

AGENDA
REDONDO BEACH HARBOR COMMISSION
Monday, June 13, 2016, 6:30pm
REDONDO BEACH CITY COUNCIL CHAMBERS
415 DIAMOND STREET

OPENING SESSION

- 1. CALL MEETING TO ORDER**
- 2. ROLL CALL**
- 3. SALUTE TO THE FLAG**

I. APPROVAL OF ORDER OF AGENDA

II. BLUE FOLDER ITEMS

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

III. CONSENT CALENDAR

Business items, except those formally noticed for public hearing, or those pulled for discussion 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 under the "Excluded Consent Calendar" section below. Those items remaining on the Consent Calendar will be approved in one motion following Oral Communications.

4. APPROVAL OF AFFIDAVIT OF POSTING FOR THE HARBOR COMMISSION MEETING OF JUNE 13, 2016

5. APPROVAL OF THE FOLLOWING MINUTES: MAY 9, 2016

IV. EXCLUDED CONSENT CALENDAR ITEMS

V. 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.

VI. EX PARTE COMMUNICATIONS

VII. PUBLIC HEARINGS

6. THE WATERFRONT PROJECT - CONSIDERATION OF APPROVAL/CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT AND WATER SUPPLY ASSESSMENT (SCH# 2014061071 / FILE NO. 2014-04-EIR-001), FACTS AND FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION MONITORING AND REPORTING PROGRAM; CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW (INCLUDING SIGN REVIEW AND LANDSCAPE/IRRIGATION PLANS), COASTAL DEVELOPMENT PERMIT, AND VESTING TENTATIVE TRACT MAP NO. 74207, FOR APPROXIMATELY 36 ACRES OF DEVELOPMENT IN THE REDONDO BEACH HARBOR/PIER AREA, AND CONSIDERATION OF THE RECREATION AND PARK COMMISSION'S RECOMMENDATIONS RELATED TO SEASIDE LAGOON.

DEPARTMENT'S RECOMMENDATION:

It is recommended that the Harbor Commission take the following actions:

- 1) Open the public hearing;
- 2) Receive and file an administrative report regarding Project Review and Entitlements (Report A);
- 3) Receive and file an administrative report regarding the Boat Launch Facility (Report B);
- 4) Accept all public testimony; and
- 5) Continue the public hearing to June 27, 2016 at 6:30 P.M.

CASE NUMBERS: 2016-06-HC-001
 2016-06-CDP-003

APPLICANT: REDONDO BEACH WATERFRONT LLC
 (AFFILIATE OF CENTERCAL PROPERTIES LLC)

VIII. ITEMS FOR DISCUSSION PRIOR TO ACTION

7. DIRECTOR'S REPORT

Staff recommendation: Receive and file

IX. ITEMS CONTINUED FROM PREVIOUS AGENDAS

X. MEMBERS ITEMS AND REFERRALS TO STAFF

XI. ADJOURNMENT

The next meeting of the Harbor Commission of the City of Redondo Beach will be a "**Special Meeting**" to be held June 27, 2016, in the Redondo Beach Council Chambers, 415 Diamond Street, Redondo Beach, California.

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 at www.redondo.org under the City Clerk. Agenda packets are available at the Redondo Beach Main Library during Library Hours, at the Reference Desk and during City Hall hours in the Office of the City Clerk. Any writings or documents provided to a majority of the Harbor 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.

PROOF OF POSTING

I, Holly Short, hereby declare, under penalty of perjury, that I am over the age of 18 years and am employed by the City of Redondo Beach, Harbor Department, and that the following document was posted by me at the following location(s) on the date the time noted below:

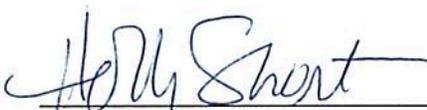
Agenda – Redondo Beach Harbor Commission

Regular Meeting of June 13, 2016

Posted on: _____ June 3, 2016 _____ at _____ 11:00 am _____

Posted at: _____ DOOR "A" BULLETIN BOARD _____

and _____ CITY CLERK'S OFFICE _____



Signature



Date

CALL TO ORDER

A Regular Meeting of the Harbor Commission was called to order by Chair Bloss at 6:30 p.m. in the City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California.

ROLL CALL

Commissioners Present: Callahan, D. Jackson (arrived at 6:45 p.m.), M. Jackson, Keidser, Vice-Chair Dalton, Chair Bloss
Commissioners Absent: Shaer
Officials Present: Laurie Koike, Waterfront/Economic Development Manager
Stephen Proud, Waterfront/Economic Development Director
John La Rock, Community Services Director
Aaron Jones, Community Development Director
Diane Cleary, Minutes Secretary

SALUTE TO THE FLAG

At the request of Chair Bloss, Commissioner Keidser led the members in a Salute to the Flag.

APPROVAL OF THE ORDER OF AGENDA

Motion by Commissioner Keidser, seconded by Commissioner Dalton, to approve the Order of Agenda as presented. Motion carried unanimously, with Commissioners D. Jackson and Shaer absent.

BLUE FOLDER ITEMS

The Commission received and filed additional backup material for Item 9.

CONSENT CALENDAR

4. APPROVAL OF AFFIDAVIT OF POSTING FOR THE HARBOR COMMISSION MEETING OF MAY 9, 2016

5. APPROVAL OF THE FOLLOWING MINUTES: APRIL 11, 2016

6. RECEIVE AND FILE CITY COUNCIL STAFF REPORT FROM COUNCIL MEETING ON 4/19/16, ITEM H.6 - APPROVE AGREEMENT BETWEEN CITY OF REDONDO BEACH AND LAZ PARKING CALIFORNIA, LLC FOR AMBASSADOR ASSISTANCE AT THE PIER AND PLAZA PARKING STRUCTURES

7. RECEIVE AND FILE CITY COUNCIL STAFF REPORT FROM COUNCIL MEETING ON 4/19/16, ITEM H.9 - APPROVE THE GRANT OF EASEMENT TO THE REDONDO BEACH HOSPITALITY COMPANY, LLC, FOR ACCESS, OPERATION AND MAINTENANCE OF ELECTRICAL DISTRIBUTION FACILITIES SERVICING THE SHADE HOTEL, LOCATED AT 655 N. HARBOR DRIVE, ON THE PORT ROYAL MARINA LEASEHOLD

Chair Bloss opened the Public Comments.

There being no speakers, Chair Bloss closed the Public Comment.

Motion by Commissioner M. Jackson, seconded by Commissioner Callahan, to approve Consent Calendar Items 4, 5, 6, 7. Motion carried unanimously, with Commissioner Shaer absent.

EXCLUDED CONSENT CALENDAR - None

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - None

Chair Bloss opened the Public Comments.

There being no speakers, Chair Bloss closed the Public Comment.

EX PARTE COMMUNICATIONS - None

PUBLIC HEARINGS - None

ITEMS FOR DISCUSSION PRIOR TO ACTION

DISCUSSION AND POSSIBLE ACTION REGARDING AN UPDATE ON SEASIDE LAGOON 2015 WATER QUALITY RESULTS AND THE STATUS OF THE NPDES PERMIT FOR 2016 LAGOON OPERATION (COMMUNITY SERVICES ITEM FROM PREVIOUS COUNCIL MEETING 4/19, ITEM N.3)

Waterfront and Economic Development Director Stephen Proud explained that this item was presented first to the Recreation and Parks Commission for their consideration, City Council and now is being presented to the Harbor Commission to address how the Seaside Lagoon is operating regarding water quality and status on the current permit negotiations.

Community Services Director John La Rock gave a report and discussed the following:

- Description of the Seaside Lagoon and amenities
- Hosts over 100,000 people per year
- Operation is subsidized
- Operation costs
- City has paid fines since 1999 for water quality violations
- Ongoing operation should be considered tenuous based on:
 - Water pumping and filtration systems
 - Water quality standards
 - City mitigation equipment and techniques insufficient to eliminate exceedances that trigger the fines and violations
- City recently received notice of 20 violations
- Fine amounts forthcoming from Regional Board – the amounts are unknown
- City applied for a 2016 operating permit and recently requested that it be issued after the 2016 summer operating season
- City would be unable to prevent metal exceedances and it would be recommended that the water feature be closed
- Absent the 2016 permit, the Lagoon may operate under the expired 2015 permit

- If Regional Board issued the 2016 permit midseason this year with the inclusion of metals, staff would recommend the closure of the water feature
- The Regional Board is dependent on the EPA for enforcement of the Water Act and the Lagoon – consistent violations will receive progressive discipline in the form of increased fine amounts
- When the 2016 NPDES permit is issued, staff can provide an update on the terms of the permit and the options of the Lagoon during and/or beyond the 2016 season
- City continues policy that off season events do not have access to the water features to mitigate frequency of fines and violations
- Recommendation – receive and file the report

In response to Commissioner M. Jackson, Community Services Director La Rock stated the City has not objected to paying fines up to this point but the permit that will succeed the current permit will include and threaten fines beyond the City's ability to consider them "the cost of doing business."

In response to Chair Bloss, Community Services Director La Rock explained that water is taken from the harbor, chlorinated and before returning it to the harbor, it is treated to strip the chlorine and returned as water of a quality cleaner than found in the harbor. However, the testing occurs after this water has already mixed with the natural water flow of the ocean and the sample can be corrupted. He said there is no standard regarding violations and fee structure and the Quality Control Board has continually upgraded the level of violation limit, threatening now to add metals. He also said the attorneys have argued the facts regarding the ocean water already being corrupted, and the Board continues to fine the City based on the present condition in the harbor after an operating period of the Lagoon which is random. He further said since 1999, the City has been assessed \$246,000 of fines which have been reduced to \$138,000 in total payments with another \$21,000 still under appeal. He also said there are 20 violations but there is no schedule for the fine amounts as of yet.

In response to Commissioner Callahan, Community Services Director La Rock stated changing to a natural inflow and outflow would be tested the same as any other beachfront in the City and there would be no fines, since the City would not be causing any variances in the quality of the water.

In response to Commissioner Dalton, Community Services Director La Rock stated the City siphons off the AES plant feeder tubes to take water before they bring it to the plant. He said when they were fully operating and they would return heated water, the Seaside Lagoon would then take that water.

Commissioner Dalton also said the water pollution or contamination is dependent on the runoff and questioned how a daily limit could be set.

In response to Chair Bloss, Community Services Director La Rock stated there is no statute of limitations and the Board can go back as many years as they wish. He also suggested the older the fine, the stronger the City's argument on appeal, reaching back unnecessarily.

Commissioner M. Jackson pointed out that the \$246k in fines is minimal compared to fines the Board actually assesses and collects from both public and private sectors.

Chair Bloss opened the Public Comment.

Nils Nehuerheim, District 1, stated the City of Los Angeles has spent the last 15 years and \$23 million cleaning up the water quality inside its harbor, and has not been successful. He suggested testing the water quality inside the harbor since the water will be opened to the harbor to swimmers from the Seaside Lagoon. He suggested pushing back on the water quality since the Seaside Lagoon goes before the Water Quality and Clean Water Act, noting the situation is very unique.

John Mann, Seascape, stated the water quality inside the Seaside Lagoon is better than the quality in the ocean, and he questioned the regulations and there being a disconnect. He also pointed out opening up the Seaside Lagoon to the harbor will create dirtier water.

Arnette Travis, Redondo Beach, recommended that the Commission receive and file the report and noted most of the citizens are not water quality or recreational experts. She also recommended that something be done to make the Seaside Lagoon more palatable like the rest of the beaches.

Ben Sloan, Redondo Beach, asked if work has been done with the neighbors and fines, noting that the Power Plant is discharging in the same general location.

Laura D. Zahn, District 4, suggested once meeting a certain threshold and the attraction has been qualified and blessed, it should stop any further recommendations or requirements meeting new standards, and the NPDES Permit should not be a zombie document.

There being no further speakers, Chair Bloss closed the Public Comment.

Motion by M. Jackson, seconded by D. Jackson, to receive and file the update on the Seaside Lagoon 2015 water quality results and the status of the NPDES Permit for 2016 Lagoon operation. Motion carried unanimously, with Commissioner Shaer absent.

WORKSHOP TO REVIEW THE WATERFRONT PROJECT ENTITLEMENT PROCESS AND FINDINGS AND CRITERIA FOR LAND USE DECISION-MAKING AND PRESENTATION OF THE PROJECT DESCRIPTION AND KEY PROJECT GOALS AND OBJECTIVES

Staff recommendation: Receive and file

Chair Bloss stated she received an email on May 7, 2016 from Candice Nafissi and clarified that the Harbor Commission has received no information on the project presented formally to the Commission with no deliberations.

Waterfront and Economic Development Director Stephen Proud explained the item before the Commission tonight is a workshop related to the entitlement process and provides an overview of the project to the Commission. He said tonight is a receive and file item only for the Harbor Commission to hear the item and ask questions, but not to opine on the project or make a decision tonight.

Community Development Director Aaron Jones stated the report tonight will provide a comprehensive discussion and description of the Waterfront Entitlement process, to allow the public and Commission to understand the project thoroughly along with the findings and criteria to be used a future public hearing. He said it is not recommended that the Harbor Commission express any specific opinion about the project or it's component. He said the workshop is just to familiarize the Commission with the project and decision-making process.

Katie Owston, Project Planner for the Waterfront, CDM Smith, gave a presentation and reviewed the following:

- Background
- Project location
- Project overview
- Entitlement Process and Criteria
- Final Environmental Impact Report
- Master Conditional Use Permit
- Harbor Commission Design Review
- Vesting Tentative Tract Map Criteria
- Coastal Development Permit Criteria
- Project Entitlement Summary

In response to Commissioner M. Jackson, Ms. Owston stated that the public hearing process will begin on June 13, 2016.

Fred Brunning, CenterCal, gave a presentation and discussed the following:

- PPS.org – creating public spaces for the community
- Waterfront history
- When selected, given set of facts that need to be fixed on the waterfront
- No storm water control on the waterfront
- CenterCal Properties – who we are
- Located in the South Bay
- Our Philosophy
- Handcrafted to each community – Nyberg Rivers Shopping Center, Oregon
- The Village – Meridian, Idaho
- Handcraft waterfront project with the community
- Historic Context
- The beginning – community input
- January 17, 2013 public workshop
- April 25, 2013 public workshop (Design Charette)
- Community Engagement – does not stop with a plan
- The Plan – The Waterfront Redondo Beach
 - Market Hall
 - Rebuilding parking structure
 - Boutique hotel, retail, etc.
- Only building up to 73% allowed under Measure G
- Measure G - a delicate balance
 - Quantity, density, height, use
- Mix of uses – amenities by category – 11 acres of open space
- Parks

- Seaside Lagoon
- A setting for large scale events
- Organized recreational events
- Spontaneous events
- Safety
- Easy to connect
- Access points to the project
- Sustainability
- How will it benefit Redondo Beach
- Projected benefits
 - \$3M a year in revenue to City
 - 2500 jobs
 - Safe, smart parking, renovated pier
 - Enhanced water quality
 - Better access
- The right size
- Waterfront video

Chair Bloss opened the Public Comment.

Mickey Turner, Redondo Beach, District 2, supported the project, noting it is long overdue and needed, and the waterfront/pier should be a selling point.

Steve Goldstein supported the project and revitalizing the waterfront. He said the parameters are well within Measure G and will support the community.

Laura D. Zahn, District 4, explained that the land exchange portion of the criteria takes it out of the hands of the City, pro-waterfront people and anti-waterfront people, putting it on the public trust resource Code 6307 which is a policy. She said this policy should not be violated and CenterCal doesn't meet any of the criteria.

Motion by Commissioner Keidser, seconded by Commissioner D. Jackson, to receive and file handouts presented by Ms. Zahn. Motion carried unanimously, with Commissioner Shaer absent.

Walter Campbell stated the waterfront looks bad and supported the CenterCal project which will be an amazing addition to the City.

Tye Burnett, Redondo Beach, supported the Waterfront Project and stated the majority of residents have spoken.

Diana Mann, The Village, expressed concern with the residents being impacted by noise, pollution, density and asked the Commission consider the residents living next door to the development. She also expressed concern with the heights being 2 and 3 story, noting people don't go upstairs to shop, and suggested a one-story development.

John Mann, The Village, stated some of the definitions in Measure G should be tightened up, and stated all of the open space isn't green. He encouraged people review the details, and supported development but not over-development and the definitions being used.

Shannon Davey, Redondo Beach, stated the open lagoon will not work, especially next to a boat launch ramp, and the water quality will not be flushed out in harbor. She suggested turning the Lagoon into an actual competitive swimming venue such as a 50-meter pool, and to bring back the aquatic venue to Redondo Beach.

Eugene Solomon, District 2, requested that Commissioner M. Jackson disqualify himself from this item due to a conflict of interest of being the chairman and sponsor of the Chamber of Commerce.

Scott Fellocos, Redondo Beach, stated he has been involved in the area since the 60's and supported the Seaside Lagoon. He also expressed concern with access issues and supported everyone enjoying easy access and salt water.

Doug Christensen, Redondo Beach, supported CenterCal and said change is needed in the waterfront and also supported the possibility of an aquatic center.

Heather Krishnan, Redondo Beach, supported the waterfront project and believed it would be a great opportunity for more jobs.

Barbara Epstein, Redondo Beach, opposed the proposed plan and suggested working with a land conservancy (Trust for Public Land) to make the waterfront completely redesigned, commercialization would be removed and mainly for people to relax and enjoy their own public parkland. She said they could help with funding and did not support privatizing public land, especially the prime waterfront land in Redondo Beach.

Motion by Commissioner D. Jackson, seconded by Commissioner Keidser, to receive and file documents presented by Ms. Epstein. Motion carried unanimously, with Commissioner Shaer absent.

Wayne Craig expressed concern with impacts from the project such as height, coastal development land uses, and a movie theatre not enhancing the harbor. He said the project is out of compliance of Measure G along with the size. He also questioned how the project will benefit the community, and noted that CenterCal has cut off all public commentary on their site.

Joanne Galin, District 3, supported outdoor dining in the waterfront, the Chamber of Commerce, and said the project is important to the City. She also said she did not feel comfortable at the pier at night, and clarified that Commissioner M. Jackson is not the current Chair of the Chamber of Commerce.

Lara Duke, District 3, expressed concern with leveling the pier buildings and destroying the character of the pier and supported the City investing its own money into it.

George Kivott, SBACC, stated they received a presentation from CenterCal and said their organization made a motion in favor of revitalization of the pier which is not the destination it used to be.

David Diemus supported revitalization which the residents and community deserve, and he did not support a partial fix which will fall short of objectives.

Claudine Garcia, Redondo Beach, stated the waterfront needs revitalization and supported investing in our own community. She supported the project and believed the property values will increase.

Robert Saak, Redondo Beach, stated this will be a great opportunity and supported the waterfront project.

Arnette Travis expressed concern with changing the facts and believed that Measure G was extremely valuable guiding CenterCal in presenting their motion. She also supported the Chamber of Commerce which is supportive of businesses and has a valuable role in the community.

Adina Delgado, District 5, stated she moved to Redondo Beach due to the experience on the waterfront and for the people and ambiance. She supported the project and revitalizing the waterfront, and also supported CenterCal.

Sandy Pringle, Broadway, supported a waterfront project and making the project a viable alternative. He expressed concern with the last presentation at Aviation High School which was difficult to see and hear, and questioned having green grocers, butcher shops and kayaking as part of the project.

Maryann Guthrie, Marina Cove Limited, supported the CenterCal project which has been well-vetted in the community along with several hearings taking place. She said it's been 3 ½ years and there is a window of opportunity in an economic development. She noted a vibrant uptake in the economy but these times can evaporate. She said the condition of the pier and International Boardwalk is in need of updating and repair and noted only two remodeling projects in the last 30 years. She said now is the time and opportunity, and many people can come down and visit the waterfront. She also said the Cheesecake Factory has been one of the most successful restaurants at the time it was built, and said the project is a wonderful opportunity which she supported.

Sean Guthrie, Redondo Beach, District 1, stated improvements and revitalization of the harbor have been considered since the big storm in 1988 and the fire destroying the pier, and not much has been rebuilt. He reviewed revitalization in the surrounding areas and he supported moving forward with the project.

Joy Corradette, Redondo Beach, reviewed her history and supported the City. She supported the CenterCal project and it moving forward as soon as possible. She believed it is lovely and has heart, and expressed her support to the public.

Tony Czuleger stated the project will take the place off the damage that was done years ago, and did not believe the buildings will block views. He also supported the new drive and stated the project is a great opportunity to revitalize the harbor area to right the wrong. He said the project is sustainable and reviewed improvements to include LED lighting, pervenous concrete, and opening of the Seaside Lagoon. He also did not support a swimming pool because it wouldn't be conducive for little children.

Pat Aust stated he worked for the City almost 47 years and the pier wasn't designed as intended in 1969. He said the City lost downtown in the late 60's and early 70's to build the Village. He said his family has been here 120 years and he has seen a lot of changes. He said the road needs to be put back and supported opening up the Lagoon

which will be the same water and the quality will not go down. He pointed out that the harbor has helped support the City for 124 years.

Janet Ritterspach asked that speakers be required to identify if they have a financial interest in the project, and asked that the project be reconsidered. She said the City has the opportunity to create a first class waterfront and to make it a premier water destination.

Todd Loewenstein, President R4, Board of Education, supported revitalization, and thanked the Commission for its service. He expressed concern with turning a 99-year lease over to an entity and ignoring economic trends. He said retail is dying and companies are closing shops, and the Galleria is building housing instead, not retail. He said virtual reality and Netflix are the future, not theatres. He asked that the right decision be made, and suggested looking at economic trends.

Faisai Hashmi expressed concern with the condition of the pier and supported the project.

Geoff Gilbert, Redondo Beach, stated a boat launch is needed along with its location. He said he visits the harbor area and noted a boutique mall area may keep people away due to expense. He asked to consider a boat launch with the waterfront project and also supported a pool which would be cleaner.

Jim Light, District 1, stated the project violates Measure G zoning and negatively impacts every recreational use of the harbor. He pointed out that kayakers and SUP's already have access to the turning basin from the hand launch boat ramp, and expressed concern with children swimming in a turn basin with boats and bad water quality. He said most of the daily users of the Seaside Lagoon play in a controlled safe shallow water with fountains and other amenities, and these will be gone in the proposed change, and use will decline dramatically. He said the new plan's road and parking spaces will pave over the usable parkland which will not be used by the Seaside Lagoon users or kayakers, noting in the EIR that the parking analysis did not account for any of these users. He noted space for 524,000 sf of retail and a new 261,000 sf parking structure, but not enough space to save 44,000 sf of Seaside Lagoon or provide reasonable parking spaces for a new boat ramp or other recreational users. He said the plan prioritizes the mall over recreational uses which should be protected and enhanced.

Mr. Salone stated the presentations have been put together by salesmen, and noted he doesn't see the same thing as the pictures or videos presented. He suggested asking questions, questioned the criteria for the views, and having 200 parking places and a boat ramp which aren't on the map.

Vic Braden, Redondo Beach, stated he has no financial interest in CenterCal or the project and believed it is well-planned. He said CenterCal answers his questions and he supported a boat launch. He believed the project will bring economic revitalization to the South Bay, create jobs and be good for generations to follow.

Alex Aljeck expressed concern with the roadway along The Village and buildup of smog.

Mariam Nash questioned the video and it being in the citizens' best interest. She noted more empty store fronts along PCH and empty malls. She supported the beach for

swimming and an aquatic center accessible for all. She also supported using the space for the citizens of the City, not how much money can be made.

Joan Riley, District 2, believed the waterfront needs to be revitalized but believed CenterCal's plan is way overbuilt. She encouraged walking the development.

Nils Nehuerheim expressed concern with selling the harbor, and CenterCal being the owner for the next 99 years. He also expressed concern with public open space being concrete between two large buildings, and stated open space needs to be considered with this project. He also supported a boat launch ramp but not a movie theatre or massive market hall. He said the theme should be coastal dependent activities.

Jack Epstein expressed concern with impact from traffic from this project and believed Joe's Crabshack is leaving due to not being able to afford the rent proposed by CenterCal.

Tasha Hinshlip expressed concern with a three-story parking structure and impacts to the views, and the safety of bikers/pedestrians with the new road. She also expressed concern with taking away water activities, stated retail and movie theatres are dying, and people don't visit the upper floors to shop.

Dean Thomas, Redondo Beach, supported getting something done in the area and said Redondo Beach has a history of a festive waterfront.

Mark Hanson, Boaters Panel, questioned the Harbor Commission considering the boat ramp entitlements separate from the waterfront; stated the vesting tentative tract map and coastal development permit for the boat ramp should be considered; questioned approving a waterfront without the boat ramp with so much history being in the DIR; and suggested having the expertise of the Harbor Commission before staff invests time in preparing one recommended boat ramp location and configuration. He also suggested a much more effective application of the Commission's expertise if staff brings back two or more initial sketches of ramp concepts.

Marcie Guillermo, District 1, expressed concern with the meeting not being recorded due to technical difficulty and requested that the video equipment be working appropriately prior to the meeting or to have a backup plan to record the meeting. She supported scaling the project down and focus on the goal of the Commission, and to ensure the project is nicely integrated into the community.

There being no further speakers, Chair Bloss closed the Public Comment.

Waterfront and Economic Development Director Proud explained that the intent of staff is to bring two separate projects, the actual waterfront project and the boat ramp facility as a separate city project, and to run the projects concurrent.

Tyson Sohagi, Sohagi Law Group, advised that there will be an initial set of approvals to include the CUP, vesting tentative tract map, the CDP and other various entitlements, and subsequent entitlements after the initial hearing can be considered as well.

In response to Commissioner Keidser, Community Development Director Jones explained that the EIR studies will have a number of alternatives relative to the boat

ramp which will be certified for environmental clearance purposes. He said the Commission will receive during the hearings on the waterfront project a staff recommended alternative for the boat launch ramp as well as an application from the City for the CUP to construct that ramp. He said the environmental clears many options for the facility and the application will be specific to a location.

In response to Commissioner Keidser, Mr. Sohagi stated the Commission would be certifying the entire document and looking at the project as a whole, not just components. He explained that the DEIR is a document primarily focused on disclosure and is not a series of entitlements. He stated the decisions as to whether to approve specific entitlements contemplated within the project description is a separate issue subject to the Commission's discretion.

In response to Commissioner Callahan, Waterfront and Economic Development Proud stated both projects can be approved independent of one another, but they need to be concurrent projects that move through the process together.

In response to Commissioner Dalton, Waterfront and Economic Development Proud stated the intent is to discuss both projects fully so the Commission will be aware of any implications that one may have on the other. He also said there are clearly orders by which items have to be approved from a legal perspective.

Community Development Director Jones stated it is also possible to state a preference for the location of the boat ramp in the certification of the final EIR but not process the entitlement final approval of the ramp until a later meeting.

In response to Chair Bloss, Waterfront and Economic Development Director Proud stated he will check on the status of the recording issues of the meeting.

Mr. Sohagi also stated minutes of this meeting are being taken and there is no legal requirement to have it recorded.

Commissioner Callahan observed that the recording of the meetings has been an ongoing problem.

Motion by Commissioner Keidser, seconded by Commissioner D. Jackson, to receive and file the presentation. Motion carried unanimously, with Commissioner Shaer absent.

DIRECTOR'S REPORT

Staff recommendation: Receive and file

Waterfront and Economic Development Director Proud discussed the following:

- Ocean Ray – ferry commuter service
- Subleases – renewals
- On The Rocks – new tenant
- Laz Parking contract – started the work
- Falconry - pigeon issues being addressed
- Mooring maintenance going forward
- Moving forward with signage
- Strategic Plan – will provide copy approved by City Council

- Sea Fair May 22, 2016 12 to 5 p.m.

Chair Bloss requested a date as to when the signs will be up.

In response to Chair Bloss regarding the mooring maintenance, Waterfront and Economic Development Director Proud noted there is a maintenance program that will start addressing issues.

Commissioner M. Jackson explained that the moorings require regular maintenance, even when not in use, due to plant life growth, birds and sea lions and have to be cleaned.

Commissioner Keidser questioned the moorings not being maintained for two years since their installation.

In response to Chair Bloss, Waterfront and Economic Development Director Proud explained that the falconer is limited to the south end of the pier.

Chair Bloss observed a hawk above the Esplanade.

Commissioner Dalton requested that staff check on annual inspections where the anchor is screwed into the bottom floor. He also noted a public hearing in February 2014 with the SUP operators who indicated the importance of proper signage.

In response to Commissioner Dalton, Waterfront and Economic Development Director Proud stated the falconry is out in the area three days a week.

In response to Chair Bloss, Waterfront and Economic Development Director Proud stated the falconry is still just running the hawks, and eventually when the problem is just maintenance, the birds will be switched to falcons.

Chair Bloss opened the Public Comment.

Seeing no speakers, Chair Bloss closed the Public Comment.

Motion by Commissioner Keidser, seconded by Commissioner D. Jackson to receive and file the Director's Report. Motion carried unanimously, with Commissioner Shaer absent.

ITEMS CONTINUED FROM PREVIOUS AGENDAS – None

MEMBERS ITEMS AND REFERRALS TO STAFF

Commissioner D. Jackson requested a financial analysis as part of the boat ramp discussion.

ADJOURNMENT – 10:02 P.M.

Motion by Commissioner Callahan, seconded by Commissioner Keidser, to adjourn the meeting at 10:02 p.m. Motion carried unanimously, with Commissioner Shaer absent.

The next meeting of the Harbor Commission of the City of Redondo Beach will be a regular meeting to be held June 13, 2016, in the Redondo Beach Council Chambers, 415 Diamond Street, Redondo Beach, California.

Respectfully submitted,

Stephen Proud
Waterfront and Economic Development Director



Administrative Report

Harbor Commission Hearing Date:

June 13, 2016

AGENDA ITEM:

6, Report A (Public Hearing)

PROJECT LOCATION:

THE REDONDO BEACH WATERFRONT BETWEEN
PORTOFINO WAY AND TORRANCE CIRCLE

APPLICATION TYPE:

WATERFRONT PROJECT - CONSIDERATION OF APPROVAL/CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT AND WATER SUPPLY ASSESSMENT (SCH# 2014061071 / FILE NO. 2014-04-EIR-001), FACTS AND FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION MONITORING AND REPORTING PROGRAM; CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW (INCLUDING SIGN REVIEW AND LANDSCAPE/IRRIGATION PLANS), COASTAL DEVELOPMENT PERMIT, AND VESTING TENTATIVE TRACT MAP NO. 74207, FOR APPROXIMATELY 36 ACRES OF DEVELOPMENT IN THE REDONDO BEACH HARBOR/PIER AREA, AND CONSIDERATION OF THE RECREATION AND PARK COMMISSION'S RECOMMENDATIONS RELATED TO SEASIDE LAGOON.

CASE NUMBERS:

2016-06-HC-001
2016-06-CDP-003

APPLICANT:

REDONDO BEACH WATERFRONT LLC
(AFFILIATE OF CENTERCAL PROPERTIES LLC)

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of a Final Environmental Impact Report (SCH# 2014061071 / FILE NO. 2014-04-EIR-001), Facts And Findings, Statement Of Overriding Considerations, A Mitigation Monitoring And Reporting Program and Water Supply Assessment; Coastal Development Permit, Harbor Commission Design Review (including Sign Review and Landscape/Irrigation Plans), Conditional Use Permit, and Vesting Tentative Tract Map No. 74207, for a project that consists of the demolition of most of the existing buildings; the construction and operation of commercial, office, hotel, theater, and recreational uses totaling approximately 523,939 square feet of development (312,289 square feet

of net new development) on property at the Redondo Beach Waterfront located within the Coastal Commercial (CC) Zones and P-PRO Zone between Portofino Way and Torrance Circle.

Implementation of certain elements of the Staff Recommended Alternative are contingent upon the granting of permits by state and federal agencies, including but not limited to the California Coastal Commission (Coastal Development Permit for areas of original jurisdiction), U.S. Army Corps of Engineers (401 and 404 permit), and U.S. Coast Guard (bridge permit).

DEPARTMENT'S RECOMMENDATION:

It is recommended that the Harbor Commission take the following actions:

1. Open the public hearing;
2. Receive and file an administrative report regarding Project Review and Entitlements (Report A);
3. Receive and file an administrative report regarding the Boat Launch Facility (Report B);
4. Accept all public testimony; and
5. Continue the public hearing to June 27, 2016 at 6:30 PM.

EXECUTIVE SUMMARY

This report to the Harbor Commission is intended to provide the Commission with a thorough understanding of the proposed Waterfront project which is a comprehensive and integrated project to transform and revitalize the City's aging harbor and pier area. This report also contains expert analysis and professional staff recommendations on how the project meets the criteria for the granting of the requested land use entitlements subject to certain Staff Recommended Modifications.

Staff has been working with the applicant to develop several modifications to the proposed project in response to community concerns. The revised project, referred to as the Staff Recommended Alternative, includes several differences from the project analyzed in the Draft EIR, including the reconfiguration of the site plan in the northern portion of the project to create an additional view corridor, the reduction in the number of structures in Seaside Lagoon, the reconstruction of the Sportfishing Pier, and a boat launch ramp facility at Mole B. Consequently, the Staff Recommended Alternative includes several differences from the proposed project analyzed in the Draft EIR, although the same amount of new square footage would be constructed.

This report also provides a brief summary of comments received on the Draft EIR from the community. The Final EIR (which includes comments, responses to comments, the mitigation monitoring reporting program, and other supporting materials) is currently being prepared and is anticipated to be presented for consideration on June 27, 2016.

It is important to note that the Harbor Commission is not being asked to take action at this time. The primary purposes of this initial meeting are to receive additional information on the revised project and to accept public testimony. Following this initial meeting Staff will be submitting the Final EIR materials and findings and conditions as well as Resolutions for Commission consideration and action at the continued public hearing.

Staff is pleased by the involvement of the community in this important project and is also appreciative that the applicant has listened to staff and the community and made meaningful positive changes to the project to address identified concerns.

I. BACKGROUND INFORMATION:

Consideration of a Final Environmental Impact Report (SCH# 2014061071 / FILE NO. 2014-04-EIR-001) Facts And Findings, Statement Of Overriding Considerations, A Mitigation Monitoring And Reporting Program and Water Supply Assessment; Coastal Development Permit, Harbor Commission Design Review (including Sign Review and Landscape/Irrigation Plans), Conditional Use Permit, and Vesting Tentative Tract Map for The Waterfront project located between Portofino Way and Torrance Circle, west of Catalina Avenue. The Staff Recommended Alternative consists of the demolition of approximately 199,171 square feet of existing structures¹, the replacement of the existing Pier Parking Structure, the retention of 12,479 square feet of existing development, and the construction of up to 511,460 square feet of building area. The project includes retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel. The Staff Recommended Alternative also includes infrastructure improvements and public recreation enhancements such as a new small craft boat launch ramp (which is described briefly in this report and addressed in greater detail in the accompanying Administrative Report B for this agenda item), improvements to Seaside Lagoon (opening of the lagoon to King Harbor as a protected beach), new parking facilities, the reconstruction of the Sportfishing Pier, an expanded boardwalk along the water's edge, enhanced public open space, improved pedestrian and bicycle pathways including a new pedestrian/bicycle bridge across the Redondo Beach Marina/Basin 3 entrance, and the reconnection of Pacific Avenue. The property is located in CC Coastal Commercial Zones (CC-1 – CC-4) and the P-PRO Parks, Recreation and Open Space Zone. The Harbor Commission will also consider the unanimous recommendation from the Recreation and Parks Commission to implement the proposed modifications to Seaside Lagoon. While not a part of their recommendation, the Recreation and Parks Commission generally expressed their support of the project overall.

¹ The Staff Recommended Alternative has less demolition than the proposed project addressed in the Draft EIR because it does not include the 8,231 square foot Joe's Crab Shack Restaurant located at Mole C.

I.1 Brief Project Timeline

After a competitive selection process in 2012, the City approved CenterCal Properties as a partner in the Waterfront revitalization process. As part of their plan development process, CenterCal conducted eight town hall style meetings gathering feedback from residents, businesses, and stakeholders. The applicant also hosted community events and presentations to provide information and get feedback on the project design. The concept that emerged was compliant with the voter and Coastal Commission approved standards and development criteria including development intensity and square footage. In 2013, the City Council approved an Exclusive Negotiating Agreement (ENA), a Reimbursement Agreement (RA), and a Memorandum of Understanding (MOU) with CenterCal to move the project forward. The City Council took further action in July and November of 2013, initiating an EIR based on the proposed site plan. A Notice of Preparation (NOP)/Initial Study was issued on June 19, 2014, providing for a 30-day public review period, and a public scoping meeting was held on July 9, 2014. This was followed by preparation of the Draft EIR. On October 21, 2014, seven alternatives to be analyzed in the Draft EIR were presented to the City Council to receive and file.

As discussed in more detail in Section VI below, the Waterfront Draft EIR was distributed to the public and regulatory agencies on November 17, 2015, for a 63-day review period ending January 19, 2016. The public outreach and public meeting schedule was approved by the Mayor and City Council on November 3, 2015.

The Final EIR, including responses to comments is currently being prepared and, per CEQA, is required to be provided a minimum of 10-days prior to the Harbor Commission taking action on the proposed project.

On April 20, 2016, the proposed modifications to land within the P-PRO zone (Seaside Lagoon) were presented to the Recreation and Parks Commission at a public meeting. The Recreation and Parks Commission unanimously recommended by motion that the decision-making body (Harbor Commission or City Council, if appealed) approve the modifications to Seaside Lagoon (area within the P-PRO zone) described in the Draft EIR Chapter 2, Project Description, Section 2.4.1.2 for the proposed project.

On May 9, 2016, the Harbor Commission held a public meeting, which included an overview of the proposed project and the entitlements that are required for project approval.

Subsequent to the circulation of the Draft EIR and the May 9, 2016 Harbor Commission public meeting, Staff has been working with the applicant to develop several modifications to the proposed project in response to community concerns. The modifications include a reconfiguration in the site layout in the northern portion of the project site to reduce the massing of the northern parking structure, providing for new view corridors, reduce the number of accessory buildings in Seaside Lagoon, and the replacement of the Sportfishing Pier and associated building. Additionally, the Staff Recommended Alternative includes a boat launch ramp located at Mole B (which is described briefly in this report and addressed in greater detail in the accompanying

Administrative Report B for this agenda item). The applicant's design submittal is noted as Attachment 1 to this report. The design submittal incorporates the above modifications recommended by Staff.

I.1.1 Staff Recommended Alternative Project Site

The Waterfront project site is approximately 36 acres of land and water located along the Santa Monica Bay, between Portofino Way and Torrance Boulevard, as well as approximately two acres located at Mole B.² The Torrance Boulevard Traffic Circle (Torrance Circle) is included in the project site. The project site is entirely within the City's Coastal Zone and certain portions are seaward of the mean high tide line (Tidelands). The land portion of the project site is generally divided into two areas: the northern area (area north of Basin 3) and the southern area (the International Boardwalk and area south of Basin 3). The northern portion of the project site is accessed from Harbor Drive including feeder arterials of Herondo Street, Pacific Avenue, and Beryl Street. The southern portion is accessed from Torrance Boulevard. Additional information on the project site, history of the project site, and a summary of policy and guidance documents related to the waterfront that have been adopted by the City is provided in the May 9, 2016 Harbor Commission Administrative Report, as well as in Chapter 2, Project Description of the Draft EIR.³

The project site is in a developed area surrounded by a variety of land uses to the north, south, and east with the King Harbor (Outer) Breakwater and Santa Monica Bay to the west. The Portofino Hotel and Joe's Crab Shack restaurant are also located to the west. To the north, the surrounding uses are Basin 2, marinas, and surface parking lots. Existing improvements in Basin 2 include a hotel, yacht club, apartments, fueling facility, conference facility and restaurant. The AES power plant is located approximately 0.09 mile to the northeast. To the east are a hotel, commercial uses, Czuleger Park⁴, and high-density multi-family residential development. To the south are Veterans Park, the Redondo Landing commercial development, and the Monstad Pier.

The project site is currently developed with approximately 211,650 square feet of existing buildings⁵ (not including the parking structures), consisting primarily of restaurants, retail, and office uses. Recreation uses include an enclosed and contained public swimming and recreational facility known as the "Seaside Lagoon." Other existing uses include the Plaza Parking Structure and the Pier Parking Structure (which collectively provide 1,350 parking stalls), surface parking lots, the Sportfishing Pier, the

² The Staff Recommended Alternative project site includes the approximately 2-acre Mole B boat ramp location, and does not include the approximately 2-acre Mole C boat launch ramp location that was included in the Draft EIR proposed project.

³ The Draft EIR for the Waterfront is available online at:
http://www.redondo.org/depts/planning/waterfront_draft_eir/default.asp

⁴ The lower portion of Czuleger Park is located above the Plaza Parking Structure, which is included in the project site boundary.

⁵ The existing 8,231 square foot building at the Mole C boat launch ramp site (Joe's Crab Shack Restaurant) is not included in the Staff Recommended Alternative project site, and therefore, the amount of square footage to be demolished is less than assumed in the Draft EIR. There are no buildings located at Mole B.

Horseshoe Pier, and Basin 3 of King Harbor (the Redondo Beach Marina). King Harbor provides recreational and visitor-serving uses such as watercraft rentals, sightseeing, and slip rentals. The types of water-related recreation activities available within and surrounding the project site includes: fishing, sailing, power boating, and non-motorized water activities such as kayaking, outrigger canoeing, stand up paddling and swimming. The peak boating season occurs between Memorial Day and Labor Day weekends.

In addition to the project site described above, a boat ramp is proposed at an approximately two-acre site on Mole B under the Staff Recommended Alternative. Mole B is located north of the project site and is accessed from Marina Way. Existing uses on Mole B include surface parking, Moonstone Park, launch ramp and storage for outrigger canoes, and Fire Station No. 3 (Harbor Patrol and County Lifeguards). Surrounding uses include King Harbor Yacht Club at Mole A to the north, Basin 3 and King Harbor Marina to the north/northeast, the mouth of Basin 2 and Portofino Hotel on Mole C to the south, the main channel and outer breakwater to the west, and Marina Way and Basin 2 and the Portofino Marina to the east.

II. STAFF RECOMMENDED ALTERNATIVE - PROJECT SUMMARY

This section presents the Staff Recommended Alternative and also supplements information provided in the May 9, 2016 Harbor Commission Administrative Report. A summary table of the Staff Recommended Alternative project elements is provided as Attachment 3. The applicant's design submittal is provided as Attachment 1. The design submittal includes the revised drawings for the project as well as a description of project goals, site history, and community engagement summary. The Staff Recommended Alternative, includes several modifications from the proposed project presented in the Draft EIR and in the May 9, 2016 Harbor Commission Administrative Report. The modifications include a reconfiguration in the site layout in the northern portion of the project site, elimination of the Mole C boat launch ramp from the plans, and the potential location of a public boat launch ramp location at Mole B. The Project Summary provided below presents the revised project as currently proposed (the Staff Recommended Alternative) and a description of the modifications is provided in Section III.

The Staff Recommended Alternative would revitalize approximately 36 acres (land and water) of the City's waterfront by redeveloping and expanding local and visitor-serving commercial uses, enhancing public access and recreational opportunities and facilities, and improving the aging support infrastructure and parking facilities. The Staff Recommended Alternative also proposes substantial improvements in site connectivity, public access, and public views to and along the waterfront. The project is specifically designed as a new waterfront village to reconnect the Pier and Harbor area with resident and visitor-serving uses. As such, the project seeks to integrate the best of the public and private needs and interests in a revitalized village providing broad coastal access and enjoyment. The project is designed to reconnect the public with the waterfront and to help resolve a long-standing separation of uses and disconnection from the community.

The main components are demolition of approximately 199,171 square feet of existing structures, the retention of 12,479 square feet of existing development (Kincaid's and the Seaside Lagoon restroom), the replacement of the existing Pier Parking Structure, and the construction of up to 511,460 square feet including retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel. The percentage of each use in relationship to the total overall project square footage would be approximately 35 percent restaurant, 24 percent hotel, 20 percent retail, 12 percent office, and 9 percent specialty cinema. This combination of uses may change slightly over time depending upon tenant interest and market conditions.

The total amount of new and remaining development on-site would be 523,939 square feet (312,289 square feet of net new development). See Table 1 below, which shows the existing and proposed square footage.

Table 1: Existing and Staff Recommended Alternative Development Square Footage

	Existing Development	Existing Development to be Demolished	Existing Development to Remain	New Construction	Total Square Footage (Existing to Remain plus New Construction)	Net New Square Footage (Overall increase in square footage as compared to existing development)
North	40,168	38,055	2,113	288,184	290,297	250,129
South	171,482	161,116	10,366	223,276	233,642	62,160
Total	211,650	199,171	12,479	511,460	523,939	312,289

Notes: Existing square footage consists of the building square footage existing when the NOP/IS was prepared for the Draft EIR in June 2014.

This table has been modified from the table presented in Chapter 2 of the Draft EIR to be consistent with the Staff Recommended Alternative, which includes Mole B and does not include Mole C boat launch ramp site. There are no existing or proposed buildings located at Mole B. There was no proposed building at the Mole C boat launch ramp site under the proposed project, but there was one existing 8,231 square foot building (Joe's Crab Shack Restaurant). This building has been removed from the square footage totals presented in the table above.

The Staff Recommended Alternative includes 19 new and replacement buildings located within the site's 36 acres. Two existing buildings will be retained which are the Seaside Lagoon restroom and Kincaid's restaurant. One of the new buildings is the enclosure of an existing open pavilion at Seaside Lagoon. The new buildings vary in size, height, and design and are described in detail later in this report.

The Staff Recommended Alternative is designed to create a seaside village atmosphere. Within the northern portion of the project site, the new buildings generally front a new main street labeled Waterfront Way on the plans. Waterfront Way extends south from Portofino Way towards the Basin 3 Marina where it curves east and connects with the new Pacific Avenue Reconnection. Pedestrian-oriented features such as welcoming store fronts and building entrances, as well as varied architectural features are provided along both Harbor Drive and the new main street. These features would provide an interesting and inviting environment along both street frontages. The buildings along Harbor Drive (the eastern side of the new main street) are generally larger and taller than the buildings on the new main street. This is not only consistent

with the CC Coastal Commercial zoning requirements, but it also creates a village-like atmosphere by shifting the focus from Harbor Drive to the new main street with lower scale and intensity development. In this way, the harbor, waterfront, boardwalk, and new public beach would be the main focal points. Within the southern portion of the project site, the primary features would be the new hotel with commercial uses, a replacement parking structure, and new or replacement buildings on the Horseshoe Pier.

The Staff Recommended Alternative also includes connectivity and public recreation enhancements. This includes the replacement of the Sportfishing Pier and associated building, replacement of a portion of the Horseshoe Pier, the opening of Seaside Lagoon to harbor waters, an expanded boardwalk along the water's edge, enhanced public open space, and pedestrian and bicycle pathways. Site connectivity and public access to and along the water would be improved by the establishment of a new pedestrian/bicycle bridge across the Redondo Beach Marina/Basin 3 entrance and the reconnection of Pacific Avenue. The new bicycle/pedestrian bridge and the Pacific Avenue Reconnection would improve the physical connection between the northern and the southern portions of the site. Complementary architectural design and features such as public art, lighting, and landscaping would also enhance the visual continuity between the northern and southern portions of the site.

The zoning classifications for the project site are CC-1, CC-2, CC-3, and CC-4 (Coastal Commercial), with the exception of Seaside Lagoon, which has a zoning classification of P-PRO (Parks, Recreation, and Open Space). A more detailed description of some of the project features and elements is provided below. For additional information, see Chapter 2, Project Description of the Draft EIR.⁶

II.1 Site Access and Connectivity

Vehicle circulation to and within the site is shown on Sheets 124 and 125 of the applicant's design submittal (Attachment 1). The main access to the project site would be from Harbor Drive, including feeder arterials of Herondo Street, Pacific Avenue, Beryl Street, and Torrance Boulevard. Within the project site, the new main street would provide an access route through the project from Portofino Way to the Pacific Avenue Reconnection, just north of Basin 3. The new main street can be accessed via Portofino Way, two locations along Harbor Drive, and at the Pacific Avenue Reconnection north of Basin 3.

The Pacific Avenue Reconnection would be a new limited two-way road that would provide vehicular, bicycle, and pedestrian traffic connectivity between the northern and southern portion of the project site. This would create a direct link between Pacific Avenue/Harbor Drive and Torrance Circle. The reconnection would consist of a two-lane roadway, an 8-foot walkway to the west of the roadway, and a 12-foot bi-directional bicycle path east of the roadway. Operation of the modified intersection at Pacific

⁶ The Draft EIR for the Waterfront is available online at:
http://www.redondo.org/depts/planning/waterfront_draft_eir/default.asp.

Avenue/Harbor Drive and new intersection at Torrance Circle and the Pacific Avenue Reconnection would be via stop signs.

The main parking for the site would be located in parking structures in the northern and southern portions of the project site. The vehicle entry/exit for the northern parking structure would be located off of an access road immediately to the south of the structure. This access road connects directly to Harbor Drive and the new main street. This access road also provides access to parking on the ground floor of Building C (opposite the entry/exit to the parking structure).

The vehicle entry/exit for the southern parking structure would be at two locations from the Pacific Avenue Reconnection north of Torrance Circle and from Torrance Circle. Entrance to the hotel entry plaza would also be provided from the Pacific Avenue Reconnection north of the parking structure entrances.

In addition to the northern and southern parking structures, parking would be available at the existing Plaza Parking Structure located at the foot of Czuleger Park. Along with the existing entry/exit to this parking structure on Pacific Avenue, a new entry/exit would be provided from the Pacific Avenue Reconnection opposite the access to the new main street. Surface parking would also be available along the new main street, which as discussed above, can be accessed from Portofino Way, Harbor Drive, and the Pacific Avenue Reconnection. Parking locations are shown on Sheet 128.

Bicycle connections are provided to existing bicycle paths to the north and south of the project site, including the Herondo Gateway Cycle Track. Additionally, as shown on Sheet 116 of the applicant's design submittal (Attachment 1), bicycle access is available across the project site. Similarly, pedestrian access routes are available to and within the project site as shown on Sheet 115 of the applicant's design submittal (Attachment 1), including the enhanced promenade along the water's edge. The bridge across the mouth of Basin 3 would provide a shorter direct connection between the northern and southern portions of the project site. Currently, pedestrian/bicycle access is a more circuitous route along the eastern edge of the site. The bridge would be a bascule bridge (commonly referred to as a drawbridge) to allow boats access to Basin 3/Redondo Beach Marina.

II.2 Proposed Buildings under the Staff Recommended Alternative

The northern portion of the project site has 13 new buildings with one (1) existing building, the restroom building at Seaside Lagoon, to remain and one (1) existing building, the open air pavilion at Seaside Lagoon, to be modified. The pavilion would be enclosed and as such, is considered to be new square footage constructed under the project. The southern portion of the project site proposes five (5) new buildings with one (1) existing structure, Kincaid's Restaurant, to remain. As described above, the project area will be served by two (2) new parking structures, one of which is in the northern portion of the site, and the other of which is in the southern portion.

Northern Portion

As described previously, within the northern portion of the project site the buildings are mostly located along the new main street with taller and larger buildings on the eastern side and smaller buildings on the west. The east side of the redesigned promenade along the waterfront would feature predominately one story buildings, including a unique public market hall, parks, and plazas with spectacular ocean views. The public open space, view corridors, and the numerous paseos between the buildings (also providing view corridors), would replace the existing large asphalt surface parking lot. These improvements would create a new sense of place and would provide visitors with easy access to the beach from the new pedestrian-friendly living street and convenient parking.

The following is a description of each of the proposed buildings in the northern portion of the project site. Unless otherwise noted, the elevations of each building identified below are measured from the sidewalk elevation of Harbor Drive consistent with height requirements set forth in the Coastal Zoning Ordinance (see Attachment 4 for additional information on height requirements). Architectural features and design elements such as parapets, towers, signage, flagpoles, and columns, and mechanical equipment and screening are permitted to extend above the roof elevation, subject to approval of the Harbor Commission Design Review per Redondo Beach Municipal Code (RBMC) Section 10-5.1522.

The northern entrance to the project site is located at the corner of Harbor Drive and Portofino Way. Building A is located at this intersection. It is proposed to be 45 feet in height, three (3) stories, and 27,064 square feet. Each floor would be approximately 9,000 square feet. This building serves the important function of screening the proposed parking structure and in the Staff Recommended Alternative, it provides a 30-foot setback from Portofino Way. Additional modifications recommended by Staff and shown on the plans include “wrapping” or continuing active commercial uses along Harbor Drive to activate the street frontage in these areas. The building façade would be predominantly red brick with metal and stucco accents. Project signage is proposed as an architectural feature at the north eastern corner of the third level. Uses include retail and restaurant on the lower levels with office spaces above. As described later in the report, Building A is similar in architectural style, but not in scale to Building F (the Public Market Hall), reflecting classic commercial wharf-like architecture.

The new northern parking structure is south of Building A on Harbor Drive. The structure is proposed to be five (5) levels, 45-feet high, and have 697 parking spaces. The design of the structure features strong horizontal elements to reduce the apparent vertical height and modulation of the façade to break up the building envelope. Access to the structure is provided off of the east-west road between Harbor Drive and the new main street. As discussed above, two (2) commercial uses are proposed along Harbor Drive which further screen the parking structure while activating the sidewalk area. These uses would total 1,440 square feet.

Building B is located west of Building A at the corner of Portofino Way and the new main street (referred to as Waterfront Way on the plans). This building is proposed to be approximately 39 feet in height, two (2) stories, and 28,380 square feet. The building would be primarily cement plaster with vertical geometric columns, reminiscent of the Art Deco styling that was popular in the 1930s. Cool gray tones, metal accents, and colored brick make this building very different from Building A. Uses include retail and restaurant on the lower levels with office use above.

Building C is located along Harbor Drive south of the northern parking structure and is proposed to be 45 feet in height, two (2) stories, and 59,265 square feet. While mostly two levels, the southwestern corner of the building would only be one story and 21 feet in height as measured from Harbor Drive. Similar to Building B, Building C would have cement plaster, vertical geometric columns and detailing, as well as metal and tile accents. The Art Deco styling works well with the proposed luxury cinema located on the second floor. The second floor would also feature outdoor dining (located on the roof of the one-story portion of the building.) Retail and restaurant uses are proposed along the first floor. The first floor would also have a small 26-space parking area, accessible via the east-west driveway between Harbor Drive and Waterfront Way.

Abutting Harbor Drive south of Building C, Building D is proposed to be approximately 34 feet and 48,988 square feet. The two-story structure incorporates many of the design elements found in the smaller lagoon structures (Buildings N, M, K, and J described below) including brick, concrete surrounds and horizontal siding. Wood trellis structures on the second floor provide shade as well as warm beach accents while metal details around openings provide a contemporary feel. Varying roof heights and varying façade locations make for an articulated structure with architectural interest.

South of Building D adjacent to the Pacific Avenue reconnection is Building E. Building E is proposed to be one story, approximately 23 feet in height as measured from Harbor Drive, and 10,448 square feet. While much smaller in scale, Building E is similar in architectural style as Building C with cement plaster, vertical geometric elements, and metal accents. The building is proposed with a cool color palette and would have retail and restaurant uses.

Building F is the proposed Market Hall and is designed to be a signature building of highest quality design and visual interest. The building would be approximately 37 feet high and 76,459 square feet. It is primarily one (1) story with a partial two (2) story and rooftop patio. Of the total floor area, 9,154 square feet is proposed to be on the second floor, towards the center of the building footprint. The second floor area would cover only 12 percent of the lower floor footprint, maintaining a primarily one-story envelope. The second floor would feature an outdoor deck, positioned to face the western ocean view. The flat first floor roofs vary in height from approximately 21 feet to 34 feet. The taller roof elements highlight the main entry points to the hall. The façade includes concrete walls with strong elements of brick. This building is reminiscent of classic wharf-like commercial architecture found along the western coastline which ties well with Redondo Beach's early history as a lively port. With a variety of interior tenant

spaces for a wide range of merchants, this structure has the potential to be the bustling core of the project.

Buildings H and G are proposed as one-story structures west of the new main street and, along with Buildings C and D, flank a 70-foot wide open space corridor. Building H is proposed to be 23 feet in height and 11,735 square feet. Building G is proposed to be approximately 21 feet in height and 10,415 square feet. Building H includes horizontal siding, concrete facades, and wood trellis accents. The horizontal siding ties well with the new boardwalk located immediately west and harkens to the beach atmosphere at the lagoon. Building G is more contemporary with a concrete façade, metal trim, and a tile base. Please note that Building H is proposed to be connected to Buildings J, and K (described below) by trellises, creating shaded breezeways for pedestrians to travel from the new main street to the waterfront promenade.

West of Buildings B and C and opposite the new main street, is Seaside Lagoon. The buildings proposed in Seaside Lagoon are small one-story buildings that range in height from approximately 18 feet to 25.5 feet as measured from the adjacent finished grade. These buildings are identified as J, K, M, and N on Sheet 50 of the applicant's design submittal (Attachment 1). These structures are the smallest within the project site and range from Building M at 1,985 square feet to Building J at 3,557 square feet. No two buildings are identical, however, the majority are proposed with flat roofs of varying heights, are generally shown to be in neutral tones, and have warm architectural accents such as wood trellises, siding, and brick. Building N is the most contemporary of the group and includes an angled roof with metal accents. The buildings visually reflect a mix of Craftsman Cottage, Spanish, and Contemporary styles, all found throughout the City. Because the lagoon is a treasured feature at the shoreline, the low profiles of these buildings help maintain the protected atmosphere of this public recreational space. Uses within these buildings will support lagoon activity and may include equipment rental, beach-related retail, and refreshments.

Two existing structures in Seaside Lagoon are to remain including the 2,113 square foot restroom building and the 2,233 square foot open pavilion. As part of this project, the open pavilion - labeled as Building O - would be enclosed. The enclosure of this building is considered new square footage.

West of Building H on the deck of the reconstructed Sportfishing Pier is Building L. Building L is proposed to be one story, 24 feet in height as measured from the pier deck, and 1,836 square feet. The building is proposed to be contemporary with horizontal wood siding and wood trellis structures. This is the only building proposed with a blue-green color palette, which ties well with its overwater location. The pier will also have horizontal safety railing around the perimeter of the pier. Building H would have retail and restaurant uses.

Southern Portion

In the southern waterfront area, the existing piers would be reimagined with a collection of new shops and restaurants. These new structures would be strategically designed to

create a charming atmosphere while also increasing the visibility and connection to the ocean. A new hotel with balconies and terraces fronting the public promenade would replace the front portion of the existing concrete parking structure which would be demolished. Public parking would be provided tucked behind the new buildings fronting the pedestrian promenade.

The following is a description of each of the proposed buildings in the southern portion of the project site. As described below, the elevations of each building identified below are measured from various points, consistent with the height requirements set forth in the Coastal Zoning. Architectural features and design elements such as parapets, towers, signage, flagpoles, and columns, and mechanical equipment and screening are permitted to extend above the roof elevation, subject to approval of the Harbor Commission Design Review per Redondo Beach Municipal Code (RBMC) Section 10-5.1522.

Building P is located south of the new pedestrian bridge and would be three (3) stories, 30 feet in height as measured from the existing parking deck surface, and 201,031 square feet. The most northerly portion of the building, located at Parcel 10, would be 40 feet as measured from the arcade walk level. The first level would include retail, restaurant, and the main entry lobby to the hotel. The hotel motorcourt would be located on the eastern side of the building off of Pacific Avenue. The second and third floors would be primarily dedicated to the hotel with a second story outdoor deck on the northern side of the building. The style of Building P is reminiscent of Cape Cod architecture with wood siding in neutral tones and white trim. The building façade would also include brick, stucco, and tile accents as well as fabric awnings. The overall design reflects that of a successful seaside resort.

The southern parking structure is immediately southeast of Building P. The structure is proposed to be five (5) levels with the lowest level subterranean and would have 1,158 parking spaces. Visitors would be able to access the structure from both Torrance Circle and Pacific Avenue. There would be a two-story retail and restaurant component on the southern end of the parking garage facing Torrance Circle. The square footage for this space is included in the Building P total calculation. The structure and the activated storefront will be approximately 30 feet in height as measured from the existing parking deck.

Building S would be located on Pad 2 of the Horseshoe Pier, on the northern leg of the pier west of the existing Kincaid's restaurant (Building R), which would remain unchanged. Building S would be one-story, approximately 24 feet in height as measured from the deck surface, and 6,574 square feet. The building would have varying flat roof heights and wood shingles, reflecting the design of a contemporary beach cottage. Building S would have retail and restaurant uses.

South of Building S on the southern leg of the pier is Building T. Building T would be two stories, 30 feet in height as measured from the deck surface, and 11,496 square feet. Of the total square footage, 3,252 square feet is proposed on the second floor. The building is broken up into four (4) distinct architectural facades with varying finishes

such as horizontal siding and wood shingles. Metal and stucco accents also add interest to this linear building. Building T would have retail and restaurant uses.

Building U is located on the southern leg of the pier opposite Building T. Building U would be primarily one story, approximately 26 feet in height as measured from the deck surface, and 3,840 square feet. A small 219 square-foot second story is proposed providing access to roof-top viewing areas. While not identical to Building T, the design and exterior finishes have the same architectural flavor. Building U would also have retail and restaurant uses.

II.3 Open Space

The Staff Recommended Alternative includes the removal of large expanses of asphalt surface parking areas⁷ and the development and enhancement of high-quality public open space throughout the project site, including providing public seating, gathering, and passive and active recreational spaces. Overall, the amount of open space provided on-site (as defined by the City's Zoning Code) would remain approximately the same as existing conditions (11.5 acres), but the new open space provided would include new public gathering and event space, upgraded landscaping and amenities such as seating and decorative lighting, and, overall, the open space would have substantially improved visibility, usability, and visual appeal. This is consistent with the April 8, 2008 Administrative Report prepared for the City Council public hearing on the zoning for the project site: "Clustered new development in conjunction with replacing surface parking with parking structures will in fact increase the amount of useable open space, provide pedestrian walkways and view corridors in place of walking through parking lots, and enhance the character of the Harbor area as a pedestrian-active area." (April 8, 2008 Administrative Report, page 26.)

As shown on Sheet 224 of the applicant's design submittal (Attachment 1), open space areas include the 20 – 30 foot-wide promenade along the water's edge and adjacent landscaped areas, a landscaped corridor and gathering space north of the market hall (Building F), landscaping, parks, and pathways along the view corridors that extend from Harbor Drive to the water's edge on the northern portion of the project site, the modified Seaside Lagoon, the landscaped setback at the project gateway at Portofino Way and Harbor Drive, and the bicycle path and landscaped edge along the Pacific Avenue Reconnection. Existing open space along the Horseshoe Pier and the reconstructed Sportfishing Pier would remain.

The modified Seaside Lagoon would include public beach and lagoon area, as well as landscaped areas for seating, picnicking, and events. While overall the amount of public open space within the site boundaries would remain similar to the existing conditions, the quality of the open space would be enhanced by the addition of features such as new landscaping, lighting, benches, decorative fountains, recreation-serving

⁷ The site currently dedicates approximately 546,056 square feet (or over 12 acres) to surface and structured parking footprints. Under the proposed project, the site would consist of approximately 184,879 square feet (or just over four acres) of surface-and structured parking footprints.

amenities, and centrally located public gathering spaces. Further, the new open spaces are integrated into the overall site design to provide more useable and visually pleasing spaces promoting high quality design to enhance active and passive use and enjoyment of the outdoor environment to complement the natural beauty of the harbor and Santa Monica Bay.

The Waterfront would provide new public spaces for community events, classes and exhibits which would increase the vibrancy of the site and enhance the community's connection with the harbor. This would include a continuation of the annual events that occur at the site.

Seaside Lagoon would be a focal point for events and activities occurring at the Waterfront and would be used extensively as both an informal public gathering space and as a site for organized events and activities. In addition to public events and activities, there would also continue to be opportunities for private events. Seaside Lagoon events and activities could make use of modified features such as concrete steps down to the beach providing amphitheater style seating, open beach and lawn area, enclosed pavilion, wide boardwalk and plazas seaward of the accessory buildings, direct physical connection to harbor waters, and a view that is open to the harbor. Public and private events may include (but are not limited to):

- Lobster Festival
- Fourth of July Fireworks
- Concert series (professional musicians and local schools and community groups)
- Easter egg hunts
- Movies on the beach
- Private events such as class reunions, corporate parties
- Community fundraisers such as wine tasting, chili cook off
- Teen beach parties/after prom events

The modified Seaside Lagoon as well as other open spaces on site would serve as the site of organized recreational and cultural activities and public exhibits. Activities and exhibits that would be held may include the following, and may be subject to Entertainment or Temporary Event permits depending upon the activity:

- SUP/kayak instruction
- Yoga/Tai Chi
- Staging for 5k runs
- Exercise classes
- Swimming lessons such as ocean safety classes
- Cultural dance events
- Art shows/exhibits
- Educational exhibits/programs such as tide pools, marine studies

II.4 Landscape

The Staff Recommended Alternative includes approximately 11.5 acres of high quality open space, allowing for a variety of opportunities for natural greenery. Conceptual landscape plans including potential plant locations and selections start on Sheet 225 of the design submittal (Attachment 1). While plantings may be found throughout the project site, landscaping is more dense in the northern portion of the project site where the lagoon, park spaces, and large open plaza areas reside.

Several types of shrubs and groundcovers are proposed, including low water use succulents such as aeonium and agave as well as colorful tropical plants such as lantana and hemerocallis. Likewise, the plans call for a wide palette of trees including the coastal evergreen New Zealand Christmas Tree, the very durable Holly Oak shade tree, and the broad-leafed evergreen Rusty Leaf Fig. Decorative trees such as the Desert Fan Palm are also proposed.

Event spaces, play areas, and passive parks are proposed with turf to allow for public gathering, easy movement, potential equipment placement, and even just casual picnicking. These landscaped event spaces are located in the lagoon and in the plaza areas near Buildings H, G, and F.

The proposed plant palette is appropriate for front line seacoast exposure and includes water-wise California native plant selections. The landscape would be designed to create visual interest, soften building edges, to complement the architecture, and to enhance public spaces.

II.5 Hardscape

Pathways are proposed throughout the project site providing multi-modal access from Portofino Way to Torrance Circle. The project includes two (2) entry plazas with the northern being located at the corner of Portofino Way and Harbor Drive and the southern being located at Torrance Circle. The most prominent pathway is the new 20 – 30 foot wide boardwalk along the full length of the water's edge. There is also a pedestrian/bicycle bridge across the mouth of Basin 3. Outdoor dining patios, including rooftop patios, are proposed at several potential restaurant locations. Built-in amphitheater seating is proposed within Seaside Lagoon as well as a potential stage area between Buildings M and K and a new viewing platform just to south of and overlooking the lagoon, tentatively called 'Vista Point'. A large fountain is proposed just west of Building G and a smaller fountain is proposed in the hotel motorcourt, just east of the main hotel entrance.

Conceptual hardscape plans reflect a variety of materials to be utilized such as wood, decorative brick work, and concrete. Several amenities are proposed for the open plaza areas including lounge seating, picnic benches, and firepits. The plans also reflect two (2) potential public art locations, one being in the plaza adjacent to Torrance Circle and the second being in the plaza between Buildings H and G.

II.6 Lighting

Proposed conceptual lighting plans begin on Sheet 234 of the design submittal (Attachment 1). Practical pedestrian lighting such as low level bollards are proposed within the plaza areas near Buildings H and G. Pedestrian-scale street lights approximately 12 feet in height are proposed along the new main street, Portofino Way, and the driveway between the northern parking structure and Building C. The handrails along the boardwalk and pedestrian/bicycle bridge will also have lighting.

Decorative lighting is also proposed such as the overhead string lights within the plaza area between Buildings C and D as well as uplighting inside landscaped areas, at the pedestrian/bicycle bridge, and beneath walkway benches. Building facades will have decorative custom wall sconces providing uplighting and downlighting.

Prominent Waterfront signage like that shown on the Market Hall (Building F) and Building A at the northern entry corner will have linear LED to highlight the crown.

All lighting will be appropriately fitted with shielding and cut-off designs to avoid off-site light and glare.

II.7 Small Craft Boat Launch Ramp

A new small craft boat launch in King Harbor is an integral part of the Waterfront project. This element of the project would be implemented by the City. Although no location within King Harbor stands out as an ideal location, the City has been working with the public regarding the location of the proposed boat ramp facility. The Draft EIR analyzed several possible locations and configurations for the ramp. The proposed project addressed in the Draft EIR includes a two-lane boat ramp with a breakwater at Mole C. The Draft EIR also analyzed an alternative – Alternative 8: Alternative Small Craft Boat Ramp Facilities Within King Harbor – that included six boat ramp facilities within King Harbor (three ramp configurations at Mole A, a one-lane ramp with no breakwater at Mole C, and two ramp configurations at Mole D). Subsequent to the preparation of the Draft EIR, a new ramp design and site configuration at Mole B has been developed. Based on a preliminary evaluation, it is anticipated that the Staff Recommended boat launch ramp design at Mole B would not result in any new or increased significant impacts in comparison to those analyzed in the Draft EIR. An environmental assessment of the Staff Recommended Alternative, including Mole B, will be included in the Final EIR.

The Mole B boat launch ramp is described briefly below and addressed in more detail along with boat launch ramp options for Mole C and Mole A in the accompanying Administrative Report B for this agenda item.

The certification/approval of the Final EIR and related materials (i.e., mitigation monitoring and reporting program, findings of fact, and statement of overriding considerations) for the Waterfront project will include both the CenterCal portion of the

proposed project and the boat launch ramp. While the Harbor Commission can conceptually discuss approval of the boat launch concurrently with the entitlements for CenterCal's portion of the Waterfront project, the boat launch entitlements (i.e., conditional use permit, Harbor Commission Design Review, and coastal development permit) for the boat launch ramp will occur separately from the entitlements for the CenterCal development. This approach is consistent with CEQA, which recognizes that projects will traditionally require numerous subsequent approvals to implement a project after the initial set of entitlements. (CEQA Guidelines § 15124(d)(2) and 15378(c) [noting public agencies "may make more than one decision on a project."].)

The boat launch ramp facility at Mole B would provide the following:

- One-lane boat ramp with boarding float, a hand launch ramp, and approximately 20 vehicle/trailer spaces (the center eight spaces are pull-through, with the end rows being head-in only)
- Placement of a five-ton jib crane hoist fitted with a 20-foot long mast arm and associated queue dock and gangway
- Guest dock and gangway
- Relocation of Moonstone Park (to the south, toward the Harbor Patrol facility), maintaining the open square requirement (23,530 square feet)
- Relocation of the outrigger club storage space

Please note that adjacent boat slips and private marina parking spaces would be removed as part of the reconfiguration of Mole B.

III. STAFF RECOMMENDED ALTERNATIVE - REVISIONS TO ORIGINAL PLANS

The Staff Recommended Alternative, as described above in Section II, includes several modifications to the project described in the Draft EIR. The modifications have been made in response to public input provided during the Draft EIR public review period. (See Section V.3 below for regarding comments on the Draft EIR). The changes consist of a revised building layout in the northeastern corner of the project site and a revised boat launch ramp facility location at Mole B. There would be no changes to the overall project design or the amount of square footage physical constructed; however, the Mole C boat launch ramp location would no longer be part of the project area and the existing uses on site (8,231 square foot Joe's Crab Shack restaurant and parking lot) would remain. Therefore, the amount of existing square footage within the project site and the amount of demolition would decrease by 8,231 square feet. Thus, the amount of net new development would increase by 8,231 square feet, from 304,058 square feet described in the Draft EIR to 312,289 square feet under the Staff Recommended Alternative, although the amount of new construction would not change. Additionally, the Staff Recommended Alternative includes the demolition and

reconstruction of the Sportfishing Pier and associated building (which was identified as one of two options for the Sportfishing Pier in the Draft EIR).

The modifications to the proposed project, from what was described in Chapter 2 Project Description, of the Draft EIR are described below. The modified plans are provided in Attachment 1.

Under the Staff Recommended Alternative, the layout of the northern parking structure and Building A, B and C has been altered to increase the view corridor at the Portofino Way and Harbor Drive intersection and provide a project entry, and to provide a new view corridor along Harbor Drive south of Portofino Way.

Building A, at the corner of Portofino Way and Harbor Drive, has been repositioned and reduced by approximately 1,000 square feet to provide greater setback along Portofino Way (approximately 30 feet). This repositioning would provide an increased line of sight from the Harbor Drive/Portofino Way intersection to Seaside Lagoon to the harbor. Additionally, the increased setback provides space for a project entry feature (i.e., project signage/public art).

The footprint of the northern parking structure would be reduced to provide a new approximately 60-foot view corridor along Harbor Drive. To accommodate a sufficient number of parking spaces to meet the parking demand, the modified project structure would have an additional level (five levels instead of four levels). The height of the structure would be 45 feet as measured from Harbor Drive, which is consistent with the maximum height allowed under the Coastal Zoning and consistent with maximum height of the structure height evaluated in the Draft EIR.

Overall, the square footage of the parking structure would be slightly greater at 276,836 square feet, as compared to approximately 261,000 square feet. The number of spaces would be slightly less at 697 as compared to 757.

The vehicle entry/exit for the modified parking structure would be located off of an access road immediately to the south of the structure. This access connects directly to both Harbor Drive and the new main street. The parking structure would also be modified to provide two retail spaces on the Harbor Drive frontage at the northern end and at the southern end of the structure. The two retail spaces total 1,440 square feet. The retail spaces have been wrapped around to incorporate pedestrian-oriented features at the street level.

Buildings B and C are also modified to accommodate the redesign of the parking structure. The square footage of each building is different than under the proposed project, but overall the total square footage would remain similar (a total of 87,645 square feet as compared to 86,965 square feet). Under the proposed project analyzed in the Draft EIR, the specialty cinema would be located in Building B (under the Staff Recommended Alternative, this would be located in Building C). The cinema would continue to front the new main street. As previously described, 26 parking spaces would be provided in the lower level Building C. These would be accessed directly from

the access road that separates the parking structure and Building C. Both Buildings B and C would be two-story buildings.

The design of Seaside Lagoon would be modified by moving Building L from the P-PRO zone to the Sportfishing Pier. Also, Buildings N and M would be moved slightly to the south to accommodate the view corridor at Harbor Drive and Portofino Way. With the removal of Building L from Seaside Lagoon, the amount of new square footage of accessory uses in the P-PRO zone would decrease by 1,836 square feet from 12,092 square feet to 10,256 square feet. The total new and existing square footage in Seaside Lagoon (including the 2,113 square foot restroom building that would remain and 2,233 square foot open pavilion that would be enclosed), would be 14,602 square feet.

Additional changes to parking include the provision of 26 parking stalls at the lowest level of Building C, immediately south of the parking structure. The number of surface parking spaces would increase from 109 spaces to 115. The number of parking spaces in the replacement structure in the southern portion of the project site has been refined from 1,157 to 1,158 and the number of spaces in the existing Plaza Parking Structure would remain 300. Thus, overall the number of parking spaces would change from 2,363 to 2,296.

The proposed project addressed in the Draft EIR includes a two-lane boat ramp at Mole C. The Draft EIR also analyzed an alternative – Alternative 8: Alternative Small Craft Boat Ramp Facilities Within King Harbor – that included six boat ramp facilities within King Harbor (three at Mole A, one at Mole C and two at Mole D). In the Final EIR, a new boat launch ramp design at Mole B is also being considered.

IV. SPORTFISHING PIER AND BASIN 3/REDONDO BEACH MARINA

The Staff Recommended Alternative also includes recommended options for the Sportfishing Pier and the reconstruction/redevelopment of the Basin 3/Redondo Beach Marina. The Draft EIR assessed the following options for the proposed project:

Sportfishing Pier

1. Demolition with equivalent square footage of existing pier building constructed on land
2. Demolition and replacement with pier and building of a similar size and footprint

Basin 3/Redondo Beach Marina

1. Fewer Slips than Existing (33 slips with eight side-ties)
2. Similar Slips to Existing (60 slips with eight side-tides)

The Staff Recommended Alternative includes the reconstruction of the Sportfishing Pier with a building of similar size and footprint and the reconstruction of a similar number of slips in Basin 3/Redondo Beach Marina.

V. EVALUATION OF PROJECT DEVELOPMENT STANDARDS

The Staff Recommended Alternative requires the certification of the Final Environmental Impact Report and approval of a Conditional Use Permit, Coastal Development Permit, Harbor Commission Design Review (including Sign Review and Landscape/Irrigation Plans), and Vesting Tentative Tract Map.

Land use development at the project is governed by the General Plan, Local Coastal Plan, and Coastal Zoning Ordinance. Consistency with these plans was discussed in detail in Draft EIR, Section 3.9, Land Use and Planning. As noted therein, a given project need not be in perfect conformity with each and every policy in a General Plan. State law does not require precise conformity of a proposed project with every policy or land use designation for a site. Courts have recognized that general and specific plans attempt to balance a range of competing interests. It follows that it is nearly, if not absolutely impossible, for a project to be in perfect conformity with each and every policy set forth in an applicable plan.

The project site has the following designations under the City's General Plan, Coastal Land Use Plan, and City's Coastal Land Use Plan:

Table 2 Summary of Project Site Land Use Plan Designations

Portion of Project Site	General Plan	Coastal Land Use Plan	Coastal Zoning	Harbor/Civic Center Specific Plan
<i>Northern Portion</i>				
Seaside Lagoon	P Public or Institutional	P-PRO Parks Recreation and Open Space	P-PRO	Harbor/Pier Sub-Area Policy Zone 5
East of Seaside Lagoon and North of Basin 3	CC Coastal Commercial	CR Commercial Recreation Sub-Area 2a and Sub-Area 2b	CC-3	Harbor/Pier Sub-Area Policy Zone 2
<i>Southern Portion</i>				
Horseshoe Pier, area south of Basin 3, and International Boardwalk	CC Coastal Commercial	CR Commercial Recreation Sub-Area 1a, 1b and 1d	CC-1	Harbor/Pier Sub-Area Policy Zone 1a (International Boardwalk portion of the area south of Basin 3); Sub-Area Policy Zone 1b (Horseshoe Pier); and Sub-Area Policy Zone 1d (Parcel 10)
Pier Plaza and Pier Parking Structure	CC Coastal Commercial	CR Commercial Recreation Sub-Area 1c	CC-2	Harbor/Pier Sub-Area Policy Zone 1c

Table 2 Summary of Project Site Land Use Plan Designations

Portion of Project Site	General Plan	Coastal Land Use Plan	Coastal Zoning	Harbor/Civic Center Specific Plan
<i>N/A</i>				
Small Craft Boat Launch Ramp Parking Lot	CC Coastal Commercial	CR Commercial Recreation Sub-Area 3b and 3c	CC-4	Harbor/Pier Sub-Area Policy Zone 3b and 3c

Notes

There are no established land use designations or zoning for the water area (i.e., Basin 3).

V.1 Consistency with the General Plan

The General Plan Land Use Map designates the project site as “CC” Coastal-Related Commercial” and “P Public or Institutional.”

The Coastal-Related Commercial designation applies to the majority of the site. The overall goal of the Coastal-Related Commercial designation is to:

Provide for the continued use of the City’s coastal-related recreational facilities as resources for the residents of Redondo Beach and surrounding communities; ensuring that these uses and activities are compatible with adjacent residential neighborhoods and commercial districts and maintain a high level of quality and safety (Goal 1J).

Specific objectives include supporting recreational and commercial uses as a recreational resource and amenity of the City. Consistent with the goals and objectives of the General Plan, the Staff Recommended Alternative would include features and amenities that support coastal-related recreation. This includes expanding businesses located within areas designated as CC that support the commercial, coastal, and recreational setting such as marine-related commercial recreation (e.g., charter boats and marine-recreation equipment rentals), coastal-related retail (e.g., beach-related goods such as towels, swim suits, sunglasses, and souvenir stores), and seafood stores and restaurants. Enhancements to existing recreational uses include a modified Seaside Lagoon with direct access to the harbor, new high-quality public open space, a new boat launch facility, and an improved promenade along the water’s edge and bicycle path.

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

Provide for public uses which support the needs and functions of the residents and businesses of the City (Goal 1K).

The specific objective includes providing for the continuation and expansion of existing recreation and other public land uses and facilities to support the existing and future population and development of the City. The City's General Plan Recreation element expressly notes that "expansion" of the Lagoon includes, but is not limited to a number of concepts, including "improve wayfinding and entrance to park," "evaluate expanding hours of operation," "improve quality of concession facility," "install secure and permanent storage areas," and "evaluate additional off-season events." Under the Staff Recommended Alternative, the existing recreation use within Seaside Lagoon would be maintained with modified amenities. Additionally, the existing access restrictions to the lagoon would be removed (e.g., under existing conditions, an admission fee is charged and the lagoon is only open for summer months during specific hours and for special events).

For additional detail on General Plan consistency, see Tables 3.9-3 and 3.9-4 in Section 3.9, Land Use and Planning of the Draft EIR, which are provided as Attachment 5 to this report. While the tables were prepared for the Draft EIR to address the proposed project analyzed therein and do not specifically address the Staff Recommended Alternative, the information presented in the tables continues to be applicable to the Staff Recommended Alternative. Table 3.9-3 presents the goals, policies, and objectives for the entire City and for the specific land use designations for the project site that are relevant to the proposed project, and analyzes the project's consistency with each policy in greater detail. Table 3.9-4 summarizes the General Plan Land Use Element's land use designations and development standards applicable to the project site and analyzes the project's consistency. As described above, and similar to the proposed project addressed in Tables 3.9-3 and 3.9-4 of the Draft EIR (Attachment 5), the Staff Recommended Alternative is consistent with the General Plan.

V.2 Consistency with the Coastal Land Use Plan (LUP)

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

Seaside Lagoon is designated as P-PRO Parks, Recreation and Open Space (a sub-designation to the P Public or Institutional ["P"] designation). The primary permitted

uses in the P-PRO designation are parks, open space, recreational facilities, and accessory uses such as rest rooms, storage sheds, concession stands, and recreational rentals, etc.

Coastal land use policies identified in the LUP include allowing for the operation of the pier and harbor area as a commercial recreational asset for the City and preserving coastal dependent uses and maintaining and enhancing views. Consistent with the land use policies, the Staff Recommended Alternative would include a mix of public and private commercial and recreational uses intended to reconnect the public with the waterfront as well as revitalizing the area and enhancing public access to the harbor.

For details on Coastal LUP consistency, see Tables 3.9-5 and 3.9-6 in Section 3.9, Land Use and Planning of the Draft EIR, which are provided as Attachment 5 to this report. While the tables were prepared for the Draft EIR to address the proposed project analyzed therein and do not specifically address the Staff Recommended Alternative, the information presented in the tables continues to be applicable to the Staff Recommended Alternative. Table 3.9-5 presents the applicable policies that are relevant to the proposed project and analyzes the project's consistency with each policy in greater detail. Table 3.9-6 summarizes the LUP land use designations and development standards applicable to the project site and analyzes the project's consistency with each. As presented above, and similar to the proposed project addressed in Tables 3.9-5 and 3.9-6 of the Draft EIR, the Staff Recommended Alternative is consistent with the LUP.

V.3 Compliance with the Coastal Zoning

The Staff Recommended Alternative meets the required development standards of the applicable zoning districts, including building height and intensity requirements. Attachment 4 is a summary table which provides an overview of the Staff Recommended Alternative's compliance with applicable development standards by zone, including allowable uses, height requirements, FAR maximums, and other standards. Compliance with other code requirements, including setbacks, parking requirements, and the development cap for the waterfront are discussed below.

V.3.1 Setbacks

As shown in the table provided in Attachment 4, the setbacks in all of the zoning areas are to be determined subject to Harbor Commission Design Review. The setbacks vary across the project site and are designed to fit within the overall project design concept. The Staff Recommended Alternative is designed to maximize the pedestrian experience both along the retail frontages and the waterfront, while also providing high quality public open space with view corridors and public gathering areas. The buildings are generally clustered along the Harbor Drive and the new main street with narrow setbacks to provide pedestrian-oriented walkways along the commercial frontage of the project site, interspersed with open areas that provide pathways, ample landscaping and space for seating and public gathering. The clustering of buildings along the

roadways also provides for a typically 20 – 30-foot promenade along the water that can accommodate a mixed flow of users under typical operational conditions. The proposed building setbacks also allow for enhanced pedestrian features such as sidewalks that are as wide as 15 – 20 feet (see site cross sections in the applicant’s design submittal [Attachment 1]).

V.3.2 Compliance with the CC Zone Development Cap

Under the Coastal Zoning, a maximum development of 400,000 net new square feet is allowed within all of the CC zoned parcels of the harbor area, based on existing development on April 22, 2008. Compliance with the overall harbor area development cap of 400,000 net new square feet would ensure that the cumulative FAR of the Harbor would not exceed 0.35.

The net new construction under the Staff Recommended Alternative is within the cap of 400,000 square feet of net new floor area allowed within all CC zones. Redondo Beach Resolution No. 2011-09-HC-002 (Shade Hotel) states that there are approximately 371,638 remaining square feet of allowed development under the City’s 400,000 square foot limit (RBMC Sections 10-5.813(a), 10-5.814(a), 10-5.815(a), and 10-5.816(a)). Subsequent to the adoption of this resolution, there was an amendment to the Shade Hotel Project approval, which increased the square footage of that project by 8,649 square feet (allowing for an additional 362,989 square feet under the City’s 400,000 square foot limit). With the additional 285,855 square feet of net new construction that would occur under the Staff Recommended Alternative in the CC zones based on existing land use on April 22, 2008, the total net new development within the CC zones since April 22, 2008 would be 322,866 square feet. This is within the 400,000 square foot maximum. After buildout of the Staff Recommended Alternative, 77,134 square feet of remaining net new development would be allowed within the CC zones. The completed, under construction, and proposed development within the CC zones since April 22, 2008 is shown below in Table 3.

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

	Existing Square Footage in CC Zones on April 22, 2008	Completed/Under Construction/ Proposed In CC Zones After April 22, 2008	Net New Square Footage in CC Zones	Balance
				400,000
Harbor Patrol Site	1,728	4,430	2,702	397,298
Shade Hotel Site	13,211	47,520	34,309	362,989
Staff Recommended Alternative Project Site	223,482	509,337	285,855	
Total			322,866	77,134

This table has been modified from the table presented in Chapter 2 of the Draft EIR to eliminate existing and proposed square footage that is located in the P-PRO zone (Seaside Lagoon) and to be consistent with the Staff Recommended Alternative

V.3.3 Compliance with Parking Requirements

The project applicant is requesting approval of a shared parking plan to meet the City's parking requirements. Based on RBMC parking rates for the proposed mix of uses (commercial/retail/office/hotel/specialty cinema), 2,567 parking spaces would be required (this does not include 40 stalls that would be provided in association with a two-lane boat ramp or 20 stalls provided for a one-lane boat ramp). This would result in short fall of 271 stalls. Applying the RBMC demand factors to the proposed uses assumes that the demand for each land use peaks at the same time; this is not reflective of the parking demands experienced with each land use and may lead to the provision of more parking than is needed at any given time. Therefore, a shared parking demand assessment was performed to determine the appropriate number of parking spaces to support the Staff Recommended Alternative pursuant to the RBMC provision allowing overlap parking. The shared parking assessment determined that there would be a peak demand for 2,147 spaces. The plans show 2,296 spaces provided on-site, which would be a surplus of parking provided, above the identified need for 2,147 spaces.

V.3.4 Compliance with the Public Art Requirement

Pursuant to Chapter 6 (*Public Art Requirement*) of the Municipal Code, public art shall be installed on the project site in a public place. The value of the public art shall be equal to at least one percent (1%) of the building valuation and displayed in a manner that will enhance its enjoyment by the general public. Alternatively, the developer may pay a public art monetary contribution into the City Public Art Fund equal to one (1%) percent of the building valuation above two hundred fifty thousand dollars (\$250,000.00). This shall be paid at the time of building permit issuance.

The applicant has committed to providing public art throughout the project site; however, no specific art proposals have been provided at this time. A recommended condition will require the developer to demonstrate compliance with this requirement prior issuance of the first building permit. The adopted process for Public Art requires the City's Public Art Commission to review and approve all installations.

PROJECT ENTITLEMENT CRITERIA AND FINDINGS

V.4 CONDITIONAL USE PERMIT

Pursuant to RBMC Section 10-5.810, the following uses in the Coastal Commercial Zones require the approval of a Conditional Use Permit (CUP):

- Bars and night clubs
- Food and beverage sales
- Commercial Recreation
- Hotels

- Marinas (not allowed in CC-2)
- Marina related facilities (yacht and boating clubs not allowed in CC-1 and CC-2, boating facilities not allowed in CC-2)
- Offices
- Restaurants
- Recreational equipment rentals (not allowed in CC-1)
- Retail – any tenant space exceeding 5,000 square feet of floor area
- Parking lots (not allowed in CC-1)
- Public safety facilities (*i.e., police sub-station*)
- Recreation facilities

Parking facilities that are accessory facilities to the primary land use, such as those contained within the project, are not regulated by the City's zoning regulations, and are instead regulated by separate provisions under RBMC 10- 5.1700 et seq. (RBMC § 10-5.1117(f).) Nevertheless, to avoid any uncertainty, staff is recommending the issuance of a CUP for these parking facilities, which are conditionally permissible as a primary land use pursuant to RBMC Section 10-5.1110

Approval of a Conditional Use Permit must generally meet certain criteria specified in RBMC 10-5.2506. The City's past interpretation of these provisions allows a balancing of these factors, consistent with *Santa Clarita Organization for Planning the Environment v. City of Santa Clarita* (2011) 197 Cal.App.4th 1042, 1059-1064. The applicant's request for a Conditional Use Permit is consistent with the criteria set forth therein for the following reasons:

1. *The site for the proposed use shall be in conformity with the General Plan and shall be adequate in size and shape to accommodate such use and all setbacks, spaces, walls and fences, parking, loading, landscaping, and other features required by this chapter to adjust such use with the land and uses in the neighborhood. (RBMC § 10-5.2506(b)(1))*

The project area is approximately 36 acres and as such, is adequate in size and shape to support 523,939 square feet of floor area while still retaining 492,228 square feet of open space. As reflected on the Land Use Plan shown on Sheet 50 in the applicant's design submittal (Attachment 1), the buildings are not overcrowded, there are large expanses of open space areas, there are wide pathways throughout the site, and with two new parking structures, there will be parking dedicated to this newly developed seaside village.

2. *The site for the proposed use shall have adequate access to a public street or highway of adequate width and pavement to carry the quantity and kind of traffic generated by the proposed use. (RBMC § 10-2.2506(b)(2))*

The site will have access to Harbor Drive, Portofino Way, a new main street, the Pacific Avenue reconnection, and to Torrance Boulevard. These streets and other collectors and arterials in the area have adequate capacity to support the proposed project subject to required traffic mitigation measures.

3. *The proposed use shall have no adverse effect on abutting property or the permitted use thereof. (RPMC § 10-5.2506(b)(3))*

The project will provide a net benefit to the surrounding land uses by providing enhanced coastal access, expanded waterfront amenities, and improved pedestrian and bicycle connections. The surrounding existing hotels will have more to offer their guests with lively day and nighttime activities. The land uses to the east, which include residential uses, will be over 120 feet from the proposed buildings and in some areas, they will be 200 to 400 feet away. Additionally, the residential uses will be separated from the project site by landscaping, and in some areas, the Pacific Avenue Reconnection, as well as the difference in site elevation. The Staff Recommended Alternative is also consistent with and supportive of uses to the north and northwest, which include the Portofino Hotel and Portofino Marina, and uses to the south, which includes the coastal commercial uses at the Monstad Pier.

4. *The conditions stated in the resolution or design considerations integrated into the project shall be deemed necessary to protect the public health, safety, and general welfare. Such conditions may include, but shall not be limited to:..." (RPMC § 10-5.2506(b)(4))*

Recommended Conditions of approval are anticipated to be presented to the Harbor Commission for consideration on June 27, 2016.

As stated earlier in the staff report, the Staff Recommended Alternative is consistent with goals and objectives of the General Plan since it would include features and amenities that support resident and visitor-serving coastal commercial uses, coastal dependent uses, and coastal-related recreation.

Based upon the comprehensive analysis included in the EIR and the discussion above, the Staff Recommended Alternative complies with the City's goals, policies, development standards and regulations as contained in the Coastal Zoning Ordinance, the General Plan, the Harbor/Civic Center Specific Plan, and the criteria for the approval of a Conditional Use Permit.

V.5 HARBOR COMMISSION DESIGN REVIEW

Pursuant to Section 10-5.2502 of the Zoning Ordinance any new development on a commercial or industrial zoned property that is 10,000 square feet in size or greater, requires Harbor Commission Design Review. The purpose of the Design Review is to ensure the compatibility, originality, variety and innovation within the architecture, design, landscaping and site planning of the project. The purpose of the review is also

to protect surrounding properties, prevent blight and deterioration of neighborhoods, promote sound land use, design excellence, and protect the overall health, safety and welfare of the City.

Criteria are provided in order to determine the project's consistency with the intent and purpose of this section. The criterion includes consideration of the: 1) user impact and needs; 2) relationship to physical features; 3) consistency of the architectural style; 4) balance and integration with the neighborhood; 5) building design; and 6) signs.

User impact and needs includes an assessment of a number of issues from the perspective of the user including 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.

On-site traffic circulation as previously discussed in the report, is adequate and appropriate for the Staff Recommended Alternative. Parking is addressed below. Concerns related to utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, energy consumption, physical barriers, and other design concerns have been discussed at great length in the EIR for this project.

Relationship to physical features relates to the natural terrain, topography, and landscape of the site. The site has been developed with commercial structures, parking garages, and surface parking lots since the mid-1960s. There are no horticultural shrubs, grass or trees of any significance that are worthy of preservation or relocation. The project will restore the natural beach at Seaside Lagoon and provide more high quality open space areas, restoring visual and physical access to the coastline. The proposal also includes entirely new landscaping that is more suited to our coastal climate as well as drought-tolerant.

Architectural style is vital when creating a new seaside village. Redondo Beach has an eclectic mix of architectural styles. While Craftsman was the predominant style in the early 1900's, a wide variety of structures may be found throughout the City including, but not limited to, Spanish Colonial, Period Revival, Victorian, Modern, Contemporary, and even Tudor. Likewise, the buildings proposed within the Waterfront Project reflect a diverse array of styles and material choices. The project includes brick, wood, stucco, non-reflective glass, tile, metal, and concrete accents in a variety of combinations. The design for the Staff Recommended Alternative includes buildings with a high degree of articulation and varied rooflines that incorporate a variety of building materials to provide variation but still have a visual cohesiveness designed to provide a sense of place. The design concept is to provide a design that is rooted in the historic beach towns of Southern California and in the history of the City itself, while at that same time presenting a contemporary aesthetic that reinforces the uniqueness of the site and the coastal commercial and recreational character.

The new design would create a more visually harmonious style across the northern and southern portions of the site by incorporating some similar style and design elements,

such as a complementary color palette and building materials. The mixture of uses, architectural styles and open space will create a leisure and cultural heart for Redondo. The many elements of the plan will establish an environment which is a memorable place that creates public value and a civic contribution to the city.

The design and architectural styles within the project site are fresh, innovative, and well-suited to the Harbor area. The proposed structures will be at or below the maximum height requirements set forth for the Coastal Commercial zones. The buildings closest to the coastline are primarily one story, while the buildings closest to Harbor Drive and Pacific Avenue are two to three stories.

Due to the existing topography of this area, the existing four to five-story multi-family structures to the east sit much higher than the proposed buildings. Towards the northern portion of the project site, there is an existing five-story hotel east of Harbor Drive, the new three-story Shade Hotel to the north, and the existing AES power plant. Given the close proximity of these other existing multi-level structures, the height, mass and scale of the Staff Recommended Alternative are neither inconsistent nor disharmonious with the existing development in the area.

The buildings are also designed to be "sustainable" through the incorporation of the following features and practices:

- Utilizing low-emitting materials;
- Diversion of construction waste from landfills;
- Short and long-term bike parking;
- Multi-modal pathways to encourage walking, biking, and public transit;
- Implementation of stormwater Best Management Practices to protect water quality;
- Reduction of water usage by 20% through the use of water-conserving fixtures and efficient irrigation;
- Shading and building design to reduce energy consumption.

The elevation drawings reflect a wide variety of conceptual signage with varying size, font, and design. Per RBMC Section 10-5.1802, commercial signage within the Coastal Zone must meet the following criteria:

- a) The size, shape, color, materials, illumination, and placement of the sign shall be compatible to, in scale with, and harmonious with the building with which it will be associated and with the visual character of the area in which it will be located;
- b) The sign shall not, by size, color, or location, interfere with traffic or visibility, or unduly obscure from view or detract from existing signs;
- c) The sign shall not cause needless repetition, redundancy or proliferation of signage;

- d) The location and design of the sign shall not adversely impact surrounding properties or harmfully impact the public health, safety and general welfare;
- e) The sign shall implement community design standards consistent with the General Plan to the extent it is consistent with the certified Local Coastal Program;
- f) The sign shall identify uses and premises without confusion;
- g) The sign shall promote a high quality visual environment; and h) Pedestrian-oriented projecting signs, monument signs and flush-mounted signs shall be encouraged.

A final signage program will be required to be submitted to the City for review to confirm that the proposed signage meets the above criteria.

In accordance with Section 10-5.1706(d) of the Redondo Beach Municipal Code, the applicant's request for overlapped/shared parking is consistent with the criteria set forth therein for the following reasons:

1. *The total parking provided for the uses sharing parking shall not be less than fifty (50%) percent of the parking requirement for the same uses with no shared parking.*

Based on RBMC code requirements, 2,527 spaces would normally be required. The Staff Recommended Alternative would provide 2,269 spaces, which is a regulatory shortfall of 258 spaces. However, the shared parking demand analysis determined that peak demand for parking would be 2,147 parking spaces. This demand can be fully met by the number of parking spaces that would be provided on-site. Therefore, the parking demand is met and the Staff Recommended Alternative would be consistent with this finding.

2. *The total parking provided for the uses sharing parking shall not be less than the parking requirement applicable to any single use with no shared parking.*

As shown on table 3.13-22 on page 3.13-68 of the Draft EIR, based on Redondo Beach Municipal Code regulatory requirements, the proposed use that requires the most parking spaces is high quality restaurants. Based on the City's demand factors, 1,280 spaces would be required. This number of 1,280 spaces required per the demand factors for restaurant uses is not greater than the total amount of parking provided on site (2,296 spaces). Therefore, the total parking provided for all uses on-site is not less than the parking required for any single use of site and the Staff Recommended Alternative would be consistent with this finding.

3. *The applicant shall provide the Community Development Department information on the proposed hours of operation of each use and anticipated maximum number of employees and customers for each use typically generated during each hour of the day and day of the week.*

The shared parking demand analysis determined that peak demand for parking would be 2,147 parking spaces, which can be accommodated by the 2,269 spaces to be provided at the project site. The shared parking demand analysis uses the Urban Land Institute (ULI) and International Council of Shopping Centers (ICSC) shared parking model, which accounts for factors such as expected number of visitors and employees, time of day, day of the week, and seasonal variation. It also accounts for monthly and hourly parking demand pattern for peak visitor and employee parking demand for weekday and weekend. The shared parking model calculates that the peak demand would occur at 7:00 p.m. on a December weekend, although, it is anticipated that the parking demand could approach similar levels for a few hours on busy days throughout the summer.

- 4. The Community Development Department may approve shared parking subject to a determination that the typical utilization of the parking area would be staggered or shared to such an extent that the reduced number of parking spaces would be adequate to serve all uses on the site or parcel. If the site is in a pedestrian-oriented commercial zone, the Community Development Department may also approve shared parking subject to a determination that the use mix is conducive to customers parking and walking to visit more than one business on the same trip.*

The shared parking model used to determine the shared parking demand considered a mode split factor, which accounts for visitors and employees that do not arrive by automobile (transit, walk, and other means) or are internally captured (i.e., visits to multiple uses on-site). The Project's mode split and internal capture ratios were adjusted based on the proximity of adjacent residential development and multi-modal facilities, and the complementary nature of the development.

- 5. A minimum two (2) week (fourteen (14) day) parking utilization survey, covering the existing and proposed business hours of operation, including hourly counts of vehicles shall be submitted along with a parking analysis of the subject property, which includes the number of tenants spaces and the number of parking spaces that these uses require, shall be submitted for review and approval of the Community Development Director.*

The specific tenant uses and number of tenant spaces has not yet been determined. Therefore, the parking utilization is based on the modeling of the mix of proposed uses at the project site as opposed to a parking utilization survey. The model used is a shared parking model developed by the Urban Land Institute (ULI) and International Council of Shopping Centers (ICSC) shared parking model. The ULI demand analysis is based upon other parking utilization surveys in the same way the ITE trip generation rates are based upon counts taken at other land uses throughout the country. The parking model assessed parking demand based on the demand factors for the proposed uses that would be developed at the project site, and assessing the use for weekdays and weekends each month of the year between the hours of 6 a.m. to 12 a.m.

V.6 COASTAL DEVELOPMENT PERMIT

In accordance with Section 10-5.2218(a) of the Redondo Beach Municipal Code, the applicant's request for a Coastal Development Permit is consistent with the criteria set forth therein for the following reasons:

1. *That the proposed development is in conformity with the Certified Local Coastal Program.*

As described in detail in Section 3.9.4.3 in Section 3.9, Land Use and Planning, of the Draft EIR, the proposed project is compatible with the objectives, policies, and general land uses specified in the City's Certified Local Coastal Program. While the Staff Recommended Alternative includes modifications from the proposed project that was analyzed in the Draft EIR, the information presented in the Draft EIR relative to consistency with the City's Certified Local Coastal Program continues to be applicable to the Staff Recommended Alternative. The Staff Recommended Alternative will improve site connectivity, enhance public access to and along the water and increase the on-site public service amenities. Site connectivity and coastal access would be increased by providing new vehicle, pedestrian, and bicycles links to and across the site. The project creates a new aesthetic by establishing a cohesive architectural style, new landscaping, signage, and lighting. Other features include a modified Seaside Lagoon that has unrestricted public access and high-quality public open space. Project elements also include water quality benefits, measures to accommodate sea level rise projections, and replacement or upgrades to aging infrastructure, including a new stormwater system that complies with low-impact development (LID) criteria. As described herein, the project would be consistent with the FAR, height limits, and land uses set forth in the Coastal Zoning.

The Staff Recommended Alternative is subject to the approval of a Conditional Use Permit providing appropriate regulations for the development of the site so as to not be detrimental to the public health, safety, and general welfare. See the above-stated discussion regarding the criteria for the approval of a Conditional Use Permit, and the evaluation of the Staff Recommended Alternative in light of that criteria.

2. *That the proposed development, if located between the sea (or the shoreline of any body of water located within the coastal zone) and the first public road paralleling the sea, is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code (commencing with Section 30200).*

The project site is located between the sea (or the shoreline of any body of water located within the coastal zone) and the first public road paralleling the sea and is consistent with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code. As described in detail in Section 2.4.1 Chapter 2, Project Description, and in Section 3.12.4.3 in Section 3.12, Recreation, of the Draft EIR for the proposed project, the project enhances public access and

public recreation. While the Staff Recommended Alternative includes modifications from the proposed project that was analyzed in the Draft EIR, the information presented in the Draft EIR relative to public access and recreation continues to be applicable to the Staff Recommended Alternative. The Staff Recommended Alternative enhances connectivity to the coast by providing new vehicle and non-vehicle links to and across the site, including the Pacific Avenue Reconnection that provides vehicle, bicycle, and pedestrian access across the edge of the project site, the new main street, a pedestrian/bicycle bridge across the Redondo Beach Marina/Basin 3 entrance, and pedestrian/bicycle pathways across the site, including an enhanced contiguous pedestrian boardwalk along the water's edge, and completion of a missing section of the California Coastal Trail. The pedestrian walkways and bridge would meet Americans with Disabilities Act (ADA) requirements. The project enhances recreation by removing access restrictions to Seaside Lagoon (the lagoon is currently fenced and only open during summer months and for special events, and requires an admission fee), establishing high-quality public open space with multi-use pathways, public seating, and gathering spaces for passive and active recreation, including special events and public programming.

The Staff Recommended Alternative is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code (commencing with Section 30200).

3. *That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project, and that, in approving the proposed development, the decision-making body is not violating any CEQA prohibition that may exist on approval of projects for which there is a less environmentally damaging alternative or a feasible mitigation measure available.*

Pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code, Division 13, Section 21000, et seq.), the CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, et seq.), and Title 10, Chapter 3 (Environmental Review Pursuant to the California Environmental Quality Act) of the Redondo Beach Municipal Code (RBMC), an EIR has been prepared for the Staff Recommended Alternative. The adoption of a resolution certifying the Final EIR and adopting the Facts and Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program will bring the Harbor Commission in compliance with CEQA responsibilities it has in connection with the Staff Recommended Alternative. In approving the Staff Recommended Alternative, the decision-making body is not violating any CEQA prohibition that may exist on approval of the project for which there is a less environmentally damaging alternative or a feasible mitigation measure available.

V.7 VESTING TENTATIVE TRACT MAP

Vesting Tentative Tract Map No. 74207 (Attachment 2) subdivides the existing underlying lots into 14 parcels for the purpose of better conforming to the project site plan and to ensure that proposed buildings will not cross parcel lines. The Vesting Tentative Tract Map also delineates new private roadways and establishes non-revocable public access rights along the roadways and pathways, and provides for utilities and utility easements. The proposed Map meets the requirements of Chapter 1, Subdivisions, Article 5 of the City's Zoning Ordinance, and the California State Subdivision Map.

VI. ENVIRONMENTAL REVIEW

VI.1 Overview

Pursuant to the California Environmental Quality Act (CEQA), a Draft EIR was prepared to address the potential environmental impacts associated with the proposed project for 14 environmental resource areas. The potential for environmental impacts of the proposed project on the environment were analyzed for each of the resource areas for both construction (e.g., short-term impacts throughout the 2.25 to 2.5 years of construction) and operation (e.g., long-term impacts) of the proposed project.

The Draft EIR identified potential environmental impacts in four environmental resource areas that were determined to be 'Less than Significant with Mitigation Incorporated' as follows:

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

The Draft EIR identified potential environmental impacts in four environmental resource areas that were determined to be 'Significant and Unavoidable' as follows:

During Construction (short-term)

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

During Operation (long-term)

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

All other potential environmental impacts were determined to be Less Than Significant. Additional information can be found in the Draft EIR.⁸ The Draft EIR will be included in the Final EIR. The Final EIR will also include corrections and additions to the Draft EIR.

VI.2 Public Review Process

Pursuant to the California Environmental Quality Act and Guidelines (CEQA), the City issued a Notice of Preparation (NOP)/Initial Study for the proposed project on June 19, 2014, opening a 30-day response period on the scope and content of the Environmental Impact Report (EIR). This NOP/IS is available in Appendix A of the Draft EIR (which will also be provided as an appendix to the Final EIR). The NOP and/or Notice were distributed by mail to the State Clearinghouse, responsible and trustee agencies, and other federal, state, and local agencies, planning groups and organizations, over 175 business operators and lease holders within the harbor area, and over 1,300 individuals, including residential property owners and occupants within 300 feet of the project boundaries. The Notice, NOP and Initial Study were delivered by hand to one local agency (Beach Cities Transit) and City officials (i.e., City Manager, City Council members and Mayor.) Additionally, an emailed notice was sent to email addresses collected from sign-in sheets from eight community meetings held in 2013 and a newspaper notice was published in the Easy Reader. Notices were also posted at the project site, the city's website, and advertised on local access cable television.

A public scoping meeting/open house was held on July 9, 2014 at the Redondo Beach Performing Arts Center. The scoping meeting/open house was presented in an "open house" format to allow attendees to view presentation boards and speak to City staff and the City's environmental consultant to provide input on the proposed project and ask questions. There were 216 names recorded on the sign-in sheets, although, some of the meeting attendees declined to sign in.

Approximately 260 comment letters were received during the comment period and eight letters were received after the close of the scoping period. Of the letters received during the scoping period, eight were from state, regional and local agencies, and the remainder were from individuals and organizations. The comments received are available in Appendix A of the Draft EIR (the Draft EIR and appendices will also be included as part of the Final EIR).

The Waterfront Draft EIR was distributed to the public and regulatory agencies on November 17, 2015, for a 63-day review period ending January 19, 2016 at 5:30 p.m. Notices of Availability and DVDs of the Draft EIR were distributed to various government agencies, organizations, interested persons, and a notice was sent to residences City-wide. The public outreach approved by the Mayor and City Council on November 3, 2015 included newspaper advertisements, city-wide noticing (direct mailing to over 30,000 residences), cable crawl notice, an email blast, and required legal mailings.

⁸ The Draft EIR for the Waterfront is available online at:
http://www.redondo.org/depts/planning/waterfront_draft_eir/default.asp

The City conducted three public meetings regarding the Draft EIR (November 21, 2015, December 9, 2015, and January 9, 2016) to provide an overview of the proposed project and alternatives and to accept public comments on the proposed project, alternatives, and environmental document.

The City received 568 comment letters and emails and 115 oral comments at the three public meetings on the Draft EIR. Additionally, written comments were received one month following the close of the public comment period (February 19, 2016). In addition to comments directed specifically at the analysis presented in the Draft EIR, comments were also received expressing general support and general opposition to the proposed project in its entirety and to specific elements.

The written and oral comments received by the City and the City's responses to each will be provided in the Final EIR. The Final EIR is currently being prepared and per CEQA will be provided to the Harbor Commission via DVD and made available to the public and commenting agencies a minimum of 10-days prior to the Harbor Commission taking action on the proposed project.

VI.3 Issues Raised

While the comments covered a wide variety of issue areas addressing numerous aspects of the proposed project and the Draft EIR analysis, a number of the comments raised similar themes. Below is a summary of those themes that were raised by multiple commenters. Please note that this is not a comprehensive summary of every topic addressed in the comments. The themes listed below will be all addressed in "Master Responses" that will be provided in the Final EIR. Additionally, where applicable, additional information on these issues areas, as well as all other comments received, will be provided in individual responses to comments. All of the comments that were received and the City's responses to each will be provided in the Final EIR.

Issue areas summarized below include the following:

1. Views and Scale of Development

Comment letters were received addressing the visual impact analysis in the Draft EIR, including the view analysis, such as the locations that were selected as Key Observation Views (specifically Czuleger Park and Harbor Drive), and the determination that impacts would be less than significant, and the visual design and character, such as building elevations and building massing.

2. Traffic Impacts

Comment letters were received expressing general concerns regarding traffic associated with the proposed project. In addition, comments were received regarding weekend traffic.

3. Waterfront Parking

Comment letters were received noting concerns associated with parking at the project site, including, size and location of the parking structures, parking for boaters, stand-up paddle boarders and other harbor users, parking for the boat launch ramp, and the number of parking spaces.

4. Modifications to the Seaside Lagoon

Comments were received relative to Seaside Lagoon addressing issues such as the size and usability of the lagoon for recreational purposes, the potential for use conflicts to occur due to the proximity to the boat ramp and the presence of swimmers and hand launch watercraft-users in the lagoon, water quality in the lagoon, and the potential for sea lions to populate the beach.

5. AES Power Plant Site

Comments were received relative to the AES Power Plant suggesting that the proposed project should be planned in conjunction with the AES Redondo Beach Generating Station site and that the cumulative impacts in the Draft EIR analysis should consider development of the AES Site

6. Cumulative Analysis

Several comment letters addressed the adequacy of the cumulative impacts analysis, specifically suggesting that the Draft EIR needed to consider certain specific projects that are being constructed or are planned for the future in the vicinity of the project site.

7. Economic Viability and Compatibility of Businesses at the Project Site

Comments were received expressing concern that if the project were to be built, that the new development might not be financially feasible and the site would once again become run down, the businesses at the project site would be 'upscale' and the residents and businesses would be priced-out of the location, and a movie theater is not needed at the site and is not an economically sustainable or appropriate use

8. Sportfishing Pier, Polly's and Sportfishing

Many comment letters requested that the City consider renovating the Sportfishing Pier and Polly's on the Pier in lieu of demolition. There were also comments in support of the rebuilding of the pier after it is demolished. These commenters' request and concerns regarding the pier and associated businesses were generally associated with the local importance of the pier and Polly's, maintaining existing local businesses, specifically Polly's and Redondo Beach Sportfishing, and removal of fishing opportunities within the project site.

9. Boat Ramp in King Harbor

Comments were received addressing the issues associated with a proposed boat ramp in King Harbor, including two broad subject matters: safety and boat ramp usage and

parking. The comments address both the proposed project boat ramp and the alternative locations and configurations.

VI.4 Environmental Review of the Staff Recommended Alternative

As described above, a number of comments were received on the Draft EIR expressing specific concerns associated with aspects of the proposed project and while the comments did not identify any new significant impacts, the applicant has submitted a revised site plan based upon City staff recommendations in response to the comments received.

The project modifications were designed in light of comments received regarding views along Harbor Drive, in particular associated with the massing of the parking structure and reduction of water views, and regarding support for rebuilding/retaining the Sportfishing Pier.

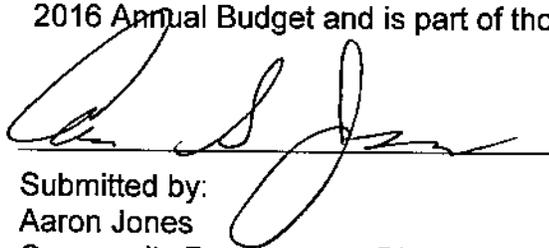
An environmental assessment of the project modifications will be included in the Final EIR pursuant to CEQA. Based on a preliminary evaluation, it is anticipated that the modifications would not result in new or increased significant impacts in comparison to those analyzed in the Draft EIR, and therefore, no recirculation of the EIR would be required pursuant to CEQA requirements.

VII. NEXT STEPS

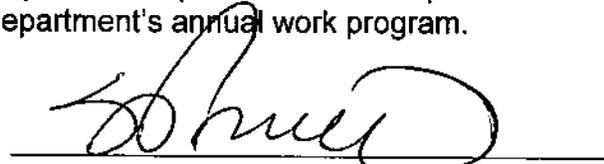
Recommended resolutions approving the entitlements and certifying the Final EIR that include recommended findings and conditions are anticipated to be presented to the Harbor Commission on June 27, 2016. The Final EIR (including comments, responses to comments, and the mitigation monitoring reporting program and other supporting materials) is also anticipated to be presented for consideration on June 27, 2016.

VIII. FISCAL IMPACT

The cost for preparing this report is included within the Community Development and Waterfront and Economic Development Department's portion of the adopted FY 2015-2016 Annual Budget and is part of those department's annual work program.



Submitted by:
Aaron Jones
Community Development Director



Submitted by:
Stephen Proud
Waterfront and E. D. Director

Attachments:

Attachment 1 – Applicant’s Design Submittal

Attachment 2 – Vesting Tentative Tract Map

Attachment 3 – Table of Project Elements

Attachment 4 – Zoning Consistency Table

Attachment 5 – Draft EIR General Plan & Coastal Land Use Plan Consistency Tables

Link to CenterCal Submittal and Drawings:

[REDONDO_FINAL_PRINT_23052016_SMALL-11x17.pdf](#) (131.2 MB)

**Attachment 3
 The Waterfront
 Staff Recommended Alternative
 Summary of Project Elements**

Staff Recommended Alternative - Summary of Project Elements

Proposed Project Elements	Existing Conditions	Proposed Project
<i>Northern Portion of Project Site</i>		
Development	Approximately six stand-alone restaurants (totaling approximately 38,000 square feet) generally located on the edges of the project site, and restaurant and sportfishing charter business located on the Sportfishing Pier. ^a	250,129 net new square feet of new development to include retail, restaurant, creative office, approximately 700 seat specialty cinema, and accessory recreational uses.
Sportfishing Pier	243-foot long and 30-foot wide wooden (timber) pier with a building (approximately 2,704 square feet) that includes a restaurant, sportfishing charter business and restroom.	Demolition and replacement of the Sportfishing Pier with a new pier (concrete or timber) and replacement of the building on the pier in a similar configuration as currently exists.
Seaside Lagoon	Non-tidal chlorinated saltwater, sand-bottom swimming facility with beach, picnic area, concession building and other recreational amenities open only during summer months.	Opening of lagoon to waters of King Harbor to provide sheltered natural beach open year-round (eliminates the use of chlorine) with access for small boats, kayaks and paddle boards and accessory uses/concessions.
Boat Launch Facilities	Hand launch and dinghy dock located along Mole D and a private boat launch facility in Basin 3 consisting of two 5-ton boat hoists.	Removal of the private boat hoist facility. Relocation of the hand launch to within the modified Seaside Lagoon (stand-up paddle boards, kayaks, outriggers, canoes, etc. would be launched from inside the lagoon, once the lagoon has been open tidally to the harbor). Relocation of the dinghy dock within or adjacent to Basin 3.

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Staff Recommended Alternative - Summary of Project Elements

Proposed Project Elements	Existing Conditions	Proposed Project
Parking	Approximately 332-stall Plaza Parking Structure (which is a three-level structure with the lower two levels being available for parking and the top plaza level only open to pedestrians) and surface parking lots with 775 single stalls and 67 double length (trailer) stalls.	New five -level approximately 697-stall parking garage at the northeast corner. Provision of approximately 115 parking stalls along the new main street (a roadway that transects through the center of the northern portion of the site approximately parallel to Harbor Drive) and surface lot. Reconfiguration of Plaza Parking Structure stairwell and elevator shaft and elimination of below ground parking in the area under the proposed development would result in an approximately 32-stall parking reduction (from approximately 332 stalls to 300 stalls). Minor refurbishment of the structure, which may include repaving, restriping, and new lighting. The upper level of the parking structure, which is considered the lower portion Czuleger Park, would not be altered.
Southern Portion of Project Site		
Development	Shops and restaurants along Horseshoe Pier (approximately 81,300 square feet), the International Boardwalk (including Paddle House) (approximately 22,464 square feet), Pier Plaza (approximately 70,000 square feet) and miscellaneous space such as storage, basement, restroom, and maintenance offices within the Pier Parking Structure (approximately 20,000 square feet of the approximately 495,000 square foot parking structure.)	62,160 net new square feet of commercial development to include replacement of most of the existing and former retail and restaurant buildings on the Horseshoe Pier and new approximately 130-room boutique hotel with retail uses on the ground floor.
Pier Plaza	Approximately 70,000 square foot office complex, located on top of the Pier Parking Structure and approximately 20,000 of associated square feet (storage, basement, restroom, and maintenance offices) within the Pier Parking Structure.	Removal of Pier Plaza Development.

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Staff Recommended Alternative - Summary of Project Elements

Proposed Project Elements	Existing Conditions	Proposed Project
International Boardwalk	Narrow strip of small shops and restaurants (approximately 22,464 square feet) located along a paved access road (accessible to pedestrians, delivery, service, and emergency vehicles only), subject to flooding and deteriorating condition.	Removal of the International Boardwalk and establishment of a new limited throughway that would accommodate vehicular, bicycle, and pedestrian traffic. Improvements would address the existing flooding and accommodate sea level rise concerns through the removal of existing structures.
Horseshoe Pier	1,550-foot long horseshoe-shaped pier with restaurants and shops and two currently empty building pads. The pier has a concrete deck, except for a portion of the southern segment, which retains a wooden deck constructed in approximately 1930.	On the northern segment, Kincaids would be retained and a new building would be constructed on a currently vacant building pad (Pad 2). On the southern segment, the wooden portion of the pier and existing buildings would be reconstructed.
Parking	1,018-stall Pier Parking Structure (which is a three-level approximately 495,000 square foot structure with approximately 70,000 square feet of commercial development [Pier Plaza] and parking on the roof), portions of which are in poor condition.	Replace existing Pier Parking Structure with a new five-level approximately 1,158-stall parking structure.
Torrance Circle	Terminus of Torrance Boulevard used to access Pier Parking Structure and for taxi and bus layover, service vehicle loading/unloading zone, and passenger drop off/pick up.	Minor modifications near the entrance to the new parking structure and Pacific Avenue Reconnection.
Basin 3		
Marina Reconstruction/Redevelopment and Bulkhead Rehabilitation	Approximate 61-slip marina (with slips that range in size from 15 to 68 feet) used by recreational, commercial, and excursion vessels.	Reconstruction/redevelopment of the entire floating dock complex and appurtenant facilities within the marina with a similar number of slips (approximately 60-slips and eight side-ties of various sizes.) Timber docks would be replaced with concrete docks. In addition, additional gangways would be constructed within the marina and entrance to Basin 3 for side ties for transient mooring of vessels, which includes the relocation of the existing dinghy dock to this area. Complete replacement of the concrete bulkhead cap and minor repair of bulkhead.

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Staff Recommended Alternative - Summary of Project Elements

Proposed Project Elements	Existing Conditions	Proposed Project
Pedestrian/Bicycle Bridge	None. Access road and elevated walkway between the International Boardwalk and Basin 3 provides only pedestrian access from the northern and southern portion of the site.	New pedestrian/bicycle moveable bridge spanning the mouth of Basin 3. Two supporting piers would be placed within the basin entrance.
<i>Mole B</i>		
Boat Launch Facilities	Landside - surface parking lot for King Harbor Marina and Moonstone Park, including outrigger storage. Waterside - King Harbor Marina boat slips and outrigger launch ramp.	Construction and operation of one-lane boat ramp with boarding float, hand launch ramp, Guest dock 22 drive-through parking stalls (vehicle/trailer spaces) Placement of a five-ton jib crane hoist fitted with a 20-foot long mast arm Relocation of Moonstone Park to the south, toward the Harbor Patrol facility Relocation of the outrigger club storage space. Outrigger launch ramp to remain
<i>Other Improvements</i>		
Circulation	Vehicles must use Catalina Avenue to travel between northern and southern portions of the site. Access road between the International Boardwalk and Basin 3 provides pedestrian, and emergency and service vehicle access. Pedestrian and bicycle paths are located throughout site, including an elevated walkway, bicycle paths pass through the Pier Parking Structure.	Replacement of the International Boardwalk with the Pacific Avenue Reconnection including separated roadway, walkway, and bicycle path, and a new retaining wall located in front of the existing retaining wall. A bicycle path that would improve connection within the project site (including elimination of pathway through the Pier Parking Structure) and to bicycle paths to the north and south of the project site. New/upgraded pedestrian walkways throughout the site, including a boardwalk along the water's edge.
On-site Security	A police sub-station is located within the Pier Plaza office complex.	A new/replacement police sub-station would be established on-site in one of the proposed new buildings in either the northern or southern portion of the site (the precise location has not yet been determined). The proposed project also includes private security in addition to City police services. In addition, the proposed project incorporates design

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Staff Recommended Alternative - Summary of Project Elements

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

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

**Attachment 4
 The Waterfront Staff Recommended Alternative
 Coastal Zoning Consistency**

		Coastal Zoning^a	Staff Recommended Alternative	Project's Consistency
Northern Portion				
Seaside Lagoon (Includes Buildings J, K, M, N, O, and existing restroom building)	Designation	P-PRO		
	Principle Allowable Use^{b,c} (as applicable)	Parks, parkettes, open space, recreational facilities, public buildings in parks, recreation areas, open space (C), community centers (C), cultural institutions (C), government maintenance facilities (C), government offices (C), public gymnasiums and athletic clubs (C), parking lots (C), public safety facilities (C), public utility facilities (C), and accessory uses, structures	The existing use of the site as a public park would remain. Modifications to the park would include opening the lagoon to harbor waters, providing access to canoes, kayaks, paddle boards, and swimmers. Also includes expanded accessory uses/structures such as marine recreation products and rentals. Parking and a portion of roadway would also be within the park boundary.	Consistent (some uses subject to approval a conditional use permit)
	Maximum Density/Intensity	Maximum floor area ratio (FAR) shall not exceed 0.25	This portion of the project site is approximately 173,467 square feet. The square footage of existing and proposed accessory uses is 14,602 square feet (2,113 existing and 12,489 proposed [the proposed square footage includes enclosure of the existing open air pavilion]): FAR - 0.084	Consistent
	Building Height^d	Maximum of 30-feet and maximum of 2-stories RMBC does not specify where heights should be measured from. Listed heights are measured from the existing grade	Building J – 18.5-feet, one story Building K – 19.5-feet, one story Building M – 18.75 -feet, one story Building N – 24 feet, one story	Consistent

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		Coastal Zoning^a	Staff Recommended Alternative	Project's Consistency
			Building O – no change to existing height (approximately 18-feet), one story	
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process	Setbacks vary	Consistent subject to HCDR review
East of Seaside Lagoon and North of Basin 3 (North of Seaside Lagoon - A and B, portion of C; south of Seaside lagoon, portion of Building C, D, E, F, G, H, L)	Designation	CC-3		
	Principle Allowable Use^{b,c} (as applicable)	Bars and night clubs (C,) commercial recreation (C), food and beverage sales (C), Hotels (C), marinas and marina-related facilities (C), offices (C) (above the ground floor, unless marine-related, visitor-serving, or for operation of on-site facilities), personal convenience and personal improvement services (C), restaurants (C), recreational equipment rentals (C), retail sales not exceeding 5,000 square feet of floor area, retail sales exceeding 5,000 square feet (C), snack shops, parks, recreation and open space, parking lots (C), public safety facilities (C), recreational facilities (C)	Mix of retail and restaurant uses, creative office above the ground floor, specialty cinema, and a parking structure.	Consistent (some uses subject to approval of conditional use permit)
	Maximum Density/Intensity	Maximum FAR of all buildings may not exceed 0.35, a maximum FAR bonus of 0.15 percent is allowed on master lease holds or sites that include hotels and/or offices above the ground floor, and for areas that provide public open space totaling at least 20 percent of floor area. <i>With both FAR bonuses, a maximum FAR of 0.65 is allowed.</i>	This portion of the project site is approximately 496,170 square feet. The proposed square footage is 276,030 square feet: FAR – 0.56 Approximately 157,102 square feet of public open space eligible for the FAR bonus would be provided.	Consistent (subject to approval of an FAR bonus)

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		Coastal Zoning^a	Staff Recommended Alternative	Project's Consistency
			Office space would be provided above the ground floor in Buildings A, B, and D	
	Building Height^d	<p>South of southerly boundary of Seaside Lagoon, no building may exceed 37 feet and no more than 50% of the cumulative building footprint may exceed 24 feet, no building may exceed 2 stories and no more than 50% of the cumulative building footprint may exceed one story</p> <p>North of southerly boundary of Seaside Lagoon, no building may exceed 45 feet and no building may exceed 3-stories</p> <p>Unless otherwise noted, building heights are measured from the sidewalk grade at Harbor Drive</p> <p>Building L height is measured from pier deck surface</p>	<p>Development south of southerly boundary of Seaside Lagoon (elevations measured from sidewalk grade at Harbor Drive):</p> <p>Building C (portion) – 21-feet, one-story</p> <p>Building D – 34-feet, two-story</p> <p>Building E – 23-feet, one-story</p> <p>Building F – 37-feet, one-story/two-story</p> <p>Building G – 21-feet, one-story</p> <p>Building H – 23-feet, one-story</p> <p>Building L – 24-feet, one-story (measured from pier deck surface)</p> <p>Development north of southerly boundary of Seaside Lagoon (elevations measured from sidewalk grade at Harbor Drive):</p> <p>Building A – 45-feet, three-story</p> <p>Building B – 39-feet, two-story</p> <p>Building C (portion) – 45-feet, two-story</p> <p>Parking Structure - 45-feet</p>	<p>Consistent</p> <p>Architectural features above the height limit are subject to HCDR</p>
	Other (setbacks, design, etc. as applicable)	<p>Setbacks shall be determined as part of the applicable review process</p> <p>A minimum 12-foot wide paved public esplanade adjacent to the water's edge providing continuous public access to and along the waterfront shall be provided</p>	<p>Setbacks vary</p> <p>A continuous paved public esplanade would be provided along the water's edge, generally 20 – 30 feet in width.</p> <p>There would be approximately 276,030 square feet of building area and approximately 157,102 square feet of public</p>	<p>Consistent</p> <p>Setbacks are subject to HCDR review</p>

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		Coastal Zoning^a	Staff Recommended Alternative	Project's Consistency
		Public open space shall have an area totaling at least 10% of the floor area of new development Utilities should be located underground unless infeasible	open space. The public open space totals 57% of the floor area of the development. Utilities would be located underground as feasible.	
Southern Portion				
Horseshoe Pier, area south of Basin 3, and International Boardwalk (S, T, U, P [portion] and existing restaurant to remain [Kincaid's/ Building R])	Designation	CC-1		
	Principle Allowable Use^{b,c} (as applicable)	Same as CC-3 above, however, personal improvement services and parking lots are not permitted, and government offices are conditionally permitted	Mix of retail and restaurant uses, and creative office above the ground floor	Consistent (some uses subject to approval of a conditional use permit)
	Maximum Density/ Intensity	Development at the Horseshoe Pier is limited to leasable space provided for under the pier reconstruction plan - Resolution 7404 allows for redevelopment of 22,621 square feet of replacement structures following the 1988 fire. Of this 10,366 has been built (Kincaids) and 12,255 square feet has not been built. The International Boardwalk floor area is limited by consistency with other development standards listed in the Zoning Ordinance Cumulative development in all CC zones may not exceed limits established in the Coastal Land Use Plan.	Approximately 7,185 net new square feet would be constructed on the Pier (5,070 square feet of the allowable square footage would remain unbuilt) The International Boardwalk would be demolished and not replaced The Staff Recommended Alternative is consistent with cumulative development cap for CC zones.	Consistent
	Building Height^d	Maximum 30 feet as measured from the top of the pier deck or sidewalk grade, except that building height up to 40 feet may be allowed on Parcel 10 No building may exceed 2 stories (from existing Pier Plaza sidewalk grade/top deck of the parking structure)	Building P portion at Parcel 10 – 40 feet as measured from arcade walk level), one story (with pool and pool deck on top level) Building P portion, outside of Parcel 10 – 30 feet (Height is measured from existing Pier Plaza sidewalk grade/top deck of the parking structure), 2-story from existing Pier Plaza	Consistent Architectural features above the height limit are subject to HCDR

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		Coastal Zoning^a	Staff Recommended Alternative	Project's Consistency
			sidewalk grade/top deck of the parking structure (ground floor retail with two-story hotel) Building S – 24-feet, one-story (Height is measured from top of pier deck) Building T – 30-feet, one-story/two-story (Height is measured from top of pier deck) Building U – 26-feet, one-story/two-story (Height is measured from top of pier deck)	
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process Public walkways are required adjacent to the water's edge. Utilities should be located underground unless infeasible	Setbacks vary A continuous paved public esplanade provided is along the water's edge Utilities are located underground or along the deck pier as feasible and applicable	Consistent Setbacks are subject to HCDR
Pier Plaza and Pier Parking Structure (P [portion])	Designation	CC-2		
	Principle Allowable Use^{b,c} (as applicable)	Same as CC-3 above, however, marinas and marina-related facilities are not a permitted or conditionally permitted use and government offices are a conditionally permitted use	Hotel, retail and restaurant uses, and a parking structure	Consistent (some uses subject to approval of a conditional use permit)
	Maximum Density/Intensity	Maximum FAR of all buildings may not exceed 0.35, a maximum FAR bonus of 0.15 percent is allowed on master lease holds sites that include hotels and/or offices above the ground floor, and areas that provide public open space totaling at least 20 percent of floor area. <i>With both FAR bonuses, a maximum FAR of 0.65 is allowed.</i>	This portion of the project site is approximately 210,543 square feet. The square footage of existing and proposed uses is 127,224 square feet (40,488 existing and 95,717 proposed [the existing square footage includes Kincaid's Restaurant and buildings on the Monstad Pier]): FAR - 0.60	Consistent (subject to approval of an FAR bonus)

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		Coastal Zoning^a	Staff Recommended Alternative	Project's Consistency
			<p>A hotel is provided above the ground floor, which qualifies for the FAR bonus of 0.15 percent.</p> <p>Approximately 47,632 square feet of public open space eligible for the FAR bonus would be provided.</p>	
	Building Height^d	<p>Maximum 30 feet above the sidewalk grade of Pier Plaza (top deck of the parking structure)</p> <p>No building may exceed 2 stories (from the sidewalk grade of Pier Plaza/top deck of the parking structure)</p>	<p>Building P (portion) – 30 feet (height is measured from the sidewalk grade of Pier Plaza), 2-story from the existing sidewalk grade of Pier Plaza/top deck of the parking structure (ground floor retail with two-story hotel)</p> <p>Parking structure - 30 feet from the existing sidewalk grade of Pier Plaza/top deck of the parking structure</p>	<p>Consistent</p> <p>Architectural features above the height limit are subject to HCDR</p>
	Other (setbacks, design, etc. as applicable)	<p>Setbacks shall be determined as part of the applicable review process</p> <p>Public open space shall have an area totaling at least 10% of the floor area of new development.</p> <p>Utilities should be located underground unless infeasible</p>	<p>Setbacks vary</p> <p>There would be approximately 127,224 square feet of building area and approximately 47,632 square feet of public open space. The public open space totals 37% of the floor area of the development.</p> <p>Utilities would be located underground as feasible</p>	<p>Consistent</p> <p>Setbacks are subject to HCDR</p>
Basin 3				
Water-area of the Redondo Beach Marina (no buildings)	Designation^e	N/A		
	Principle Allowable Use^{b,c} (as applicable)	<p>Marinas and boating facilities are allowed in the water portion of the Harbor, subject to a conditional use permit</p>	<p>Existing use of Basin 3 would remain, and the floating dock complex and appurtenant facilities would be replaced similar to the existing configuration</p>	<p>Consistent (subject to approval of a conditional use permit)</p>

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		Coastal Zoning^a	Staff Recommended Alternative	Project's Consistency
	Maximum Density/Intensity	Development standards are determined by the decision making body for a conditional use permit Water areas are not included in FAR calculations	No buildings would be constructed. The marina configuration and number of slips would be similar to the existing configuration	Consistent (subject to approval of a conditional use permit)
	Building Height^d	Development standards are determined by the decision making body for a conditional use permit	No buildings would be constructed	N/A
	Other (setbacks, design, etc. as applicable)	Development standards are determined by the decision making body for a conditional use permit	No buildings would be constructed. The marina configuration and number of slips would be similar to the existing configuration	Consistent (subject to approval of a conditional use permit)
<i>Mole B</i>				
Boat Launch Ramp Parking Lot (no buildings)	Designation	CC-4		
	Principle Allowable Use^{b,c} (as applicable)	Same as CC-3 above	Boat launch ramp and surface parking lot	Consistent (subject to approval of conditional use permit)
	Maximum Density/Intensity	Sub-Area 2 (includes Mole B) Maximum FAR of all buildings may not exceed 0.25, a maximum FAR bonus of 0.15 percent are allowed on master lease holds or sites that include hotels and/or offices about the ground floor, or areas that provide public open space totaling at least 20 percent of floor area	No buildings would be constructed	N/A
	Building Height^d	Maximum of 30-feet and maximum of 2-stories	No buildings would be constructed	N/A
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process	No buildings would be constructed. Surface parking would be provided along the water's edge at the terminus of Marina Way to serve boating facilities.	Consistent

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		Coastal Zoning^a	Staff Recommended Alternative	Project's Consistency
		<p>Public open space shall have an area totaling at least 10% of the floor area of new development</p> <p>Large expanses of asphalt and surface parking should be avoided close to the water's edge, except for parking areas serving boating facilities between Marina Way and Portofino Way</p> <p>Utilities should be located underground unless infeasible</p>	<p>Utilities would be located underground as feasible.</p>	

Notes

- a. Cumulative development in all CC Coastal Commercial zones may not exceed a net increase of 400,000 square feet of floor area based on land use on April 22, 2008.
- b. For all land use designations and zoning, permitted uses within the State Tidelands are limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for management and operation of on-site facilities, limited use overnight visitor accommodations (e.g., condominium hotels, timeshares, fractional ownership hotels) are not permitted.
- c. Uses followed by a (C) are permitted subject to approval of a conditional use permit.
- d. Unless specifically noted, height is defined by RBMC Code Section 10-5.402(a)(33). As allowed under Section 10-5.1522(b) of the Municipal Code, features such as mechanical equipment and housing, bell towers, flag poles, and architectural design elements integral to the overall design character of a building and intended to distinguish its design may exceed the height limit. Architectural features above the height limit are subject to Harbor Commission Design Review.
- e. There are no established land use designations or zoning for the water area.

Attachment 5
The Waterfront
General Plan and Coastal Land Use Plan Consistency Tables
From the Draft EIR (Section 3.9 Land Use)

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

Goals, Objectives, and Policies	Project's Consistency
Goal 1A – Provide for the types and mix of land uses necessary to serve the needs of existing and future residents.	
Objective 1.1 – Ensure that lands are designated to accommodate the housing, commercial, employment, educational, recreational, cultural, social, and aesthetic needs of the residents and that they are developed to maintain and enhance the quality and character of the City.	
Policy 1.1.1 – Establish land use designations to accommodate housing units of a variety of types and prices; retail, office, personal service, entertainment, and food service commercial uses; employee-generating industrial; recreational; governmental services; utility and infrastructure; and other uses required to support the population (I1.1).	The proposed project would not establish land use designations, but is consistent with existing land use designations that accommodate a variety of uses, including retail, restaurant, creative office, recreation and entertainment, and accessory uses.
Policy 1.1.2 – Establish density limits and standards which ensure that new development maintains and enhances the overall quality of life, scale, and physical characteristics which are the City's assets (I1.1).	The proposed project would not establish density limits and standards, but it would conform to all applicable density limits and development standards established by the City in the applicable plans (including the General Plan, Coastal Land Use Plan, Coastal Zoning, and Harbor/Civic Center Specific Plan).
Policy 1.1.3 – Establish standards which maintain and enhance the economic viability of development and fiscal well-being of the City (I1.1).	The proposed project would not establish standards relative to economic viability, but would comply with existing standards that include the establishment of expanded commercial uses and enhanced amenities that serve to improve the economic viability of the harbor area, and thereby contribute to the fiscal well-being of the City.
Objective 1.4 – Provide for the continuation of existing and development of new land uses which contribute job opportunities for existing and future residents of the City.	
Policy 1.4.3 – Allow for the development of commercial recreation uses in the King Harbor and Pier Areas (I1.1).	Consistent. The proposed project would establish new development, including expansion of commercial and recreation uses, within the harbor and pier area. Existing commercial recreation uses, such as charter sportfishing, whale watching, and marine recreation equipment rentals would continue to be allowed within the project site.
Objective 1.5 – Provide for the continuation of existing and development of new public service uses and facilities which meet the needs of the City's residents.	

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

Goals, Objectives, and Policies	Project's Consistency
<p>Policy 1.5.1 – Allow for the continuation of existing public recreational, cultural (libraries, museums, etc.), educational, institutional (governmental, police, fire, etc.), and health uses at their present location [areas classified as Public (“P”) on the Land Use Plan map] and development of new uses where they complement and are compatible with adjacent land uses (I1.1).</p>	<p>Consistent. The proposed project would provide for continuing the existing recreation use at Seaside Lagoon. While Seaside Lagoon would be modified by opening the lagoon to harbor waters and providing new boardwalk, seating, landscaping, and accessory uses, it would continue to be a public park available for a variety of active and passive uses. The adjacent concession/accessory uses, commercial and entertainment uses, as well as upgraded amenities and public access would be supportive of Seaside Lagoon and other areas designated as P in the project site vicinity (Czuleger Park and Veteran’s Park).</p>
<p>Goal 1C – Provide land uses which reflect and capitalize on the City’s location along the Southern California coastline.</p>	
<p>Objective 1.7 – Accommodate coastal-related recreation and commercial uses which serve the year-long need of the residents and visitors and are attractive and compatible with adjacent residential neighborhoods and commercial districts.</p>	
<p>Policy 1.7.1 – Allow for the development of coastal-related commercial retail and service uses (fishing supplies, marine supplies, recreational equipment rentals and sales, recreational clothing, entertainment, and similar) within King Harbor, the Redondo Beach Pier, and lands classified as Coastal Commercial “CC” on the Land Use Plan map (I1.1, I1.3).</p>	<p>Consistent. The proposed project would include a mix of coastal-related retail and service uses, while no specific tenants are identified at this time, the businesses located at the site would support the commercial, coastal and recreational setting at the project site. This is anticipated to include establishments such as (but not limited to) marine-related commercial recreation businesses (e.g., charter boats and marine-recreation equipment rentals), coastal-related retail (e.g., beach-related goods such as towels, swim suits, and sunglasses and souvenir stores), and seafood stores and restaurants. Some of the current tenants would be given the opportunity remain at the project site in addition to new businesses that would be established.</p>
<p>Policy 1.7.2 – Allow for the continued operation and enhancement of King Harbor (I 1.1, I1.3, I1.13).</p>	<p>Consistent. The proposed project involves the economic and recreational revitalization of a central portion of the King Harbor waterfront and would generate revenues that would contribute to the costs of maintaining and enhancing the pier and waterfront. The proposed project is expected to generate sufficient revenues to support the revitalization efforts as address in Chapter 5 Other CEQA Considerations.</p>
<p>Policy 1.7.3 – Allow for the operation and maintenance of the Pier as a recreational asset for the City and region; ensuring a high level quality of use and design, adequate safety, and compatibility with adjacent residential neighborhoods and commercial districts (I1.1, I1.3, I1.14).</p>	<p>Consistent. The proposed project would maintain and support the recreational assets of the Horseshoe Pier, by generating revenues that would contribute to the costs of maintaining the pier and waterfront, and providing a commercial, aesthetic, and recreational enhancements.</p>

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

Goals, Objectives, and Policies	Project's Consistency
<p>Policy 1.7.4 – Allow for the continued use of the City's public beaches for coastal recreational uses (I1.1, I1.3, I1.15).</p>	<p>Consistent. The proposed project would continue to allow for use of the nearby public beaches for recreation uses, and would provide additional amenities (including parking, pathways, and commercial services) at the project site for visitors to the area, including beach-goers.</p>
<p>Goal 1E – Ensure that the types of land uses developed in the City complement and do not adversely affect the quality of life and health of the City's residents, businesses, and visitors.</p>	
<p>Objective 1.9 – Control the development of land uses which may adversely impact the character of the City and quality of life of its residents.</p>	
<p>Policy 1.9.1 – Control the development of industrial and other uses which use, store, produce, or transport toxics, generate unacceptable levels of noise, air emissions, or contribute other pollutants; requiring adequate mitigation measures confirmed by environmental review (I1.1, I1.8).</p>	<p>Consistent. The proposed project would not establish any industrial uses which would use, store, produce, or transport toxics (see Section 3.7 Hazards and Hazardous Materials), result in a permanent increase in unacceptable levels of noise (see Section 3.10 Noise), or permanent increase in unacceptable air emissions (see Section 3.2 Air Quality). The proposed project (which involves an expansion of existing uses) would result in a significant increase in permanent noise levels. Mitigation measures have been applied as feasible in this EIR to reduce impacts to less than significant. As discussed in Section 3.10, impacts associated with an increase in traffic would remain significant and unavoidable.</p>
<p>Policy 1.9.3 – Require Police Department review of uses which may be characterized historically by high levels of nuisance (noise, nighttime patronage, and/or rates of criminal activity); providing for conditions of control of use to prevent adverse impacts on adjacent residences, schools, religious facilities, and similar "sensitive" uses (I1.1, I1.8, I1.9).</p>	<p>Consistent. As discussed in Section 3.11 Public Services, the proposed project site plan and building plans would be subject to review by the Police Department prior to approval. The proposed project would include security measures to increase site safety, including architectural design (e.g., placement of doors, windows, and staircases to minimize blind spots) nighttime security lighting, security cameras, and providing lighted landscaping that allow for clear sight lines by security personnel and security devices to monitor the site as feasible. The project would be required to comply with the pre-existing city regulations from the City including the Uniform Building Security Code and security lighting regulations for parking facilities. (RBMC Section 9-15.01 and 10-5.1706(c)(10)).</p>
<p>Goal 1F – Maintain the fundamental pattern of existing land uses, preserving residential neighborhoods and commercial and industrial districts, while providing opportunities for intensification or reuse of selected sub-areas which improve the definition of centers of community activity and identity.</p>	
<p>Objective 1.10 – Provide for new land use development and adaptive reuse which is reflective of and complements the overall pattern and scale of existing development, infills vacant and underutilized parcels, and offers the opportunity for the evolution and intensification and/or reuse of selected sub-areas as distinctly identifiable activity centers of the City.</p>	

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

Goals, Objectives, and Policies	Project's Consistency
<p>Policy 1.10.1 – Accommodate existing land uses and new development in accordance with the Land Use Plan map of the General Plan (I1.1).</p>	<p>Consistent. The proposed project is compatible with existing land uses and complies with the land use designations shown on the Land Use Plan map.</p>
<p>Goal 1J – Provide for the continued use of the City's coastal-related recreational facilities as resources for the residents of Redondo Beach and surrounding communities; ensuring that these uses and activities are compatible with adjacent residential neighborhoods and commercial districts and maintain a high level of quality and safety.</p>	
<p>Objective 1.44 – Maintain the Redondo Beach Pier and supporting commercial, restaurant, entertainment, and other coastal-related uses as a recreational resource and amenity of the City.</p>	
<p>Policy 1.44.1 – Accommodate recreational and marine facilities and uses (fishing, surfing, boating, swimming, etc.), restaurants, entertainment, gift shops, and other coastal-related uses in areas designated as "CC" (I1.1, I1.3).</p>	<p>Consistent. The proposed project would include public and private features that support recreational marine facilities and uses. This includes businesses located within areas designated as CC that support the commercial, coastal and recreational setting, such as marine-related commercial recreation (e.g., charter boats and marine-recreation equipment rentals), coastal-related retail (e.g., beach-related goods such as towels, swim suits, and sunglasses and souvenir stores), and seafood stores and restaurants.</p> <p>As with other vessels displaced during project construction, the on-site marina operator would work with commercial fishing vessels who wish to return to the Redondo Beach Marina, and are within the operational requirements of the reconfigured marina and can meet the new lease requirements.</p>
<p>Policy 1.44.2 – Permit development in accordance with the intensity limitations prescribed for the rebuilding of the Pier, or as modified by the City Council with public input to maintain adequate revenue and quality of use (I1.1, I1.3, I1.14).</p>	<p>Consistent. The proposed project would include the replacement of all but one existing structure on the Horseshoe Pier with structures of similar size, configuration and use, and the construction of one new building at an existing pad (Pad 2 as shown on Figure 3.9-5), which had been a commercial building prior to reconstruction of the pier but is currently vacant. This is consistent with the allowable intensity limitations.</p>
<p>Policy 1.44.3 – Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) (I 1.1, I 1.10, I1.18).</p>	<p>Consistent. As discussed in Section 3.1 Aesthetics and Visual Resources, the proposed project would achieve a high level of quality of design that is rooted in the historic beach towns of Southern California and in the history of the City itself, while at that same time presenting a contemporary aesthetic that reinforces the uniqueness of the site and the coastal commercial and recreational character. The architectural compatibility and quality would be assessed through the Design Review Process contained in RBMC Section 10-5.2502.</p>

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

Goals, Objectives, and Policies	Project's Consistency
<p>Policy 1.44.4 – Require that structures be designed at a uniform and high level of architectural design quality which reflects the unique setting of the pier on the coastline and enhances pedestrian-activity, including:</p> <ul style="list-style-type: none"> a. visual and physical transparency along building exteriors; b. well-defined entries; c. variable rooflines and building heights; d. pronounced rooflines; and e. inclusion of pedestrian-oriented projecting signs (I1.1, I1.3, I1.14, I 1.18). 	<p>Consistent. See response to Policy 1.44.3 above. Additionally, as discussed in Section 3.1 Aesthetics and Visual Resources, the proposed project would include varied rooflines and building heights, as well as pedestrian-oriented design.</p>
<p>Policy 1.44.5 – Require that signage be integrated in style, materials, and placement with the design of the structures; minimizing their number and size (I1.1, I 1.3, I1.14, I1.18).</p>	<p>Consistent. Well-designed signage would be incorporated to maintain the visual aesthetic and coastal character of the project site. Per the RBMC, the signage plans would be subject to review and approval through the City's Harbor Commission Design Review process.</p>
<p>Policy 1.44.6 – Provide a consistent and well-designed system of public signage, identifying entries and key activity locations and uses (I1.3, I1.14, I1.17).</p>	<p>Consistent. See Policy 1.44.5 above.</p>
<p>Policy 1.44.7 – Install pedestrian-oriented and scaled amenities, including benches, lighting, landscape, and similar elements (I1.3, I1.14, I1.17).</p>	<p>Consistent. The proposed project would include the addition of new lighting, benches, landscaping, public art and other elements that would be pedestrian-oriented and contribute to the overall design of the site.</p>
<p>Objective 1.45 – Maintain King Harbor and supporting commercial, restaurant, entertainment, and other coastal-related uses as a recreational resource and amenity of the City.</p>	
<p>Policy 1.45.1 – Accommodate recreational and marine facilities and uses (boat slips and anchorages, fishing, surfing, boating, swimming, public boat launching ramps, etc.), hotels, restaurants, entertainment, gift shops, public open space, and other coastal-related uses in areas designated as "CC". The primary permitted uses of Mole B shall be boating facilities, such as boating clubs, boating instruction, boat storage, Harbor Patrol, and similar support facilities, and public open space and recreational uses. Office uses may be permitted outside the tidelands as supplementary uses that support the success of the primary regional-serving public and commercial recreation uses, subject to limitations in the Harbor-Civic</p>	<p>Consistent. As discussed in detail in Chapter 2 Project Description, the proposed project would include a variety of uses, including commercial (restaurant, specialty cinema, hotel, and retail) uses, as well as enhancements to existing recreational and marine facility uses, including a modified Seaside Lagoon, improved non-vehicular circulation, and new boat launch facilities. Creative office uses would be allowed outside of the Tidelands.</p>

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

Goals, Objectives, and Policies	Project's Consistency
Center Specific Plan, Coastal Land Use Plan, and zoning ordinance (I1.1, I1.3, I1.13).	
Policy 1.45.2 – Allow the continuation and maintenance of existing residential structures (I1.1, I1.3, I1.13).	Consistent. There are no residential structures existing or allowed within the project site and the project site would not eliminate any existing residential structures.
Policy 1.45.3 – Permit development within the Harbor and Pier area in accordance with maximum floor area ratio standards and maximum cumulative development limitations established in the Harbor/Civic Center Specific Plan, Coastal Land Use Plan, and zoning ordinance. The future intensity of new development which may be allowed to occur on individual parcels or master lease areas within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received (I 1.1, I1.3, I1.13).	Consistent. As discussed below in the consistency analysis for each respective document, the proposed project complies with the development polices and limitations established in the Harbor/Civic Center Specific Plan, Coastal Land Use Plan, and zoning ordinance.
Policy 1.45.4 – Harbor development proposals shall be reviewed and considered relative to their individual parcel size, configuration, and location, as well as their compatibility with adjacent uses and their ability to attain and fulfill the urban and architectural design objectives specified in Policies 1.45.5 to 1.45.11 of the General Plan. Within the maximum floor area ratio permitted, the actual floor area ratio granted should take into account the degree to which the project meets objectives for reconfiguration of development and siting buildings along common pedestrian promenades and public plazas and the degree to which the project provides high quality public amenities, public spaces, and/or other public improvements. Projects that meet these objectives to a high level may be granted a higher floor area ratio than projects that meet the objectives to a lesser extent. (I1.1, I1.3, I 1.13).	Consistent. The proposed project encompasses approximately 36 acres and would be reviewed and considered by the City as a Master Leasehold during the review and approval process. The review and consideration of the project plans takes into account issues such as overall site design, compatibility with adjacent uses, public plazas and the degree to which the project provides high quality public amenities, public spaces, and/or other public improvements, as well as architectural design objectives.
Policy 1.45.5 – Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and	Consistent. See response to Policy 1.44.3 above.

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

Goals, Objectives, and Policies	Project's Consistency
physical and functional adequacy (1.58+) (I 1.1, I 1.10, I1.18).	
Policy 1.45.6 – Encourage and provide incentives for the reconfiguration of parcels and development to create a unified seaside “village,” siting buildings adjacent to one another and orienting them along common pedestrian promenades and public plazas (I1.1, I1.3, I1.5, I1.6, I1.13).	Consistent. See response to Policy 1.44.3 above. Additionally, as discussed in Section 3.1 Aesthetics and Visual Resources, the proposed project would result in a visual cohesiveness throughout the project site, designed to achieve a sense of place, and contributing to a unified seaside village.
Policy 1.45.7- Require that commercial structures be designed at a uniform and high level of architectural design quality which reflects the unique setting of the Harbor on the coastline (I1.1, I1.3, I1.10, I1.13, I1.18).	Consistent. See response to Policy 1.44.3 and 1.45.6 above.
Policy 1.45.8 – Require that signage be integrated in style, materials, and placement with the design of the structures; minimizing their number and size (I1.1, I 1.3, I1.10, I1.13, I1.18).	Consistent. See Policy 1.44.5 above.
Policy 1.45.9 – Provide a consistent and well-designed system of public informational signage for the harbor, identifying entries and key activity locations and uses (I1.13, I1.17).	Consistent. See Policy 1.44.5 above.
Policy 1.45.10 – Install pedestrian-oriented and scaled amenities, including benches, street and pedestrian lighting, landscape, and similar elements (I1.13, I 1.17).	Consistent. See Policy 1.44.7 above.
Policy 1.45.11- Install additional street trees and landscape along the Harbor Drive frontage and in parking lots (I1.13, I1.17).	Consistent. New landscaping would be installed throughout the project site, including along Harbor Drive and in surface parking lots to enhance overall visual appearance.
Goal 1K – Provide for public uses which support the needs and functions of the residents and businesses of the City.	
Objective 1.46 – Provide for the continuation of existing and expansion of governmental administrative and capital, recreation, public safety, human service, cultural and educational, infrastructure, and other public land uses and facilities to support the existing and future population and development of the City.	
Policy 1.46.1 – Accommodate governmental administrative and maintenance facilities, parks and recreation, public open space, police, fire, educational (schools), cultural (libraries, museums, performing and visual arts, etc.), human health, human services, public utility and infrastructure (transmission corridors, etc.), public and private secondary	Consistent. The only portion of the project site designated as P consists of Seaside Lagoon (designated as P-PRO, a sub-designation to the P designation in the Local Coastal Plan). Under the proposed project, the park use of Seaside Lagoon (designated as “P”) would be retained, though the amenities would be modified. A new police sub-station would be established on-site, however the precise location has not been determined.

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

Goals, Objectives, and Policies	Project's Consistency
uses, and other public uses in areas designated as "P" (I1.1).	
Policy 1.46.6 – Monitor the operations of public uses and facilities and periodically review the adequacy of and, as necessary, implement additional impact mitigation measures (I1.18).	Consistent. The only portion of the project site designated as P consists of Seaside Lagoon (designated as P-PRO, a sub-designation to the P designation in the Local Coastal Plan). The proposed modifications to Seaside Lagoon are addressed in this Draft EIR, including consistency with the P land use designation applicable to public uses. Mitigation measures identified in this Draft EIR would be implemented as applicable.

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

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

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

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

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

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

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

		General Plan	Proposed Project	Project's Consistency
	Building Height^e	---	N/A	N/A

Notes

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

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

Policy	Project's Consistency
Section D. Land Use Policies	
<p>Policy 1. Coastal dependent land uses will be encouraged within the Harbor-Pier area. The City will preserve and enhance these existing facilities and encourage further expansion of coastal dependent land uses, where feasible.</p> <p>Removal of existing coastal dependent land uses shall be strongly discouraged unless such uses are determined to no longer be necessary for the functional operation and utility of the Harbor. A public boat launch ramp shall be constructed in association with future development projects within the Harbor area.</p>	<p>Consistent. The proposed project maintains and supports or enhances boating and water recreation access, including the provision of a public boat launch ramp as required by Policy 1, reconstruction/redevelopment of Redondo Beach Marina/Basin 3 (for both recreational and commercial vessels) and modified Seaside Lagoon and access to, and it enhances ocean viewing access, improves vehicle and non-vehicle circulation throughout the site and provides new amenities such as benches and waterside picnicking locations.</p>
<p>Policy 2. New development, additions or major rehabilitation projects within the Harbor-Pier area shall be sited and designed to:</p> <ul style="list-style-type: none"> a. Preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive; b. Provide continuous public access to and along the seaward side of the piers and moles, with the exception of "Pad 2" on the Pier; c. Be consistent and harmonious with the scale of existing development; d. Provide appropriate public-serving amenities such as benches and pedestrian walkways adjacent to the water's edge or the edge of the pier, landscaped rest and viewing areas; and e. Signage shall be erected to identify the public parking and public amenities located on Mole A and Mole B. The signs shall be sufficiently visible to the public, shall be located on the corner of North Harbor Drive at Marina Way and Yacht Club Way, and in front of the existing guardhouse/gate structures located at the entrances to the Moles. Signs shall identify that vehicular access is available to the Moles and that public parking and coastal public amenities are located seaward of the signs. <p>Public Esplanade. A minimum of (12)-foot wide paved public esplanade adjacent to the water's edge shall be provided in conjunction with new development or major reconstruction projects, completing the California Coastal Trail through Redondo Beach. On sites where new development or major reconstruction</p>	<p>Consistent.</p> <ul style="list-style-type: none"> a. As discussed in Section 3.1 Aesthetics and Visual Resources, buildings would be spaced such that view corridors would be provided from Harbor Drive and Czulegar Park, public views would also be available from public plazas, the boardwalk along the water's edge, and the new main street. b. As shown on Figure 3.9-6, the proposed project would provide continuous public access throughout the project site along the water's edge, with the exception of Pad 2 on the Horseshoe Pier as allowed under Policy 2 (shown on Figure 3.9-5) c. The proposed project would include the demolition of most of the existing development within the project site to be replaced by new construction which would have a harmonious style and theme that fits within the character of waterfront (see Section 3.1 Aesthetics and Visual Resources). d. Public amenities, such as benches, boardwalk along the water's edge, and viewing areas would be provided throughout the site. e. Not applicable – not within the project site boundaries. <p>As shown on Figure 3.9-6, a continuous boardwalk would be provided to complete the California Coastal Trail through Redondo Beach. The boardwalk would be a minimum of 12 feet throughout within a 2 feet median along each edge and in some areas would be as much as 20 to 30 feet in width.</p>

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

Policy	Project's Consistency
<p>is not proposed, and where the location of existing buildings makes it infeasible to provide such esplanade adjacent to the water's edge, alternatives for the continuation of the Public Esplanade as a partial or full cantilever over the water with a minimum 10-foot width may be considered through the City's discretionary review process. Any portions of the public esplanade over the water shall be designed to minimize impacts on other marina uses.</p> <p>Consistent with the objectives and policies in a-e above, no permanent building shall be developed on "Pad 1" of the Pier.</p>	<p>No building would be established on "Pad 1" of the Horseshoe Pier (shown on Figure 3.9-5)</p>
<p>Policy 3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial recreational asset for the City and region ensuring maximum public access a high-level quality of use and design adequate safety and compatibility with adjacent residential neighborhoods and commercial districts.</p>	<p>Consistent. The proposed project would include a mix of commercial and recreational uses intended to integrate public and private needs to reconnect the public with the waterfront, this would include the provision of commercial recreation uses, such as charter sportsfishing, whale watching, and marine recreation equipment rentals, and enhancing public access and recreational opportunities to create a revitalized waterfront that is compatible with the surrounding land uses.</p>
<p>Policy 4. Any infrastructure or utility uses located within the harbor area shall be placed below ground unless undergrounding is deemed by the City to be infeasible. Any such uses located above ground within the harbor area shall be screened or buffered to the extent possible.</p>	<p>Consistent. New and upgraded infrastructure and utilities would be placed below ground as feasible. Should any aboveground features be necessary, they would be screened from sight as feasible, subject to the City's review and approval.</p>
<p>Policy 5. In conformance with the goals and policies of the California Coastal Act maintain a balanced utilization of coastal zone resources including protection and provision of lower cost visitor serving uses and recreational facilities where feasible.</p>	<p>Consistent. The proposed project provides for a balance of commercial and recreational uses, including no- and low-cost facilities would be maintained on-site, such as walking and bicycling paths and boardwalks, public seating for ocean viewing and picnicking, locations for pier fishing, and beach and harbor access at Seaside Lagoon and hand launching of boats.</p>
<p>Policy 6. Maintain and preserve the existing public fishing access areas on the Pier as indicated in Figure 16.</p>	<p>Consistent. The proposed project would not alter the existing fishing access area on the Monstad Pier.</p>
<p>Policy 11. The policy of the City is to control storm water runoff and pollution that may cause or contribute to adverse impacts on recreational access to beaches or to other coastal resources such as sensitive habitat areas or coastal waters. All development in the coastal zone public and private shall be in conformance with the storm water</p>	<p>Consistent. As discussed in Section 3.5 Geology and Soils and Section 3.8 Hydrology and Water Quality, the proposed project would comply with state, regional, and local stormwater management requirements. This would include implementation of BMPs and Low Impact Development (LID) BMPs. Additionally, the proposed project would reduce the</p>

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

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

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

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

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

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

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

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

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

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

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

Policy	Project's Consistency
<p>Policy 20. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</p>	<p>Consistent. As described in Section 3.3 Biological Resources and Section 3.8 Hydrology and Water Quality, the proposed project would not result in significant impacts on water quality or biological resources during construction or operation.</p>
<p>Policy 21. The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall only be permitted in accordance with other applicable provisions of this division, where there is no feasible alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:</p> <ul style="list-style-type: none"> a) New or expanded port, energy, and coastal dependent industrial facilities, including commercial fishing facilities. b) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps. c) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreation piers that provide public access and recreational opportunities. d) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines. e) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive habitat areas. f) Restoration purposes. g) Nature study, aquaculture, or similar resource dependent uses. <p>Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge</p>	<p>Consistent. The proposed project would include filling of harbor waters for the small craft boat launch ramp and breakwater, the placement of structural pilings for the pedestrian bridge and replacement piling for the timber portion of the Horseshoe Pier and the Sportfishing Pier is it reconstructed. The boat launch ramp, pier reconstruction, and the pedestrian bridge would provide increased public access and recreational opportunities, and as discussed in Section 3.3 Biological Resources mitigation measures would minimize significant environmental effects. As such, the filling associated with the proposed project is consistent with Policy 21.</p> <p>Dredging would be required for opening Seaside Lagoon to harbor waters. The opening of Seaside Lagoon would expand the available recreational opportunities at the lagoon and provide increased public direct access to the harbor. Further, as discussed in Section 3.3 Biological Resources and Section 3.8 Hydrology and Water Quality, water quality impacts would be less than significant. As such, the dredging associated with the proposed project is consistent with Policy 21.</p>

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

Policy	Project's Consistency
<p>spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.</p> <p>In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary.</p>	

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

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

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

		Coastal Land Use Plan^a	Proposed Project	Project's Consistency
	Maximum Density/Intensity	Maximum FAR of all buildings in Sub-Area 2 may not exceed 0.35, except FAR bonuses may be permitted as allowed under the Zoning Ordinance for hotels and/or offices above the ground floor, or areas that provide high quality amenities or public open space. Maximum FAR with bonuses may not exceed 0.65 Future intensity of new development to be determined on a case by case review basis	This portion of the proposed project site is approximately 496,170 square feet. Subject to City approval of an FAR bonus associated with the provision of high quality amenities and public open space and offices above the ground floor, the maximum amount of square footage of development would not exceed 322,510.5 square feet.	Consistent (subject to an allowable FAR bonus)
	Building Height^e	Sub-Area 2a – maximum of 37 feet, and maximum of two stories, but no more than 50 percent of the cumulative building footprint may exceed one story and 24 feet Sub-Area 2b – maximum of 45 feet and maximum of 3-stories	Sub-Area 2a – one and two story buildings with a maximum height of 37 feet, and less than 50 percent of the cumulative building footprint would exceed one story and 24 feet Sub-Area 2b – one to three-story buildings of maximum of 45 feet	Consistent
Small Craft Boat Launch Ramp Parking Lot	Designation	CR Commercial Recreation Sub-Area 3a		
	Principal Allowable Use^b (as applicable)	Public and commercial recreational facilities – local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotels, limited use overnight visitor accommodations (except on State Tidelands), marina and marina-related facilities, yacht or boating clubs, public open space/recreational uses, entertainment clubs, commercial offices (subject to some limitations)	Boat launch ramp and surface parking lot	Consistent
	Maximum Density/Intensity	Maximum FAR of all buildings in Sub-Area 3 may not exceed 0.35, except FAR bonuses may be permitted as allowed under the Zoning Ordinance for hotels and/or offices above the ground floor, or areas that provide high quality amenities or public open space.	No buildings would be constructed	N/A

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

		Coastal Land Use Plan^a	Proposed Project	Project's Consistency
		Maximum FAR with bonuses may not exceed 0.65. Future intensity of new development to be determined on a case by case review basis		
	Building Height^{c,d}	Maximum of 45 feet and maximum of 3-stories	No buildings would be constructed	N/A
<i>Southern Portion</i>				
Horseshoe Pier, area south of Basin 3, and International Boardwalk	Designation	CR Commercial Recreation Sub-Area 1a, 1b and 1d		
	Principal Allowable Use^b (as applicable)	Public and commercial recreational facilities – local serving and visitor-serving retail uses, restaurant and other food and beverage uses, entertainment clubs, public open space/recreation, marina-related boating facilities, amusement and arcade facilities, offices for the management and operation of on-site facilities (2 nd floor, Sub-Area 1b only)	Mix of retail and restaurant uses, and creative office above the ground floor	Consistent
	Maximum Density/Intensity	Sub-Area 1a and 1d – must be consistent with development standards in the Zoning Ordinance Sub-Area 1b – limited to leasable space provided for under the Pier Reconstruction Plan, additional ancillary public facilities necessary for operation and maintenance of the pier subject to approval by City Council	As shown in Table 3.9-8, the proposed density/intensity of Sub-Area 1a and 1d is consistent with the Coastal Zoning. Resolution 7404, allows for redevelopment of 22,621 square feet of replacement commercial structures on the portion of the pier that was reconstructed following the 1988 fire. Of the allowable replacement square footage, 10,366 was constructed (Kincaid's), and the remaining 12,255 was not built. Under the proposed project, approximately 6,600 additional square feet would be reconstructed at Pad 2, which is consistent with the amount of allowable leasable space in Sub-Area 1b.	Consistent

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

		Coastal Land Use Plan^a	Proposed Project	Project's Consistency
	Building Height^{c,d}	Sub-Area 1a and 1b – maximum of two stories, 30 feet measured above the pier deck or sidewalk grade of International Boardwalk as applicable Sub-Area 1d – maximum of two stories 40 feet as measured above the pier deck or sidewalk grade of International Boardwalk as applicable	Sub-Area 1a and 1b – one and two story buildings with a maximum height of 30 feet Sub-Area 1b – one building with a maximum of two-stories and of maximum height of 40 feet	Consistent
Pier Plaza and Pier Parking Structure	Designation	CR Commercial Recreation Sub-Area 1c		
	Principal Allowable Use^b (as applicable)	Public and commercial recreational facilities – local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotel, entertainment clubs, public open space/recreation, marina-related boating facilities, amusement and arcade facilities, commercial and office uses, structured and surface parking	Hotel, retail, restaurant uses, creative office, and a parking structure	Consistent
	Maximum Density/Intensity	FAR of top deck (Pier Plaza) may not exceed 0.35 FAR, except that bonuses (not to exceed 0.65) may be permitted as allowed in the Coastal Zoning for hotels or offices, and public improvement Future intensity of new development to be determined on a case by case review basis	This portion of the proposed project site is approximately 210,543 square feet. Subject to City approval of an FAR bonus associated with the provision of high quality amenities and public open space and hotels and offices above the ground floor, the maximum amount of square footage of development would not exceed 136,853 square feet.	Consistent (subject to an allowable FAR bonus)
	Building Height^{c,d}	Two-stories, 30 feet measured above sidewalk grade of Pier Plaza	This height would not exceed 30 feet above the existing sidewalk grade of Pier Plaza (top deck of the existing Pier Parking Structure). Buildings would not exceed two-stories from the height of the existing sidewalk grade of Pier Plaza.	Consistent
	Other (setbacks, design, etc. as applicable)	Preserve and enhance public views of the water from moles, pier decks, publically accessible open space and Harbor Drive	Public views would be available from the public plaza, boardwalk along the water's edge on the seaward side of the hotel, and view corridors would be provided	Consistent

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

		Coastal Land Use Plan^a	Proposed Project	Project's Consistency
		<p>Provide continuous public access to and along the seaward side of the piers and moles with the exception of Pad 2 on the pier</p> <p>Be consistent and harmonious with the scale of existing development</p> <p>Provide appropriate public serving amenities such as benches, pedestrian walkways adjacent to the water's edge, landscaped rest and viewing areas, etc.</p> <p>A minimum 12-foot wide paved public esplanade adjacent to the water's edge shall be provided</p>	<p>along Harbor Drive, the Pacific Avenue Reconnection, and the new main street.</p> <p>Public access would be provided along the water's edge on the seaward side of the hotel.</p> <p>Benches and viewing locations would be provided along the public plaza and boardwalk along the water's edge on the seaward side of the hotel.</p> <p>A minimum 12-foot wide paved public boardwalk would be provided along the water's edge in front of the hotel.</p>	
Basin 3				
Water-area of the Redondo Beach Marina	Designation^e		---	
	Principal Allowable Use^b (as applicable)	---	N/A	N/A
	Maximum Density/Intensity	---	N/A	N/A
	Building Height^e	---	N/A	N/A

Notes

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



Administrative Report

Harbor Commission Hearing Date: June 13, 2016

To: HARBOR COMMISSION

From: STEPHEN PROUD, WATERFRONT AND ECONOMIC DEVELOPMENT DIRECTOR

Subject: DISCUSSION AND RECOMMENDATION FOR LOCATING A BOAT LAUNCH FACILITY WITHIN KING HARBOR

RECOMMENDATION

Receive and file a report regarding the installation of a public boat launch ramp facility in King Harbor.

EXECUTIVE SUMMARY

A recreational public boat launch ramp is an amenity that has been contemplated in King Harbor for many years and is a component of the City's Local Coastal Program. The most recent planning efforts include a siting study prepared by Noble Consultants and an evaluation of various boat launch ramp options as part of the Waterfront Environmental Impact Report. Public presentations of the Siting Study were considered at two workshops held on February 27, 2016 and March 9, 2016. In addition, the Siting Study was presented to the Harbor Commission at their regularly scheduled meeting on March 14, 2016.

Based on the feedback received at the public workshops and from the Harbor Commission, staff has continued to refine the boat launch facility designs and has developed three additional options – one each for Mole A, Mole B, and Mole C. An evaluation of these new options, including consultation with Coastal Commission staff, has led to the recommendation of Mole B as the preferred alternative for a new public boat launch ramp within King Harbor.

BACKGROUND

From the time of the initial construction of the harbor, the concept of building a public boat launch ramp in King Harbor has been a topic of discussion in the community. The most recent conversations have emerged as a result of the proposed Waterfront Revitalization effort and the requirement of the City's Local Coastal Plan to plan for and construct a public boat launch ramp as a prerequisite to any new development in the Harbor. To further the effort, the City engaged the services of Noble Consulting to conduct a siting study for a boat launch facility in King Harbor. That work was

completed in 2015 and the results of that analysis were considered by the public at two public workshops held on February 27, 2016 and March 9, 2016. In addition, a presentation of the findings was made to the Harbor Commission on March 14, 2016. The public workshops were well attended and were conducted in a casual setting that enabled significant interaction between the public, City staff, and the City's consultant. Likewise the Commission hearing was well attended and though more formal in structure, the public was afforded the opportunity to comment on the siting study and the Commissioners were able to ask questions of City staff regarding the study.

In general, most of the comments received at the public workshops and Commission hearing were related to the option of developing the boat launch facility at Mole A and the overall need for a boat launch within the harbor. With regard to the Mole A option, questions arose regarding the potential for impact on the facility from wave overtopping at the breakwater; the ability to access the Mole via the existing road network; the safety of introducing new users to the area which may choose to climb on the breakwater; and the interface of the boat launch facility with the existing operations of the King Harbor Yacht Club. In addition, there were several questions raised regarding the appropriate size and scale of the facility; projected use versus actual demand; and the ability to include ADA access and access for senior boaters. Many of these same concerns were echoed by the Harbor Commissioners, some of whom also asked staff to further investigate relief from the Coastal Commission policy requiring the development of the public boat launch ramp within the Harbor.

In response to the comments received at the public workshops and the Harbor Commission hearing, three additional concepts were developed and evaluated by Noble Consultants for Moles A, B, and C (diagrams of these concepts are attached to this report). Mole D was eliminated for any further consideration based on the detrimental impact it would have on the City's efforts to improve pedestrian, and bicycle circulation and the general effort to revitalize the Waterfront, a process that began with the Pier and Harbor Asset Management Plan in 2007, the Harbor Enterprise Business Plan in 2010, and the selection of a development partner to assist the City with this effort.

Description of Additional Alternatives

Mole A: The conceptual design includes the following:

- A two lane ramp with boarding floats. The ramp is located further landward to be away from wave overtopping and shoaling effects.
- A hoist to serve ADA/senior boaters (as shown, the boater would need to back into the loading zone).
- A re-aligned entry road against the Galveston Wall and realigned parking. The road could be 2 lanes wide for added queue and make-ready room.
- Approximately 35 drive through parking stalls with wash down areas.

- A flood wall barrier to protect inland areas during wave overtopping events.
- Space allocation for KHYC dry storage. Alternatively, some of the space could be used for restroom facilities, a public club house, or other appropriate use.
- Additional head in parking for single cars

Mole B: By placing the boat ramp facility at the northwestern portion of Mole B – and directing the launch ramp into Basin 1, the initial conceptual design for the proposed facility includes the following:

- One-lane boat ramp with boarding float, hand launch ramp, and approximately 20 parking stalls (vehicle/trailer spaces).
- Placement of a jib crane hoist fitted with a 20-foot long mast arm.
- Guest dock for staging after launch or prior to retrieval.
- The opportunity to develop Moonstone Park in conjunction with a public boating facility while maintaining the open square requirement (24,000 square feet).
- The ability to retain and relocate the operation and storage space for the outrigger clubs and to provide the group better access to the water through the implementation of a new hand launch.

This reconfigured Mole B plan would remove approximately 30 marina slips of varying sizes to accommodate the ramp construction.

Mole C: The Alternative developed for Mole C assumes that the existing Joe's Crab Shack operation could be acquired or relocated to an alternate location. This would allow full utilization of the site for a boat ramp facility that could provide the following:

- Two lane ramp with boarding floats. The ramp alignment is oriented to point directly toward the harbor entrance without a breakwater installation to encourage arriving and departing boats to navigate away from Seaside Lagoon.
- Approximately 40 pull through parking spaces.
- Road improvements to Portofino Way to accommodate queuing for entry into the lot.

Demand Analysis

As noted above, as part of the public workshops and the Harbor Commission hearing, questions were raised regarding the appropriate size of the boat launch facility. To address this issue, data was collected on the use of the existing boat hoists and on the usage of other nearby boat launch facilities. There are currently approximately 67 existing double stalls (trailed parking) in the surface parking lot to service the boat hoists at the Redondo Beach Marina in Basin 3. Typically, these spaces associated with the boat hoists are rarely filled with traileered vehicles. Although there is increased usage of the boat hoist parking during the few long holiday weekends (Memorial, Independence and Labor Day) and special events (paddle board races, fishing derby), the maximum number of boat hoisted launches on these days is typically 20 to 25 boats. On an average peak season (May – October) weekend, approximately 10 to 12 parking spaces are occupied by trailers using the hoists.

In addition to the data from the existing boat hoists, there are other multi-lane boat ramps approximately 10 miles to the north and 15 miles to the south of King Harbor with convenient freeway access that operate and service South Bay boaters. One of the largest facilities near King Harbor is in Marina del Rey. The six-lane boat launch facility in Marina del Rey is within a much larger recreational marina than what exists in King Harbor, provides easier freeway access, and includes 225 oversized parking spaces dedicated solely to the facility. Based on data provided by the Los Angeles County Beaches and Harbors Department, in 2015, the average daily usage of this facility was less than 20 vessels per day. This translates to usually less than 10 percent of the parking lot being utilized.

Staff also received usage information from the operators of the Cabrillo Beach Public Boat Launch, a 4-lane, 109 parking space facility that is approximately 15 miles south of Redondo Beach. According to the information collected by staff, the number of oversized vehicle parking spaces utilized at the Cabrillo Beach facility in 2015 totaled 7,054. This represents an average usage of approximately 19 spaces per day, or less than 20% of the facility's parking capacity.

Based on the data above, the three new boat ramp alternatives are expected to provide sufficient parking capacity to accommodate the demand for the use of the facility.

Cost Estimates

As part of the analysis of the three alternatives for Moles A, B & C, a preliminary cost analysis was prepared by Noble Consulting. The analysis indicates that the cost for the design and construction of the Mole A alternative is approximately \$6.5MM, which includes the cost of upgrades necessary to improve the access road out to the Mole. The rough estimate of maintenance costs associated with Mole A are approximately

\$200,000 over a 20-year span or approximately \$10,000 per year. While the current proposal for Mole A does not include relocation of King Harbor Yacht Club, if a different iteration of this alternative includes such movement, it is estimated to be between an additional \$4-6MM.

The costs associated with design and construction of the Mole B alternative are estimated to be approximately \$6MM. Given the sheltered protection afforded the site by the existing baffle wall, the rough estimate of maintenance costs associated with a boat ramp at Mole B are the lowest of the three alternatives and are approximately \$40,000 over a 20-year span or approximately \$2,000 per year.

The cost for the design and construction of the Mole C alternative is approximately \$4.25MM which includes the cost to necessary to improve the access and provide queuing space for the Mole on Portofino Way. It is important to note that these costs do not include the costs associated with the acquisition/relocation of the Joe's Crab Shack restaurant, which are estimated to be between \$4-8MM, bringing the total estimated cost of this option to approximately \$8.25-12.25MM. The rough estimate of maintenance costs associated with the Mole C alternative are approximately \$500,000 over a 20-year span or approximately \$50,000 per year. This is significantly higher than the other two alternatives due to the lack of a breakwater to protect that boarding floats from damage due to storm surge.

Recommendation

The evaluation of the proposed alternatives for Moles A, B & C, have led staff to conclude that the recommended alternative for the boat launch facility is Mole B. The recommendation is based on several factors including:

- Mole B has the lowest total estimated cost to bring the facility on-line. Since there are no existing tenants on Mole B that would need to be relocated or acquired, the overall cost for design and construction is the lowest of the three options.
- Mole B has the lowest ongoing maintenance costs. Due to inner harbor location of the Mole B ramp, the site is better protected from storms and surge than the other two locations.
- Mole B provides the opportunity to construct the facility in the shortest period of time. Because the City controls a significant portion of Mole B, and the existing leaseholder of the remaining area has indicated a willingness to work with the City, the opportunity to expedite the construction of a ramp at Mole B is greater than the other two alternatives.
- The design of boat launch facility at Mole B can accommodate multiple users and methods of launching water craft. The design for the site can

accommodate trailered ramp launches, hand launches, and launches from a hoist.

- The site is directly connected to Harbor Drive via straight drive lanes and would keep trailered vehicles away from the center of the Waterfront.

It is important to note that City staff has met with staff from the Coastal Commission on two recent occasions. The first meeting was to provide the Coastal Commission staff with an overview of the Waterfront Revitalization effort and the second meeting was to specifically discuss the public boat launch ramp in King Harbor. At the request of the Harbor Commission, and in response to comments, City staff addressed the question of whether a boat ramp was required to be constructed in King Harbor. The Coastal Commission staff affirmed their previous policy direction that indeed a boat ramp needs to be constructed.

In the first meeting with the Coastal Commission staff, they urged the City to thoughtfully consider Mole B as an option for the boat launch facility, since it potentially offered the shortest path to implementation. At the second meeting, with the Coastal Commission, City staff shared the conceptual design for the Mole B alternative, and the Coastal Commission staff were supportive of the proposed design. They indicated that a single lane ramp would be sufficient to meet their policy objective and they appreciated the opportunity for the full range of launching options – hand launch, trailered launch and the ability to incorporate a hoist into the design for ADA and senior boaters.

Environmental Considerations

A new small craft boat launch in King Harbor is an integral part of the Waterfront project. This element of the project would be implemented by the City. Although no location within King Harbor stands out as an ideal location, the City has been working with the public regarding the location of the proposed boat ramp facility. The Draft EIR analyzed several possible locations and configurations for the ramp. The proposed project addressed in the Draft EIR includes a two-lane boat ramp with a breakwater at Mole C. The Draft EIR also analyzed an alternative – Alternative 8: Alternative Small Craft Boat Ramp Facilities Within King Harbor – that included six boat ramp facilities within King Harbor (three ramp configurations at Mole A, a one-lane ramp with no breakwater at Mole C, and two ramp configurations at Mole D). Subsequent to the preparation of the Draft EIR, the new ramp design and site configuration at Mole B was developed. Based on a preliminary evaluation, it is anticipated that the Staff Recommended boat launch ramp design at Mole B would not result in new or increased significant impacts in comparison to those analyzed in the Draft EIR. An environmental assessment of the Staff Recommended Alternative, including Mole B, will be included in the Final EIR.

The certification/approval of the Final EIR and related materials (i.e., mitigation monitoring and reporting program, findings of fact, and statement of overriding considerations) for the Waterfront project will include both the CenterCal portion of the proposed project and the boat launch ramp. While the Harbor Commission can conceptually discuss approval of the boat launch concurrently with the entitlements for CenterCal's portion of the Waterfront project, the boat launch entitlements (i.e., conditional use permit, Harbor Commission Design Review, and coastal development permit) for the boat launch ramp will occur separately from the entitlements for the CenterCal development. This approach is consistent with CEQA, which recognizes that projects will traditionally require numerous subsequent approvals to implement a project after the initial set of entitlements. (CEQA Guidelines § 15124(d)(2) and 15378(c) [noting public agencies "may make more than one decision on a project."].)

COORDINATION

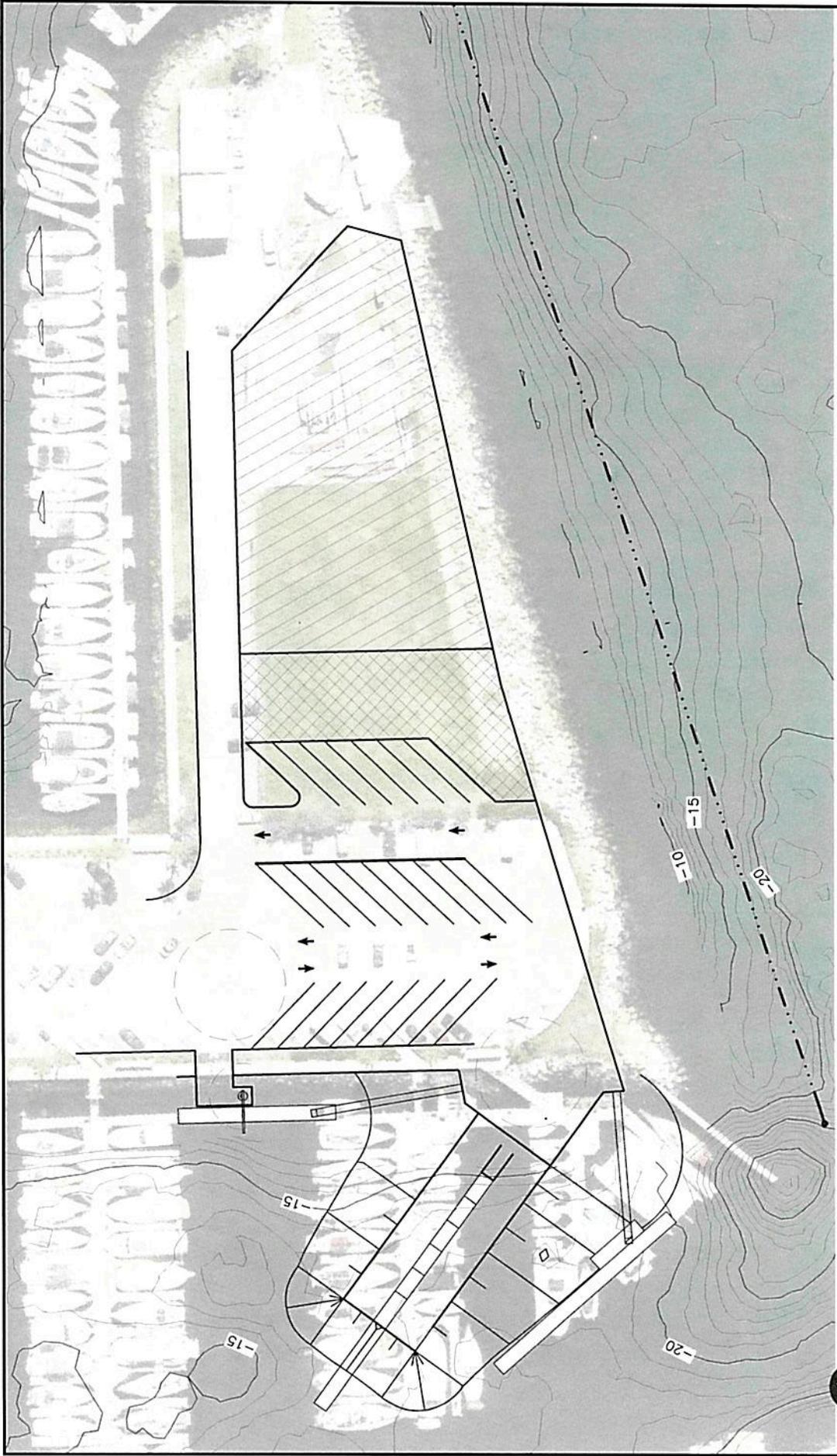
The Waterfront and Economic Development Department Coordinated the preparation of this report with the Community Development Department, the City Manager's Office, and the City's Coastal Engineering Consultant – Noble Consultants.

FISCAL IMPACT

The conceptual level cost estimates to design and construct a boat launch at Mole B are estimated to be approximately \$6MM. If the City elects to move forward with this project, the funding for this improvement would be paid from the Harbor Enterprise Tidelands Fund. In addition, the City may seek sources of grant funding that may be available to fund all or portions of this proposed project.

Submitted by:
*Stephen Proud, Waterfront & Economic
Development Director*

Attachments:
Mole A Alternative
Mole B Alternative
Mole C Alternative



Conceptual Boat Launch Facility Plan
Mole B - Alternative Plan

DRAFT

NOBLE
CONSULTANTS, INC.



Administrative Report

Commission Action Date: June 13, 2016

To: MEMBERS OF THE HARBOR COMMISSION

**From: STEPHEN PROUD
WATERFRONT & ECONOMIC DEVELOPMENT DIRECTOR**

Subject: DIRECTOR'S REPORT

RECOMMENDATION

Receive and file a report from the Waterfront & Economic Development Director on current and upcoming waterfront projects and activities.

EXECUTIVE SUMMARY

An oral report will be provided by the Waterfront & Economic Development Director at the Commission meeting on current and upcoming waterfront projects and activities, including but not limited to property management, leasing activity, project updates, events and other information.

COORDINATION

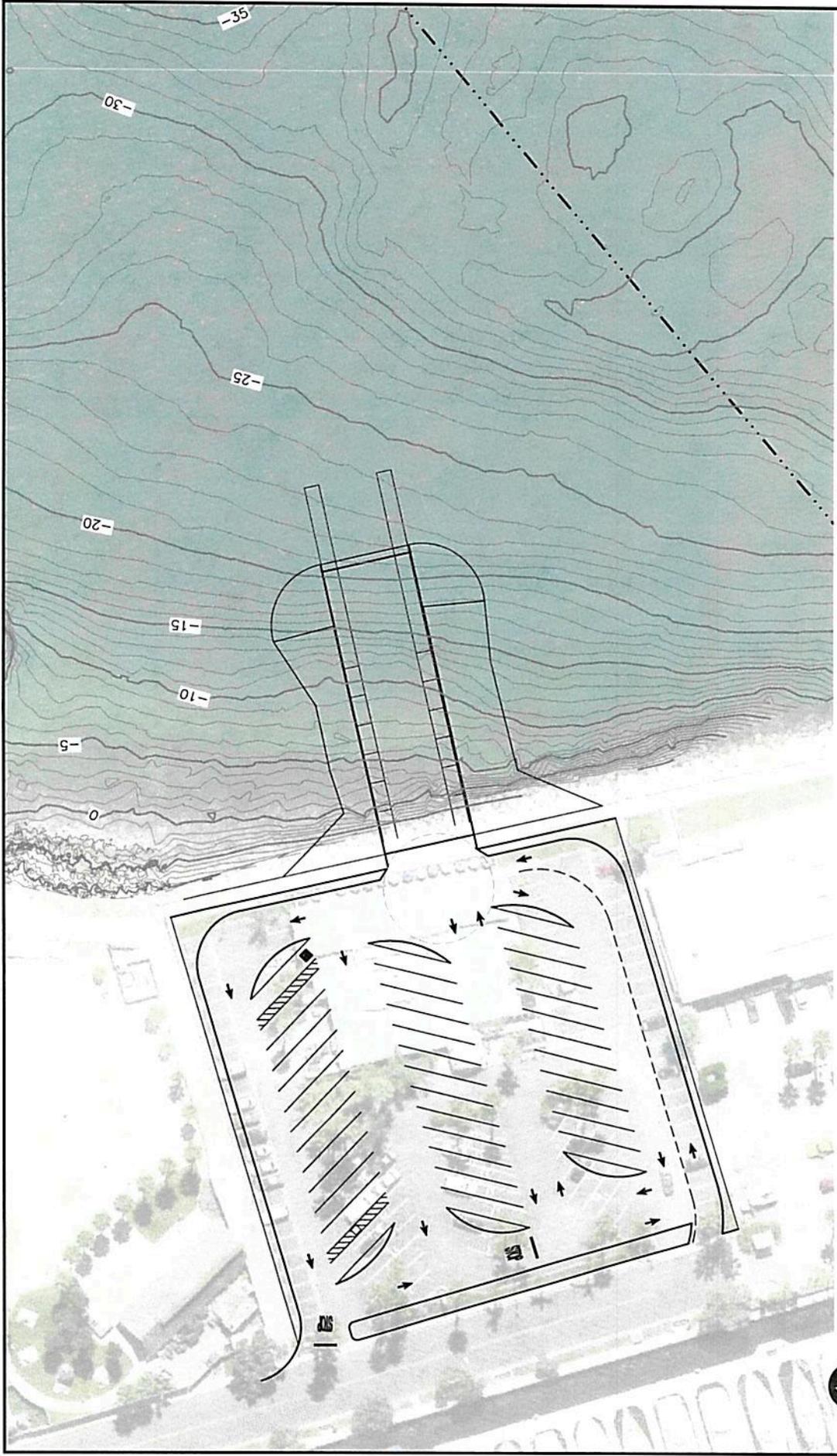
Department staff collaborated on the development of this report.

FISCAL IMPACT

The cost for preparing this report is included within the Waterfront & Economic Development Department's adopted FY2015-16 annual budget and is part of the department's annual work program.

Submitted by:

Stephen Proud
Waterfront and Economic Development Director



Conceptual Boat Launch Facility Plan
 Mole C - Two Lane with No Breakwater Protection

DRAFT

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Stephen Proud
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