3		0		3		12:15			13		7		20	
00:30			1		3		4		12:30			8		10		18	
00:45			3	9	0	3	3	12	12:45			7	43	9	40	16	83
01:00			1		3		4		13:00			12		8		20	
01:15			0		1		1		13:15			7		11		18	
01:30			1		0		1		13:30			11		5		16	
01:45			1	3	0	4	1	7	13:45			5	35	10	34	15	69
02:00			0		0		0		14:00			7		10		17	
02:15			1		0		1		14:15			12		7		19	
02:30			0		0		0		14:30			11		6		17	
02:45			1	2	1	1	2	3	14:45			8	38	7	30	15	68
03:00			0		0		0		15:00			13		9		22	
03:15			0		0		0		15:15			8		10		18	
03:30			0		1		1		15:30			9		10		19	
03:45			0		2	3	2	3	15:45			21	51	13	42	34	93
04:00			0		1		1		16:00			10		4		14	
04:15			0		1		1		16:15			13		6		19	
04:30			1		0		1		16:30			16		11		27	
04:45			0	1	2	4	2	5	16:45			10	49	15	36	25	85
05:00			0		0		0		17:00			15		16		31	
05:15			1		1		2		17:15			19		10		29	
05:30			0		2		2		17:30			6		8		14	
05:45			1	2	6	9	7	11	17:45			12	52	15	49	27	101
06:00			1		10		11		18:00			15		14		29	
06:15			0		9		9		18:15			15		9		24	
06:30			1		10		11		18:30			7		10		17	
06:45			2	4	15	44	17	48	18:45			11	48	4	37	15	85
07:00			3		28		31		19:00			13		11		24	
07:15			3		23		26		19:15			9		3		12	
07:30			3		18		21		19:30			10		3		13	
07:45			10	19	12	81	22	100	19:45			7	39	2	19	9	58
08:00			4		17		21		20:00			6		4		10	
08:15			6		15		21		20:15			8		3		11	
08:30			4		24		28		20:30			12		6		18	
08:45			9	23	19	75	28	98	20:45			5	31	1	14	6	45
09:00			2		27		29		21:00			4		4		8	
09:15			5		13		18		21:15			5		3		8	
09:30			10		16		26		21:30			5		4		9	
09:45			12	29	14	70	26	99	21:45			3	17	3	14	6	31
10:00			7		12		19		22:00			4		4		8	
10:15			8		9		17		22:15			7		0		7	
10:30			6		13		19		22:30			5		2		7	
10:45			15	36	14	48	29	84	22:45			4	20	2	8	6	28
11:00			10		7		17		23:00			3		0		3	
11:15			10		8		18		23:15			3		1		4	
11:30			9		7		16		23:30			2		1		3	
11:45			8	37	11	33	19	70	23:45			1	9	2	4	3	13
TOTALS				165		375		540	TOTALS				432		327		759
SPLIT %				30.6%		69.4%		41.6%	SPLIT %				56.9%		43.1%		58.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	597	702	1,299

AM Peak Hour			11:30	08:15	08:15	PM Peak Hour			15:45	16:30	16:30
AM Pk Volume			45	85	106	PM Pk Volume			60	52	112
Pk Hr Factor			0.750	0.787	0.914	Pk Hr Factor			0.714	0.813	0.903
7 - 9 Volume	0	0	42	156	198	4 - 6 Volume	0	0	101	85	186
7 - 9 Peak Hour			07:45	07:00	07:00	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	24	81	100	4 - 6 Pk Volume	0	0	60	52	112
Pk Hr Factor	0.000	0.000	0.600	0.723	0.806	Pk Hr Factor	0.000	0.000	0.789	0.813	0.903

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

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

A M

PEDESTRIANS

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

BIKES

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

P M

PEDESTRIANS

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

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	2	0	0	1	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	1	0	0	0
TOTALS	**1**	**6**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5707-002

Day: Thursday

City: Redondo Beach

Date: 10/22/2015

TOTALS

AM

NS/EW Streets:	Palos Verdes Blvd			Palos Verdes Blvd			Riviera Villlage Wy			Riviera Villlage Wy				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	2	0	0	2	0	0	1	0	0	1	0					
7:00 AM	1	136	0	0	56	0	0	0	0	0	0	0	193	1	0	0	0
7:15 AM	6	166	0	0	94	2	0	0	2	0	0	0	270	3	0	0	0
7:30 AM	0	150	0	0	90	1	1	0	3	0	0	0	245	0	0	0	0
7:45 AM	2	169	0	1	140	2	0	0	0	0	0	0	314	0	0	0	0
8:00 AM	7	184	0	0	132	5	0	0	2	0	0	0	330	0	0	0	0
8:15 AM	13	158	0	2	167	12	1	0	3	0	0	0	356	1	0	0	0
8:30 AM	10	157	0	1	134	7	1	0	5	0	0	0	315	0	0	0	0
8:45 AM	7	156	1	1	111	9	0	0	4	0	0	0	289	1	0	0	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	46	1276	1	5	924	38	3	0	19	0	0	0	2312	6	0	0	0
APPROACH %'s :	3.48%	96.45%	0.08%	0.52%	95.55%	3.93%	13.64%	0.00%	86.36%	#DIV/0!	#DIV/0!	#DIV/0!					
PEAK HR START TIME :	745 AM												TOTAL				
PEAK HR VOL :	32	668	0	4	573	26	2	0	10	0	0	0	1315				
PEAK HR FACTOR :	0.916			0.833			0.500			0.000			0.923				

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5707-002 | **Day:** Thursday

City: Redondo Beach | **Date:** 10/22/2015

TOTALS

PM

NS/EW Streets:	Palos Verdes Blvd			Palos Verdes Blvd			Riviera Villlage Wy			Riviera Villlage Wy				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	2	0	0	2	0	0	1	0	0	1	0					
4:00 PM	2	159	0	3	128	0	0	0	4	0	0	2	298	0	0	0	0
4:15 PM	7	180	1	1	140	6	0	0	6	0	0	2	343	0	0	0	0
4:30 PM	4	151	1	3	140	1	2	0	11	7	0	4	324	2	0	0	0
4:45 PM	6	140	0	1	173	5	3	0	11	2	0	1	342	2	0	0	0
5:00 PM	5	152	0	1	158	5	2	0	8	1	0	1	333	1	1	0	0
5:15 PM	3	138	2	3	181	8	3	0	3	0	0	5	346	1	0	0	0
5:30 PM	4	137	0	1	182	2	3	0	11	1	0	1	342	1	0	0	0
5:45 PM	11	143	1	2	175	9	7	0	22	1	0	1	372	1	0	0	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	42	1200	5	15	1277	36	20	0	76	12	0	17	2700	8	1	0	0
APPROACH %'s :	3.37%	96.23%	0.40%	1.13%	96.16%	2.71%	20.83%	0.00%	79.17%	41.38%	0.00%	58.62%					

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	23	570	3	7	696	24	15	0	44	3	0	8	1393
PEAK HR FACTOR :		0.949			0.947			0.509			0.550		0.936

CONTROL : 1-Way Stop (EB)

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Palos Verdes Blvd and Riviera Villlage Wy , Redondo Beach

Date: 10/22/2015

Day: Thursday

Project #: 15-5707-002

City: Redondo Beach

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Palos Verdes Blvd)

	Lanes 0	2	0	
AM	26	573	4	670 AM
NOON	0	0	0	0 NOON
PM	24	696	7	593 PM

Eastbound Approach (Riviera Villlage Wy)

Lanes	AM	NOON	PM
	58	0	47
0	2	0	15
1	0	0	0
0	10	0	44

Westbound Approach

Lanes	AM	NOON	PM
0	0	0	8
1	0	0	0
0	0	0	3
	4	0	10

Northbound Approach

				Lanes
AM	583	32	668	0 AM
NOON	0	0	0	0 NOON
PM	743	23	570	3 PM
		0	2	0

CONTROL

1-Way Stop (EB)

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	603	670	AM
	0	0	NOON
	727	593	PM

West Leg AM	NOON	PM		East Leg AM	NOON	PM
58	0	47		0	0	11
12	0	59		4	0	10

	South Leg	
AM	583	700
NOON	0	0
PM	743	596

Total Volume Per Leg

	North Leg
AM	1273
NOON	0
PM	1320

West Leg AM	NOON	PM	East Leg AM	NOON	PM
70	0	106	4	0	21

	South Leg
AM	1283
NOON	0
PM	1339

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5707-002

Day: Thursday

City: Redondo Beach

Cars

Date: 10/22/2015

AM

NS/EW Streets:	Palos Verdes Blvd			Palos Verdes Blvd			Riviera Villlage Wy			Riviera Villlage Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
7:00 AM	1	136	0	0	55	0	0	0	0	0	0	0	192
7:15 AM	6	166	0	0	94	2	0	0	2	0	0	0	270
7:30 AM	0	150	0	0	90	1	1	0	3	0	0	0	245
7:45 AM	2	169	0	1	140	2	0	0	0	0	0	0	314
8:00 AM	7	183	0	0	132	5	0	0	2	0	0	0	329
8:15 AM	13	157	0	2	167	12	1	0	3	0	0	0	355
8:30 AM	10	157	0	1	134	7	1	0	5	0	0	0	315
8:45 AM	7	156	1	1	110	9	0	0	4	0	0	0	288
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	46	1274	1	5	922	38	3	0	19	0	0	0	2308
APPROACH %'s :	3.48%	96.44%	0.08%	0.52%	95.54%	3.94%	13.64%	0.00%	86.36%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	32	666	0	4	573	26	2	0	10	0	0	0	1313
PEAK HR FACTOR :	0.918			0.833			0.500			0.000			0.925

UTURNS	NB	SB	EB	WB
7:00 AM	1	0	0	0
7:15 AM	3	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	1	0	0	0
8:30 AM	0	0	0	0
8:45 AM	1	0	0	0
TOTAL	6	0	0	0

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5707-002

Day: Thursday

City: Redondo Beach

Cars

Date: 10/22/2015

PM

NS/EW Streets:	Palos Verdes Blvd			Palos Verdes Blvd			Riviera Villlage Wy			Riviera Villlage Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
4:00 PM	2	158	0	3	128	0	0	0	4	0	0	2	297
4:15 PM	7	180	1	1	139	6	0	0	6	0	0	2	342
4:30 PM	4	150	1	3	140	1	2	0	11	7	0	4	323
4:45 PM	6	139	0	1	173	5	3	0	11	2	0	1	341
5:00 PM	5	151	0	1	158	5	2	0	8	1	0	1	332
5:15 PM	3	136	2	3	180	8	3	0	3	0	0	5	343
5:30 PM	4	136	0	1	181	2	3	0	11	1	0	1	340
5:45 PM	11	142	1	2	175	9	7	0	22	1	0	1	371
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	42	1192	5	15	1274	36	20	0	76	12	0	17	2689
APPROACH %'s :	3.39%	96.21%	0.40%	1.13%	96.15%	2.72%	20.83%	0.00%	79.17%	41.38%	0.00%	58.62%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	23	565	3	7	694	24	15	0	44	3	0	8	1386
PEAK HR FACTOR :		0.947			0.949			0.509			0.550		0.934

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
2	0	0	0
2	0	0	0
1	1	0	0
1	0	0	0
1	0	0	0
1	0	0	0
NB	SB	EB	WB
8	1	0	0

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5707-002

Day: Thursday

City: Redondo Beach

2 Axle+ Trucks

Date: 10/22/2015

AM

NS/EW Streets:	Palos Verdes Blvd			Palos Verdes Blvd			Riviera Villlage Wy			Riviera Villlage Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2	0	0	2	0	0	0	0	0	0	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	2	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.500			0.000			0.000			0.000			0.925

UTURNS

NB	SB	EB	WB
NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5707-002

Day: Thursday

City: Redondo Beach

2 Axle+ Trucks

Date: 10/22/2015

PM

NS/EW Streets:	Palos Verdes Blvd			Palos Verdes Blvd			Riviera Villlage Wy			Riviera Villlage Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	8	0	0	3	0	0	0	0	0	0	0	11
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	5	0	0	2	0	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.625			0.500			0.000			0.000			0.934

UTURNS

NB	SB	EB	WB
NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (EB)

Overland Traffic Consultants, Inc.

Overland Traffic Consultants
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Manhattan Beach, CA 90266
Phone (310) 545-1235
E-mail: liz@overlandtraffic.com

May 10, 2016

Ms. Anita Kroeger
City of Redondo Beach
Department of City Planning

RE: Legado Redondo: Sight Distance Analysis & Reduction of Extension of Left Turn Pocket

Dear Ms. Kroeger,

As requested, Overland Traffic Consultants has conducted a sight distance analysis of the proposed Legado Redondo project driveways on Palos Verdes Boulevard (PV) east of Pacific Coast Highway (PCH) & evaluated the potential repercussions to the project mitigation if the northbound left turn pocket is not extended full length to preserve the existing tree in the roadway median area.

Extension of Northbound Left Turn Pocket

Currently the northbound left turn pocket storage length on PCH to westbound PV is not of sufficient length during peak periods to accommodate the queues that develop to make this turn. The vehicles then queue to the inside through lane and occasionally block the northbound through movement. Drivers that are driving northbound through the intersection are then left with the choice to switch to the curb lane and go around the queue that has exceeded the storage length of the left turn pocket or to queue behind the left turn vehicles.

Caltrans has requested that the northbound left turn lane be extended by a minimum of 75 feet to accommodate additional vehicles in the left turn pocket. In order to implement this improvement, the existing tree in the median area will need to be removed.

An evaluation of the location of the tree has been conducted to determine the maximum length of left turn pocket extension that can be conducted without removing the tree. The trunk of the tree is approximately 250 feet south of the nose of the median. The current left turn pocket is approximately 170 feet in length with sufficient length to accommodate 8 to 11 vehicles dependent on size of the vehicles and the spacing between them. The reversal transition from the through lane to the left turn pocket may be of sufficient width to retain the tree. Extension of the left turn pocket by Caltrans requested 75 feet (3 to 5 additional vehicle storage) would require the pocket reversal to be initiated at the approximate location of the tree trunk. Observation of the tree area indicates that the tree roots have created some disturbance in the existing surface of the median around it. If the left turn pocket were reduced to a 50 foot (2 to 3 additional vehicle storage) extension the tree may be able to be preserved. However, reducing the amount of the left turn

pocket extension would likely continue the occasional queue overflow to the northbound through lane and would need to be approved by Caltrans. In addition, a tree expert's input is recommended to determine how close to the tree is feasible and determine the potential risks to the tree.

This occasional blockage of the northbound through traffic that the left turn pocket queue creates was included in the environmental analysis of the intersection of PCH & PV. The City of Redondo Beach Intersection Capacity Utilization (ICU) analysis of the intersection incorporated a reduced capacity to account for the occasional lane blockage. The north and southbound right turns were proposed as mitigation to reduce the project's significant traffic impact to a level of insignificance. The reduced lane capacity due to left turn queues was retained in the analysis without and with mitigation and would not change results if the extension of the left turn pocket was reduced. However, Caltrans has requested the lengthening of the northbound left turn pocket along with lengthening the southbound left turn lane, wider lanes and dedicated bicycle lanes to provide operational improvements at the intersection. These improvements will provide a more efficient flow of traffic through the congested intersection.

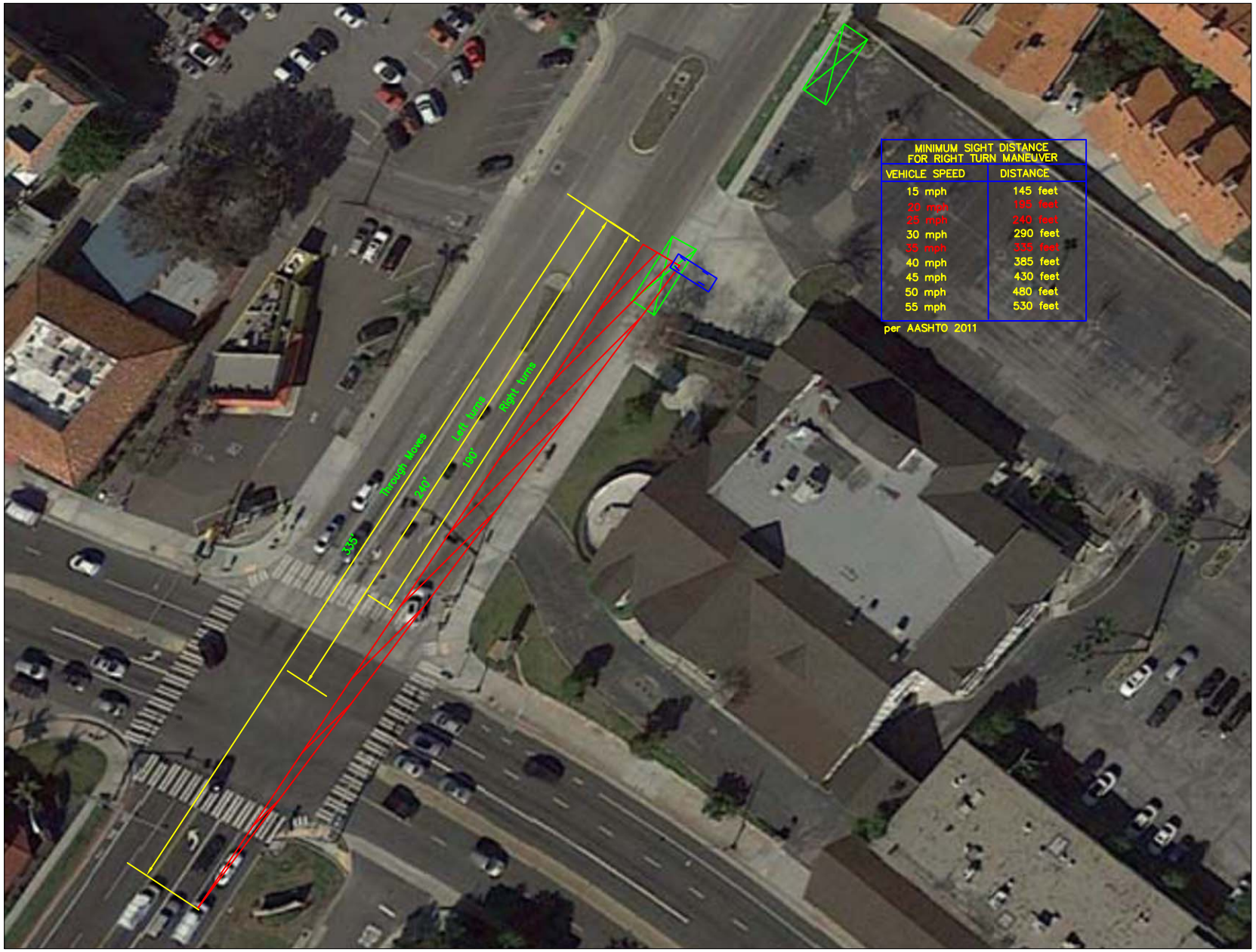
PV Driveways Sight Distance

The American Association of State Highway and Transportation Officials (AASHTO) Green Book (A Policy on Geometric Design of Highways and Streets, 2011) provides guidelines on minimum sight distances for left and right turns from a stop (Attachment 1). The current speed limit for PV along the project frontage is 30 miles-per-hour (mph). The most current speed zone survey of Palos Verdes Boulevard conducted by the City of Redondo Beach indicated an 85th percentile speed of 34 mph. A design speed of 35 mph was used to establish the sight distance at the project's driveways.

According to the AASHTO Green Book, the minimum sight distance for a right turn with roadway speeds of 35 mph is 335 feet and the sight distance for a left turn is 390 feet. As shown on the attached aerial views of the site driveways, this minimum sight distance is provided from the project driveways.

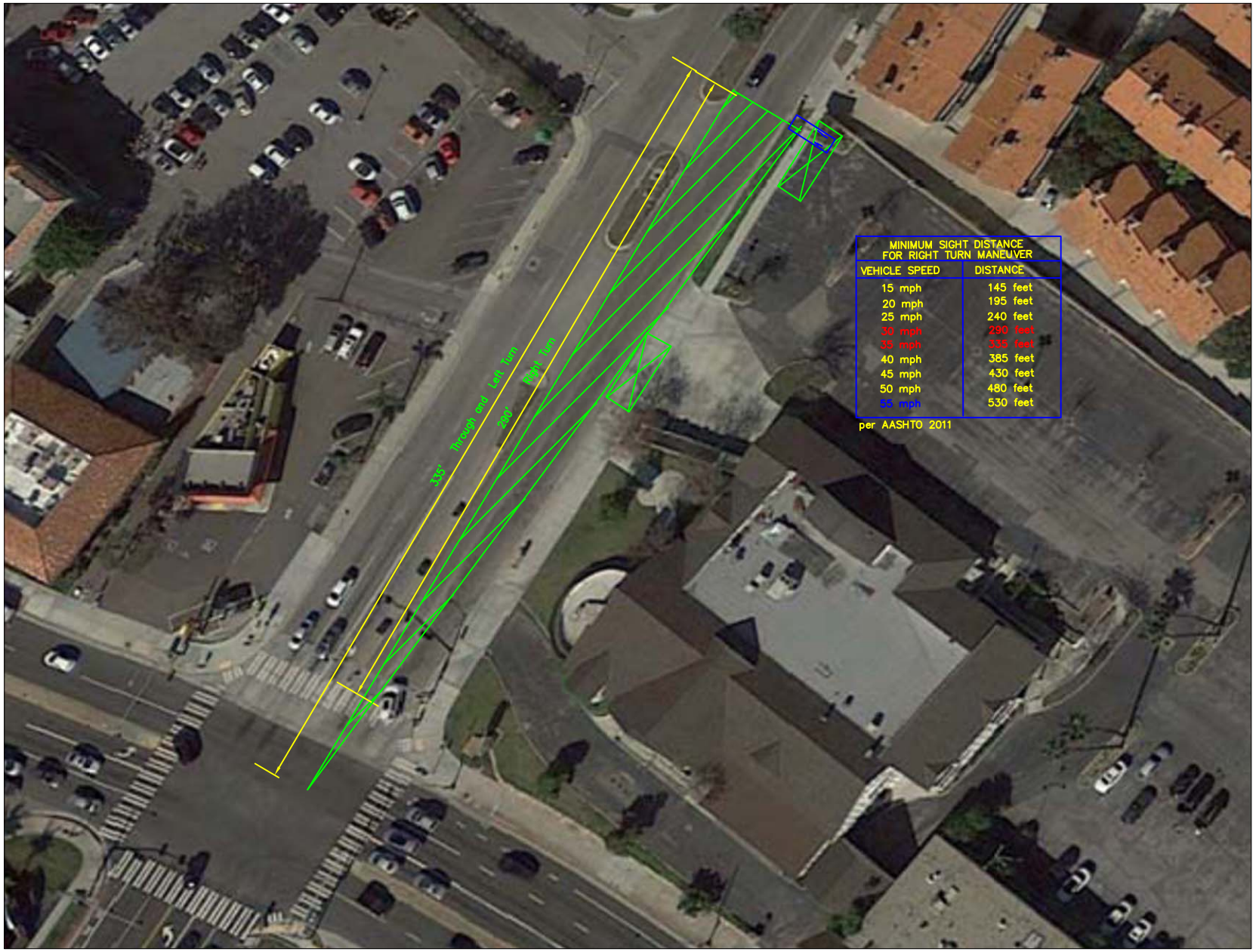
Note that the distance on the aerial view for the right turn from the westerly driveway is displayed for 20 and 25 mph for vehicles that have not yet reached full speed due to left and right turning movements from PCH and for 35 mph for vehicles that are traveling northbound PV through the intersection. The right turns from PCH to PV were evaluated at 30 mph at the easterly driveway.

LEGADO REDONDO
SIGHT DISTANCE ANALYSIS – RIGHT TURN
WESTERLY PALOS VERDES BL DRIVEWAY

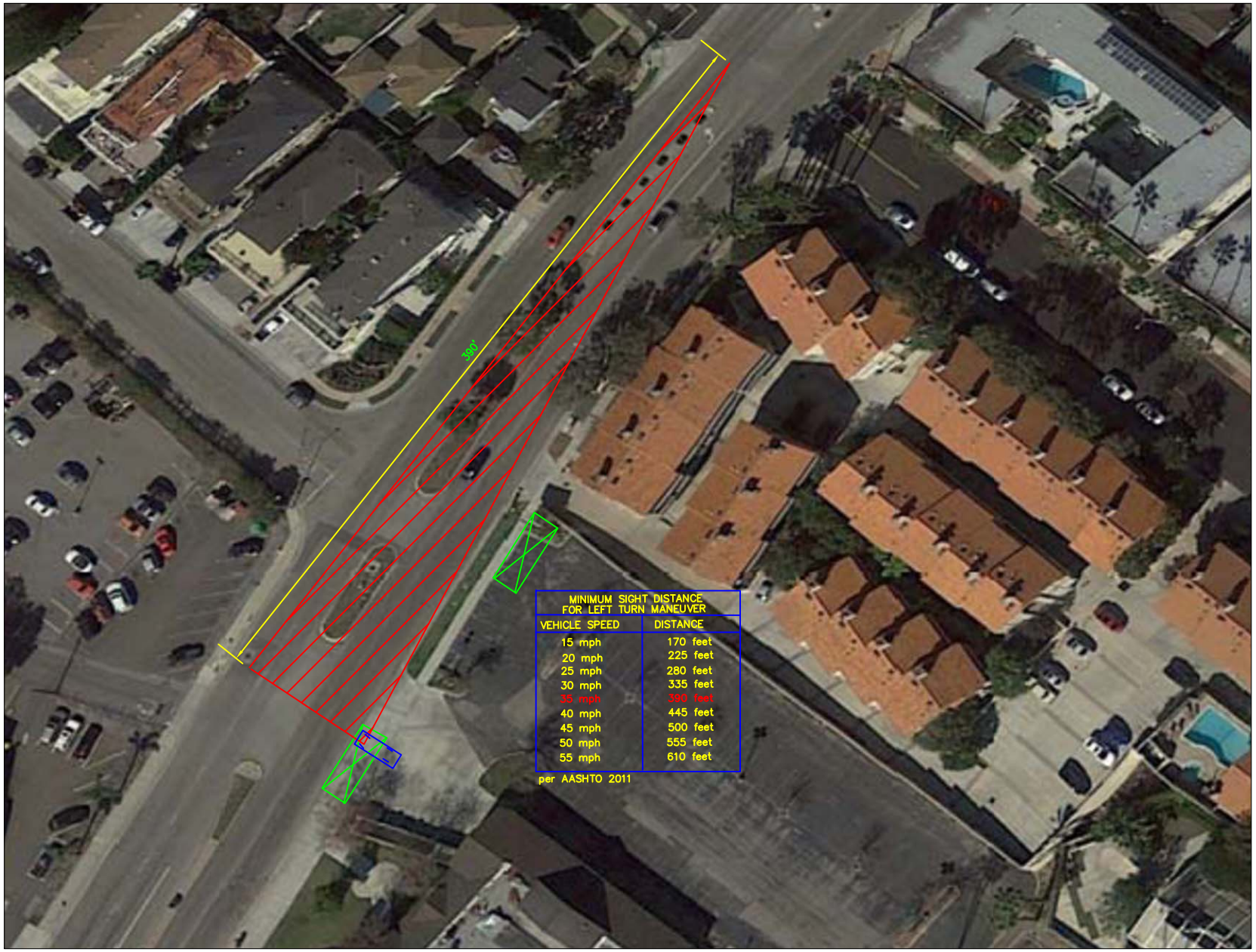


Overland Traffic Consultants 4–2016

LEGADO REDONDO
SIGHT DISTANCE ANALYSIS – RIGHT TURN
EASTERLY PALOS VERDES BL DRIVEWAY



LEGADO REDONDO
SIGHT DISTANCE ANALYSIS – LEFT TURN
WESTERLY PALOS VERDES BL DRIVEWAY



MINIMUM SIGHT DISTANCE FOR LEFT TURN MANEUVER

VEHICLE SPEED	DISTANCE
15 mph	170 feet
20 mph	225 feet
25 mph	280 feet
30 mph	335 feet
35 mph	390 feet
40 mph	445 feet
45 mph	500 feet
50 mph	555 feet
55 mph	610 feet

per AASHTO 2011

LEGADO REDONDO
SIGHT DISTANCE ANALYSIS – LEFT TURN
EASTERLY PALOS VERDES BL DRIVEWAY

MINIMUM SIGHT DISTANCE FOR LEFT TURN MANEUVER	
VEHICLE SPEED	DISTANCE
15 mph	170 feet
20 mph	225 feet
25 mph	280 feet
30 mph	335 feet
35 mph	390 feet
40 mph	445 feet
45 mph	500 feet
50 mph	555 feet
55 mph	610 feet

per AASHTO 2011

Additional elements to take into consideration of the sight distance is the elevation increase from PV to the east end of the site and up to Avenue G. This elevation difference creates good views for right turns since the view is downhill. Figure 5 is a picture from the proposed location of the westerly project driveway. Figure 6 is a picture from the proposed location of the easterly project driveway. There are no visual impairments indicated.

Figure 5 View west from westerly project driveway

Figure 6 View east from easterly project driveway

Left turning vehicles will need to have views from the east and the west. The west, as indicated previously has unobstructed views. The east direction, however has a grade difference from 96 feet to 112 feet for the sight distance at the westerly driveway and from 106 feet to 119 feet at the easterly driveway.

Additional considerations are the bushes and trees in the medians and along the parkways. These elements create partially obscured views periodically along the line of sight for both driveways when observing westbound traffic. The trees do not have low hanging branches but the trunks of the trees create partially blocked views of traffic in the westbound direction. The bushes, as currently groomed do not fully obscure views of vehicles. Figure 7 provides a view (including incline and landscaping) for left turning vehicles from the proposed westerly driveway. Figure 8 provides a view (including incline and landscaping) for left turning vehicles from the proposed easterly

driveway. The Figure 5 through 8 pictures were taken from 3.5 feet above pavement to simulate drivers' views.

Figure 7 View east from the westerly project driveway – appx 256-foot elevation view field

Figure 8 View east from the easterly project driveway – appx. 390-foot elevation view field available

Additional occasional temporary view impairments would be created when buses are stopped at the eastbound PV bus stops located on PV east of PCH and on PV east west of Avenue G. These bus stops do not have signs that indicate which bus line they service and no bus services along this area of PV were indicated on the Metro website.

Although westbound vehicles are partially obstructed by trees, the line of sight is sufficient to make left turns from the easterly project driveway. In order to facilitate left turning movements for the westerly driveway, a two-way left turn lane is proposed by modifying the striping and medians on PV west of the westerly driveway to provide a center refuge area.

Please contact me if you have any questions.

Sincerely,

Liz Culhane-Fleming, P.E.
Vice President
TR 1788

Metric				US Customary			
Design speed (km/h)	Stopping sight distance (m)	Intersection sight distance for passenger cars: Calculated (m)	Intersection sight distance for passenger cars: Design (m)	Design speed (mph)	Stopping sight distance (ft)	Intersection sight distance for passenger cars: Calculated (ft)	Intersection sight distance for passenger cars: Design (ft)
20	20	41.7	45	15	80	165.4	170
30	35	62.6	65	20	115	220.5	225
40	50	83.4	85	25	155	275.6	280
50	65	104.3	105	30	200	330.8	335
60	85	125.1	130	35	250	385.9	390
70	105	146.0	150	40	305	441.0	445
80	130	166.8	170	45	360	496.1	500
90	160	187.7	190	50	425	551.3	555
100	185	208.5	210	55	495	606.4	610
110	220	229.4	230	60	570	661.5	665
120	250	250.2	255	65	645	716.6	720
130	285	271.1	275	70	730	771.8	775
				75	820	826.9	830
				80	910	882.0	885

Note: Intersection sight distance shown is for a stopped passenger car to turn left onto a two-lane highway with no median and grades 3 percent or less. For other conditions, the time gap must be adjusted and required sight distance recalculated.

Exhibit 9-55. Design Intersection Sight Distance—Case B1—Left Turn From Stop

Sight distance design for left turns at divided-highway intersections should consider multiple design vehicles and median width. If the design vehicle used to determine sight distance for a divided-highway intersection is larger than a passenger car, then sight distance for left turns will need to be checked for that selected design vehicle and for smaller design vehicles as well. If the divided-highway median is wide enough to store the design vehicle with a clearance to the through lanes of approximately 1 m [3 ft] at both ends of the vehicle, no separate analysis for the departure sight triangle for left turns is needed on the minor-road approach for the near roadway to the left. In most cases, the departure sight triangle for right turns (Case B2) will provide sufficient sight distance for a passenger car to cross the near roadway to reach the median. Possible exceptions are addressed in the discussion of Case B3.

If the design vehicle can be stored in the median with adequate clearance to the through lanes, a departure sight triangle to the right for left turns should be provided for that design vehicle turning left from the median roadway. Where the median is not wide enough to store the design vehicle, a departure sight triangle should be provided for that design vehicle to turn left from the minor-road approach.

The median width should be considered in determining the number of lanes to be crossed. The median width should be converted to equivalent lanes. For example, a 7.2-m [24-ft] median should be considered as two additional lanes to be crossed in applying the multilane highway adjustment for time gaps in Exhibit 9-54. Furthermore, a departure sight triangle for left turns from the median roadway should be provided for the largest design vehicle that can be stored on

Design vehicle	Time gap (s) at design speed of major road (t_g)
Passenger car	6.5
Single-unit truck	8.5
Combination truck	10.5

Note: Time gaps are for a stopped vehicle to turn right onto or cross a two-lane highway with no median and grades 3 percent or less. The table values require adjustment as follows:

For multilane highways:
For crossing a major road with more than two lanes, add 0.5 seconds for passenger cars and 0.7 seconds for trucks for each additional lane to be crossed and for narrow medians that cannot store the design vehicle.

For minor road approach grades:
If the approach grade is an upgrade that exceeds 3 percent, add 0.1 seconds for each percent grade.

Exhibit 9-57. Time Gap for Case B2—Right Turn from Stop and Case B3—Crossing Maneuver

Metric				US Customary			
Design speed (km/h)	Stopping sight distance (m)	Intersection sight distance for passenger cars: Calculated (m)	Intersection sight distance for passenger cars: Design (m)	Design speed (mph)	Stopping sight distance (ft)	Intersection sight distance for passenger cars: Calculated (ft)	Intersection sight distance for passenger cars: Design (ft)
20	20	36.1	40	15	80	143.3	145
30	35	54.2	55	20	115	191.1	195
40	50	72.3	75	25	155	238.9	240
50	65	90.4	95	30	200	286.7	290
60	85	108.4	110	35	250	334.4	335
70	105	126.5	130	40	305	382.2	385
80	130	144.6	145	45	360	430.0	430
90	160	162.6	165	50	425	477.8	480
100	185	180.7	185	55	495	525.5	530
110	220	198.8	200	60	570	573.3	575
120	250	216.8	220	65	645	621.1	625
130	285	234.9	235	70	730	668.9	670
				75	820	716.6	720
				80	910	764.4	765

Note: Intersection sight distance shown is for a stopped passenger car to turn right onto or cross a two-lane highway with no median and grades 3 percent or less. For other conditions, the time gap must be adjusted and required sight distance recalculated.

Exhibit 9-58. Design Intersection Sight Distance—Case B2—Right Turn from Stop and Case B3—Crossing Maneuver

LEGADO REDONDO, LLC

1700 PCH MIXED-USE PROJECT

PROJECT SUPPORTING INFORMATION

– A Revised 146-Unit Project Presented for consideration by the City Council in the Appeal of the 149-Unit Project

February 25, 2016

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REASONS FOR PROJECT APPROVAL

1. The Revised Project's Design Embodies Extensive Community Outreach and Collaboration with the City.

As previously shared with the City, all the Project revisions that Legado was directed to make reflect exhaustive input from community stakeholders, the City's Planning Commission and its Planning Division staff. Since August 2015 alone, the Legado team spent countless hours conducting more than 50 meetings with over 100 City residents, organizations and community groups, made several presentations to Save the Riviera, Riviera BID, the Chamber of Commerce and NRBBA and provided a project summary to hundreds of residents. As a result of this outreach and input from the City, Legado:

a) Changed the architecture from Contemporary to Mediterranean at the request of many residents who felt a Mediterranean look would blend better with surrounding buildings and the Riviera;

b) Eliminated 34 residential units from the original 180 unit Project design, or a *nearly 20 percent reduction* -- even though Legado has rights to build 180 units under SB 1818 -- in response to direction from the Planning Commission for a unit reduction;

c) In response to direction from the Planning Commission and more directly from Save the Riviera representatives, brought down the total commercial space from 37,600 sq. ft. to 23,764 sq. ft., *a nearly 40 percent change,* to diminish traffic trips, a commonly voiced concern, since commercial uses cause far greater traffic trips than residential uses (see the traffic discussion below);

d) In response to direction from the Planning Commission, reduced the massing of the Project's buildings, broke them up, clustered them, increased setbacks and stepped their facades to address resident concerns about the size and bulk of the buildings;

e) Reduced building heights to have all buildings at or below the City's height limit, and reduced stories from 4 to 3 or 2 stories to stay within the City's story maximum, even though Legado may build 4 stories or more under SB 1818;

f) Increased parking spaces to exceed the City's minimum parking requirements instead of providing fewer spaces as allowed by SB 1818;

g) Moved most of the public open space and the restaurant from the northeast corner of Pacific Coast Highway and Palos Verdes

Boulevard to near the Palos Verdes Inn (the "Hotel") to enable the public open space and the restaurant to better serve Hotel guests, restaurant patrons and the public at large when events such as weddings, birthday parties and receptions are held, as requested by many stakeholders; and

h) Created, in sum, an environmentally friendly Project design that responds to the Planning Commission mandates to go back to the drawing board and revise the Project and the expressed desires of the community.

2. **The Revised Project Will Generate Fewer Traffic Trips While Providing Much-Needed Traffic and Waste Water Improvements.**

As the Traffic Consultant's Second Supplemental Traffic Evaluation of the Project demonstrates, the Revised Project will reduce traffic trips as follows:

a) From 2,677 daily trips the original 180 unit Project would generate to 797 trips the Revised Project would cause, *or 70 percent fewer daily trips;*

b) From 143 AM Peak Hour trips the original 180 unit Project would create to 123 such trips by Revised Project traffic, *or nearly 40 percent less AM Peak Hour trips;*

c) From 267 PM Peak Hour trips expected of the original 180 unit Project to 103 such trips caused by the Revised Project, *or 61 percent fewer PM Peak Hour trips.*

The net effect of the changes reflected in the Revised Project is to greatly diminish its traffic flow, perhaps the single most important concern voiced by community residents. This reduction comes in large part from the substantial reduction of the Project's commercial space, which generates far greater trips than residential uses.

Legado will provide the same street and sidewalk improvements proposed with the original Project, including dedicated right turn lanes each at Pacific Coast Highway and Palos Verdes Boulevard, extended left turn lanes on Pacific Coast Highway in each direction at this intersection and wider sidewalks fronting the Project property. These improvements will improve the level of service at this intersection than currently exists without the Project.

Legado will also fund the construction of a waste water line that will serve not only the Project but the City at large, a need that exists today but for which the City has not programmed the resources to fund the construction of the improvements. The estimated costs of this much needed infrastructure and

traffic-related improvements will exceed $1 million, which the City does not today have the resources to bear.

3. The Revised Project Falls Well Under What Is Allowed by Existing Zoning.

The Revised Project as a mixed-use development is conditionally permitted and encouraged by the City's General Plan, Community Plan and Zoning Code. In fact, it falls under allowable densities of 36 DU/Acre and is similar to and less than the residential densities of several nearby properties. By adopting the General Plan densities and the zoning designation for this site and by certifying the Environmental Impact Report for those zoning decisions, the City has already made a legislative determination that the Bristol Farms/Legado parcel is ideal for the densities proposed by this Project.

4. The Project Parcel Is Called Out by the City's Own General Plan as a Site to Address the City's RHNA Shortfalls.

The City's own Housing Element Update (adopted by the City Council in 2014) specifically calls out the mixed-use zone (in this case, MU-3) for development of housing to meet the state-mandated Regional Housing Needs Allocation ("RHNA"). (Housing Element pages 84-93.) In fact, the General Plan Housing Element Update (adopted by the City Council in 2014) ***expressly identifies the 180-unit version of the Project as an example of how housing needs can be met on the MU Zones on Pacific Coast Highway***. (General Plan Housing Element, p. 88.) The Project therefore provides critical housing for the City as the City Council already determined in the adoption of the 2014 Housing Element Update.

5. The Revised Project Promotes the City's Policies that Encourage Mixed-Use Development, Expansion of Housing Opportunities and Elimination of Vacant, Underutilized Sites.

As stated in the Planning Division's July 16, 2015 Administrative Report to the Planning Commission, the Project "complies with the City's goals, development standards and regulations as contained in the Zoning Ordinance, the General Plan Land Use Element, [and] the General Plan Housing Element" and "meets the criteria for the approval of a Conditional Use Permit". *Id.* at page 9. The Revised Project also complies with these City goals, standards, regulations and criteria, and promotes the City's stated policies of providing for mixed residential and commercial development for the planning area encompassing the Project site. Moreover, the Revised Project will achieve the following City objectives, as indicated in the Planning Division's November 19, 2015 Administrative Report to the Planning Commission (the "November 2015 Administrative Report"):

a) Reduce the barrier to affordable and other housing opportunities within the City due to what the City has acknowledged are high land

values and a limited and diminishing stock of multi-family rental housing within its boundaries by providing 146 rental units;

b) Provide compact and transport efficient housing in close proximity to shops, services and employment opportunities in Riviera Village, the City and the South Bay and Coastal Regions that have experienced a marked growth in high tech and other industries;

c) Promote the City's General Plan Housing Element's reliance on Mixed Use Housing to meet its State mandated RHNA, and its identification of the Project site as one of the "three key residential sites in the City" to meet this critical mandate;

d) Achieve the Regional Transportation Plan/Sustainable Communities Strategies that aim to reduce traffic, greenhouse gas emissions and air quality emissions by promoting compact infill development with more varied housing options;

e) Transform vacant, underutilized sites that contribute to urban decay, blight and security risks into productive, economically viable and revitalized uses that help provide City residents housing opportunities and essential services; and

f) Enhance the pedestrian oriented character of the Riviera Village.

6. The Revised Project Will Enhance an Iconic Hotel to Better Serve the Community.

Legado will retain and improve the design and elements of the Hotel guided by design principles that envision: (i) a boutique hotel motif, quality and sophistication; (ii) sustaining the landmark quality of the Hotel; (iii) elements that enhance the City's panoramic views of hillsides and the ocean; (iv) a strong guest connection to Riviera Village through color light and movement; and (v) a California Mediterranean style that will complement the Project's new design and the surrounding area. As conceptualized, the Hotel will enrich the guest and visitor experience, a goal that Legado shares with stakeholders and the City.

7. The Revised Project Will Create Employment Opportunities.

The Revised Project will significantly boost the City's economy by creating 184 permanent jobs (net new of 74 jobs from existing 110 jobs) associated with the operation, maintenance and repair of the Project's residential and commercial elements and the Hotel. These employment opportunities are in addition to construction, the secondary employment and business generating benefits that the Revised Project will extend to its vendors and suppliers, and to nearby businesses which Project residents will patronize.

8. The Revised Project Will Generate Considerable Property, Sales and Transient Occupancy Taxes.

The Revised Project will greatly expand the City's ability to better serve its residents and businesses by producing $723,700 of tax revenues annually for the City's General Fund derived from the following sources, all as acknowledged by the November 2015 Administrative Report:

a) Transient Oriented Taxes of $573,477 per year from the Hotel as renovated;

b) Property taxes from the considerable rise of the Project site's assessed valuation from its current assessed valuation of $27,696,079 to $65,142,000 for a net new assessed value of $37,445,921; and

c) Substantially increase in sales taxes from the more than six-fold increase in commercial uses (23,764 sq. ft.) over the existing active retail uses (3,600 sq. ft.).

9. The Revised Project Will Be Owned and Operated by a Local Business With a Successful Track Record.

As a second generation, family-owned business based in Los Angeles County, Legado has owned this property since 2006, and intends to own and operate the Project after it is completed. Legado will maintain its development as a safe, high-quality and desirable place, and has a long-standing, successful track record in building and operating residential communities that demonstrates its commitment to these goals.

SUMMARY OF CHANGES

This narrative describes the principal revisions that Legado Redondo, LLC ("Legado") has made to its proposed mixed-use residential and commercial retail project (the "Project") at the direction of the City of Redondo Beach (the "City") and in response to comments received by City residents. The changes made to each version of the Project, including the current version Revised Project, are detailed in the Summary of Changes Table that follows this narrative.

As discussed below and depicted in the accompanying Summary of Changes ("Summary"), the Project has been substantially reduced in development density, mass, scale and height, and has undergone a major shift in architecture from Contemporary Modern to Mediterranean as a result of this direction from the City and comments by residents.

<u>March 2015 Version (180 units + 36,000 sq. ft. commercial)</u>

The original version of the Project, presented to the Planning Commission for approval in March 2015 had a Contemporary architecture and comprised 180 residential units, as allowed under California's Density Bonus Law ("DBL"), 36,000 sq. ft. of commercial/retail space, 27,535 sq. ft. of public open space, 36,000 sq. ft. of private open space and 614 parking spaces, 66 more spaces than mandated under the DBL. Building heights reached as high as 56 feet, which is within the DBL incentive that Legado is entitled to receive, and had 1 to 4 stories, which came within the waiver that the DBL provides. This project included the Palos Verdes Inn (the "Hotel"), as have all versions of the Project. The Original Project's commercial/retail uses included 22,800 sq. ft. for a grocery store, 5,600 sq. ft. of retail and 7,600 sq. ft. of restaurant space. This version of the Project placed virtually all of the public open space at the northeast corner of Palos Verdes Boulevard and Pacific Coast Highway ("PCH"). The 48,995 sq. ft. of private space provided substantially exceeded the 36,000 sq. ft. of private space that the City requires.

<u>July 2015 Version (149 units + 37,000 sq. ft. commercial)</u>

In an effort to accommodate the direction by the City Planning Commission and the City's Planning Division, and comments by nearby residents, Legado last July presented to the Commission a revised version of the modern style Project that reduced the density, size, mass and scale of the Original Project in the following ways:

1. Residential Units - The number of residential units fell from 180 units to 149 units, or an approximately 18 percent reduction, even though Legado has rights to build 180 units under the DBL, in response to Commission direction to reduce units.

2. Height – Building heights dropped from 56 feet, as the DBL allows with the incentives it provides, to range from mostly 38 feet, the City's height limit, to 45 feet, the City's limit permissible upon Commission approval.

3. Stories – Stories dropped from as much as 4 stories under the Original Project to 2 and 3 story buildings, all within the City's 3-story limit.

4. Residential Parking - Parking spaces increased from 614 to 649, which met the City's residential parking requirements and far exceeded the DBL parking standards which Legado has a right to satisfy.

<u>Current Version (146 units + 23,764 sq. ft. commercial)</u>

Before and since the Commission's action on the July version last November, Legado further revised the Project based on comments received by community stakeholders and direction from the Commission and the City's Planning Division to include the following changed elements (identified as the "Further Revised Project" on the Summary):

1. Commercial Area

In response to direction from the Planning Commission and more directly from Save the Riviera representatives, brought down the total commercial space from 37,600 sq. ft.to 23,764 sq. ft., a nearly 40 percent change, to diminish traffic trips, a commonly voiced concern, since commercial uses cause far greater traffic trips than residential uses (see the traffic discussion below);

A 22,800 sq. ft. market has been eliminated to address concerns from the neighbors over traffic that a market would draw, while approximately 6,000 sq. ft. of office space has been added at the request of neighborhood groups for having space to serve local professionals. This office space, which generates less traffic trips than a market or other retail uses generate on a per square foot basis, will also further reduce traffic.

As the Traffic Consultant's Second Supplemental Traffic Evaluation of the Project demonstrates, the Revised Project will reduce traffic trips as follows:

a) From 2,677 daily trips the original 180 unit Project would generate to 797 trips the Revised Project would cause, *or 70 percent fewer daily trips;*

b) From 143 AM Peak Hour trips the original 180 unit Project would create to 123 such trips by Revised Project traffic, *or nearly 40 percent less AM Peak Hour trips;*

c) From 267 PM Peak Hour trips expected of the original 180 unit Project to 103 such trips caused by the Revised Project, *or 61 percent fewer PM Peak Hour trips.*

The net effect of the changes reflected in the Revised Project is to greatly diminish its traffic flow, perhaps the single most important concern voiced by community residents. This reduction comes in large part from the substantial reduction of the Project's commercial space, which generates far greater trips than residential uses.

2. Residential Units

This version has 146 residential units, 3 less than the Revised Project and 34 residential units less than the Original Project, *or a nearly 20 percent reduction,* even though Legado has rights to build 180 units under SB 1818.

3. Building

a) Height:

95% of the building height is less than the height limit of 38 feet in the underlay zoning. Less than 5% are for pop-up areas around the perimeter of the roof that give the building character, sloped tile roofs, peaks, etc. In addition, building height has been reduced predominantly to 33 feet (more than 60%), which is 5 feet lower than July 2015 version of the Project and 23 feet less than the original March 2015 version of the Project, to respond to direction from the City to lower height concerns from the immediate neighbors.

b) Mass/Configuration:

One long building configuration has been divided up to five smaller buildings with greater setbacks. The clusters of 2 and 3 story buildings with no long building at the rear of the property reduce the stories, height, mass and scale of the buildings when compared to previous designs, create views for neighbors of adjacent properties, and increase and enhance space for landscaped courtyards and corridors between the buildings. These changes present a village design and ambience for Project tenants and visitors.

c) Architectural Style:

This version reflects a Mediterranean architecture, a complete alteration of the earlier Contemporary design, at the request of many residents who felt a Mediterranean look would blend better with surrounding buildings and the Riviera.

4. Parking

a) Residential Parking:

Residential Parking ratio has been increased from 1.38 per unit as allowed by SB 1818 to 2.33 per unit required by Redondo Beach City Municipal Code.

b) Commercial Parking

Commercial parking space is provided to meet Redondo Beach City Municipal Code.

c) Hotel Parking

The Hotel requires a total of 110 spaces under the City's Municipal Code (1 space per room). The surface parking lot adjacent to the Hotel provides 62 parking spaces, including 15-employee only tandem parking on the east of the lot, as indicated on the site plan. An additional 64 parking spaces will be provided at the P3 subterranean parking level of the mixed use project. Therefore, the Hotel will have a total of 126 parking spaces, 16 spaces more than required.

Although the Project provides more Hotel parking spaces than required by the City, the Hotel will likely provide valet service for its visitors and guests for their convenience. Under this scenario, no Hotel patrons will be allowed to self-park.

The project site plan shows the area of valet drop-off and pick-up to accommodate a future valet service. Separate plans also provide the vehicular route and the path of travel for the valet attendants.

5. Open Space

a) Public Open Space:

A total of 27,258 sq. ft. of public open space is provided, approximately 1,900 sq. ft. more than required by the Redondo Beach City Municipal Code.

There are areas of public spaces in various sizes and locations as in the open space plan as summarized in the table below:

PUBLIC OPEN SPACE TABLE

AREA	SIZE (sq. ft.)	DESCRIPTION	DIMENSION (APPX.)
A	1,800	Landscaped area	10' X 180'
B	4,703	Landscaped area + stone paving	10'X400'
C	774	Walkway from Garage to PCH	10'X77'
D	1,758	Landscaped area + stone paving	Irregular
E	685	Landscaped area	20'X34'
F	3,500	Corner Plaza	60'x50' + 30'x30'
G	3,161	Future Pet Walks	Irregular
H	1,500	Landscaped area	Irregular
I	10,007	Main Open Plaza	150’ x 67’
TOTAL	27,668		

The public open space has been re-designed to shift the largest portion of the public open space next to the Hotel to better serve the community, Hotel guests and restaurant patrons by hosting such events as weddings, parties, receptions and the like. A significant portion of public open space will remain at the northeast corner of PVB and PCH to accommodate casual visits and provide a community gathering place. These revisions embody the vision that many community stakeholders desired for this space at the Project.

b) Private Open Space:

A total of 37,786 sq. ft. of private open space is being provided substantially exceeds the required 29,200 sq. ft. In addition to private balconies and patios, landscaped courtyards and corridors will form the spaces between buildings creating unique, aesthetically pleasing open spaces and view corridors as a result of breaking up the Project’s buildings into 5 smaller buildings. A 5,186 sq. ft. pool area will serve the tenants as one of the key amenities.

SUMMARY OF CHANGES TABLE

Description	March '15 (180 units + 36,000 sq. ft. retail)	July '15 (149 units + 37,600 sq. ft. retail)	Jan '16 146 units + 23,764 sq. ft. retail)	Change from July to Jan	%	Remarks
Commercial						
Retail	**5,600** Sq. Ft.	**7,100** Sq. Ft.	**14,300** Sq. Ft.	**+7,200** Sq. Ft.		
Market	**22,800** Sq. Ft.	**22,800** Sq. Ft.	**0** Sq. Ft.	**-22,800** Sq. Ft.		
Restaurant	**7,600** Sq. Ft.	**7,100** Sq. Ft.	**3,500** Sq. Ft.	**-3,600** Sq. Ft.		
Office	0 Sq. Ft.	**0** Sq. Ft.	**5,964** Sq. Ft.	**+5,964** Sq. Ft.		
Total Commercial	**36,000** Sq. Ft.	**37,600** Sq. Ft.	**23,764** Sq. Ft.(1)	**-13,236** Sq. Ft.	**36%**(2)	(1) Less than existing active commercial (2) Substantial traffic trip reduction
Common Area (Gym, Lobby, Res. Lounge)	**3,565** Sq. Ft.	**3,567** sq. ft.	**5,614** Sq. Ft.	**+2,642** Sq. Ft.	**74%**	No additional traffic
Residential						
Studio/One Bedroom	**112** units	**87** units	**92** units			
Two Bedroom	**68** units	**62** units	**54** units			
Unit Total	**180** units	**149** units	**146** units	**-3** units	**2%**	Total **34 Unit** reduction from March '15
Building						
Height	**56** feet	**Mostly 38 feet; 45 feet in limited area**	**Mostly 33 feet: 41 feet in limited area**	**-5** feet		Total **23 feet** reduction from March '15
Mass/Configuration	**1 -4 Story building with Partial 2 & 3 Stories**	**1 -3 story building with partial 2 stories**	**5 smaller buildings: Three 3-story bldgs., One 2 & 3-story bldg. One 2-story building and partial 1-story**			
Architectural Style	**Modern**	**Modern**	**Mediterranean**			

Description	March '15 (180 unit + 36,000 sq. ft. retail)	July '15 (149 unit + 37,600 sq. ft. retail)	Jan '16 146 unit + 23,764 sq. ft. retail)	Change from July to Jan	%	Remarks
Parking						
Residential						
Required	**248**	**348**	**340**			
Provided	**308**	**348**	**340**			
Residential Parking Ratio	**1.38** / unit	**2.33** / unit	**2.33** / unit			
Commercial						
Required	**190**	**191**	**112**			
Provided	**196**	**191**	**112**			
Hotel						
Required	**110**	**110**	**110**			
Provided	**110**	**110**	**126**			
Total Parking						
Required	**548**	**649**	**562**			
Provided	**614**	**649**	**578**			
Remark	**+66** spaces	**+0 spaces**	**+16 spaces**(1)			(1)Provides more than required
Open Space						
Public Open Space						
Required	**27,535** Sq. Ft.	**26,757 Sq. Ft.**	**25,229 Sq. Ft.**			
Provided	**28,870** Sq. Ft.	**26,757 Sq. Ft.**	**27,688 Sq. Ft.**			
Remark	**1,335** Sq. Ft.	**0 Sq. Ft.**	**+2,459 Sq. Ft.** (1)			(1)Provides more than required
Private Open Space						
Required	**36,000** Sq. Ft.	**29,800 Sq. Ft.**	**29,200 Sq. Ft.**			
Provided	**48,995** Sq. Ft.	**35,853 Sq. Ft.**	**37,786 Sq. Ft.**			Residential Balcony & Patio: 19,470 Sq. Ft. Landscaped Podium & Courtyard: 13,130 Sq. Ft. Pool Area: 5,186 Sq. Ft.
Remark	**+12,995** Sq. Ft.	**+6,053 Sq. Ft.**	**+8,586 Sq. Ft.**(1)			(1)Provides more than required

ARCHITECTURAL NARRATIVES

oakes architects

February 2, 2016

City of Redondo Beach
Community Development Department
415 Diamond Street
Redondo Beach, CA. 90277

Attention: Aaron Jones, Anita Kroeger

NARRATIVE OF ARCHITECTURAL FEATURES FOR THE 146 UNIT MIXED-USE PROJECT

Building configurations

There are a number of significant changes from the original 180 Unit project, the 149 Unit project, and the current proposed project.

- 180 had a long 4-story, building at the rear of the property
- 149 had a long 3-story building at the rear of the property
- 146 has a Mediterranean architecture that replaces the Contemporary look the 180 and 149 had, as requested by community residents
- 146 has clusters of 2 and 3 story buildings with no long building at the rear of the property which reduce the stories, height, mass and scale of the buildings as previously designed, create views for neighbors of adjacent properties, and add aesthetically pleasing landscaped courtyards and corridors between buildings
- 146 has relocated and redesigned public space that will better serve Project residents, retail and restaurant patrons, hotel guests and members of the public than the originally designed public space

The 146 Unit Cluster concept creates smaller mass, adding courtyards and a community architecture. Site Plan, sheet A2.0 exhibits lettered representation for the various clusters.

Oakes Architects, Inc.

Julie Oakes, AIA
Lee Oakes, AIA

545 Cypress Avenue
Hermosa Beach, CA. 90254

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Cluster A is a corner cluster with an angled in corner to allow additional views for adjacent neighbors to the rear. Cluster A is a 2-3 unit wide cluster, 2 and 3 stories in height responding to the elevation changes along Palos Verdes Blvd.

Cluster B is a 2-unit wide cluster, with only 5 units per floor facing the rear. A bridge on the 2nd Floor provides a connection between Cluster A and Cluster B. Cluster B is 3 stories in height.

Cluster C is a 2-unit wide cluster, none facing the rear, with a +25-0" wide bridge at the second floor between Cluster B and Cluster C. Cluster C is 3 stories.

Cluster D is a 2-3 unit wide cluster, 3 stories in height.

Cluster E is a 2 story, 2-unit wide cluster fronting PCH.

Each Cluster is separated from the other with landscaped courtyards and view corridors. The Bridges between Cluster A, B, and C, are all located on the second floors, only – not the third floors. This will aid in allowing more view advantages from the neighboring properties.

Project Height

It should be noted that not only is this configuration of 146 units lower in stories than the previous 149 and 180 unit projects, it has another element that is significant:

The Podium Level has been dropped from the previous two projects by 5 feet. This will significantly lower the height of the project. The Podium will be lower than the grade at the rear of the property, and significantly lower toward the eastern side of the rear of the property. The overall commercial height facing PCH also reduced by 5 feet creates a more village feeling to pedestrians.

Therefore, by the elimination of one or two Stories, using more 2-story massing, and lowering of the Podium by 5 feet, we have significantly reduced the overall height of the entire project, and all buildings will be at or less than the City's height limit.

Trash Collection and Loading

- Trash collection will be located within the parking garage and not outside on the street, access road or driveway.
- Loading for the Residential Units will be coordinated with Residential Services Management and will be only allowed during daylight hours.

- Commercial Loading is accomplished within the parking garage immediately adjacent to the commercial uses. The commercial loading and unloading will occur from the PCH driveway and will exit the site from the PCH driveway.

Project Enhancements

To summarize many of the exciting Project enhancements we feel will make this project work with the City:

- Using clusters of buildings breaks up the frontage of the buildings on all sides.
- The Buildings are much less massive.
- The height of the structures is greatly reduced both by lowering the Podium height and removing an entire story.
- Lowered commercial along PCH creates a more village look.
- Light, air, and views are greatly enhanced by the reduction in density, mass, height and locations of units.
- Locations of Plazas – one on the corner of PCH and Palos Verdes Boulevard, and the other along PCH adjacent to the Hotel – break up the central area of this project. These locations will greatly improve views from neighboring sites, as well as the Hotel and residences on site.
- The location of the Public Plaza adjacent to the Hotel opens up more possibilities of community and public uses for this area.
- The orientation of the Clusters of Units varies. There is no longer a long building with many Units facing the rear Property line and neighbors.

In conclusion, we find that the new layout, architectural style, reduction in Unit count, reduction in height, enhancing views with clusters of building and reworking the public plaza areas to engage the public and the Hotel are all successful results of working with the City and the Community.

We believe that this project will be a benefit to this wonderful community. We look forward to working towards its successful completion.

Julie Oakes
Oakes Architects, Inc.

PERFORMANCE STANDARDS

1. Security

Security will be the top priority for the management to provide safe and enjoyable environment to the tenants, visitors and the Hotel guests. The Project security principles are as below:

a) The Project will fulfill "Security Conditions" requested by Redondo Beach Police Department as below:

Legado List of Security Conditions

The applicant shall fulfill the following requirements as they relate to the Security/Crime Prevention Program for the proposed project. The plans, specifications and other related documents shall be reviewed and approved by the Building and Planning Divisions, Police and Fire Departments as appropriate. These requirements shall be completed prior to the issuance of a Building Permit. Inspections by the appropriate Staff members shall be made to ensure compliance with these requirements prior to the issuance of a Certificate of Occupancy.

- Submit a garage gate design and type that ensures separation between the residential and commercial parking locations.

- Provide specifications on security hardware to be installed on all residential balconies that abut the ground level access road on the East side of the mixed use building.

- Provide specifications for a secured gate system between the 2nd floor public open space plaza and the 2nd floor private open space.

- Provide Security Plans that show the location of audio and visual camera systems for any area in which access is granted to outside parties.

- Provide specifications and/or security plans for the installation of commercial glass that provides the police with visual access to the interior of the commercial tenant spaces.

- Provide details on emergency access to the property by police and fire responders in the event of an emergency including a numerical address system and an "on-site" map.

- Provide information on how a secured mail room will be designed to provide restricted access only to mail/delivery services, commercial tenants and residential occupants.

- Provide plans that allow for an “off street” delivery area within the commercial parking garage to accommodate the delivery of mail and packages/parcels.

- Provide security plans and design specifications for the installation of a security camera system that monitors:

  - all public open space areas;

  - all garage floors;

  - access road, including hotel parking areas;

  - all storage and bicycle areas, trash areas, elevator access and stairwells.

- Provide a garage lighting plan along with design specifications that includes lighting the “access road.” The plan shall ensure that the lighting does not encroach on the adjacent residential properties on Avenue G.

- Provide a painting scheme for the garage areas that employs the use of light and highly reflective color to enhance visibility and improve the effectiveness of the lights.

- Provide a detailed way-finding plan.

- Provide plans for the installation of a “repeater” system for the use of personal cell phones on all levels of the parking garage.

The applicant/property owner shall ensure that the audio and visual security equipment be monitored on a 24/7 basis and that regular daily patrols of the subject property be made by security personnel.

b) In addition, security gates will be maintained and will be located at all entrances and exits from the Legado Community, including the rear access road and the entrances to the parking garage.

c) Security lighting will be maintained, and per City Standards, will not impose upon neighboring properties.

2. Noise

Noise has been studies many times as a part of Environmental Study for previous versions. Concerns from the neighbor have taken into account such as noise from rooftop installed machines in addition to the general noise from the Project. Each study confirms that existing ambient noise exceeds noise may be caused by the Project, and that the Project will cause no significant noise impacts.

The Acoustic engineer confirmed there will be no change in his conclusion from his previous acoustical reports due to this revised Project. (Please see the email copy attached.)

Once the Project completed, the property operating manual will have rules and regulations to control Noise from all tenants in the building such as below:

NOISE AND CONDUCT

- Residents shall not make or allow any disturbing noises in or around the apartment by Resident, family or guests, nor permit anything by such persons which will interfere with the rights, comforts or conveniences of other persons at all times.

- All musical instruments, television sets, stereos, radios, etc., are to be played at a volume, which will not disturb other persons.

- The activities and conduct of all Residents and guests outside of the apartment, on the common grounds, parking areas, or any recreational facilities must be reasonable at all times and not annoy or disturb other persons.

3. Lighting

Overall lighting design principal will remain as described as below:

a) Much of lighting will be provided through innovative features that integrate and camouflage the light source. The lighting approach is not only functional but an artistic statement in keeping with Mediterranean style of the project.

b) Most (if not all) landscape light fixtures will be highly efficient (4 times that of incandescent). They will be specified as LED, Metal Handle and/or Compact Fluorescent.

c) Lighting around the Legado Community will meet City Standards and will not impose upon neighboring properties.

4. Trash Collection and Loading

To minimize any impact to the tenants, guests and visitor as well as the neighbors, trash collection and loading have planned as below:

a) Trash collection will be located within the parking garage and not outside on the street, access road or driveway.

b) Loading for the Residential Units will be coordinated with Residential Services Management and will be only allowed during daylight hours.

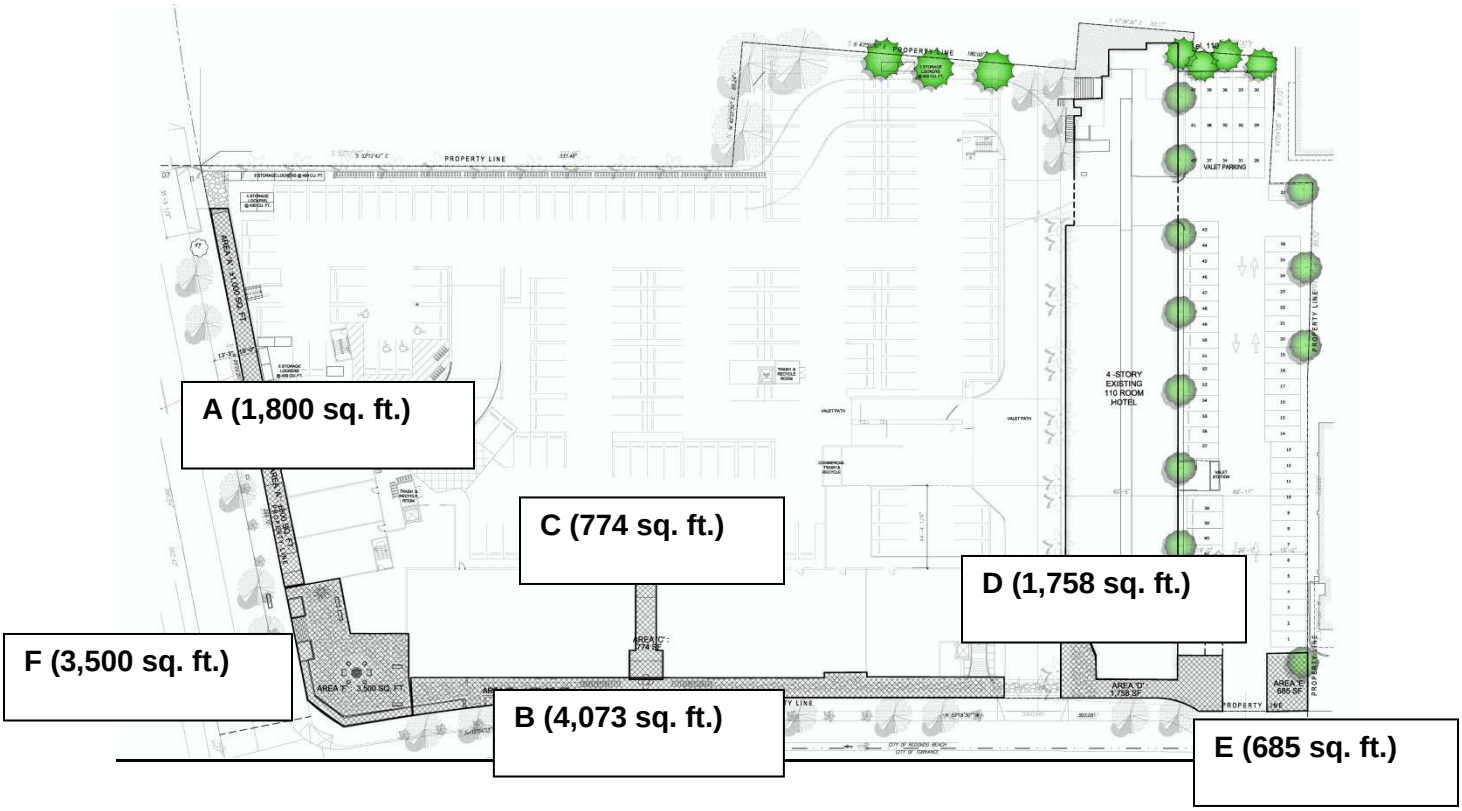
c) Commercial Loading is accomplished within the parking garage immediately adjacent to the commercial uses. The commercial loading and unloading will occur from the PCH driveway and will exit the site from the PCH driveway.

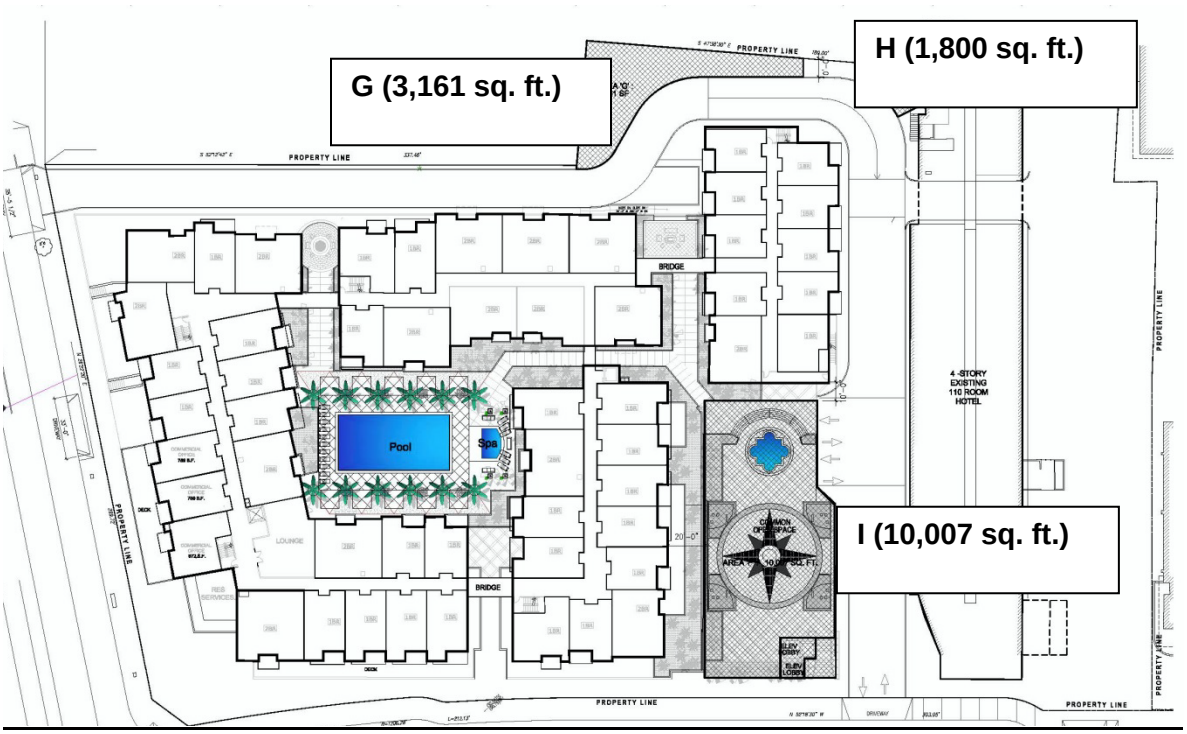
PUBLIC OPEN SPACE

A total of 27,258 sq. ft. of public open space is provided, approximately 1,900 sq. ft. more than required by the Redondo Beach City Municipal Code. Public spaces are in various sizes and locations as depicted in the attached open space plan and as summarized in a table below.

PUBLIC OPEN SPACE TABLE

	SIZE (sq. ft.)	DESCRIPTION	DIMENSION (APPX.)
A	1,800	Landscaped area	10' x 180'
B	4,703	Landscaped area + stone paving	10' x 400'
C	774	Walkway from Garage to PCH	10' x 77'
D	1,758	Landscaped area + stone paving	Irregular
E	685	Landscaped area	20' x 34'
F	3,500	Corner Plaza	60' x 50' + 30 'x 30'
G	3,161	Future Pet Walks	Irregular
H	1,500	Landscaped area	Irregular
I	10,007	Main Open Plaza	150' x 67'
TOTAL	27,668		





Area A, B, D, E, H

These areas are a combination of landscaped areas with Palos Verdes stone pavement.

Area C

Area C is a naturally lit, open-to-sky walkway leading visitors conveniently from on-grade parking in the parking structure out to the shops and Plazas. This open space also provides an articulation giving additional excitement the PCH elevation of the project in addition to the storefronts.

Area F

At the corner of PCH and Palos Verdes Boulevard, the project brings to the area a sense of community with an open Plaza of approximately 3,500 square feet, along with an additional 4,700 square feet from the corner Plaza out along PCH. The adjacent shops and cafes will open onto these beautifully paved and landscaped areas as a way to invite a pedestrian element to the area.

Area G, H

Two public open spaces are provided at the East portion of the project. Both areas will serve the Hotel guests and the tenants. Subject to the Hotel operation policy, area G may be used as Pet Walk.

Area I

As a result of extensive outreach and community involvement, we determined that the main public open space should be located in the middle of the site, near the Palos Verdes Inn (the "Hotel") across the driveway from the Hotel, from the northeast corner of Pacific Coast Highway ("PCH") and Palos Verdes Boulevard ("PVB"), where prior versions of the Project had the main public space situated.

This 10,007 square feet Open Plaza will be an exciting opportunity to provide a meaningful gathering place for community events such as birthday parties, weddings, art exhibitions, performances and the like. This relocation will also better serve the Hotel by providing event space for its guests. This location will afford views of the Palos Verdes Hills and the ocean and provide a quiet, warm, comfortable and safe haven from the elements.

Any special event will be required to reserve to space with the property management office in advance. To balance the goal of serving the general public, special events dates will be limited no more than half of the days of operation. For special events, a fee will be charged maintenance and any extra expenses occur to accommodate the event. All events shall meet any city regulations and code related to such events. The Open Plaza will be accessible to the general public during the operation hours (TBD) except the time of special events reserved through the onsite property management office.

A full service restaurant will also be located under this Open Plaza to serve events there and Hotel guests. This strategic relocation creates a unique community place to the neighbors and a valuable amenity to Project residents, commercial tenants, visitors and Hotel guests. The opening up of this site by placing the Open Plaza adjacent to the hotel adds view opportunities for both the hotel, the residence on site and neighboring residences.

Operation and Management

An onsite property management office will be responsible for overall operation and management of all the public open spaces including maintenance, reservation, and security. The detailed operation and management rules and regulations will be implemented when the management company comes on board.

HOTEL IMPROVEMENT

Due to an uncertain completion timing of the Project approval process, any specific timeline for the Hotel improvement cannot be provided at this time because the final approval of the Project will greatly impact the overall Hotel business plan.

Once the City approves the proposed mixed-use development plan, exterior modifications and signs for the future hotel renovations will be submitted to the Planning Commission for its approval. The review and approval of the hotel renovation by the Planning Commission will occur prior to the issuance of a building permit for the hotel, and the issuance of a Certificate of Occupancy of the Project.

Before the submission of the hotel improvement plan, we will restart a dialogue with multiple hotel operators who have been in communication with us. The Hotel Operator who can bring the best value and service to the Hotel will be selected. The hotel will be improved to meet the current City Municipal Code requirements and to meet the local hotel market trends.

As shown in the site plan the portion of the front of the Hotel that formerly housed a restaurant along with the Porte Cochere will be demolished to meet the City's Highway dedication requirement. A majority of the to-be-demolished area was occupied by Chez Melange restaurant until it moved out in 2008. The new restaurant proposed under the public Plaza will serve the patrons of the Hotel in the future. The proximity to the proposed public open Plaza and the new restaurant will provide a unique experience and convenience to the Hotel guests and visitors.

Although any specific improvement plan cannot be presented at this early juncture, the Hotel will be improved in accordance with the design principles below:

1. The quality and elegance of the Legado brand with the boutique sophistication expected of a high-end boutique hotel.
2. Sustain the landmark quality of this hotel in the Redondo Beach community for local residents and tourists.
3. Create impactful and nuanced spaces inspired by materials found in the village urban landscape and seascape.
4. Design that dramatizes and enhances the panoramic skyline views of hillsides and the ocean
5. Maintain a strong guest connection to Riviera Village through color, light, and movement.
6. Embody a clear image of California Mediterranean style – an interpreted implementation of signature facets of this architectural style.

LEGADO REDONDO, LLC.

1700 PCH MIXED USE PROJECT

CONTEXT INFORMATION

- Surrounding area pictures

FEB 2016

300' Radius Map
Legend
300' Radius
NORTH VIEW
WEST VIEW 2/2
EAST VIEW
SOUTH VIEW
WEST VIEW 1/2
1700 Pacific Coast Hwy
Avenue G
Avenue F
Elena Ave S
Riviera Village Way
E Pacific Coast Hwy
S Elena Ave
Elena Ave
Vista Del Mar
Ave Del Norte
Via Valencia
Camino de las Colinas
Paseo D Las Delicias
Ave E
Ave F
S Gertrude Ave
Rolf Strutzenber
Google earth
© 2016 Google
500 ft
N

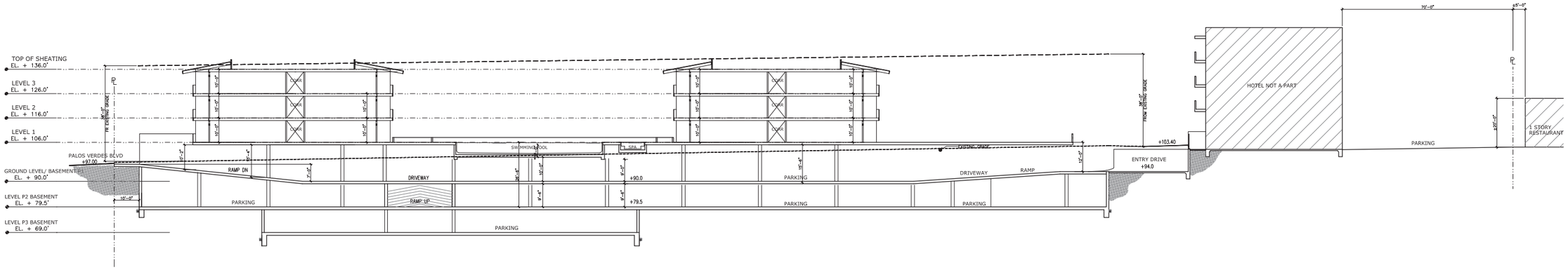
NORTH VIEW

SOUTH VIEW

WEST VIEW -1/2

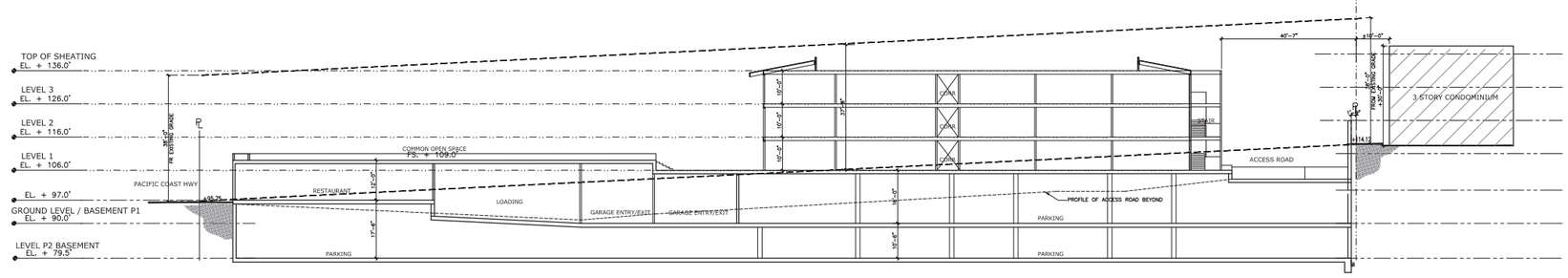
WEST VIEW -2/2

EAST VIEW



BUILDING LONGITUDINAL SECTION "A"

SCALE 1/16"=1'-0"



BUILDING CROSS SECTION "B"

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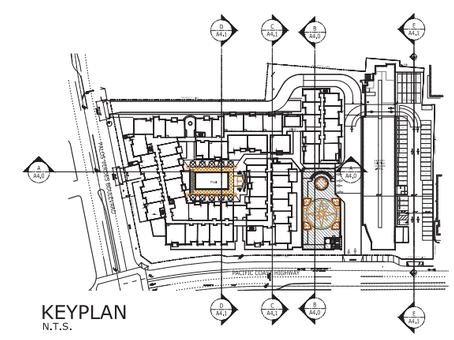

KEYPLAN
N.T.S.

LEGADO REDONDO

1700 S. PACIFIC COAST HIGHWAY REDONDO BEACH, CA 90277

HEIGHT EXHIBIT SHEET 1 OF 2

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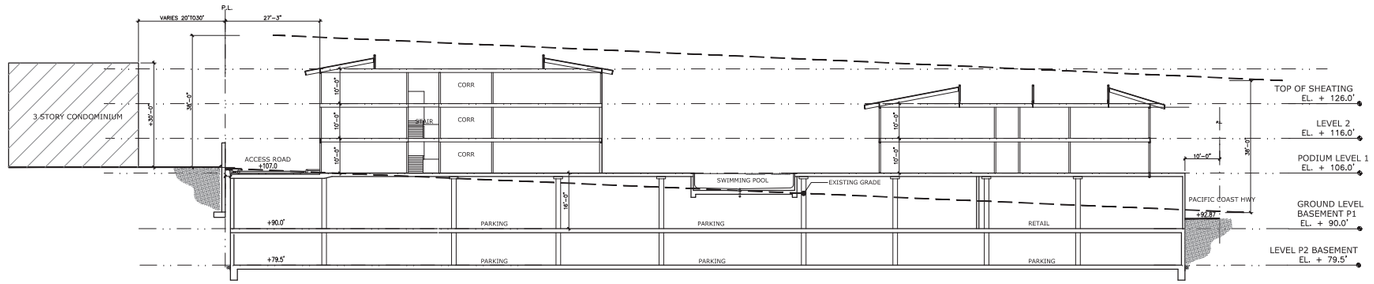
FEBRUARY 08, 2016



BUILDING LONGITUDINAL SECTION "C"

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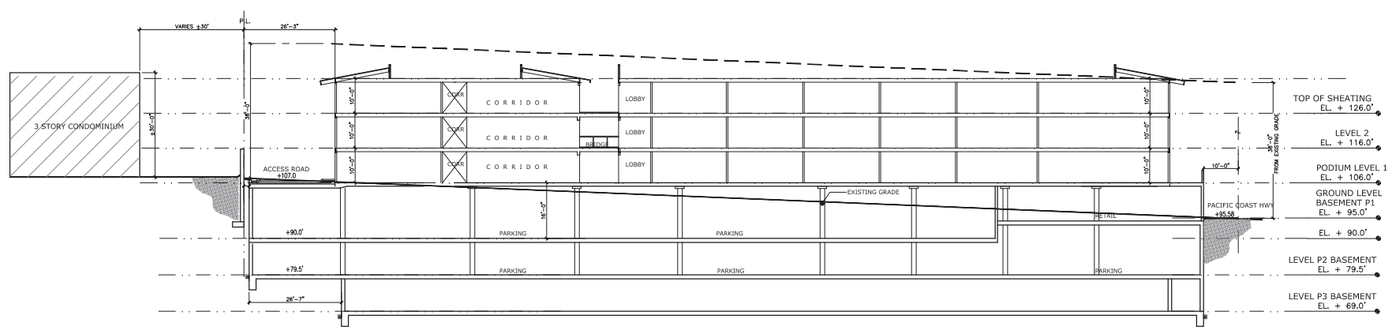

BUILDING CROSS SECTION "D"

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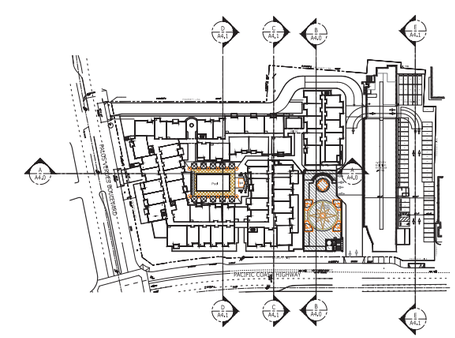

KEYPLAN

N.T.S.

LEGADO REDONDO

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HEIGHT EXHIBIT SHEET 2 OF 2

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FEBRUARY 08, 2016

the Legado Redondo
the Legado Redondo

LEGADO
THE JAN/EMC FAMILY OF COMPANIES

March 29, 2016

Anita Kroeger
Senior Planner
Planning Division
Community Development
415 Diamond Street
Redondo Beach, CA 90277

RE: Legado Redondo, LLC Mixed-Use Project: Additional Exhibits

Dear Anita:

As we have presented at the Planning Commission hearings and as in the outreach reports submitted to the City, Legado has been conducting extensive outreach to many different segments in the community ever since Legado initiated the Project in 2012.

Since the last hearing in November 19, 2015, the principals of Legado team have had more than 40 additional meetings with more than hundreds people (some people repeatedly) in various occasions in addition to hundreds of meetings and thousands communications during the last 4 years including people opposing the Project.

Even the last two weeks we were continuing outreach to the community and we were requested by some neighbors to put these exhibits together. These are exhibits revised and added to the 3 sheets that I left to Cheryl when we had a meeting on March 23, 2016 to deliver to you:

1. A View Corridors Map Exhibit depicting the view corridors across and through the Project from some of the townhomes in the Sunset Riviera townhomes on Avenue G on the northeast border of the Project.

2. A Site Cross Height Exhibit that shows the Project's roof lines lie below the living spaces of the townhomes.

3. Three Shadow Studies of the Project different times of the year to show the Project's shadow impacts on the Sunset Riviera townhomes.

4. A photo copy of Traffic Mitigation Measures printed on a transparent superimposed over the current traffic conditions.

I enclose 14 copies of these Exhibits for your ease of reference and please add them to the Councilmembers' packet for the Project.

These exhibits also supplement the context information we submitted to the City on February 25, 2016 as it depicts the Project's context to the Sunset Riviera townhomes as follow:

1. View Corridor Map: This exhibit clearly shows that the Project will not entirely block the views of any units in the Sunset Riviera complex, and that these views will be largely preserved as a result of the Project's redesign which reflects an elimination of the single long building near the border of this complex, the reduction in height of Project buildings from 56 feet to 33 feet, the elimination of 1 and 2 stories across the Project site, and the creation of five smaller buildings instead of any large building which opens several view corridors throughout the Project. Even the 4 townhome units closest to the Project will retain much of their existing views by the substantial expansion of the distance between the units and the Project's buildings.

2. Site Cross Height Exhibit: This exhibit shows that virtually many of the living spaces of the Sunset Riviera townhomes – which lie above their first-floor garages – will not have their views impeded by the Project since these living spaces are higher than the Project's buildings as a result of reducing the buildings' height to 33 feet, 5 feet lower than the City's height limit, and the elevation differences between the two properties.

3. Shadow study: This exhibit shows the project's shadow impact to the Sunset Riviera townhomes through the year; at noon in the summer and at noon and 8 am in the winter Solstice. This clearly shows the project's shadow will not impact to the townhomes due to lowered height of the project as well as the elevation difference even in the worst case scenario at 8 AM in the winter Solstice.

4. Traffic comparison by superimposing traffic mitigation measures over the current condition: This exhibit is to help the neighbors to comprehend what traffic mitigation measures are conditioned to the project to improve the traffic condition on Pacific Coast Highway and Palos Verdes Boulevard. To do so, the mitigation measures were printed on a transparent being able to superimpose to the current traffic conditions.

In addition to extensive outreach to the community, we have been working in cooperative manner with the City Planning through the last four years. Continuing our effort to work with the City Planning, we have had seven weekly meetings since the last Planning Commission hearing in November 2015, and have provided all materials you have requested even beyond the City requirement.

It is disappointing that not only the meeting that we all agreed to review the status of the project on March 17 had cancelled a day before the date but has not been rescheduled in spite of many requests from us since that date. We hope your unwillingness to meet does not reflect any negative bias or closemindedness to the Project or you may be not willing to support the Project.

Please let us know if you have any questions or comments or need to discuss further on the exhibits.

We look forward to continuing to work with you.

Sincerely,

Ki Youl Ryu/ Vice President, Project Management
Legado Companies

LEGADO
REDONDO

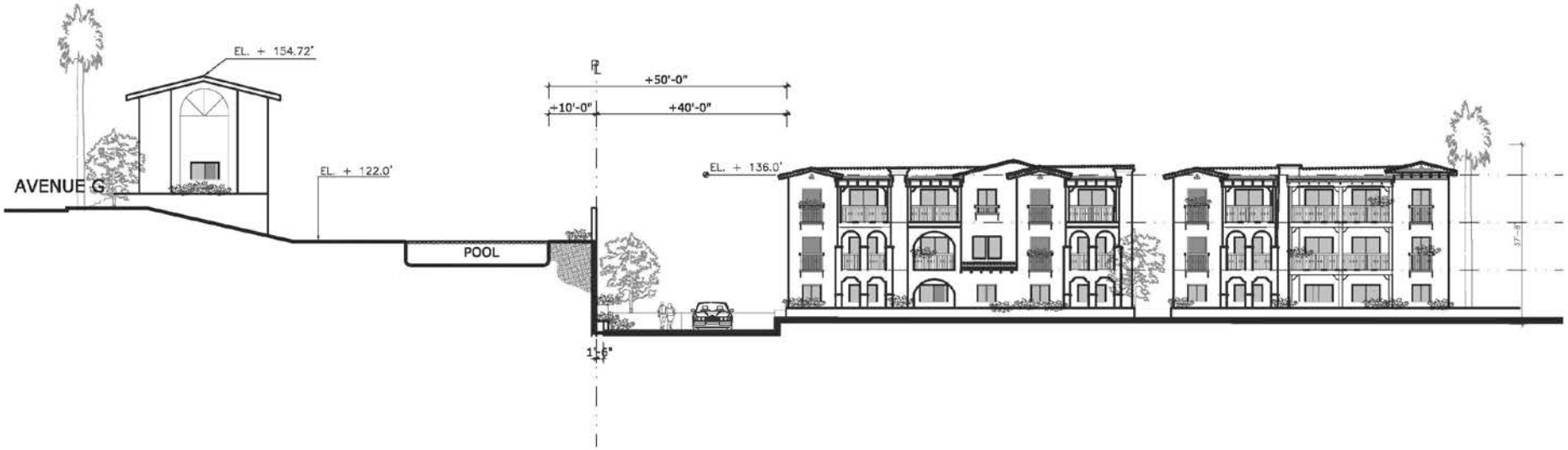
SUPPLEMENT EXHIBITS

- RESULTS FROM ADDITIONAL OUTREACH

1700 PCH MIXED USE DEVELOPMENT

VIEW CORRIDOR MAP

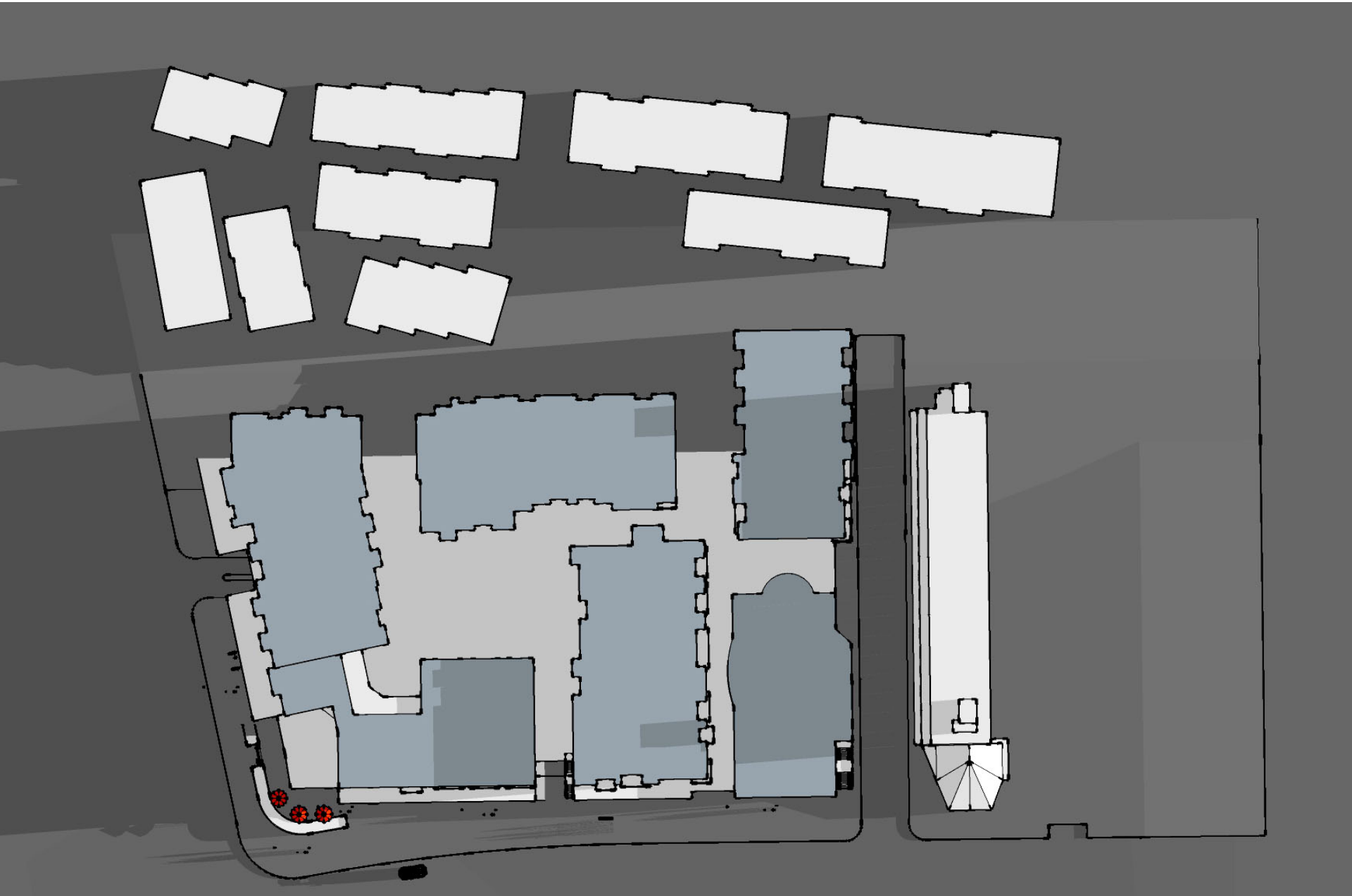
CROSS SITE HEIGHT CONTEXT



SITE CROSS SECTION "B"

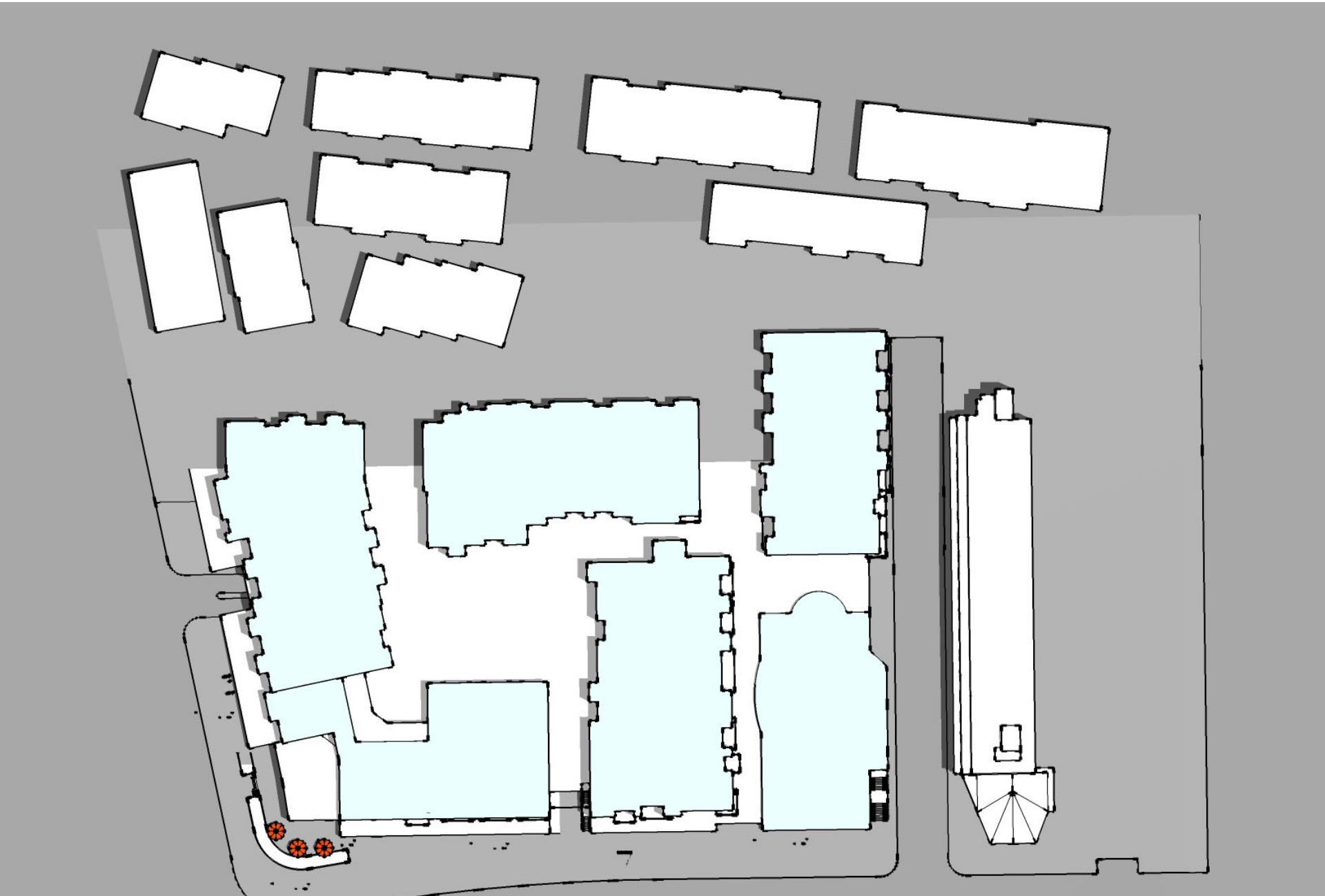
SCALE 1"=20'-0"

SHADOW STUDY_8 AM @ WINTER SOLSTICE

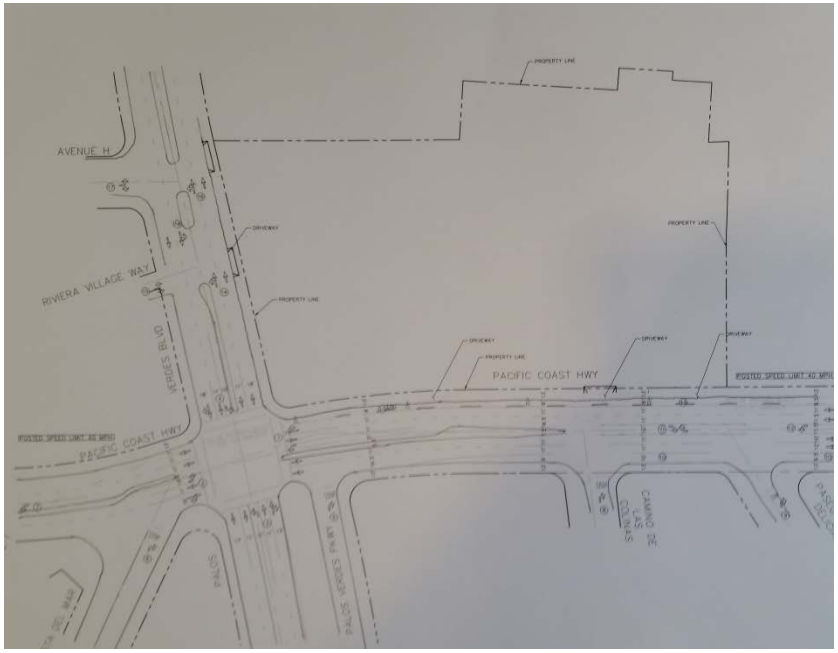


SHADOW STUDY_NOON @ WINTER SOLSTICE

SHADOW STUDY_NOON @ SUMMER SOLSTICE



TRAFFIC MITIGATION MEASURES
– SUPERIMPOSE OVER EXISTING CONDITIONS



EXISTING

AFTER

(SUPERIMPOSED OVER EXISTING)

1700 PCH Legado Redondo Community Outreach Log

No.	Meeting Date	Organization/Group	Name
1	9/1/2015	**Building the Best Redondo**	Harry Munns
2	9/10/2015	**City of Redondo Beach**	Christian Horvath
			Laura Emdee
3	9/11/2015	**Voice for Vitality-Waterfront**	Chris Voisey
4	9/15/2015 11/17/2015	**Riviera Village BID**	**Project Presentation to the Group**
			Chris Hatanelas + Board Members
5	9/24/2015 11/5/2015	**Save the Riviera/Sunset Riviera/Hollywood Riviera at. el.**	**Project Presentation to the Group**
			Andy Shelby
			Arinna Shelby
			Bruce Szeles
			Ellen Margetich
			Jane Abrams
			Jeff Abrams
			Joyce Neu
			Julie Moore
			Nils Nehreheim
			Pete Verenkoff
			Verginia Gonzalez
6	9/30/2015	**Blue Zone Project**	**Project Presentation to the Group**
			Lauren Nakano
			Jacqueline Sun
			Sean Guthrie
7	10/8/2015 2/11/2016	**Chamber of Commerce**	**Project Presentation to the Group (8 peoples)**
			Michael Jackson
			Ann Garten
			Marna Smelter
			Mike Gin
			Brett Henry

1700 PCH Legado Redondo Community Outreach Log

No.	Meeting Date	Organization/Group	Name
8	10/8/2015	**NRBBA**	**Project Presentation to the Group**
			John Gran
			Don Szerlip
			Wanda Ray Willis
9	11/3/2015	**Woman's Club of Redondo Beach**	Sheila Kutkus
10	12/14/2015 **3/4/2016**	**Cancer Support Comm.**	**Project Presentation to the Group**
			Judith Opdahl
			Nancy Lomibao
			Paula Moore
11	1/20/2016	**Chamber Mixer**	Brett Henry
			Kenneth Lee
			Marc Mitchell
			Michaela "Mickey" Marraffino
			Rob Olsen
			Steve Goldstein
12	1/21/2016	**Riviera Village Mixer**	**Jackie Balestra**
			Joan Irvine
			Lisa Rodriguez
			Mikey Rabe
13	Emails	**1800 PCH HOA**	Trudy Linke
14	**3/12/2016**	**District #1 Councilman Community Meeting**	Jeff Ginsburg, at. el.

1700 PCH Legado Redondo Community Outreach Log

No.	Meeting Date	Individuals	Name
15	**3/14/2016**	Individuals	**Aaron V.**
16	**3/14/2016**		**Adel Salehpour**
17	11/11/2015		Albert Ramos
18	**3/14/2016**		**Amy White**
19	11/11/2015		Ann Truong
20	1/21/2015 9/10/2015 11/3/2015 12/7/2015 1/14/2016 **3/14/2016**		Anthony White
21	2/11/2016		Arnette Travis
22	**3/14/2016**		**Asha Treadwell**
23	**3/14/2016**		**Ashley B.**
24	**3/14/2016**		**Ben Colarossi**
25	**3/14/2016**		**Ben Woodruff**
26	**3/14/2016**		**Benjamin Morse**
27	**3/14/2016**		**Bill Salem**
28	2/11/2016		Bryan Mineo
29	10/30/2015 12/17/2015 2/11/2016 **3/14/2016**		Cathy Caplener
30	**3/14/2016**		**Cameron Wessel**
31	12/17/2015		Chris Gary
32	**3/14/2016**		**Christine Winkler, PhD**
33	2/9/2016		Crystal Zuber

1700 PCH Legado Redondo Community Outreach Log

No.	Meeting Date	Individuals	Name
34	12/17/2015		David Tanaka
35	2/24/2016		Deborah Shepard
36	**3/14/2016**		**Dennis Osorio**
37	2/11/2016		Don McVicar
38	8/11/2015		Don Moore
39	**3/14/2016**		**Don Ruane**
40	9/24/2015 11/3/2015		Dr. Reuben Chen
41	1/20/2016 2/11/2016		Elijah Cameron
42	**3/14/2016**		**Emily Carlsten**
43	2/11/2016		Erik Bowman
44	11/11/2015 12/17/2015 2/11/2016 **3/14/2016**	**Individuals**	Goran Ljubinovic
45	12/17/2015		Jennie Speth
46	2/24/2016		Jim Chen
47	12/17/2016 2/11/2016 **3/14/2016**		Jimmy D. Watson
48	2/11/2016		Joe Gambill
49	12/17/2015 2/11/2016		Joellyn Parks
50	9/17/2015 2/11/2016		Jorray Zhou Ess
51	1/26/2016		Kenneth Lee
52	**3/14/2016**		**Kevin B.**
53	9/30/2015 10/6/2015 1/26/2016 2/11/2016		Konni Tanaka

1700 PCH Legado Redondo Community Outreach Log

No.	Meeting Date	Individuals	Name
54	**3/14/2016**		**Laurel Wood**
55	2/11/2016		Lawerance Chaves
56	**3/14/2016**		**Liliana Vasic**
57	11/11/2015 12/17/2015		Marie and John Morgenstern
58	**3/14/2016**		**Marilyn B.**
59	2/11/2016		Marisa Jones
60	12/1/2015 1/8/2016		Mark Kurtz
61	8/18/2015		Michael Donovan III
62	**3/14/2016**		**Michael Johnson**
63	**3/14/2016**		**Michelle Dinsmore**
64	2/11/2016 **3/14/2016**		Mr. & Mrs. Zoran Mladenovic
65	2/11/2016 **3/14/2016**	**Individuals**	Nancy & Cory Koopmann
66	11/11/2015		Nelu and Diana Ardeljan
67	2/11/2016		Nick Tate
68	**3/14/2016**		**Nohemi Sokolsky**
69	2/11/2016 **3/14/2016**		Radica Hert
70	9/24/2015 11/2/2015		Raju Chhabria
71	**3/14/2016**		**Refiloe Matemotja**
72	11/11/2015 12/17/2015 2/11/2016 **3/14/2016**		Robert Rycroft
73	9/15/2015 10/6/2015		Rolf Stutzenberg
74	12/17/2015 2/11/2016 **3/14/2016**		Scotty Tregarthen

1700 PCH Legado Redondo Community Outreach Log

No.	Meeting Date	Individuals	Name
75	8/13/2015 2/11/2016 **3/14/2016**		Steve Selleck
76	2/11/2016		Sue Sublette
77	2/24/2016		Suzanne Haring
78	11/11/2015		Teri Serrano
79	**3/14/2016**		**Theresa Plakos**
80	11/11/2015		Tim Smith
81	2/11/2016 **3/14/2016**		Titijana Blagojevic
82	Emails		Amanda Glover
83	Emails		Amie Jacoby
84	Emails		Amy Josefek
85	**Emails**	**Individuals**	**Angela Showell**
86	Emails		**Ann Garten**
87	**Emails**		**Anne Clary**
88	**Emails**		**Brett Henry**
89	**Emails**		**Brian McKenna**
90	**Emails**		**Brianna Miller**
91	Emails		Budd Mirassou
92	Emails		Candice Mollareza
93	**Emails**		**Cheryl Kahnamoui**
94	**Emails**		**Clia Zwilling**
95	**Emails**		**Colleen Schneider**

1700 PCH Legado Redondo Community Outreach Log

No.	Meeting Date	Individuals	Name
96	**Emails**		**Cristan Higa**
97	**Emails**		**Crystal Zuber**
98	**Emails**		**Dan Rosman**
99	**Emails**		**Daniel R. Sallus**
100	**Emails**		**David Sands & Guest**
101	Emails		Dave Arnold (POA)
102	**Emails**		**Dave Raymond**
103	**Emails**		**Doug Pruss**
104	**Emails**		**Eder Caramel**
105	**Email**		**Erika Bean**
106	Emails	**Individuals**	Gail Noon
107	Emails		Gary Stephenson
108	Emails		Harry Antoniou
109	Emails		Howard/Beverly Sachar
110	**Emails**		**Jackie Balestra**
111	Emails		James Area
112	**Emails**		**James Banawot**
113	Emails		James Jackman
114	**Emails**		**Jeanne Gormley**
115	**Emails**		**Jennifer Minton**
116	**Emails**		**Jennifer Salvino**
117	**Emails**		**John Kelly**

1700 PCH Legado Redondo Community Outreach Log

No.	Meeting Date	Individuals	Name
118	**Emails**		**Julie Coll**
119	**Emails**		**Kaley Williams**
120	**Emails**		**Karen Hurtado**
121	Emails		Karen Whitehead
122	**Emails**		**Kathleen Fisher**
123	**Emails**		**Kay Elledge**
124	Emails		Ken Hillger
125	**Emails**		**Kurt Richard**
126	**Emails**		**Laurie Glover**
127	**Emails**		**Lisa Rodriguez**
128	**Emails**		**Mara Santos**
129	**Emails**	**Individuals**	**Marci Arena-Richard**
130	**Emails**		**Maria Castillo**
131	**Emails**		**Maria Madrigal**
132	**Emails**		**Mariam Razzaghi**
133	Emails		Marina Djordjevic
134	**Emails**		**Marisa Downs**
135	**Emails**		**Marisa Rokovitz**
136	**Emails**		**Mark Kurtz**
137	**Emails**		**Marni Chomenko**
138	**Emails**		**Mary Ann Borders**
139	**Emails**		**Max Goldberg**

1700 PCH Legado Redondo Community Outreach Log

No.	Meeting Date	Individuals	Name
140	**Emails**		**Megan O'Connor-Spring**
141	Emails		Michael Dube
142	Emails		Michael Jackson
143	**Emails**		**Michelle Biskey**
144	**Emails**		**Mikey Rabe**
145	Emails		Nasrin Moghadasian
146	**Emails**		**Nida Padilla - CSC**
147	**Emails**		**Nina Ayala**
148	**Emails**		**Nina Stone**
149	**Emails**		**Oscar Arellano**
150	**Emails**	**Individuals**	**Pastor Jimmy Chaney & Tania**
151	**Emails**		**Patrick Mora**
152	**Emails**		**Reggie Thomas**
153	**Emails**		**Renee George**
154	Emails		Rosemarie Bailey
155	**Emails**		**Ryan Petterson**
156	Emails		Ryan Reeder
157	**Emails**		**Sai Nanthavong**
158	**Emails**		**Sean Ostriker**
159	Emails		Shawn Merritt
160	**Emails**		**Sherilyn Haddon**
161	**Emails**		**Stefan Segall**

1700 PCH Legado Redondo Community Outreach Log

No.	Meeting Date	Individuals	Name
162	Emails	Individuals	Steve Goldstein
163	Emails		Suzanne Haig
164	Emails		Teri Serrano
165	Emails		Theresa Van Dusen
166	Emails		Tim Smith
167	Emails		Tom Cook
168	Emails		Valeria Kent

Comment Letter from Planning Commissioner Tom Gaian

From: nuikome [redacted] **On Behalf Of** Tom Gaian
Sent: Wednesday, April 13, 2016 1:26 PM
To: Aaron Jones <Aaron.Jones@redondo.org>; Michael Webb <Michael.Webb@redondo.org>
Subject: Legado

Aaron Jones
Planning Director
City of Redondo Beach

RECEIVED
Planning Division
APR 13 2016
City of Redondo Beach

Planning Commission Meeting - May 19, 2016

I will not be present at the above meeting and I wanted to give some input on the Legado project.

1. I would like to see that ALL traffic mitigation items be completed BEFORE any construction can start. The traffic concerns for this project are so large that we cannot risk that the project moves forward without the TOTAL completion of the traffic mitigation measures.
2. Hotel, Hotel, Hotel what are the plans for the type of hotel they intent to operate. Have they picked an operator and if so what type of hotels does that operator have at this time. The type of hotel operation will have an impact on noise and traffic.

I continue to have the same reservation regarding size and traffic.

The 146 proposal with the lower commercial space is a great step in the right direction.

I would appreciate it if you would please copy the other members of the Commission on this memo.

Thomas Gaian

Legado Architectural Drawings Link