

AGENDA
REDONDO BEACH HARBOR COMMISSION
Monday, June 27, 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 27, 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

VIII. ITEMS FOR DISCUSSION PRIOR TO ACTION

5. DIRECTOR'S REPORT
Staff recommendation: Receive and file

IX. ITEMS CONTINUED FROM PREVIOUS AGENDAS

- 6. THE WATERFRONT PROJECT – A CONTINUED PUBLIC HEARING INCLUDING 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) Reconvene the public hearing;**
- 2) Receive and file an administrative report that includes: responses to questions raised during testimony and draft land use entitlement conditions;**
- 3) Accept any additional public testimony;**
- 4) Discuss the recommended conditions and provide specific direction to staff: and**
- 5) Continue the public hearing to July 18, 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)**

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 July 18, 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:

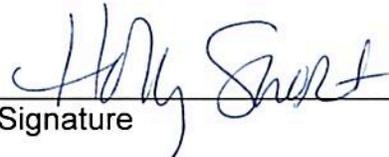
Agenda – Redondo Beach Harbor Commission

Special Meeting of June 27, 2016

Posted on: June 23, 2016 at 3:00 pm

Posted at: DOOR "A" BULLETIN BOARD

and CITY CLERK'S OFFICE


Signature

6/23/16
Date



Administrative Report

Commission Action Date: June 27, 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



Administrative Report

Harbor Commission Hearing Date:

June 27, 2016

AGENDA ITEM: 6 (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. Reconvene the public hearing;
2. Receive and file the administrative report that provides additional information on questions raised during testimony and staff recommended draft land use entitlement conditions;
3. Accept any additional public testimony;
4. Discuss the staff recommended draft conditions and provide specific direction to staff, and
5. Continue the public hearing to July 18, 2016 at 6:30 PM.

EXECUTIVE SUMMARY

The Harbor Commission conducted a well-attended public hearing on June 13, 2016 to consider the proposed Waterfront project, a comprehensive and integrated project to transform and revitalize the City's aging harbor and pier area. At the public hearing, the Harbor Commission received substantial public testimony regarding a variety of issues. Following public testimony, the Commission raised several topics and areas of interest and requested that staff provide further information and analysis.

This report responds to the public and Commission requests by providing the information in a question and staff response format. It has been staff's experience that this format facilitates a more comprehensive understanding of each issue. This report also provides the draft recommended conditions for the Staff Recommended Alternative.

It is important to note that the Harbor Commission is not being asked to take final action at this time. The primary objectives of this continued public hearing are to receive additional information on the proposed project, to accept any additional public testimony, and to provide the opportunity for the Commission to consider the recommended draft conditions. The Harbor Commission will have the opportunity to consider and act upon the Final Land Use Entitlements and the Final EIR materials at the July 18, 2016 public hearing.

BACKGROUND

On June 13, 2016, the Harbor Commission commenced a public hearing process for the Waterfront project. At that meeting Staff presented a project overview and reviewed the requested land use entitlements (see attached Administrative Staff Report, dated June 13, 2015). A presentation from the applicant followed the staff presentation. The public hearing was opened and public testimony was taken from sixty (60) individuals. Written statements on speaker cards were read from 27 individuals, and the Harbor Commission initiated discussion regarding the project resulting in several key issues and topics that warranted additional information. Following discussion, the Harbor Commission continued the Public Hearing to June 27, 2016.

The primary purpose of this report is to respond to several key questions raised by the Harbor Commission and public at the public hearing. This report provides an overall summary of the primary issues and is not intended to represent a comprehensive list of each individual comment expressed during public testimony.

I. Questions on the Staff Recommended Alternative

The following are questions derived from testimony and Commission comments along with staff analysis and additional information based on the Staff Recommended Alternative. The issues discussed below related to environmental topics will be fully addressed in the Final EIR that includes responses to comments.

The Staff Recommended Alternative is not expected to result in any new or increased significant impacts in comparison to those analyzed in the Draft EIR. The environmental assessment of the Staff Recommended Alternative is included in the Final EIR.

Is the project consistent with Measure G (Coastal Zoning Ordinance, Coastal Land Use Plan, General Plan and Harbor Civic Center Specific Plan)?

Measure G refers to amendments to the General Plan, Coastal Land Use Plan, Harbor/Civic Center Specific Plan, and zoning in the Harbor Area that were submitted to and approved by voters of Redondo Beach in 2010. The Staff Recommended Alternative is consistent with these laws, ordinances, regulations, policies and standards.

The consistency with the applicable land use documents was addressed in Attachments 4 and 5 of the June 13, 2016 Harbor Commission Administrative Report. Consistency is also addressed in Section 3.9, Land Use and Planning, of the Draft EIR. Attachment 4 of the June 13, 2016 Harbor Commission Administrative Report provides a table showing the Staff Recommended Alternative's consistency with development standards in the Coastal Zoning Ordinance. Attachment 5 of the June 13, 2016 Harbor Commission Administrative Report provides tables showing the project's consistency with applicable policies and development standards in the General Plan and Coastal Land Use Plan. The tables prepared for the Draft EIR address the proposed project and are adequate to specifically address the Staff Recommended Alternative. Further, courts have recognized that general and specific plans attempt to balance a range of competing interests. It

follows that it is nearly, if not absolutely impossible for a project to be in perfect conformity with each and every policy set forth in the applicable plan. If the proposed project is determined to be inconsistent with specific individual objectives or policies of an applicable plan, but is largely consistent with the land use or the other goals and policies of that plan and would not preclude the attainment of the primary intent of the land use plan, the project would be considered consistent with the plan.

The Staff Recommended Alternative is consistent with the applicable development standards and policies that were adopted under Measure G, including the development cap of 400,000 net new square footage allowed to be developed with the Coastal Commercial CC Zones.

Shouldn't the Waterfront be planned comprehensively with the AES site?

The Waterfront Project is proposed on land owned by the City of Redondo Beach (Harbor/Pier area). The AES Site is privately owned and currently operated as an electricity generating facility. Consequently, while the City can enact zoning after a public vote which sets forth the basic development standards and includes a list of permissible uses, the City generally cannot force a private property owner to construct or operate a specific type of development. It would be speculative to assume that a private land owner would act upon any zoning or land use plan within a specific time frame.

Further, as described in Draft EIR Section 2.1.1.5 in Chapter 2, Project Description, the project site, along with the AES Site, and other surrounding areas have been the subject of numerous comprehensive planning initiatives over the past decades. This includes the Harbor/Civic Center Specific Plan adopted in 1992 and updated in 2008, and the Heart of the City plan which was adopted and later rescinded by City Council in 2002 pursuant to a referendum. As certified by the California Coastal Commission and approved by a majority of voters in the community, the City's Local Coastal Program (LCP) provides the blueprint for overall comprehensive planning. While Measure G set development standards for the Harbor/Pier area, it also included amendments to the zoning for AES' property; adding parks and open space as permissible uses in the P-GP zone.

The initiation of any new comprehensive planning process could substantially delay construction of the Waterfront project for years, even decades, and as such would be inconsistent with the project objectives. For example, it would not provide for the repair and replacement of aging and obsolete infrastructure (such as the Pier Parking Structure, which has an estimated five to 10 years remaining useful service life).

The initiation of any zoning or plan amendments could also delay implementation of environmentally beneficial infrastructure improvements, such as stormwater system improvements to reduce polluted runoff, improved bicycle and pedestrian access and ease of circulation, and additional improvements to address wave uprush and sea level rise.

Does the project comply with Chapter 57 of the State Statute of 1915?

Chapter 57 of the State Statute of 1915, refers to provision granting the tidelands to Redondo Beach by the State of California. The statute was also amended by Senate Bill 1461 (1971). The tidelands in Redondo Beach are generally located seaward (west) of the mean high tide (MHTL) line as designated in 1935. Within the project site, this includes the Horseshoe Pier, Seaside Lagoon, and a portion of Mole D. Under the Staff Recommended Alternative, a portion of the property located on Mole D, which generally includes the current Samba's restaurant and related parking, would have the Tidelands Trust designation removed, in exchange for property located in Basin 3 that would be subject to the Tidelands Trust imposed on the property.

Following the proposed Tidelands Trust exchange, the Staff Recommended Alternative would be consistent with the Tidelands Grant. The Tidelands Grant allows for a number of uses, including "...all marine-oriented commercial and industrial uses and purposes, and the construction, reconstruction, repair, and maintenance of marine-oriented commercial and industrial buildings, plans, and facilities...public parks, public playgrounds, public bathhouses, public bathing facilities, public recreation, snack bars, cafes, cocktail lounges, restaurants, motels, hotels...launching ramps and hoists..." (Tidelands Grant, Senate Bill 1461, Section 2.) The Tidelands Grant also allows the City to "...lease said lands or any part thereof for limited periods, for purposes consistent with the trusts..." As further discussed on Draft EIR page 3.9-29, the proposed uses on Tidelands implemented under the proposed project would be consistent with the permissible uses under the City's Tidelands Grant, however, the applicant has requested a 99-year lease for portions of the site that are currently Tidelands. As discussed in greater detail under Alternative 4, in Chapter 4, Analysis of Alternatives in this Draft EIR, in the event that the Tidelands Exchange is not approved by the California State Lands Commission, the uses proposed for the site would still be consistent with the Tidelands Grant, however the lease agreement for the Tidelands identified in the exchange would be limited to 66 years.

Why was CenterCal selected to develop the Waterfront?

The City entered into a MOU with CenterCal Properties in the Waterfront revitalization process, after a competitive selection process in 2012. A request for proposals was widely distributed to developers and proposals were submitted and evaluated. The top three qualified firms were invited to make public presentations to the City Council and CenterCal was selected by the City Council from those developers after significant background and reference checks.

Why does the Staff Recommended Alternative include a movie theater?

The specialty cinema is proposed to reduce seasonality (i.e., encourage visitors to the site during all seasons of the year). As discussed in the project objectives and the City Council's April 8, 2008 Administrative Report for the zoning amendments, there is a "need for additional uses that provide enough day-time, year-round population to smooth out

the seasonality of use and enhance the viability of shops and restaurants attractive to both residents and visitors.”

The public has raised concerns that movie theater patronage is declining. However, the specialty cinema being proposed responds to changes in movie watching habits, by providing fewer screens and a higher quality and more versatile viewing environment that can display modern blockbusters as well as live sporting events, and give movie-goers the opportunity to order full-service dining and drinks at the outdoor terrace or at their seat while watching the show. This is not a mass-market product but a unique type of viewing experience different from that of other South Bay theaters. It is intended to serve a more mature movie-going demographic as compared to the typical theater core customers that are 16 to 23 years old. Two examples of specialty cinemas are Cinopolis and iPic. Both of these companies have opened several movie theaters in California in the last seven years. iPic opened its theaters in Pasadena in 2009 and Westwood in 2014. Cinopolis opened theaters in Del Mar in 2011, in La Costa, Laguna Niguel, Rancho Santa Margarita, and Westlake Village in 2012, and in Pico Rivera and the City of Vista in 2015.

The market study prepared for the proposed project by AECOM (Appendix O of the Draft EIR) determined that given the anticipated capture of entertainment spending and market demographics, a specialty cinema is a viable component of the proposed project. Further, the proposed use is consistent with uses allowed under the City's General Plan, Coastal Land Use Plan, Coastal Zoning, and Harbor/Civic Center Specific Plan, which, as discussed in Section 3.9 of the Draft EIR, include allowable uses such as commercial/private recreation and entertainment uses. RBMC Section 10-5.810 expressly allows for "Commercial Recreation" uses, which includes theaters and cinemas. (RBMC § 10-5.402(a)(50)) These regulations were approved by the City of Redondo Beach, the Redondo Beach electorate (Measure G), and the Coastal Commission.

Further, the conceptual plans for the project site place the specialty cinema in the northern portion of the project site near the proposed parking structure and on the eastern side of the new main street, which does not interfere with the pedestrian experience of the waterfront. The theater which is approximately 9 percent of the constructed square footage is not located within the City's Tidelands.

Additionally, the project applicant would assume the risk associated with operating a movie theater at this location. According to information provided by the applicant, numerous theater operators have expressed interest in leasing the theater space, indicating that the industry thinks a theater would be viable at this location. The theater space would be available for other activities such as private events, as discussed further below.

Are retail and theater uses outdated business models?

While there are many online portals making movies and goods readily accessible, studies have shown that consumers still enjoy the movie-going as well as the shopping experience. The theater would be a high-end luxury experience with large reclining chairs

and quality cuisine. The theater space would also be available for special events, viewing parties or business meetings, making the space very dynamic. Having a strong mix of in-demand retailers at the site would provide interesting and tangible products that may not be available elsewhere. The applicant has initiated a targeted leasing and recruitment program and is finding that many retailers are excited about the Waterfront opportunity. Further, these stores are willing to specifically tailor their product offerings to the coastal seaside village environment offered by the unique project.

Should any of the uses require future repurposing to maintain the success of the Waterfront, a condition of approval has been added that states "...the maximum allowable percentage of each use in relationship to the total overall project square footage of 523,939 shall be 35 percent restaurant, 24 percent hotel, 20 percent retail, 12 percent office and 9 percent specialty cinema. Variations in these use percentage maximums may be approved by the Community Development Department provided that the overall trip generation and parking demand does not exceed that approved in conjunction with this Conditional Use Permit..."

Why is 2nd floor retail included?

Only a limited amount of second story retail/restaurant square footage would occur at the project site. This would be primarily restaurants located within buildings at the pier and the public market hall. Within the public market hall, only a small percentage of the building would consist of a second story (9,154 square feet of the 76,459 square foot structure) planned for restaurant use. This second story space would be connected to an outdoor roof patio with views overlooking the harbor entry and Santa Monica Bay. Additionally, the second stories on the pier would likely be occupied by restaurant uses that would capitalize on the water views, similar to the existing second story at Old Tony's. A portion of the retail/restaurant associated with the hotel, south of the parking structure, would be located at the second story that would provide views of the public beach and ocean immediately south of the pier. This is also likely to be restaurant uses that would capitalize on the view opportunities. Given that most of the two-story spaces would be restaurants with scenic water views, it is expected these uses would attract a customer base and be economically viable. The other uses located on the second and third floor would be office, hotel, and the movie theater.

What is water quality in the harbor near Seaside Lagoon?

As discussed in Section 3.8, Hydrology and Water Quality of the Draft EIR, given the location of the lagoon near the mouth of the harbor, this area has better circulation than other parts of King Harbor and, thus, has better water quality. Water quality testing was performed in April 2016 at four locations in King Harbor, including two locations within the small breakwater just south of Seaside Lagoon and two locations in the main channel west of the Turning Basin. Testing results show that indicator bacteria were well below limits for water near public beaches. Further, other constituents (oil and grease, total suspended solids, metals, and pesticides) were below detection levels.

Water monitoring is conducted on a regular basis 100 yards south of the Horseshoe Pier. This information was presented in Section 3.8 of the Draft EIR. While these water quality results may be indicative of water quality within certain areas of the harbor, other variables at the testing location, including proximity to a storm drain, the Monstad Pier and the concentration of birds that have historically surrounded the pier to the monitoring site, may impact the quality of the data (e.g., water quality near untreated storm drains may be lower as a result of flows emanating from the drain and water quality in the vicinity of piers may be affected by the concentration of birds congregating on piers). Further, in 2015, summer diversions and a September sewage spill from Hyperion Treatment Plant negatively affected the local water quality. No diversions from Hyperion Treatment Plant are planned for summer 2016 and implementation of a program to use falcon and owls to deter birds from occupying the pier are expected to boost water quality near the pier.

In addition, as with the proposed project analyzed in the Draft EIR addressed in Section 3.8, Hydrology and Water Quality, design elements associated with the Staff Recommended Alternative are expected to have a beneficial effect on water quality. The Staff Recommended Alternative would reduce the amount of contaminated stormwater runoff. Under existing conditions, the project site is composed of approximately 79 percent impervious surfaces and results in untreated stormwater draining into King Harbor (Draft EIR, page 3.8-7 through 8). With implementation of the proposed project, there would be a reduction in impervious surfaces in comparison to baseline, and infiltration/retention facilities would be incorporated to capture the first 0.75 inches of rain (during a 24 hour period) (Draft EIR pages 3.8-58 through 59) in compliance with the City's Low Impact Development (LID) Ordinance, and the City's Green and Living Streets Policies. This would result in a decrease in runoff from the site into the harbor and biological treatment and infiltration, which would have a beneficial effect on water quality. Further, the Staff Recommended Alternative would eliminate discharge of dechlorinated water from Seaside Lagoon water into King Harbor.

Is there too much development?

Regarding the level of development under the project, the proposed development is less than the maximum density allowed under the Coastal Zoning Ordinance approved by the public in 2010 which included a development cap of 400,000 square feet in the CC zones.

Further, as discussed in the April 8, 2008 report prepared for the City Council public hearing on the zoning for the project site, massing of the project site is considered as supportive of pedestrian oriented development envisioned for the waterfront and as establishing a development that can fully accomplish the Guiding Principles and Revitalization established for the Harbor and Pier area. The staff report states that "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.) The proposed project increases the amount of useable space on the project site, by converting approximately 12 acres of surface parking lot area, to 4 acres of parking structure lot area upon implementation of the proposed project. Additionally,

“Pedestrian-active commercial areas generally require higher FARS [Floor to Area Ratios¹] than auto-oriented centers... a low FAR may not achieve the character and amenities desired for the Harbor area, and too low an FAR is not likely to result in a pedestrian-active character.” (April 8, 2008 Administrative Report, pages 35 and 37.)

Are sea lions likely to inhabit Seaside Lagoon?

As described in Section 3.3 Biological Resources of the Draft EIR, the expected level of activity occurring at Seaside Lagoon would be a deterrent to sea lions. Additionally, sea lions tend to prefer platforms and rocky haul out areas over sandy beaches. A marine mammal protection plan would be required to be developed prior to the opening of the lagoon. This would include a deterrent program that would ensure that sea lions would not establish a presence at Seaside Lagoon. Additional information on sea lions is provided in Section 3.3 Biological Resources of the Draft EIR and will be provided in the Final EIR.

Where would trash facilities be located?

The recommended conditions include requiring that all trash dumpsters be located in areas that are covered/screened from public view. Therefore, trash facilities are not expected to be visible from Harbor Drive or other public path of travel locations on site.

Would the project attract the homeless and how would this issue be addressed?

The Staff Recommended Alternative would include features that would discourage prohibited activities, including overnight camping. It would also include a relocated police sub-station on-site and on-site private security. Additionally, security measures to increase site safety would be put into place, including incorporating strategies for Crime Prevention Through Environmental Design (CPTED) aimed at deterring criminal behavior by designing the physical environment in ways that reduce identifiable crime risks. This would include 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. Further, a condition is recommended that requires the applicant to provide a Security/Crime Prevention Program Plan for review and approval by the Community Development Department and the Police and Fire Departments.

These features, combined with an expected increase in the level of activity at the project site, are expected to deter use of the site by the homeless.

Would bicycle and pedestrian access be blocked during construction?

The project would comply with the Uniform Traffic Control Devices (MUTCD) [Traffic Control Plan Part 6] encroachment permit requirements and with the City's standard

¹ “Floor Area Ratio” (FAR) means the numerical value obtained by dividing the gross floor area of a building or buildings located on a lot by the total area of the lot/water area. For example, a FAR of 0.25 would mean that there is the equivalent one square foot of single story structural development for every four square feet of land/water surface. A two story structure occupying one fourth of the total area of a parcel would have an FAR of 0.50.

conditions of approval. Among these requirements, are provisions for "Detour for Bike Lanes on Roads with Closure of One Travel Direction." (Traffic Control Plan, page 1244.) Similarly, as a standard condition of approval, the City has included a Condition of Approval that includes the requirement to "Minimize land and sidewalk closures to the extent feasible. During temporary lane or sidewalk closure, a worksite traffic control plan, approved by the City of Redondo Beach, shall be implemented to route traffic, pedestrians, or bicyclists around any such land or sidewalk closures."

As feasible, temporary routes would be provided adjacent to and/or across portions of the site. For example, during construction of the northern portion of the site, it is anticipated that access routes may remain available to the public from Harbor Drive across the southern portion of the site. However, during construction of the southern portion of the site, it may not be possible to provide access across the site from Harbor Drive to Torrance Circle (i.e., there is not sufficient width to provide a temporary access route along Basin 3 while the Pacific Avenue Reconnection is occurring). At that time, it may be necessary to reroute pedestrian and bicycle traffic along Catalina Avenue, however, this would not be required for the entire duration of construction. While this re-routing would be minimized to the extent possible, ensuring public safety would be the primary factor in determining the need for any temporary closure.

Why is the bicycle path east of the Pacific Avenue Reconnection?

Concern was expressed regarding the location of the bicycle path on the east side of Pacific Avenue Reconnection. Specifically, the public asked why the path could not be located on the west side of Basin 3.

City staff worked extensively with the applicant in an effort to develop a bicycle path design along western side of the Pacific Avenue Reconnection; however, based on site engineering, this was determined to be unworkable. The existing site constraints (e.g., narrowness of the site and topography) and engineering challenges (e.g., need to preserve bluff stability and the existing retaining wall) preclude moving the roadway further to the east to provide sufficient width for a western alignment of the bicycle path.

It should be noted that casual bike riders will have the option to migrate to the new main street, promenade/boardwalk and bridge to traverse the water's edge rather than use the Pacific Avenue bike path.

How would the new bridge operations be managed?

The options being considered include establishing a set schedule for raising the bridge, and providing a phone number that boaters could call to reach on-site staff trained to raise the bridge, if additional bridge raising were required (e.g., during late night hours). The applicant noted that bridge operations may need to be adjusted once operations begin based on usage patterns.

The City is recommending that a condition be placed on the project that requires a Bridge Operations and Maintenance Plan to be prepared and submitted to the Waterfront and Economic Development Department prior to issuance of building permits. The operations

and maintenance plan must include provisions for providing 24-hour vessel access to Basin 3. Further, the pedestrian bridge would be subject to approval of a Coast Guard Bridge Permit, which would include conditions relating to the construction, maintenance, and operation of these bridges in the interest of public navigation.

It was suggested that the Henry Ford Bridge in Long Beach may be a useful model for the pedestrian bridge operations. However, Staff has researched this example and it does not appear to be an appropriate model as the Henry Ford Bridge remains in an open position except when trains pass over the bridge. If closed, the bridge opens on demand based on cell phone or radiophone call in. A more salient example to consider includes the Bay Farm Island Bridge, a bicycle/pedestrian bridge in Oakland that opens on signal from 5 a.m. to 8 a.m. and opens on signal from 5 p.m. to 9 p.m., if at least 12 hours' notice is given. The bridge is not required to be opened for the passage of vessels from 9 p.m. to 5 a.m.

The draft conditions include provisions for a Bridge Operations and Maintenance Plan to be submitted for review and approval prior to issuance of building permits. The plan will need to specify (1) that the pedestrian bridge across the mouth of Basin 3 shall be operated in compliance with drawbridge operation regulations set forth in 33 CFR 117, which establishes drawbridge operational parameters for normal and emergency operations; and (2) include provisions for providing 24-hour vessel access to Basin 3. This may include (but is not limited to) one or more of the following: 1) requiring staff trained to operate the bridge to be on-site at all times; 2) providing signage for boaters with a phone number to call to request the raising of the bridge outside of regular operating hours; or 3) closing the bridge to pedestrians and leaving it in an open position during late night/early morning hours.

Can the Ocean Steps be saved?

The Ocean Steps in their current location and form would be demolished. However, a condition is recommended for the project that would require that the "Ocean Steps" mosaics be salvaged prior to demolition, if feasible. The applicant is to work with the Public Arts Commission to establish a new location for the salvaged or new replacement mosaics in or around the Waterfront Project site.

Can and will existing mature trees be relocated?

The applicant will be required to have a professional arborist prepare an inventory of all existing trees with a trunk diameter greater than 6 inches. With information on the viability of relocating some or all of these trees. The City's urban forester will then review if there are trees that appear to be viable candidates for relocation. The potential for relocation of trees will depend on factors such as the health of each tree specimen, potential for viable re-use, consistency with modern landscape design and drought tolerant features, and economic costs associated with removal/relocation.

Can a level of subterranean parking be provided in the northern parking structure?

While one level of subterranean parking could be feasible from an engineering standpoint, based on the high groundwater table in the area, there would be a very high cost associated with this design. Additionally, there would be a limited benefit, from a pedestrian perspective at Harbor Drive, as the height of the parking structure would be perceived similarly whether the structure is four levels or five levels above ground. Thus, view benefits would be limited other than to one floor of harbor-facing rooms at the Crowne Plaza across the street.

Will the appeal of the project fade and the design become dated?

The eclectic mix of architectural styles and high-quality materials would give the project site longevity. No one popular architectural style dominates the site, thus, it is unlikely that a particular structure would appear outdated. High-quality materials and finishes that weather well in a seaside setting would be utilized, allowing for long-term protection from deterioration. Furthermore, with over 11 acres of landscaped open space, the site can also be programmed with new and popular activities as tastes evolve. The same goes for the tenants in the Market Hall and throughout the Waterfront. The types of tenants would most likely evolve over time to meet the needs of the community. The project applicant also has a proven track record of reinvesting in their developments and continuously renewing and refreshing their offerings. This will ensure that the energy and excitement of the quality experience is maintained for years into the future.

Would there be a “pedestrian activated” frontage on Harbor Drive?

Under the Staff Recommended Alternative, Harbor Drive would include pedestrian activated features such as a pocket park, access roads with wide sidewalks and views of the harbor and the project site, a landscaped view corridor, buildings that incorporate high quality architectural features and retail store fronts to provide visual interest, activity and energy.

In particular, the parking structure frontage on Harbor Drive would be approximately 282 feet in length. Of this, approximately 80 feet would be comprised of a retail wrap, thereby providing a pedestrian activation. Additionally, a recommended condition calls for incorporation of high quality architectural features including, but not limited to recesses, projections, materials changes and other design enhancements to add visual interest. Moreover, additional pedestrian-oriented features such as bicycle racks, public benches, public art and similar enhancements would be incorporated at the pedestrian level.

There would be four separate building structures located on Harbor Drive from Portofino Way to Pacific Avenue totaling 743 linear feet as follows (rounded to the nearest whole number):

- Building A – 64 feet
- North Parking Structure – 282 feet (including 80 feet of a retail wrap).

- Building C – 120 feet
- Building D – 277 feet

Additionally, the following view corridors totaling 322 linear feet would be provided

- Pocket park south of Portofino Way – 30 feet
- Corridor between Parking Structure and Building C – 65 feet
- Corridor between Building C and Building D – 135 feet
- Access road and driveway south of Building D – 92 feet

Can “whimsical” design elements be incorporated into the buildings located on the Horseshoe Pier?

It was suggested that the architecture of the buildings be more “whimsical” to not only be memorable but to also tie into the historic architecture on the pier. An example of an existing structure exhibiting whimsical features is Tony's On The Pier. As outlined in Section 3.4 of the Draft EIR, Tony's is a wood-framed building with decorative steep sloped gables, extended eaves, oversized randomly patterned shingles, patterned tile steps, and scrollwork on the stair railings. Since the hearing, staff has requested that the applicant explore incorporating fanciful detailing on the proposed pier structures.

Would signage create visual clutter?

Because the signage shown on the elevation drawings is conceptual, a condition of approval has been drafted stating that final signage plans shall be submitted for review which must “...provide for high-quality, creative and artistic sign installations that avoid visual clutter and unnecessary repetition. Signs shall be architecturally compatible with the facades upon which they are proposed. The sign plans shall provide for unique signs that add character, whimsy and artistic charm...”

How much development has occurred in the harbor and pier area since 1988?

In 1988, a major storm and subsequent fire on the Horseshoe Pier destroyed much of the pier as well as more than 22,000 square feet of leasehold commercial improvements. The damaged portions of the pier were subsequently reconstructed with the restored pier opening in 1995; however, patronage patterns to the pier and waterfront were significantly interrupted during that period of damage and reconstruction and have never fully recovered. Since 1988, 10,366 square feet has been built on the pier to replace some of the 22,000 square feet that was lost (Kincaid's). The only other new buildings constructed at the project site are Ruby's Restaurant and the restrooms at Seaside Lagoon. More recently in the Harbor area, Shade Hotel and a new Harbor Patrol building have been constructed north of Portofino Way. In 2013, the City demolished the approximately 9,000 square foot “Octagonal Building” on Parcel 10 due to its aging/failing structural condition.

How will rents be set for the future tenants of the project?

Rents for the future tenants of the project will be set at market rate levels for the respective uses by the new leaseholder. The applicant is currently working with existing tenants to determine their interest in being a part of the new development and if so, the appropriate rent that will be paid for their new location.

Would the Mole B boat launch ramp enter into the main channel?

The Mole B boat launch ramp is designed to angle launches back into Basin 1 and not into the main channel.

Is there a conflict with boat traffic into and out of Basin 1 and the Mole B boat launch ramp?

The approximately 22 boats (there would only be approximately 22 vehicle/trailer stalls) associated with the boat ramp facility, are not expected to leave or return at the same time. The addition of approximately 22 boats associated with the boat ramp represents a small increase in the overall amount of vessel traffic within the harbor, and is not expected to create substantial new use conflicts between the various users of the harbor. Launches would occur at a rate that is expected to vary between one every five to 15 minutes. Consequently, boats feeding into the Basin 1 fairway should be spaced sufficiently far enough apart so they would be smoothly introduced into arriving or departing Basin 1 boat traffic. Boater sight lines to outbound and inbound lanes of the fairway are at least 300 feet. At no wake boat speeds, this would provide sufficient visibility to guide boaters to determine their right-of-way passage to avoid conflict with other boaters, SUPs, and other water users that may be navigating through the fairway.

Is a one-lane boat ramp large enough?

The proposed Mole B public boat launch ramp will be designed as a two-lane ramp. The operational expectation is that one of the lanes will be used for trailered boat launches and retrievals and the second lane will be used for hand launching of watercraft. Based on boat launch usages rates for other boat ramps in the area (Marina del Rey and Cabrillo Harbor) as well as usage rates for the existing boat hoists in Redondo Beach Marina it is anticipated that the operation of a one-lane ramp would be adequate to meet demand. Should the trailered lane result in greater unanticipated demand, the hand launch activities can be suspended at Mole B and/or directed to other locations, like Seaside Lagoon, to allow trailered launches and retrievals until the situation is resolved.

Is there enough parking for a boat launch ramp?

Based on the demand projections from nearby boating ramp facilities, the approximately 22 parking spaces that would be provided for the Mole B boat launch ramp are expected to be sufficient to meet demand.

Would the boat launch ramp be open for 24-hours?

Operations of the boat launch ramp would be determined through establishment of an operations plan. This may include restrictions on hours of operations to ensure boating safety and security.

Would parking spaces be large enough to handle large boats?

The proposed parking spaces associated with the Mole B boat ramp are designed to be 40 feet in length, with the drive isles wide enough to accommodate vehicles and trailers at approximately 45 feet in length.

Questions for the Applicant

A number of questions and requests for additional information were asked of the applicant. The City has asked the applicant to provide the requested information/materials at the continued hearing, as described below.

The applicant was asked to provide additional information on the design of the northern parking structure, specifically to provide a photograph of a parking structure with a similar architectural style/treatment to the proposed northern parking structure, and/or a more detailed elevation/rendering of the proposed structure. Additionally, the applicant was asked to consider ways to "activate" the parking structure frontage along Harbor Drive that is between the retail wraps.

The applicant was asked to consider opportunities for visual improvements to the Pacific Avenue Reconnection, such that traveling this roadway would be a more unique visual experience. The applicant was asked to provide an updated rendering to better illustrate how the roadway will look from the property above and the Basin below. Suggestions for visual enhancements included more landscaping, decorative railing, and embellishments to the retaining wall and paved surface. Staff noted that asphalt embellishments may not be feasible as some asphalt designs/alternatives (i.e., a cobblestone) would generate higher noise levels than average. Staff further noted that the railing between the pedestrian path and the roadway would be required to meet a specific safety rating. This could limit design options.

II. CONDITIONS

Staff is providing the Harbor Commission with a list of Draft Recommended Project Conditions to assist the Commission in evaluating the specific conditions and requirements that would be necessary to grant the requested project approvals.

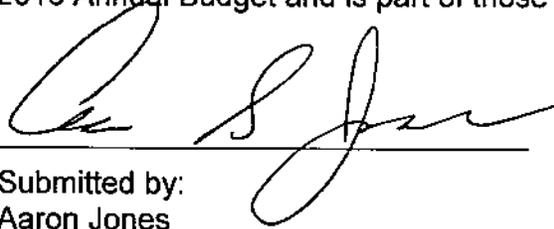
Attachment 1 includes the Draft Entitlement Conditions. The draft includes conditions regarding final plans, construction practices, maintenance and operations, and conditions that relate to the Mitigation Measures and Conditions of Approval as outlined within the EIR. The document also includes recommended conditions to address concerns expressed by both the Commission and the public.

III. **NEXT STEPS**

The Final EIR (including comments, responses to comments, the mitigation monitoring reporting program, and other supporting materials) is anticipated to be presented for consideration on July 18, 2016.

IV. **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 – Draft Land Use Entitlement Conditions
- Attachment 2 – Land Use Entitlement Applications
- Attachment 3 – Administrative Report from June 13, 2016
- Attachment 4 – Correspondence received since June 13, 2016

DRAFT LAND USE ENTITLEMENT CONDITIONS

1. That the precise architectural treatment of building exteriors, roofs, walks, walls, landscape, hardscape, lighting and other features shall be reviewed and approved by the Community Development Department prior to the issuance of building permits.
2. That the façades of buildings within 50 feet of Harbor Drive and the Pacific Avenue reconnection shall incorporate building significant façade articulation and varied surfaces to avoid the appearance of solid/continuous/unbroken smooth/reflective walls. Street trees and other landscaping shall also be provided between the buildings and the roadway to absorb/disperse roadway noise.
3. That in order to maintain continuous visual interest, activity and energy along the street edge, the east elevation of the northern parking structure between the proposed street-facing retail shall be architecturally enhanced through the incorporation of additional high quality architectural features including, but not limited to recesses, projections, materials changes and other design enhancements. The area at the pedestrian level shall also be activated through the incorporation of additional pedestrian-oriented features such as bicycle racks, public benches, public art and similar enhancements. Plans for the enhancement of these areas shall be reviewed and approved by the Community Development Department prior to the issuance of building permits.
4. That the applicant shall submit complete signage plans for review and approval by the Planning Division prior to issuance of Certificate of Occupancy. Said plans shall provide for high-quality, creative and artistic sign installations that avoid visual clutter and unnecessary repetition. Signs shall be architecturally compatible with the facades upon which they are proposed. The sign plans shall provide for unique signs that add character, whimsy and artistic charm. This may include projecting signs, awning and canopy signs, sculptural signs, neon signs, integrated roof signs and other signs that are determined to enhance the visual quality and character of the project. In approving the Harbor Commission Design review, it is the specific intent and authorization that these types of signs be included in the project.
5. That the use of valet parking within the project is hereby authorized by the Harbor Commission. Any business requesting to utilize valet parking shall submit a valet parking plan to the City and said plan shall be reviewed and approved by the Community Development and Public Works Departments prior to implementation of valet parking operations.
6. That complete landscape, hardscape and irrigation plans (pursuant to the requirements of the Assembly Bill 1881, the Water Conservation in Landscaping Act of 2006) shall be submitted for review and approval of the Planning Division

prior to installation. Said plans shall incorporate extensive use of California native, drought-tolerant and water-wise plant materials and tree plantings.

7. That a final lighting plan in substantial conformance with the approved conceptual lighting plan shall be prepared and submitted to the Community Development Department. The plan shall include all information, details and calculations necessary to determine if the proposed installation will achieve the necessary and appropriate levels of illumination for safety and security and aesthetic and architectural enhancement while shielding and protecting off-site properties from unnecessary and unintentional illumination. Said plan shall be reviewed and approved by the Community Development Department, Police Department and Public Works Department prior to the issuance of electrical permits.
8. That pursuant to the City's Public Art Ordinance, the applicant shall provide a zoning requirement contribution equivalent to one percent (1%) of the building valuation above \$250,000. This contribution can take the form of: 1) installation of public art on the subject property, commissioned by the developer, but subject to the approval of the City's Public Art Commission; 2) a request that the installation of public art on the subject property be commissioned and approved by the Public Art Commission; 3) an installation of public art on the subject property valued at less than the required 1% contribution and an election to provide the balance of the 1% for the public art zoning requirement contribution to the John Parsons Public Art Fund; or 4) payment of the zoning requirement fee to The John Parsons Public Art Fund to be used for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program. If a decision regarding the public art contribution is not finalized prior to the issuance of building permits, the applicant will be required to deposit the 1% zoning requirement fee in a set aside account. The monetary deposit will be held by the City until such time as the public art contribution is satisfied. The art contribution must be completed prior to the issuance of a Certificate of Occupancy.
9. That in order to ensure compliance with all water quality regulations, the construction drawings for the project shall be prepared in accordance with all standards, requirements and design features of the approved Low Impact Development (LID) prepared for the subject site. The initial installation requirements and ongoing operational maintenance requirements of said plan shall be implemented in accordance with the approved LID.
10. That the project shall incorporate electric vehicle charging stations, short and long term bicycle parking, the use of low-emitting materials, the diversion of construction waste from landfills, and the use of Best Management Practices to prevent storm water pollution.
11. That final color and material samples shall be reviewed and approved by the Planning Division prior to the issuance of Building Permits.

12. That roof mounted mechanical equipment and appurtenances to be used in the operation or maintenance of a building shall be installed so as not to be visible from any point at or below the roof level of the subject building. The features so regulated shall in all cases be either enclosed by outer building walls or parapets, or grouped and screened in a manner architecturally compatible with the building.
13. That Traffic Management and Safety Plans shall be reviewed and approved by the Public Works Department prior to commencement of any work within the public right-of-way. Provisions of said plans shall be implemented at all times during construction.
14. That the applicant shall provide a Security/Crime Prevention Program Plan for the proposed project. The plans, specifications and other related documents shall be reviewed and approved by the Community Development Department and the Police and Fire Departments. The plan shall be completed prior to the issuance of Building Permits. Inspections by the appropriate Staff members shall be made to ensure compliance with the approved plan prior to the issuance of a Certificate of Occupancy and the plan shall be implemented throughout operation of the project. The plan shall incorporate the following:
 - (a) Provide Security Plans and design specifications that show the location of visual camera systems for key areas to which access is granted to the public.
 - (b) Provide specifications and/or security plans that provide the police with visual access to the interior of all commercial tenant spaces.
 - (c) Provide details on emergency access to the property by police and fire responders in the event of an emergency including a numerical address system and an "on-site" map.
 - (d) Provide a garage lighting plan along with design specifications that include lighting of the garage stair wells, ramps and all access roads. The plan shall ensure that the lighting does not encroach on the adjacent residential properties to the east.
 - (e) Provide a painting scheme for the garage areas that employs the use of light and highly reflective color to enhance visibility and improve lighting effectiveness.
 - (f) Provide plans for the installation of a "repeater" system, if necessary, allowing the use of personal cell phones on all levels of the parking garage.
 - (g) The applicant/property owner shall ensure that the visual security equipment be monitored as necessary during business hours and that regular daily patrols of the subject property be made by security personnel.
15. That the Final Vesting Tract Map shall be recorded within 36-months of the effective date of this resolution, unless an extension is granted pursuant to law.
16. That the Final Vesting Tract Map shall be prepared, signed and sealed by or under the direction of a registered civil engineer or a licensed land surveyor, per Subdivision Map Act, and shall meet the following conditions:

- (a) The Map title shall include the following: Vesting Tentative Tract Map No. 74207, In the City of Redondo Beach - County of Los Angeles - State of California, Redondo Beach Waterfront, For Commercial Subdivision Purposes;
- (b) The Map shall include a sufficient legal description as well as all the relevant and applicable APNs to clearly identify the boundary (property limits) of the proposed subdivision;
- (c) The Map shall include a vicinity map showing streets, adjoining subdivisions, piers, launching and other facilities, sufficient to locate the proposed subdivision and show its relation to the community;
- (d) The Map shall include project information including names, addresses and other pertinent information such as: project name, property address and owner; project developer and engineer/surveyor; existing and proposed zoning and land use; and a table listing all proposed lot numbers and corresponding square foot areas;
- (e) The Map shall include date, north arrow, scale, key map, legend, plan/sheet index; and utility easement and encumbrance notes. The legend shall provide for a clear distinction between the Property Limits, Boundary and Lot Lines - among others;
- (f) The Map sheet size shall be 24"x36" with an appropriate scale (e.g. 1"=50') and in sufficient number of sheets to clearly depict the entire subdivision, with and without existing topography, all lettering shall be one-eighth inch minimum;
- (g) The Map shall clearly show the layout and dimensions of all the proposed lots, and building locations on each lot. Engineering data shall show the approximate finished grade of each lot;
- (h) The Map shall clearly identify and call out the Mean High Tide Line (MHTL) of Nov. 1935, its relationship to adjoining lots and call out the proposed bridge.
- (i) The Map shall show all major project utilities including, but not limited to proposed sanitary sewers, water mains and storm drains on the Map, with specific attention to the County Health Department's utility separation requirements;
- (j) The type, size and location of all proposed utilities required for the project shall meet the City and/or the utility owner/operator's requirements. No over-head utility lines shall be allowed within the project site or the peripheral streets;
- (k) The applicant shall prepare and submit a project-wide hydrology study report and SUSMP (LID) report for the City's review and approval prior to the Map approval;
- (l) Prepare and submit a project-wide sanitary sewer study report, and a preliminary design for replacement of the two existing sewer pump stations to identify the location and footprint of the new pump stations;
- (m) Add a utility easement note on the Map title sheet to state the following: Easements for all required wet utilities such as sanitary sewer lines (and pump stations), water mains, and storm drains; dry utilities such as gas,

electrical, telephone, cables; and other utility lines including structures and appurtenances shall be reserved in favor of the utility owner/operator's requirements, and delineated based upon the final project design and the City-approved plans;

- (n) The type, location, widths and purpose of all existing and proposed easements with appropriate references to those on the Commitment No. NCS-612436-SA1 issued by the First American Title Company, updated on April 29, 2016, shall be shown on the Map;
 - (o) A list of all encumbrances shall be included on the Map and the disposition of all existing utilities shall be identified – whether to remain or be abandoned;
 - (p) An encumbrance note to be shown on the Map title sheet referencing the Commitment No. NCS-612436-SA1 and the Map sheets with above noted encumbrances;
 - (q) Existing topography of the project site shall be in sufficient detail and include elevations showing relationship to neighboring lots, structure and facilities;
 - (r) The location, type, and outline of existing and proposed building and structures shall be identified on the Map as well as buildings or structures to be removed;
 - (s) The location, pavement type, grade and right-of-way width (including roadway, sidewalk and parkway) as well as all existing infrastructure to be abandoned shall be clearly identified on the Map;
 - (t) Identify whether any parts of the proposed roadways, walks, etc. within the project limits shall be held as public right-of-way, or designated as being private with appropriate public access rights or easements;
 - (u) Proposed improvements to be shown shall include, but not be limited to the location, grade, centerline radius and arc length of curves, radius of all curb returns; and the name of all streets, walkways and bike-paths (including Class);
 - (v) Provide typical cross-sections for all proposed streets, walkways and bike-paths at appropriate locations and in sufficient number where there are changes in proposed width or alignment;
 - (w) Show and note the approximate location of all project areas that may be subject to inundation or storm water overflows, if any, and incorporate appropriate mitigation measures;
 - (x) Identify proposed common and/or recreation areas, walkways, bike-paths (including class) and parks, and whether these areas designated for private or public use; and,
 - (y) Specify the source and date of existing survey and contours.
17. That prior to the issuance of Final certificate of occupancy, or prior to the recordation of the Final Vesting Tract Map, whichever occurs first. Public access rights shall be reserved over all public areas providing access to, from, and along the waterfront. Access to public areas shall be open for pass through traffic 24 hours a day, seven (7) days a week. A public access map defining the public areas shall be submitted for review and approval by the Community Development

Department and the Waterfront and Economic Development Department. It is the intent of this condition to maximize public access to and along the water. Any restrictions on the hours, modes of travel allowed, or other prohibitions shall be reviewed and approved by the Community Development Department and the Waterfront and Economic Development Department. Temporary restrictions or limitations for special events, emergencies, construction or other similar activities may be approved by the City Manager or designee.

18. High Quality Public Open Space, including the Pedestrian Promenade, shall be constructed, furnished, landscaped, and lighted per the approved final plans.
19. An arborist shall assess all existing trees and document if any can be relocated and/or replanted. The applicant shall relocate existing trees that are identified as in good health, salvageable, and appropriate for public spaces as determined by the City Arborist.
20. The “Ocean Steps” mosaics are to be salvaged prior to demolition, if feasible, and the applicant shall work with the Public Arts Commission to establish a new location for the salvaged or new replacement mosaics in or around the Waterfront Project site.
21. The applicant shall prepare a temporary access plan for access to public areas, i.e. Monstad and Horseshoe Piers, and businesses that are intended remain open during construction, i.e. [KincaidsKincaid's](#). This plan shall be submitted for review and approval by the Community Development Department and the Waterfront and Economic Development Department.
22. All dumpsters for commercial use shall be covered/screened from public view. Trash facilities shall generally be co-located with loading and service areas. This condition shall not limit individual climate-controlled interior trash collection facilities.
23. That the applicant shall comply with, complete and implement the following mitigation measures and the associated procedures as specified in the Mitigation Monitoring and Reporting Program (MMRP):

MM AQ-1: Fleet Modernization for Construction Equipment: Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that the construction contractor shall ensure that all off-road equipment with a horsepower greater than 50 horsepower (HP) be required to have USEPA certified Tier 4 interim engines or engines that are certified to meet or exceed the NOx emission ratings for USEPA Tier 4 engines. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB

regulations. During construction, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the City's Building and Safety Division. The construction equipment list shall state the makes, models, and numbers of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449. These activities shall be verified by the Building and Safety Division during construction.

MM AQ-2: Use of Low-VOC Coatings and Paints: Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the construction plans and specifications stipulate that all architectural coatings shall meet a volatile organic compound (VOC) content of 50 grams per liter (g/L) or less for interior coating and 100 g/L or less for exterior coatings. Use of low-VOC paints shall be verified by the Building and Safety Division during construction. However, if the project is phased such that less square footage is coated on a daily basis, then coatings with higher VOC levels may be used over a longer period of time subject to AQMD standards.

MM BIO-1: Protection of Marine Mammals During Construction: Pile-driving could result in Level B harassment that leads to avoidance behavior by marine mammals. Therefore, a Level B (harassment) safety zone shall be established around the pile-driving site and monitored for marine mammals as shown in Table MM BIO-1 below. The Level B radius is based on the estimated safe distance for installation of piles proposed for use in the project and is adequate to ensure that pinnipeds would not be exposed to Level B harassment sound levels. The safety zone varies by pile size and hammer type. Because the noise levels anticipated under this analysis are based on measured values from multiple different projects, the protective buffer has been increased by 20 percent to address inherent variability. The buffers are to be applied using direct straight line exposure thus barriers that create an acoustic shadow (e.g., a jetty or breakwater) separating the noise generation from mammal receptors would eliminate the buffer requirement. The pile-driving site will move with each new pile; therefore, the safety zones shall move accordingly. Prior to commencement of pile-driving, a qualified marine mammal observer on shore or by boat shall survey the safety zone to ensure that no marine mammals are seen within the safety zone before pile-driving of a pile segment begins. If a marine mammal is observed within the safety zone during pile-driving operations, pile driving shall be delayed until the marine mammal moves out of the safety zone.

Table MM BIO-1: Pile Driving Safety Zone Buffer By Pile Type and Pile Driving Method

Project Element Pile Type	Pile Driving Methods	Level B (160 dBRMS) Distance (meters)	Level B Buffer (160 dBRMS) Distance (meters) + 20 Percent
Horseshoe Pier: 18-inch steel piles	Vibratory hammer	>12 and <16	63 ft (19 m)
Pedestrian/Bicycle Bridge: 14-18-inch steel piles	Vibratory hammer	>3 and <16	63 ft (19 m)
Sportfishing Pier: 11-14-inch wood or concrete piles	Impact hammer	10 meters	39 ft (12 m)
Small Craft Boat Launch Ramp: >18-inch concrete pile	Impact hammer	>14 meters	55 ft (17 m)
Marina Reconstruction: 16-inch concrete pile	Impact hammer	13-18 meters	71 ft (22 m)

dBRMS - decibels Root Mean Square
ft – feet
m - meters

If a marine mammal remains within the zone for at least 15 minutes before pile-driving commences then pile-driving may commence with a “soft start” to warn mobile aquatic species to leave the area. If marine mammals enter the safety zone after pile driving of a segment has begun, pile driving will continue. The qualified marine mammal observer shall monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile-driving shall cease until the animal leaves the area. Prior to the initiation of each new pile-driving episode, the area will again be thoroughly surveyed by the qualified marine mammal observer.

MM BIO-2: California Grunion: Horseshoe Pier construction that could disturb the sandy beach under the pier structure shall be scheduled outside of the grunion spawning season (March to August), unless the applicant fulfills the following procedures: If construction overlaps the grunion spawning season, grunion monitoring shall be conducted prior to any sandy beach-disturbing activity (check California Department of Fish and Wildlife [CDFW] website for spawning events as spawning events occur bi-weekly). If no grunion are observed, construction may proceed. If spawning occurs within the work area and is of a Walker Scale 1 2 or higher, work shall not be performed if it would disrupt the high spawning beach used by grunion. Work shall be deferred until after the next spring tide series when eggs would be expected to hatch and larval fish would return to the water. However, construction can continue where work would not overlap with grunion spawning locations.

MM BIO-4: Fill in Waters of the U.S.: The applicant shall comply with U.S. Army Corps of Engineers (USACE) Clean Water Act and Rivers and Harbors Act permitting requirements. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that any required permits such as Clean Water Act Section 404 permit, Section 401 Water Quality Certification, and/or Rivers and Harbors Act Section 10 permit have been obtained. If it is determined that fill of waters of the United States would result from implementation of the proposed project, authorization for such fill shall be secured through the Section 404 and/or Section 10 permitting process. The net amount of Waters of the United States that would be removed during project implementation shall be quantified and replaced or rehabilitated in accordance with the USACE mitigation guidelines. If required in compliance with permit requirements, mitigation shall be implemented that includes one of the following: avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the enhancement of marine habitat associated with the opening of Seaside Lagoon to the waters of King Harbor or other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere Santa Monica Bay; (b) obtaining credits from a mitigation bank; and/or (c) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.

MM CUL-1: Recordation: Prior to the issuance of any project related demolition or grading permits, the applicant shall prepare comprehensive documentation of the property, including all features previously identified as contributive to its historic character. The documentation shall be consistent with the requirements of Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) Level II, and shall conform with the applicable standards described in the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. HABS/HAER/HALS Level II documentation typically includes a written historical report accompanying photocopies of any existing architectural drawings and a set of large format (minimum 4" x 5" neg.) archival quality black and white photographs. The original documentation package shall be submitted to the City of Redondo Beach Community Development Department and Historical Commission for review. The approved documentation package shall be submitted to the Community Development Department and City's Historical Commission for curation, with copies distributed to the Redondo Beach Public Library and the Redondo Beach Historical Society Museum, where they shall be accessible to the public.

MM CUL-2: Interpretive Program: An interpretive program shall be developed to include an internet website that shall be of educational benefit to the public and illustrate the history and historic architecture of the historical resource through photographs, video, and oral history interviews collected from persons familiar with the history and historic functioning of the property. Additionally, a permanent, on-site interpretive facility presenting the history of the property and incorporating HABS/HAER documentation, historical images, and salvaged elements of the historic property shall be created. The interpretive program shall be coordinated with the City of Redondo Beach Community Development Department, in coordination with the City's Historical Commission, and other agencies and organizations, as appropriate. Integration of the interpretive program with existing programs, such as the Paths of History marker program, and the Redondo Beach Historical Society website is acceptable.

MM CUL-3: Protection of the Monstad Pier During Construction: Prior to the issuance of demolition permits associated with the Horseshoe (Municipal) Pier element of the project, construction documents shall be reviewed and approved by a qualified preservation professional to ensure that the important historic character defining elements of the Monstad Pier are maintained. To ensure that the Monstad Pier is not inadvertently damaged during construction, plans and specifications shall incorporate measures consistent with National Park Service guidance for temporary protection of historic structures ("Temporary Protection No. 3: Protecting a Historic Structure during Adjacent Construction." National Park Service, Technical Preservation Services, Washington, D.C., 2001). These plans shall also be submitted to, and reviewed by, the City's Historical Commission, pursuant to Redondo Beach Municipal Code Section 10-4.501.

MM CUL-4: Phase I Archaeological Work: A Phase I archaeological evaluation shall be conducted in association with excavation activities (either prior to or during excavation) of the northeast and southern edges of the project site as shown on Figure 3.4-5 Phase I Archaeological Mitigation Area of the Waterfront Draft EIR. The Phase I archaeological evaluation shall be conducted with a backhoe, two supervising archaeologists, and a Native American monitor. The archaeologist in charge shall meet or exceed the qualifications set by the Secretary of the Interior's Standards and Guidelines as published in the Code of Federal Regulations, 36 CFR Part 61. If resources are determined to be present, then an evaluation of their significance would be undertaken, and if feasible, the archaeological resources shall be preserved in place. If preservation in place is infeasible, a Data Recovery Plan shall be prepared and implemented that includes, treatment, recordation and/or curation consistent with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation. Once a decision has been made to recover archeological information through the naturally destructive methods of excavation, a

research design and data recovery plan based on firm background data, sound planning, and accepted archeological methods should be formulated and implemented. Data recovery and analysis should be accomplished in a thorough, efficient manner, using the most cost- effective techniques practicable. A responsible archeological data recovery plan should provide for reporting and dissemination of results, as well as interpretation of what has been learned so that it is understandable and accessible to the public. The data recovery plan shall be grounded in and related to the priorities established by the local historic preservation commission plans and the needs of other City Departments (such as the Waterfront and Economic Development Department). Appropriate arrangements for curation of archeological materials and records shall be made.

MM CUL-5: Potential to Encounter Unknown Paleontological Resources:

Prior to excavation activities, a qualified paleontologist (i.e., a paleontologist with an M.S. or Ph.D. degree in paleontology or geology and be familiar with paleontologic salvage or mitigation procedures and techniques) shall examine final design construction plans and bore logs of the project site to determine if potentially fossiliferous strata underlying the site would be encountered by excavation and, if so, what level of paleontologic monitoring should be implemented during excavation. If it is determined that such strata would be encountered by excavation, the paleontologist shall develop a written storage agreement with a recognized museum repository such as the Natural History Museum of Los Angeles County (LACM) regarding the permanent storage and maintenance of any remains that might be recovered as a result of implementing these mitigation measures. If warranted, the paleontologist shall be present at a preconstruction meeting to consult with appropriate City of Redondo Beach and Construction Contractor staff. During the meeting, the paleontologist shall conduct an employee environmental awareness training session for all personnel who will be involved with excavation. If it is determined that monitoring is necessary, a paleontologic monitor shall be on site to inspect new exposures created by excavation once that earth-moving activity has reached a depth of five feet below the current ground surface in areas underlain by Holocene beach sediments, but at any depth when excavation involves lagoonal deposits or Pleistocene marine deposits. Monitoring will allow for the recovery of fossil remains that might be uncovered by excavation.

If fossil remains are discovered, the monitor will recover them and record associated specimen and locality data. If necessary, excavation at the fossil locality will be halted or diverted temporarily around the locality until the remains have been recovered. The paleontologic monitor will be equipped to allow for the timely recovery of such remains. If necessary to reduce the potential for a delay of excavation, additional personnel will be assigned to the recovery of an unusually large or productive fossil occurrence. Following

the discovery of the remains, monitoring will be raised to full time when excavation involves the fossil-bearing unit and full-time monitoring is not already in effect. On the other hand, if too few or no fossil remains have been found once 50 percent of the area comprising a particular rock unit has been excavated, the Principal Paleontologist can recommend that monitoring be reduced. Recovered fossil remains will be prepared to the point of identification, identified to the lowest taxonomic level possible by knowledgeable paleontologists, and curated and cataloged in compliance with designated museum repository requirements. All curation is assumed to meet the standards identified in 36 CFR 79.9, and specifically set forth by the Department of Interior - Museum Property Handbook, DM 411, which is the standards that must be meet for facilities that house federally owned museum collections. The entire fossil collection (along with associated specimen data and corresponding geologic and geographic locality data and copies of pertinent field notes, photos, and maps) will be transferred to the repository for permanent storage and maintenance. Associated specimen data and corresponding geologic and geographic locality data will be archived at the repository and, along with the fossil specimens, will be made available to paleontologists for future study. A final report of findings that summarizes the results of the work conducted under these mitigation measures will be prepared by the Principal Paleontologist and submitted to the City of Redondo Beach. A copy of the report will be filed at the museum repository. Submission of the report will signify completion of the mitigation program.

MM HWQ-1: Tsunami/Seiche Awareness Notification Program: The following shall be implemented on-site to reduce risks associated with tsunami: 1) Signage shall be provided throughout the project area, showing the designated tsunami emergency evacuation route; 2) A public address system audible at both northern and southern locations of the site shall be installed and used to inform the public of evacuation order or emergency procedures in the event a tsunami warning or alert is issued. Contact information for the on-site management office with access to the public address system shall be provided to the Redondo Beach Fire Department and provided for inclusion in City tsunami preparation/emergency response procedure manuals; 3) A tsunami evacuation map and a copy of any City tsunami preparation/emergency response procedure manuals shall be kept in the on-site management office at all times; 4) Tsunami preparedness training shall be provided to on-site security personnel; and 5) Additional information, such as brochures and signage, promoting tsunami awareness and providing the website to the City's emergency preparedness website shall also be made available at the project site.

MM HWQ-2: Wave Uprush Protection: A four-foot high recurved splash wall shall be placed within the existing revetment at the seaward edge of the boardwalk to redirect up-rushed water back toward the ocean (as shown in

Figure 3.8-16 of the Waterfront Draft EIR), or other wave uprush protection that prevents inundation from occurring at the buildings and pedestrian boardwalk located landward of the northern portion of the Horseshoe (Municipal) Pier (just to the north and south of Kincaid's restaurant) shall be installed, subject to California Coastal Commission recommendations and approval, prior to certificates of occupancy for the buildings. The top of the splash wall shall be level with the finished grade of the boardwalk.

MM HWQ-3: Sea Level Rise Adaption Plan: The Applicant shall every 10 years from the first Certificate of Occupancy issued for the proposed project, review information from the National Oceanographic and Atmospheric Administration's (NOAA) tide measurement at the Santa Monica tide gauge and the recorded sea level rise trend, as well as pertinent literature that updates the sea level rise trend, to determine if sea level rise at the project site is trending toward the high, mid-level or low projections recommended by the Californian Ocean Protection Council (COPC). If the review of information shows that trend is consistent with the high projections of the COPC, then the Applicant shall design and implement a supplemental feature, such as a parapet adaptation to (and on top of) the proposed recurved splash wall or a raised splash wall to respond to sea level rise under the high projection trend (see Figure 3.8-17 of the Waterfront Draft EIR). If the future sea level rise shows an accelerating trend, the construction of such adaptations may then be implemented at an appropriate time in the future.

MM NOI-1: Pile Driving Vibration: Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits for construction activities involving the use of pile drivers (impact) within 55 feet of non-engineered timber and masonry structures/buildings or within 30 feet of structures/buildings constructed of reinforced-concrete, steel, or timber, and to the satisfaction of the City of Redondo Beach Building and Safety Division, the project applicant shall retain a Professional Structural Engineer to perform the following tasks: Review the project plans for demolition and construction; Investigate the area where pile driving is proposed to occur, including geological testing, if required; and Prepare and submit a report to the Director of Building and Safety to include, but not be limited to, the following: Description of existing conditions at the subject area; Vibration level limits based on building conditions, soil conditions, and pile driving approach to ensure vibration levels would be below 0.2 in/sec for non-engineered timber and masonry buildings if nearby or 0.5 in/sec for structures or buildings constructed of reinforced-concrete, steel, or timber if nearby; and Specific measures to be taken during pile driving to ensure the specified vibration level limits are not exceeded.

MM NOI-2: Equipment Mufflers: During all project construction, all construction equipment, fixed or mobile, shall be operated with closed engine doors, if so equipped, and shall include properly operating and maintained residential-grade mufflers consistent with manufacturers' standards.

MM NOI-3: Stationary Equipment: Stationary construction equipment (fixed equipment such as compressors, generator, fans, as well as idling vehicles, etc.) operating in proximity to noise sensitive receptors (i.e., residential structures) shall be placed a minimum of 50 feet away from such receptors so that emitted noise is naturally dissipated from the receptors.

MM NOI-4: Equipment Staging Areas: Equipment staging shall be located in areas that are shielded from and/or set back noise sensitive receptors, with a minimum of 50 feet separation between the sensitive receptor and the nearest edge of the staging area.

MM NOI-5: Electrically-Powered Tools and Facilities: Where available, electrical power from a grid connection shall be used to run air compressors and similar power tools and to power any temporary equipment.

MM NOI-6: Sound Barriers: Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and the residences to the east as needed during construction phases with high noise levels. Temporary sound barriers shall consist of either sound blankets capable of blocking approximately 20 A-weighted decibels (dBA) of construction noise or other sound barriers/techniques such as acoustic padding or acoustic walls placed near the existing residential buildings to the east of the project site that would reduce construction noise by approximately 20 dBA. Barriers shall be placed such that the line-of-sight between the construction equipment and immediately adjacent sensitive land uses is blocked.

MM TRA-1: Valley Drive/Francisca Avenue & Herondo Street (Intersection 6) – City of Hermosa Beach: A traffic signal would be installed at this intersection for which the project Applicant would provide fair share funding.

MM TRA-2: Pacific Coast Highway & Herondo/Anita Street (Intersection 7): An additional westbound and eastbound through lane would be added. For the westbound approach, the center-raised median would be narrowed or eliminated. The two westbound left turn lanes would be shifted to the south to accommodate the additional westbound through lane. An additional westbound receiving lane would be added extending for a minimum of half a block length to the west of Intersection 7. The additional eastbound through lane would need to extend for a minimum of half the block length to the west of Intersection 7. The on-street angled parking on Herondo Street conflicts with the additional eastbound and westbound lane, and will require

their removal. Parking will be replaced at 1:1 ratio to the satisfaction of the City Engineer. In addition, the on-street bike lanes would be shifted from their current location, but can be accommodated with the addition of the two through lanes.

MM TRA-3: Pacific Coast Highway & Catalina Avenue (Intersection 10): One additional eastbound left turn lane would be added to provide two left turn lanes onto Pacific Coast Highway northbound. The intersection would also be restriped to provide one shared left-right lane, for a total of three lanes on the eastbound approach.

MM TRA-4: Pacific Coast Highway & Beryl Street (Intersection 19): Add a southbound dedicated right-turn lane. This additional lane would encroach into the existing sidewalk right-of-way of the Gertruda Avenue cul-de-sac, and require the removal of mature trees that line the western side of the street. The sidewalk would need to be reconstructed to the west of its current location, which would narrow the end of the cul-de-sac.

MM TRA-5: Pacific Coast Highway & Torrance Boulevard Avenue (Intersection 26): A northbound and an eastbound right-turn lane would be added at this intersection to mitigate the project's impact. The northbound right-turn lane is an approved project identified as mitigation from a prior project in the City, and therefore, the Applicant would provide a fair share contribution for these improvements. The eastbound right-turn lane would be fully-funded by the proposed project. The eastbound right-turn lane can be accommodated through restriping the outer eastbound lane on Torrance Boulevard, which measures 24 feet.

MM TRA-6: Pacific Coast Highway & Palos Verdes Drive (Intersection 36): Add a southbound right-turn lane. The project Applicant shall provide a fair share percentage of contribution to this mitigation measure along with other development projects that would impact this intersection.

MM TRA-7: Boat Launch Ramp/Personal Recreational Watercraft Interface Management: In conjunction with the design and construction of the proposed boat launch ramp and associated breakwater, buoys with signage shall be placed to delineate, and segregate, waterside boat lanes and personal recreational watercraft lanes. Patrol and monitoring of King Harbor's water use and traffic activity will include the boat launch area, especially during peak use periods, consistent with the Harbor Patrol's mission to support public use and sharing of the harbor resource as safely as possible. Additionally, leases with tenants within the project site associated with the rental of paddle boards, kayaks, and peddle boats will be required to maintain records that the renters of this equipment have been instructed on safety and waterside signage. The City is the Responsible

Agency and mitigation shall be implemented upon completion of the boat launch ramp.

24. That the applicant shall be required to adhere to the adopted (Revised) Mitigation Monitoring and Reporting Program prepared in conjunction with the approved Final Environmental Impact Report (SCH# 2014061071 / File No. 2014-04-EIR-001). Compliance monitoring shall be as specified in the MMRP.
25. That the applicant shall comply with the following conditions of approval identified in the Final EIR:

COA AES-1: Lighting - Lighting at the project site would consist of various types of light sources, including light emitting diodes (LEDs), aimed or shielded in such a manner as to limit light trespass, direct the visual impact of the display to the appropriate audience, and direct light away from adjacent residential premises. The lighting and signage plans associated with the proposed project shall be subject to review and approval through the City's Harbor Commission Design Review process.

COA AES-2: Glare All buildings, parking structures, and signage within the project site shall would be prohibited from using large expanses of reflective materials such as mirrored glass in exterior façades. Buildings and structure façades shall primarily make use of textured and other non-reflective materials, such as, but not limited to wood, cement, plaster, brick, concrete, non-polished metal and non-mirrored glass. In addition, methods such as screening and architectural design shall be incorporated into the new parking structures to prevent automobile headlights from shining directly into adjacent light-sensitive uses (e.g., hotels and residential uses). The architectural design and plans for the proposed project, which include the materials and textures proposed for the buildings and structures, shall be subject to review and approval through the City's Harbor Commission Design Review process.

COA BIO-1: California Least Tern If the construction schedule overlaps with the California least tern breeding season of April 1 – September 15, a qualified biologist shall conduct monitoring prior to the initial start of construction within 500 feet of in-water construction activities. ("in water work area"). The contractor shall delay commencing work if terns are actively foraging (e.g. searching and diving) within the in-water work area. If no least terns are actively foraging within 500 feet of in-water construction activities, construction can commence. Monitoring shall continue a minimum of one-hour twice a week during in-water project activities during the breeding season (April 1 – September 15). In-water construction will be halted if least terns are actively foraging within 500 feet of the in-water construction area, and can resume when least terns have left the area within 500 feet of in-water construction.

COA BIO-2: Permit Compliance In compliance with the Clean Water Act, it is anticipated that a Section 404 permit would be required for project activities, including placement of permanent fill in jurisdictional waters. A Section 401 Water Quality Certification would also be required. In compliance with the Rivers and Harbors Act, a Section 10 permit would be required for “all work, including structures, seaward of the annual high water line in navigable waters of the United States”. Compliance with these permits may include best management practices and construction measures to control turbidity in the water column adjacent to in-water work. The Water Quality Certification would contain water quality monitoring requirements for dissolved oxygen, light transmittance (turbidity), pH, and suspended solids at varying distances from the dredging operations. The permit would also include corrective actions in the unlikely event that construction exceeds any of the monitoring levels, which include silt curtains, which would be implemented if the monitoring data indicate that water quality conditions outside of the mixing zone exceed the permit-specified limits.

COA BIO-3: Marine Mammal Management Program While impacts are less than significant without mitigation, the City is proposing the following Condition of Approval as part of its Conditional Use Permit procedures: The City of Redondo Beach shall prepare and initiate implementation of a marine mammal management program prior to the opening of Seaside Lagoon to harbor waters as recommended below to deter pinnipeds from establishing a regular presence in the lagoon or immediate vicinity. The marine mammal management program shall include the following: 1) A formal determination must be made that marine mammals in Redondo Beach threaten public health and welfare, and public and private property. Apply accepted standards and practices for addressing public health, welfare, and nuisances; 2) Determine that under section 109(h)(1)(B) of the Marine Mammal Act the City has the authority to take marine mammals for the purpose of protection of public health and welfare; 3) Designate a chain of authority within the City for the implementation of marine mammal deterrents, including providing department director level controls on program implementation; 4) Establish marine mammal controls including, but not limited to: a. Eliminate pinniped haul-outs on public and private structures and vessels within King Harbor, except as designated; b. Reduce or eliminate existing colonial haul-outs inside King Harbor; c. Prevent the development of new colonial haul-outs or seal nursery aggregations on public beaches, structures or jetties of existing King Harbor facilities or harbor revitalization project facilities; d. Design revitalization facilities and uses in a manner that minimizes promotion of pinniped use, including: i. Avoiding development of areas isolated from public access that support flat surface near the water’s edge; ii. designing public outreach signage regarding marine mammal hazards, not feeding animals or having close interactions, and the presence of a formal deterrent program; iii. adoption of stringent and enforceable policies on discharges of fish and food wastes in and around the water, feeding animals, and enticing sea lions and seals; 5) Implement a non-lethal marine mammal management program under the following scenarios: a. a normal year, b. an abnormal year (with abnormally high number of starving or sick pinnipeds), c.

stranding protocol that addresses both healthy and sick/injured animals and provides contact information for marine mammal rescue organizations and the National Marine Fisheries Service (NMFS) Southwest Region Marine Mammal Stranding Network. The City shall implement a public education campaign that may include the following: 1) Develop and distribute signage and flyers designed to educate the public on elements of the program; 2) Assign an information officer to talk to the public, where deterrents are implemented, for a period of time until public interest dies down; and 3) Have animal control staff implementing the program wear official City attire and incorporate an informational web-site address on shirts where the public may garner additional information on the program.

COA BIO-4: Eelgrass. Prior to any in-water construction, the project area would be surveyed per the Southern California Eelgrass Mitigation Policy (SCEMP). The SCEMP is administered by the U.S. Fish and Wildlife Service, National Marine Fisheries Service (NMFS), and California Department of Fish and Wildlife in order to determine impacts to eelgrass resources. In accordance with the requirements of the SCEMP, a pre-construction eelgrass survey shall be completed by a qualified biologist within 60 days prior to initiation of demolition or construction activities at the site. This survey shall include both area and density characterization of the beds. A post-construction survey shall be performed by a qualified biologist within 30 days following project completion to quantify any unanticipated losses to eelgrass habitat. Impacts shall then be determined from a comparison of pre- and post-construction survey results. Impacts to eelgrass, if any, would require mitigation as defined in the SCEMP. If required following the post-construction survey, a mitigation planting plan shall be developed, approved by NMFS, and implemented to offset losses to eelgrass.

COA BIO-5: Caulerpa. Prior to initiation of any permitted disturbing activity, a pre-construction survey of the project area shall be conducted to determine the presence or absence of Caulerpa. Per the National Marine Fisheries Service's (NMFS') Caulerpa Control Protocol, this survey shall be conducted at a Surveillance Level, since Caulerpa has not been detected in King Harbor. Survey work shall be completed no earlier than 90 days prior to the disturbing activity and no later than 30 days prior to the disturbing activity and shall be completed, to the extent feasible, during the high growth period of March 1 – October 31. If detected, NMFS and California Department of Fish and Wildlife will be notified within 24 hours of completion of the survey.

COA BIO-6: Compliance with NMFS Guidelines for Overwater Structures The proposed project shall comply with National Marine Fisheries Service (NMFS) guidelines for overwater structures and Essential Fish Habitat (EFH). The City will cooperate in any consultation process with NMFS regarding impacts to EFH; consultation would be conducted prior to implementation of the proposed project.

COA GEO-1: Geotechnical Report Per the Seismic Hazard Mapping Act.

As required by the Seismic Hazard Mapping Act of 1990 (Public Resources Code Section 2697[a]), the City shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard. Because a majority of the proposed project is within a liquefaction zone, a geotechnical report or reports prepared in accordance with the Act would be prepared and submitted to the City's Building and Safety Division prior to implementation of the project.

COA GEO-2: Seismic Design and Engineering Criteria. The proposed project would be designed and constructed in accordance with California Building Code provisions associated with seismic design and engineering criteria (including recommendations in geotechnical reports prepared as part of the design process) to minimize potential risks to people and buildings/structures in the event of seismically-induced geological hazards (including liquefaction). This includes requirements for construction, grading, excavations, use of fill, and foundation work (including type of foundation and/or soil improvement requirements), including type of materials, design, procedures, etc. Such design and construction practices would include, but not be limited to, completion of site-specific geotechnical investigations regarding construction and foundation engineering. The design would incorporate measures pertaining to temporary construction conditions as well as long-term operational conditions specific to the project site.

COA GEO-3: Final Geotechnical Report Review and Approval.

The final geotechnical report(s) shall be reviewed by the City's Building and Safety Division for findings and recommendations, and the City shall approve the final project plans once satisfied that all appropriate site-specific design criteria and geotechnical recommendations, including any additional recommendations that come out of this review, have been applied to the implementation of the project through the project plans. The applicant is required to comply with the recommendations contained in the geotechnical report.

COA HAZ-1: Contamination Contingency Plan If soil and/or buried debris is encountered during excavation or grading that is suspected to be contaminated (i.e., is observed by sight, smell, or instrument such as a photoionization detector [PID] meter if in use), work in the area of potential contamination shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented. The potential contamination would be evaluated by a qualified environmental professional using appropriate evaluation practices and, if necessary, sampling and analysis techniques as determined by the environmental professional based on the nature of the find. The nature and extent of contamination shall be determined and the appropriate handling, disposal and/or treatment shall be implemented (i.e., excavated/disposed of, treated in-situ [in-place], or otherwise managed) in accordance with applicable regulatory requirements, such as those associated with, but not limited to, the RBFD, LACFD, LARWQCB, CalEPA, DTSC, and/or SCAQMD, as appropriate.

COA NOI-1: Parking Area/Structure Design. Parking areas and structures proposed in proximity to noise sensitive uses, specifically the residential and hotel uses to the east of the project site and the boat slips (allowing liveboards) in Basin 2 to the north of the project site, shall be designed to include buffers and/or shielding by walls, fences, or adequate landscaping to reduce noise exposure to nearby noise sensitive receptors. Additionally, design measures for parking structures near noise sensitive uses shall include: the use of materials that reduce sound transmission; the configuration of interior spaces to minimize sound amplification and transmission; or other suitable and appropriate means to reduce noise exposure to nearby noise sensitive receptors.

COA REC-1: Temporary Hand Launch and Dinghy Dock The City would secure for temporary use a nearby location for use as a hand launch and dinghy dock during the construction of the proposed project. Possible nearby locations include: fuel dock at Portofino; Mole B (Outriggers' launch); and, King Harbor Yacht Club.

COA REC-2: Redondo Beach Marina in Basin 3 Slip Transition/Temporary Relocation Plan A slip transition and/or temporary relocation plan would be established for vessels located with the Redondo Beach Marina/Basin 3 similar to the temporary relocation plan established for Portofino Marina (located within King Harbor to the north of the project site). The temporary transition/relocation plan is intended to provide temporary slips for displaced vessels during the reconstruction/redevelopment of the Redondo Beach Marina. The plan would include notifying tenants in advance of construction, finding temporary locations elsewhere in King Harbor for displaced vessels prior to the start of construction, and phasing construction to minimize the disruption to the degree feasible, including minimizing the number of times that vessels must be moved over the course of the construction. The transition/relocation plan would include measures to provide for continued operation of visitor-serving vessels (e.g., charter fishing operations, whale watching, glass bottom tours, harbor tours, etc.), such as use of transient moorings within the harbor and operating from other marinas within King Harbor. The temporary locations identified in the relocation plan would take into account the adequacy of the replacement locations, to ensure that adequate space and amenities (e.g., parking spaces) are available to accommodate the relocated uses and so as not to disrupt existing uses or result in substantial physical deterioration of the temporary location.

COA TRA-1: Construction Traffic: The following conditions are recommended:

- A flagman shall be placed at the truck entry and exit from the Project site
- To the extent feasible, deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time.
- Access shall remain unobstructed for land uses in proximity to the Project site during project construction.
- Minimize lane and sidewalk closures to the extent feasible. In the event of a temporary lane or sidewalk closure, a worksite traffic control plan, approved by the City of Redondo Beach, shall be implemented to

route traffic, pedestrians, or bicyclists around any such lane or sidewalk closures.

- A Construction Management Plan shall be developed by the contractor and approved by the City of Redondo Beach. In addition to the measures identified above, a Construction Management Plan shall include the following:
- Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets.
- Establish requirements for the loading, unloading, and storage of materials on the Project site.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project site and neighboring businesses.

COA TRA-2: Promote Alternative Transportation Modes for Employees and Patrons With the objective to support trip and emission reduction goals, the project applicant shall encourage employees and patrons to use existing bus service, pedestrian and bicycle connectivity to and through the site, which would decrease the number of vehicle trips. In addition, TDM measures that could further reduce trips could include: Shuttles to/from the Metro Green Line Station; Shuttles to/from LAX for hotel guests; Transit pass subsidies, vanpool services, and other incentives to employees to reduce vehicle trips.

26. That the applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Department.
27. That all on-site litter and debris shall be collected daily during construction.
28. That construction work shall occur only between the hours of 7 a.m. and 6 p.m. on Monday through Friday, between 9 a.m. and 5 p.m. on Saturday, with no work occurring on Sunday and holidays unless for unique and exceptional reasons the applicant obtains an After Hours Permit from the Community Development Department Building Division.
29. That Material storage on public streets shall not exceed 48 hours per load.
30. That the project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighbors are not subjected to excessive noise, disorderly behavior, or abusive language.
31. That barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.
32. That streets and sidewalks adjacent to job sites shall be clean and free of debris.
33. That there shall be no outdoor amplified music before 8 a.m. or after 10 p.m. without administrative review and approvals from the City.

34. That retail, restaurant, and theater uses shall be open no earlier than 5:00 a.m. and shall be closed by 2:00 a.m., seven (7) days a week. Office, parking structure, and hotel uses may be operational for 24 hours a day, seven (7) days a week.
35. That this Master Conditional Use Permit shall permit the overall occupancy of the project with the following uses: commercial office, hotel, theater, restaurant, retail, and recreational uses. That the maximum allowable percentage of each use in relationship to the total overall project square footage of 523,939 shall be 35 percent restaurant, 24 percent hotel, 20 percent retail, 12 percent office and 9 percent specialty cinema. Variations in these use percentage maximums may be approved by the Community Development Department provided that the overall trip generation and parking demand does not exceed that approved in conjunction with this Conditional Use Permit. The Waterfront and Economic Development and Community Development Departments shall monitor compliance with this condition.
36. Any proposed future use not conforming to the conditions specified in this Master Conditional Use Permit shall require consideration of an amendment to this permit for the specific limited exception to the conditions contained herein.
37. That the applicant shall comply with the following Coastal Land Use Plan policy: 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 account for inflation according to increases in the Consumer Price Index U.S. City Average (based on a 2010 baseline). The fee shall apply to 25% of the total number of proposed units that are high-cost overnight visitor accommodations or limited use overnight visitor accommodations. 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.
38. That a Final Basin 3 Marina Reconstruction Plan and Bridge Operations and Maintenance Plan shall be prepared and submitted to the Waterfront and Economic Development Department prior to issuance of building permits. Said plan shall be reviewed and approved by the Waterfront and Economic Development Department, the Community Development Department and the Fire Department prior to commencement of construction and said plan shall be implemented following final inspection.
39. That the bridge operations and maintenance plan shall (1) specify that the pedestrian bridge across the mouth of Basin 3 shall be operated in compliance

with drawbridge operation regulations set forth in 33 CFR 117, which establishes drawbridge operational parameters for normal and emergency operations; and (2) include provisions for providing 24-hour vessel access to Basin 3. This may include (but is not limited to) one or more of the following: 1) requiring staff trained to operate the bridge to be on-site at all times; 2) providing signage for boaters with a phone number to call to request the raising of the bridge outside of regular operating hours; or 3) closing the bridge to pedestrians and leaving it in an open position during late night/early morning hours.

40. That in order to provide safe and convenient access to the new public beach at Seaside Lagoon for all users, a loading zone and/or other temporary parking to accommodate a minimum of three private vehicles shall be provided on the roadway east of Seaside Lagoon and remain available for temporary loading/unloading. Said parking spaces/loading zone shall be restricted and operated as temporary loading and unloading spaces for users of the new beach and time limits may be adjusted as necessary to facilitate these operations.
41. That the applicant is to monitor the water quality at the new beach park (Seaside Lagoon) including periodic water sampling and testing to verify compliance with the standards set forth by the California Regional Water Quality Control Board and all other regulatory requirements including those issued by the Department of Health Services.
42. That public lockable board storage racks, and bicycle racks shall be provided within the new beach park. The final design, location and number of these facilities shall be approved by the Community Services Department and the Community Development Department prior to installation and said facilities shall be installed prior to final inspection.
43. That Lifeguard services shall be provided by the City and/or the applicant for the new beach park (Seaside Lagoon) as necessary and appropriate.
44. That the concession businesses located within the P-PRO zone shall be subject to a Concessionaire Agreement. Said concessions shall be focused on providing products and services that enhance the recreation experience.
45. That a Final Public Parking Structure Operations and Maintenance Plan shall be prepared and submitted to the Waterfront and Economic Development Department prior to issuance of permits. Said plan shall be reviewed and approved by the Waterfront and Economic Development Department prior to commencement of construction and said plan shall be implemented following final inspection. The Plan shall generally provide that public parking be available 24 hours each day and that fees may be charged for parking and adjusted in accordance with Coastal Commission Guidelines. The provision of valet service for the hotel shall be permitted.

46. That off-site parking for employees and surplus or overflow parking is hereby authorized. Plans for such parking shall be reviewed and approved by the Director of Public Works and the Community Development Director.
47. That the applicant may enter into an agreement with the City of Redondo Beach to allow parking and vehicle code enforcement throughout some or all areas of the project. Said agreement shall be subject to review of the City Manager, Chief of Police and City Council.
48. That Loading and delivery shall take place between the hours of 7:00 a.m. and 10:00 p.m., Monday through Sunday. All trucks shall not be permitted to idle engines or run refrigeration equipment while loading. Any deviations to these delivery hours may be granted subject to administrative review. Per Redondo Beach Municipal Code Section 12-2.10, “[c]ommercial deliveries to any business located in the Pier and Pier Plaza areas, if accessed from Torrance Boulevard, are prohibited between the hours of 10:00 p.m. and 7:00 a.m. the following day, daily”.
49. That Public Bus Stops, benches, trash cans, and recycling cans shall be provided in coordination with the Public Works and Community Services Departments.
50. That a transport service be provided to Los Angeles International Airport and the Metro Green Line Station from the proposed hotel. Said service shall be provided between the hours of 4:30 a.m. and 12:30 a.m. daily. Guest transport service shall be available upon request of the hotel guests.
51. That an electric or alternative fuel vehicle trolley between the Torrance Boulevard Circle and Portofino Way (or points further north if deemed feasible) is hereby authorized and may be provided. Hours of operation and specific details of stops and routes shall be subject to approval of the Public Works Director and the Director of Community Services.
52. That the reconnection of Pacific Avenue along the east side of the project shall be completed and open for public use prior to the issuance of the Final Certificate of Occupancy of the Final Phase.
53. That all uses proposing live entertainment shall be subject to the City’s Entertainment Permit requirements.
54. That all businesses serving alcoholic beverages shall comply with all of the regulations of the Alcoholic Beverage Control Act and the regulations promulgated by the Alcoholic Beverage Control Board including, without limitation, the regulations set forth in 4Cal. Code of Regs. §§ 55, *et seq.*
55. That all employees serving alcoholic beverages to patrons must complete a certified training program by the State Department of Alcoholic Beverage Control

(ABC) for the responsible sales of alcohol. The training must be offered to new employees on not less than a quarterly basis.

56. That the applicant shall encourage employees and patrons to use existing bus service, pedestrian and bicycle connectivity to and through the site, which would decrease the number of vehicle trips. In addition, TDM measures that could further reduce trips could include: shuttles to/from the Metro Green Line Station, shuttles to/from LAX for hotel guests, and transit pass subsidies, vanpool services, and other incentives to employees to reduce vehicle trips.
57. That the applicant/owner/operator/lessee of the proposed project and subject property shall comply with the requirements of Section 10-5.1900(h) of the City's Coastal Zoning Implementation Ordinance with respect to Tree Trimming within the Harbor/Pier Area which currently reads as follows: The trimming and/or removal of any trees that have been used for breeding and nesting by bird species listed pursuant to the federal or California Endangered Species Acts California bird species of special concern and wading birds, herons or egrets within the past five 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 US Fish and Wildlife Service and the US Migratory Bird Treaty Act.
 - (1) No tree trimming or removal shall take place during breeding and nesting season (January through September) unless a tree is determined by a qualified arborist to be a danger to public health and safety. A health or safety danger exists if a tree or branch is dead, diseased, dying, or injured and is seriously compromised. Tree trimming or removal shall only be carried out from October 1st through December 31st.
 - (2) Trees or branches with a nest of a wading bird (heron or egret), a State or Federal listed species, or a California bird species of special concern that has been active any time in the last five (5) years shall not be removed or disturbed unless a health and safety danger exists.
 - (3) Any breeding or nesting tree that must be removed shall be replaced at a 1:1 ratio. Replacement trees shall be native or regionally appropriate non-natives and non-invasive.
 - a. A tree replacement and planting plan for each tree replacement shall be developed to specify replacement tree locations, tree size (no less than thirty-six (36) inch box size), planting specifications, and a five (5) year monitoring program with specific performance standards.
 - b. An annual monitoring report for tree replacement shall be submitted for the review and approval of the Waterfront and Economic Development Director and maintained on file as public information.
 - (4) Tree trimming or removal during the non-breeding and non-nesting season (October 1st through December 31st) shall follow the following procedures.

- a. Prior to tree trimming or removal, a qualified biologist shall survey the trees to be trimmed or removed to detect nests and submit the surveys to the Waterfront and Economic Development Department. Tree trimming or removal may proceed if a nest is found, but has not been used within the prior five (5) years and no courtship or nesting behavior is observed.
 - b. In the event that a wading bird (heron or egret) species, a State or Federal listed species, or a California bird species of special concern return or continue to occupy trees during the non-nesting season (October 1st through December 31st), trimming shall not take place until a qualified biologist has assessed the site, determined that courtship behavior has not commenced, and has given approval to proceed within 300 feet of any occupied tree (500 feet for raptor species (e.g., bald eagles, osprey, owls)).
 - c. Trimming of nesting trees shall not encroach within ten (10) feet of an unoccupied nest of any of the bird species referenced above. The amount of trimming at any one time shall be limited to preserve the suitability of the nesting tree for breeding and/or nesting habitat.
 - d. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.
- (5) Tree trimming or removal during breeding and nesting season (January-September) shall be undertaken only because a health and safety danger exists, as determined by a qualified arborist, in consultation with the Waterfront and Economic Development Department and the City of Redondo Beach, and shall use the following procedures:
- a. A qualified biologist shall conduct surveys and submit a report at least one week prior to the trimming or removal of a tree (only if it is posing a health or safety danger) to detect any breeding or nesting behavior in or within 300 feet (500 feet for raptors) of the work area. An arborist, in consultation with the qualified biologist, shall prepare a tree trimming and/or removal plan. The survey report and tree trimming and/or removal plan shall be submitted for the review and approval of the Waterfront and Economic Development Director and maintained on file as public information. The plan shall incorporate the following:
 1. A description of how work will occur (work must be performed using non-mechanized hand tools to the maximum extent feasible).
 2. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.

3. Steps taken to ensure that tree trimming will be the minimum necessary to address the health and safety danger while avoiding or minimizing impacts to breeding and/or nesting birds and their habitat.
 - b. Prior to commencement of tree trimming and/or tree removal the qualified biologist shall notify in writing the Department of Fish and Game and the U.S. Fish and Wildlife Service of the intent to commence tree trimming or removal.
58. That in the event of a disagreement regarding the interpretation and/or application of these conditions, the issue shall be referred back to the Harbor Commission for decision prior to the issuance of any permit. The decision of the Harbor Commission shall be final.
59. The Planning Division shall be authorized to approve minor changes to any conditions or requirements specified herein.

**CITY OF REDONDO BEACH
PLANNING DIVISION**

PLANNING DEPT. REVIEWED BY: <i>AS/SP/AK/Kel SK</i>
DATE REVIEWED: <i>6/22/16</i>

APPLICATION FOR CONDITIONAL USE PERMIT

Application is hereby made to the Planning Commission/Harbor Commission of the City of Redondo Beach, for Conditional Use Permit, pursuant to Section 10-2.2506 of Chapter 2, Title 10 of the Redondo Beach Municipal Code.

PART I - GENERAL INFORMATION

A	APPLICANT INFORMATION		
	STREET ADDRESS OF PROPERTY: Located between the intersections of North Harbor Drive and Portofino Way to the North and Torrance Blvd to the South, in Redondo Beach, California. The eastern boundary is bounded by North Harbor Drive with the project extending west to the pier edge and seawall.		
	EXACT LEGAL DESCRIPTION OF THE PROPERTY: BEING A SURVEY OF PORTIONS OF RANCHO SAN PEDRO, AS PER MAP RECORDED IN BOOK 1, PAGE 119 OF PATENTS; OCEAN BEACH SUBDIVISION AS PER MAP RECORDED IN BOOK 2, PAGE 35 OF MAPS; OFFICIAL MAP AS RECORDED IN BOOK 4 PAGES 81, 82 AND 83; OFFICIAL MAP NO. 9 AS RECORDED IN BOOK 5, PAGES 11 AND 12; RECORD OF SURVEY AS RECORDED IN BOOK 84 PAGES 36 THROUGH 39, INCLUSIVE, OF RECORDS OF SURVEY; ALL IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND PORTIONS OF TIDELANDS AND SUBMERGED LANDS IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AND TORRANCE BOULEVARD, WEST OF CATALINA AVENUE	ZONING: CC-1 CC-2 CC-3 P-PRO	
	LOT:	BLOCK:	TRACT:
	FLOOR AREA RATIO (EQUAL TO GROSS FLOOR AREA DIVIDED BY SITE SIZE) Each planning area has a separate FAR under municipal code SITE SIZE (SQ. FT.): 1,459,260 GROSS FLOOR AREA (SQ. FT.) 523,939 FLOOR AREA RATIO: 0.37		
	RECORDED OWNER'S NAME: City of Redondo Beach MAILING ADDRESS: 415 Diamond Street Redondo Beach Ca 90277-0270 TELEPHONE:	AUTHORIZED AGENT'S NAME: MAILING ADDRESS: TELEPHONE:	
APPLICANT'S NAME:	PROJECT ARCHITECT/FIRM/PRINCIPAL:		

<p>Redondo Beach Waterfront , LLC</p> <p>MAILING ADDRESS: 1600 East Franklin Avenue El Segundo, CA 90245</p> <p>TELEPHONE: 310 563 6900</p>	<p>Callison RTKL</p> <p>MAILING ADDRESS: 333 S Hope Street Los Angeles CA 90071</p> <p>TELEPHONE: LICENSE NO. 213 633 1364</p>
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B REQUEST

The applicant requests a Conditional Use Permit to use the above described property for the following purposes:

The main components of the proposed project are demolition of approximately 207,402 square feet of existing structures, replacement of the existing Pier Parking Structure, and construction of up to 523,939 square feet (290,118 square feet of net new development under measure G) to include retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel. The proposed project also includes public recreation enhancements such as a new small craft boat launch ramp, improvements to Seaside Lagoon, new parking facilities, expanded promenade/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 bridge across the Redondo Beach Marina Basin 3 entrance and the reconnection of Pacific Avenue.

C SHOWINGS: Explain how the project is consistent with the criteria in Section 10-2.2506(B) of the Zoning Ordinance.

1. Describe existing site improvements and their present use. If vacant, please specify.

The project site is currently developed with approximately 219,881 square feet of existing structures (not including the parking structures), consisting primarily of commercial and recreational uses. Commercial uses existing within the project site include 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 Horseshoe Pier, and Basin 3 of King Harbor (the Redondo Beach Marina) which provides recreational and visitor-serving uses such as watercraft rentals, sightseeing, and slip rentals. The 19.5 acre northern portion of the project site is developed with large surface parking lots with several building pads consisting primarily of restaurants. Other features include Seaside Lagoon, the Sportfishing Pier (also known as "Polly's Pier"), hand launch (non-motorized/hand carried boats only) and dinghy dock, a Galveston break wall, two boat hoists, a portion of the Plaza Parking Structure, public areas west of the Plaza Parking Structure, boat docks in Basin 3. The approximately 13-acre southern portion of the project site encompasses the Horseshoe Pier and retail and restaurant buildings located on the pier, the Pier Parking Structure, and Pier Plaza (the two-level commercial and office development on the upper level of the parking structure) and commercial development located along Basin 3, including restaurants and an arcade. Existing commercial structures in the southern portion of the project site primarily consist of shops and restaurants along the Horseshoe Pier and International Boardwalk.

2. Describe the site in terms of its ability to accommodate the proposed use and conform to the development standards of the Zoning Ordinance (i.e., setbacks, parking, landscaping, etc.)

See: Harbor Commision Design Review Package and parking management plan

3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics.

Currently access from the east is provided by Torrance Circle, N Pacific Avenue and Beryl Street, from the north: N Harbor Drive and south from Catalina Avenue.

Vehicular circulation through the project site is limited due to the disconnected nature of the North and south areas of the Harbor. Catalina Avenue provides the nearest current north-south access.

This inhibits emergency vehicle and public transportation access to the International Boardwalk and central portion of the project site. The extension to Pacific Avenue will connect the two sides of the development.

See: Harbor Commision Design Review Package

4. Describe the expected impact of the proposed use on adjoining uses and activities and on future development of the neighborhood.

See Environmental Impact Report prepared by CDMS on behalf of the City of Redondo Beach

5. Describe how the proposed use is consistent with the intent and purpose of the Redondo Beach General Plan.

The General Plan land use designation for the project site is Coastal Commercial except for the area of the Seaside Lagoon, which is designated Public or Institutional.

The following General Plan objective and policies apply to properties designated Coastal Commercial:

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.

Policies:

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.

1.7.2 Allow for the continued operation and enhancement of King Harbor.

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.

1.7.4 Allow for the continued use of the City's public beaches for coastal recreational uses.

The following General Plan objective and policies apply to properties designated Public or Institutional:

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.

Policies:

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 uses, and other public uses in areas designated as "P".

The proposed project consists of 290,118 net new (ceqa) square feet of retail, restaurant, creative office, specialty cinema, a public market hall, and boutique hotel within the portion of the project site designated Coastal

**CITY OF REDONDO BEACH
PLANNING DIVISION**

RECEIVED BY:
DATE RECEIVED:

APPLICATION FOR PLANNING COMMISSION DESIGN REVIEW

Application is hereby made to the Planning Commission/Harbor Commission of the City of Redondo Beach, for Planning Commission Review, pursuant to Section 10-2.2502, of Chapter 2, Title 10 of the Redondo Beach Municipal Code.

PART I - GENERAL INFORMATION

A	APPLICANT INFORMATION		
STREET ADDRESS OF PROPERTY:			
<p>Located between the intersections of North Harbor Drive and Portofino Way to the North and Torrance Blvd to the South, in Redondo Beach, California. The eastern boundary is bounded by North Harbor Drive with the project extending west to the pier edge and seawall.</p>			
EXACT LEGAL DESCRIPTION OF THE PROPERTY:			ZONING:
<p>BEING A SURVEY OF PORTIONS OF RANCHO SAN PEDRO, AS PER MAP RECORDED IN BOOK 1, PAGE 119 OF PATENTS; OCEAN BEACH SUBDIVISION AS PER MAP RECORDED IN BOOK 2, PAGE 35 OF MAPS; OFFICIAL MAP AS RECORDED IN BOOK 4 PAGES 81, 82 AND 83; OFFICIAL MAP NO. 9 AS RECORDED IN BOOK 5, PAGES 11 AND 12; RECORD OF SURVEY AS RECORDED IN BOOK 84 PAGES 36 THROUGH 39, INCLUSIVE, OF RECORDS OF SURVEY; ALL IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND PORTIONS OF TIDELANDS AND SUBMERGED LANDS IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AND TORRANCE BOULEVARD, WEST OF CATALINA AVENUE</p>			<p>CC-1 CC-2 CC-3 P-PRO</p>
LOT:	BLOCK:	TRACT:	
FLOOR AREA RATIO (EQUAL TO GROSS FLOOR AREA DIVIDED BY SITE SIZE)			
Each area of the site has a separate FAR under municipal code			
SITE SIZE (SQ. FT.): 1,459,260		GROSS FLOOR AREA (SQ. FT.) 523,939 sf	FLOOR AREA RATIO: 0.33
RECORDED OWNER'S NAME:		AUTHORIZED AGENT'S NAME:	
City of Redondo Beach			
MAILING ADDRESS:		MAILING ADDRESS:	
415 Diamond Street Redondo Beach, CA. 90277-0270			
TELEPHONE: (310) 318-0637		TELEPHONE:	

<p>APPLICANT'S NAME: Redondo Beach Waterfront , LLC</p> <p>MAILING ADDRESS: 1600 East Franklin Avenue El Segundo, CA 90245</p> <p>TELEPHONE: 310 563 6900</p>	<p>PROJECT ARCHITECT: Callison RTKL</p> <p>MAILING ADDRESS: 333 S Hope St, Suite C-200 Los Angeles, CA 90071</p> <p>TELEPHONE: (213) 633-1364</p> <p>LICENSE NO.</p>
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B REQUEST

The applicant requests a Planning Commission Design Review to use the above described property for the following purposes:

The main components of the proposed project are demolition of approximately 207,402 square feet of existing structures, replacement of the existing Pier Parking Structure, and construction of up to 523,939 square feet (290,113 square feet of net new development under Measure G) to include retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel. The proposed project also includes public recreation enhancements such as improvements to Seaside Lagoon, new parking facilities, expanded promenade/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 bridge across the Redondo Beach Marina Basin 3 entrance and the reconnection of Pacific Avenue.

C SHOWINGS: Explain how the project is consistent with the criteria in Section 10-2.2514(C) of the Zoning Ordinance.

1. Is the project designed in full accordance with the development standards of the zone in which it is located? If not, explain.

Yes. The project fully complies with all applicable development standards. The project site is zoned CC-1, CC-2, CC-3 (Coastal Commercial), and P-PRO (Parks, Recreation, and Open Space).

Allowable Floor Area:

Allowable floor area in the CC zones is 400,000 net new square feet. Approximately 37,011 square feet of net new floor area has been developed in the CC zones to date. The project proposes 290,113 square feet of net new development, leaving 72,876 sf for future use in the Harbor.

CC-1 zone: The allowable floor area on the Pier is limited to the total amount of leasable space provided under the terms of the Pier reconstruction plan approved by the City Council on September 3, 1991. The allowable floor area for the International Boardwalk is restricted on the basis of other development standards such as building height. The Redondo Beach Municipal Code does not establish a maximum floor area for the remaining portion of the Property zoned CC-1 which is identified as Parcel 10. The only new floor area proposed to be developed on the Pier is 6,600 square feet of retail use at the midpoint of the northern leg of the Pier. The existing floor area on the International Boardwalk is proposed to be removed and replaced with an extension of Pacific Avenue along the eastern edge of the Property. The existing structures on the remainder of the International Boardwalk and Parcel 10 are proposed to be removed and new structures of 95,717 sf constructed. A total of 40,088 square feet of existing floor area (includes Monstad and The Landing) will remain in the CC-1 zone for a total floor area of 135,805 square

feet of new and existing floor area on the portion of the Property zoned CC -1. In the absence of specific restrictions on allowable floor area, the proposed floor area to be developed on the portion of the Property zoned CC-1 therefore complies with applicable requirements. The zone would have 72% of open space and a calculated FAR of 0.47.

CC-2 and CC-3 zones: The allowable floor area ratio of all buildings in the CC-2 and CC-3 zones may not exceed 0.35. A maximum 0.15 FAR bonus is permitted on sites that include hotels and/or offices above the ground floor, and a maximum 0.15 FAR bonus is permitted on sites that provide public open space such as public plazas, public walkways, and other public spaces totaling at least 20 percent of the floor area of new developments or additions. The maximum allowable floor area ratio utilizing both available FAR bonuses is therefore 0.65.

The lot area of the portion of the property zoned CC-2 is 210,543 square feet. The allowable floor area on the portion of the Property zoned CC-2 is therefore approximately 73,690 square feet, and the maximum allowable floor area with available FAR bonuses is approximately 136,853 square feet. A total of 122,945 square feet of floor area is proposed to be developed on the portion of the Property zoned CC-2, which results in a FAR of 0.58. Hotel use is proposed, and 47,632 square feet of open space is proposed to be provided, which corresponds to 39% percent of the proposed building floor area. The proposed floor area to be developed on the portion of the Property zoned CC-2 therefore complies with applicable requirements.

The lot area of the portion of the property zoned CC-3 is 496,170 square feet. The maximum allowable floor area with available FAR bonuses is approximately 322,510 square feet. A total of 274,194 square feet of floor area is proposed to be developed on the portion of the Property zoned CC-3, which is less than the allowable floor area if the proposed development qualifies for available FAR bonuses. The proposal has office accommodation above the ground floor, and 154,412 square feet of open space proposed which corresponds to 56% percent of the proposed building floor area. The proposal at 0.55 FAR is below the allowable 0.65 FAR. The proposed floor area to be developed on the portion of the Property zoned CC-3 therefore complies with applicable requirements.

P-PRO zone: The allowable FAR of all buildings in the P-PRO zone may not exceed 0.25 FAR. The area of the portion of the property zoned P-PRO (i.e., the Seaside Lagoon) is 173,467 square feet. The maximum allowable floor area of all buildings on the Seaside Lagoon is therefore 43,367 square feet. A total of 16,348 square feet of floor area is proposed relating to a FAR of 0.09. The proposed floor area to be developed on the portion of the property zoned P-PRO therefore complies with applicable requirements.

Maximum Building Height:

CC-1 and CC-2 zones: Maximum building height on the portion of the property zoned CC-1 and CC-2 may not exceed 30 feet and two stories as measured from the top deck of the existing parking structure in the CC-1 and CC-2 zones except that building height on the portion of the property identified as Parcel 10 may be two stories and up to 40 feet in height. The height of the structures located on the portion of the property located in the CC-1 and CC-2 zones will be less than 30 feet above the height of the top deck of the existing parking structure. The height of the improvements proposed to be developed on the portion of the property zoned CC-1 and CC-2 therefore complies with applicable requirements.

CC-3 zone: The maximum building height on the portion of the property zoned CC-3 located south of the southerly boundary of the Seaside Lagoon is 37 feet and two stories as measured from the existing sidewalk grade at Harbor Drive nearest to the structure, and no more than 50 percent of the cumulative building footprint in this area may exceed one story and 24 feet. The maximum building height on the portion of the property zoned CC-3 located north of the southerly boundary line of the Seaside Lagoon is 45 feet and three stories as measured from the existing sidewalk grade at Harbor Drive nearest to the structure. Only 29 percent of the building footprint area located south

of the southerly boundary of the Seaside Lagoon is more than one story and 24 feet in height, and the maximum height of the buildings located on the portion of the property located north of the southerly boundary line of the Seaside Lagoon will be three stories and 45 feet. The height of the improvements proposed to be developed on the portion of the property zoned CC-3 therefore complies with applicable requirements.

P-PRO zone: The maximum building height on the portion of the property zoned P-PRO is 30 feet and two stories as measured from existing grade adjacent to the structure. The heights of all structures located in the P-PRO zone comply with applicable height requirements.

Detailed compliance by building is contained within the drawing package submitted

Required Open Space:

Development of the portions of the property zoned CC-2 and CC-3 must include public open space such as public plazas, public walkways, and other public spaces totaling at least 10 percent of the floor area of new developments or additions exceeding 5,000 square feet. A total of 47,632 square feet of open space is proposed to be provided on the portion of the property zoned CC-2, and 154,412 square feet of open space is proposed to be provided on the portion of the property zoned CC-3. The amount of open space corresponds to 39% percent and 56% percent of the total building floor area to be developed in each zone, respectively. The amount of open space proposed to be provided on the portions of the property zoned CC-2 and CC-3 therefore complies with applicable requirements.

Public Walkways:

Development of the portion of the property zoned CC-1 must include public walkways adjacent to the water's edge as specified in the Pier Reconstruction Plan approved by the City Council on September 3, 1991 and consistent with the certified Coastal Land Use Plan. Continuous public access to and along the seaward side of International Boardwalk must also be provided. Development of the portion of the property zoned CC-3 must provide a minimum 12-foot wide paved public esplanade adjacent to the water's edge, providing continuous public access to and along the waterfront and helping complete the California Coastal Trail through Redondo Beach. A continuous walkway is provided along the water's edge throughout the project from the northern boundary of the Seaside Lagoon to the southern boundary of the Pier, including a bridge across the entrance to Basin 3.

Public Views:

New development projects in the areas designated as CC -2 and CC-3 must include view corridors to the water from North Harbor Drive. In addition, views from Czuleger Park in this area must be protected by ensuring that two story buildings are not clustered or lined up in such a manner that creates a wall-like impact on views from Czuleger Park. There are two view corridors across the portion of the property zoned CC-2 and CC-3 from North Harbor Drive to the water, and the two story buildings are not lined up or clustered in such a way that they would create a wall-like impact on views from Czuleger Park. The proposed project therefore complies with public view requirements.

2. Indicate how the location of buildings and structures respects the natural terrain and is integrated with natural features of the landscape including the preservation of existing trees where feasible.

The northern portion of the existing site is generally flat and is developed as large paved surface parking lots and stand alone one and two story buildings of varying condition and architectural styles dispersed unevenly throughout the site. The Seaside Lagoon and Pier Plaza parking structure are also located on the northern portion of the site. Palm trees and other pockets of landscaping of various size and quality are also spread throughout the site. The southern portion of the project site is developed with tourist facilities consisting of small shops and restaurants and the Horseshoe Pier. The Pier parking structure is also located on the southern portion of the project site along with the Pier Plaza, which consists of two story commercial buildings on the top of the Pier parking structure. Landscaping is generally sparse and consists primarily of planters and pots throughout the site. Surrounding uses consist of surface parking lot, the Portofino Hotel, AES power plant, Crowne Plaza Hotel, Czuleger Park, and the Village/Seascape apartments and condominiums, which occupy the bluff overlooking the project site.

The proposed project will consist of a new waterfront village to redevelop and expand resident and visitor serving commercial uses and improve public access and coastal recreational opportunities. Buildings will be organized to create large areas of publicly accessible open space and take advantage of the oceanfront proximity through improvements to Seaside Lagoon, an expanded promenade along the water's edge, and site connectivity for pedestrians and bicyclists by construction of a new pedestrian bridge across the opening to Basin 3. Public view corridors will be maintained from Czuleger Park and various points along North Harbor Drive. The project will be designed to achieve a high level of architectural quality, including visually interesting storefronts, rooflines, and signage. Nondescript existing landscaping will be replaced with new landscaping to complement the overall project design.

3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics.

Currently access from the east is provided by Torrance Circle, N Pacific Avenue and Beryl Street, from the north: N Harbor Drive and south from Catalina Avenue.

Vehicular circulation through the project site is limited due to the disconnected nature of the north and south areas of the Harbor. Catalina Avenue provides the nearest current north-south access.

This inhibits emergency vehicle and public transportation access to the International Boardwalk and central portion of the project site. In addition, the existing bikeway runs through the Pier Parking Structure, and the boardwalk is not continuous along the harbor

4. Describe how the overall design is compatible with the neighborhood and in harmony with the scale and bulk of surrounding properties.

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 project will consist primarily of one and two story structures designed around open plazas and walkways to take advantage of its ocean front location by enhancing pedestrian access and connectivity throughout the site and along the waterfront. The project is consistent with the use and development standards for the harbor area and will protect views and provide visual interest for surrounding properties.

5. Describe how the design of buildings and structures avoids the appearance of flat facades or boxlike construction.

Architecturally the new Waterfront will be both nostalgic and contemporary. Rather than having one overriding 'style' it will be an eclectic collection of building types that would have naturally developed here over the last century (warehouses, mercantile buildings, pier buildings, art-deco theatre, beach-side cafés). Using cues from historic Redondo Beach structures, as well as those of other Southern California beach towns, the new Waterfront architecture will be well grounded in the history and culture of its south bay locale. Its general color palette will interplay the two dominant environmental influences: the cool blues and greens of the sea and the warm yellow tones of the southern California sun.

No one material or color should dominate the architecture. Diversity and richness of architectural expression will be achieved with a variety of material choices appropriate for an Oceanside location. Materials such as stone, board and batten, tile, concrete and glass will be introduced in different façade treatments creating diversity.

Great streets, waterfronts and places are created by this diversity, by layers of depth: buildings, landscape, storefronts, awnings, lighting and signage. The interest is maintained by the changes that take place over time as new occupiers are added with their own identity and design aesthetic.

Though having an architectural patina of an earlier time, the overall design for the Redondo Beach Waterfront will be well attuned to the 21st century live/play/work experience. It will be a place well-grounded in an active Southern California lifestyle, a comfortable and casual environment with a seamless blend of indoor and outdoor activities, the quintessential beach town.

CITY OF REDONDO BEACH

PLANNING DIVISION

**APPLICATION FOR COASTAL DEVELOPMENT PERMIT
(or application for exemption or categorical exclusion)**

RECEIVED BY:
DATE RECEIVED:
FILE NUMBER:

PLEASE NOTE: Within 30 days of receipt of an application, the Planning Division will inform the applicant in writing if the application is incomplete, and what items must be submitted to complete the application. Processing of the application will not begin until it is complete, pursuant to Section 10-5.2210 of the Municipal Code.

Application is hereby made to the City of Redondo Beach, for a Coastal Development Permit, pursuant to Article 10 of Chapter 5, Title 10 of the Redondo Beach Municipal Code.

A APPLICANT INFORMATION	
STREET ADDRESS OF PROPERTY: Located between the intersections of North Harbor Drive and Portofino Way to the North and Torrance Blvd to the South, in Redondo Beach, California. The eastern boundary is bounded by North Harbor Drive with the project extending west to the pier edge and seawall.	
EXACT LEGAL DESCRIPTION OF THE PROPERTY: BEING A SURVEY OF PORTIONS OF RANCHO SAN PEDRO, AS PER MAP RECORDED IN BOOK 1, PAGE 119 OF PATENTS; OCEAN BEACH SUBDIVISION AS PER MAP RECORDED IN BOOK 2, PAGE 35 OF MAPS; OFFICIAL MAP AS RECORDED IN BOOK 4 PAGES 81, 82 AND 83; OFFICIAL MAP NO. 9 AS RECORDED IN BOOK 5, PAGES 11 AND 12; RECORD OF SURVEY AS RECORDED IN BOOK 84 PAGES 36 THROUGH 39, INCLUSIVE, OF RECORDS OF SURVEY; ALL IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND PORTIONS OF TIDELANDS AND SUBMERGED LANDS IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AND TORRANCE BOULEVARD, WEST OF CATALINA AVENUE	ZONING: CC-1 CC-2 CC-3 P-PRO
LOT:	BLOCK:
TRACT:	
RECORDED OWNER'S NAME: City of Redondo Beach	AUTHORIZED AGENT'S NAME:
MAILING ADDRESS: 415 Diamond Street Redondo Beach CA 90277	MAILING ADDRESS:
TELEPHONE: 310 318 0631	TELEPHONE:
PROJECT DEVELOPER: Redondo Beach Waterfront , LLC MAILING ADDRESS: 1600 East Franklin Avenue El Segundo, CA 90245	PROJECT ARCHITECT/FIRM/PRINCIPAL: Callison RTKL MAILING ADDRESS: 333 South Hope Street Los Angeles CA 90071
TELEPHONE:310 563 6900	TELEPHONE:310 394 8460 LICENSE NO.

B	TYPE OF APPLICATION (Consult with Planning Department staff)
	<p><input type="checkbox"/> Exempt</p> <p><input type="checkbox"/> Categorical Exclusion</p> <p><input type="checkbox"/> Coastal Development Permit public hearing waiver</p> <p><input checked="" type="checkbox"/> Coastal Development Permit public hearing required</p>

C PROJECT DESCRIPTION: (Provide a detailed description of the project.)

The main components of the proposed project are demolition of approximately 207,402 square feet of existing structures, replacement of the existing Pier Parking Structure, and construction of up to 523,939 square feet (290,118 square feet of net new development under measure G) to include retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel. The proposed project also includes public recreation enhancements such as a new small craft boat launch ramp, improvements to Seaside Lagoon, new parking facilities, expanded promenade/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 bridge across the Redondo Beach Marina Basin 3 entrance and the reconnection of Pacific Avenue.

D PROJECT INFORMATION: (Note: Please provide a detailed project description on a separate page.)

Where questions do not apply to your project, indicate "NOT APPLICABLE" or N.A.

1. TYPE OF PROJECT

- New 523,939 Sq. Ft. (290,118 sf net new)
- Addition
- Demolition 207,402 Sq. Ft.
- Change of use from _____ to _____
- Grading 155,966 _____ Cu. Yds.
- Fence _____ Height _____ Length _____
- Paving 196,000 sf _____ Amount _____
- Other _____

2. ADDITIONAL INFORMATION

Note: If yes to any of the items b through h, please explain on a separate sheet.

- a. Has any application for development on this site been submitted previously to the California Coastal Zone Conservation Commission or Coastal Commission? YES xNO
If yes, state previous Application Number:
- b. Are any utility extensions necessary to serve the project? If yes, explain. x YES NO
- c. Does the development involve diking, filling, dredging or placing structures in open coastal waters? If yes, explain and indicate whether the U.S. Army Corps of Engineers Permit has been applied for.
 xYES NO
- d. Will the development extend into or adjoin any beach, tidelands, submerged lands or public trust lands?
 xYES NO
- e. Is the development in or near:
- Sensitive habitat areas? YES x NO
 - 100 year floodplain? YES x NO
 - Park or recreation area? xYES NO
- f. Will the development harm existing lower-cost visitor and recreational facilities? YES x NO
Will the development provide public or private recreational opportunities? x YES NO
- g. Does the site contain any:
- Historic resources? x YES NO
 - Archaeological Resources? x YES NO
- h. Will the proposed development be visible from:
- Park, beach or recreation areas? xYES NO
 - Harbor area? xYES NO
- i. Is the project a "**Priority Project**" as defined by the City's NPDES Permit pursuant to Section 5-7.103 of the Redondo Beach Municipal Code? xYES NO
- If yes, are copies (2 or 25 copies, as applicable) of the *Low Impact Development (LID)* report attached?
 YES xNO
- j. Is the a project with "**Planning priority project characteristics**" as defined by the City's NPDES Perrnit pursuant to Section 5-7.103 of the Redondo Beach Municipal Code? YES x NO
- If yes, are copies (2 or 25 copies, as applicable) of the *Low Impact Development (LID)* report attached?
 YES NO

E SHOWINGS: Explain how the project is consistent with the Certified Local Coastal Program.

1. Is the project designed in full accordance with the development standards and other provisions of the Zoning Ordinance for the Coastal Zone? If not, explain.

Yes. See Application for Harbor Commission Design Review filed concurrently herewith.

2. If the proposed development is located between the sea and the first public road paralleling the sea, indicate how it is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the California Public Resources Code.

The project will increase public access to the coastal zone by providing enhanced pedestrian and bicycle connectivity through establishment of public accessible open space throughout the site as well as oceanfront pedestrian access and a pedestrian bridge across the opening to Basin 3. Site connectivity will further be enhanced through the reconnection of Pacific Avenue for vehicular, pedestrian, and bicycle access along the eastern portion of the project site, including completion and enhancement of the California Coastal Trail through this portion of Redondo Beach. Parking will be conveniently dispersed throughout the project in new and existing parking structures as well as in surface parking areas.

Recreational opportunities will also be enhanced through the opening of Seaside Lagoon to King Harbor and providing year round access instead of the current restricted and seasonal access. The project will maintain coastal access to users of Basin 3. Publicly accessible open space will also be provided throughout the project site.

3. Will the project have an effect on public access to and along the shoreline, either directly or indirectly (e.g. removing parking used for access to the beach)? If yes, describe the effect.

The project will increase the amount of shoreline accessible to the public from approximately 84 percent to 100 percent. More than 4450 feet of continuous pedestrian paths will be provided along the shoreline, linking the northern and southern halves of the project site with a pedestrian bridge across the opening to Basin 3. Adequate parking will be provided to serve the uses at the project site and will be dispersed in parking structures and surface parking areas throughout the site to provide convenient access to the shoreline and other waterfront activities.

2 Additional Information

2b: All utilities will be replaced to accommodate the development specifics

2c US Army Corps of Engineers Permit not applied for but in contact with staff

2d Seaside Lagoon, Horseshoe Pier and Basin 3 are in the tidelands

2e : Includes land that is zoned P-PRO including Seaside Lagoon

2f : The development includes a boat marina, swimming, SUP/kayak launch, boardwalk , pier and open space

2h : The development is visible from adjacent beaches, seaside lagoon, harbor and Czuleger Park.

B	CONFORMANCE TO MINOR SUBDIVISION CRITERIA: Give full and complete answers:
	<p>1. Indicate the present use of the property and buildings thereon (if any) and the expected future use of the parcels which would be created by the Minor Subdivision.</p> <p>The 19.5-acre northern portion of the project site is located adjacent to the Turning Basin, south of the Port Royal and Portofino Marinas in Basin 2 and along the northern half of Basin 3. It includes large surface parking lots with several building pads consisting primarily of restaurants. Other features include Seaside Lagoon, the Sportfishing Pier, a hand and dinghy dock, a splash wall on top of the rock revetment, two boat hoists, a portion of the Plaza Parking Structure, public areas west of the Plaza Parking Structure, and an approximately 1.5 acre portion of the Turning Basin. There is approximately 48,399 square feet of existing development on the northern portion of the project site (not including the parking structure).</p> <p>The approximately 13-acre southern portion of the project site encompasses the Horseshoe Pier and retail and restaurant buildings located on the pier, the Pier Parking Structure, and Pier Plaza, as well as the International Boardwalk located along Basin 3, including restaurants and an arcade. The Torrance Circle south of Catalina Avenue is also included in the southern portion of the project site. There is approximately 171,482 square feet of existing development within the southern portion of the project site (not including the parking structure).</p> <p>The main components of the proposed project are demolition of approximately 207,402 square feet of existing buildings with the exception of approximately 12,479 square feet, demolition of the existing Pier Parking Structure (approximately 495,000 square feet), and construction of up to 511,460 square feet of new buildings for a total of 523,929 square feet of development (304,058 square feet of net new development) to include retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel, and construction of two new parking structures. The proposed project also includes public recreation enhancements such as a new small craft boat launch ramp, improvements to Seaside Lagoon, new surface parking facilities, expanded boardwalk along the water's edge, enhanced open space, pedestrian and bicycle pathways, and new landscaping and lighting.</p>
	<p>2. Indicate how the proposed parcel(s) will front on or have adequate access to a public street (not alley) of adequate width to carry the quantity and kind of traffic generated by the uses allowed in the zone in which they are located.</p> <p>Vehicle access to the project site is via Portofino Way and Harbor Drive from the north and Torrance Circle from the south. Currently no public vehicle access exists between the north and south areas of the project site. As a result, public patrons to the project site must now use Catalina Avenue from Harbor Drive to Torrance Boulevard to travel from one end of the site to another. The proposed project includes the replacement of of the International Boardwalk with the Pacific avenue Reconnection which includes a separated roadway, walkway, and bicycle path that connect the northern and southern portions along the eastern edge of the project site. New and improved pedestrian pathways would be provided throughout the project site, including a boardwalk along the waters edge and a bridge across the opening of Basin 3. The northern portion of the project site will be bisected by a new vehicular Main Street which, in combination with the other proposed circulation improvements, will provide adequate access from all proposed parcels to the public right-of-way.</p>
	<p>3. Indicate how the proposed Minor Subdivision will not be detrimental to the surrounding lot pattern and will not create lots smaller than the prevailing lot size in the area where they would be located.</p> <p>The surrounding lot pattern is characterized by large lots developed with one or more buildings occupied by commercial and multi-family residential uses that range from approximately one to four acres in area. The size of the lots proposed for the Minor Subdivision range in size from approximately 1 to 9 acres in area, which is consistent with the surrounding lot pattern.</p>
	<p>4. Indicate how the proposed Minor Subdivision would be in conformance with the intent and purpose of the</p>

B CONFORMANCE TO MINOR SUBDIVISION CRITERIA: Give full and complete answers:

General Plan for the City of Redondo Beach.

The proposed Minor Subdivision will create parcels that can be ground leased in connection with the proposed redevelopment of the waterfront area. The proposed redevelopment is in conformance with the intent and purpose of the following objectives and policies of the General Plan:

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.

Policies:

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. *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.*

1.7.2 Allow for the continued operation and enhancement of King Harbor.

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.

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.

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 commercial, aesthetic, and recreational enhancements.

1.7.4 Allow for the continued use of the City's public beaches for coastal recreational uses.

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.

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.

Policies:

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 uses, and other public uses in areas designated as "P".

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.

Harbor Commission Design Review

13. The answer to Question #4 does not describe how the project is compatible with the surrounding neighborhood.

The project site is generally flat and rises from sea level to approximately 10 to 30 feet above sea level. It is situated between the Santa Monica Bay to the west and the coastal bluff that slopes upward to the northeast. The difference in elevation contributes to the project site having a lower profile as compared to other development in the area.

Immediately north of the project site across Portofino Way, the Port Royal and Portofino Marinas in Basin 2 of King Harbor are the dominant features. To the northwest is the Portofino Hotel and Marina, a three-story hotel and marina with a detached conference center and associated surface parking and landscaping. Towards the northeast are surface parking and a small commercial building along Harbor Drive. The prominent feature in the northeast is the AES power plant. The newly renovated three-story Redondo Beach Hotel is also located to the northeast on the east side of Harbor Drive. The Crowne Plaza Redondo Beach Hotel and Harbor Center Project are located across Harbor Drive to the east of the project site, as are the Village/Seascape Apartments and Condominiums, which consist of multi-family residential units that vary from three-stories to five-stories on top of a parking level. The apartment and condominium development extends from Pacific Avenue to Torrance Boulevard, with the portion located in closest proximity to the project site consisting of approximately 10 three- to four-story buildings that sit on a bluff 20 to 60 feet above the central and southern portions of the project site. Czuleger Park is located on the bluff that rises above the project site between the Seascape Two and Seascape One portion of the Village/Seascape Apartments and Condominiums. The park extends from near the intersection of Catalina Avenue and Diamond Street to the top of the Plaza Parking Structure which is included in the project site. To the south, the surrounding uses are the Monstad Pier, which is south of, and attached to, the Horseshoe Pier, and commercial buildings on the Monstad Pier. The older storefronts and newly renovated landmark building of the Redondo Landing on the Monstad Pier are one- and two-stories that are nautically-themed.

The proposed project would result in new buildings and new and enhanced amenities, such as high quality open space and an improved boardwalk that would replace surface parking lots and existing buildings. The elements would be organized and centered along a new main street. The new development would be at a similar elevation to the existing development, continuing to be at a lower profile than surrounding development on the bluffs above. Further, the existing character of the site as a coastal commercial and recreation center would be retained and enhanced. Buildings north of the southerly boundary of Seaside Lagoon would vary from one- to three-stories with a maximum of 45-feet as measured from the existing sidewalk grade at Harbor Drive at the point nearest to the building or structure, and buildings south of the southerly boundary of Seaside Lagoon would be one- and two-story with a maximum height of 37-feet. All accessory buildings at Seaside Lagoon would be one-story and a maximum of 30 feet in height.

The taller (two- and three-story buildings) would largely be located on the east side of the site towards Harbor Drive, while the west side would be lined with small, one story buildings, a market hall that includes outdoor and roof dining, enhanced open space and plazas with ocean views. New buildings would be constructed on Horseshoe Pier, including replacement buildings and one building on a building pad that is currently vacant. These new structures would be designed to maintain the charm of the existing structures, which would maintain or improve their visual connection to the ocean. A new three-story hotel would be constructed which would not exceed two stories or a height of 30 feet above the current top deck of the Pier Parking Structure similar to the current building height of Pier Plaza. The new/replacement buildings on the Horseshoe Pier would have a maximum height of 30 feet, as measured from the pier deck.

The proposed project would establish a new design for the project site that creates a more harmonious style across the northern and southern portions of the site that incorporates some similar style and design elements. This would be accomplished through the use of design elements such as a complementary color palette and building materials that would provide sufficient variation and flexibility so no one material or color would dominate the architecture. The new buildings and parking structure along Harbor Drive would be designed to incorporate features that create visual interest and enhance the pedestrian experience. This would include varied architecture features including building articulation and a variety of complementary design styles, building materials that provide a variety of textures and colors, and public art.

The design for the proposed project includes buildings with a high degree of articulation and varied rooflines that incorporate building materials such as stone, board and batten, tile, concrete, and non-reflective glass to provide variation but still have a visual cohesiveness 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 the same time presenting a contemporary aesthetic that reinforces the uniqueness of the site and the coastal commercial and recreational character.

Conditional Use Permit

18. Question #4 merely references the EIR -- include a summary of the impacts.

Implementation of the proposed project would result in a total of six significant and unavoidable impacts of which four would occur during construction (short-term throughout the 2.25 to 2.5 years of construction), two would occur specific to the operation of the project, including one impact (i.e., tsunami hazard) that would continue at the project site due to natural uncertainties of such an event occurring in the future (although with implementation of mitigation measures the impacts would be reduced). The significant and unavoidable impacts are as follows:

Construction (short-term):

Air Quality AQ-1. During construction, the proposed project would violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation (NOx and CO).

Cultural Resources CUL-1. Construction of the proposed project would cause a substantial adverse change in the significance of a historical resource.

Noise NOI-2. Construction of the proposed project could expose sensitive receptors to or generation of excessive groundborne vibration or groundborne noise levels.

Noise NOI-4. Construction of the proposed project would cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project and in excess of the City's standards.

Operation (long-term):

Hydrology and Water Quality HWQ-5. Although the project site currently includes a risk associated with inundation by seiche, tsunami, mudflow, or sea level rise, implementation of the proposed project could expose additional people and structures to this risk.

Noise Nol-3. Implementation of the proposed project would cause a substantial permanent increase in ambient noise levels in the project vicinity (i.e., Torrance Circle/Boulevard between Catalina Avenue and the project site) above levels existing without the project and in excess of the City's standards.

19. Question #5 only states the General Plan objectives and policies, but does not describe consistency with each.

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.

Policies:

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.

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.

1.7.2 Allow for the continued operation and enhancement of King Harbor.

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.

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.

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 commercial, aesthetic, and recreational enhancements.

1.7.4 Allow for the continued use of the City's public beaches for coastal recreational uses.

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.

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.

Policies:

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 uses, and other public uses in areas designated as "P".

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.



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 associated 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.

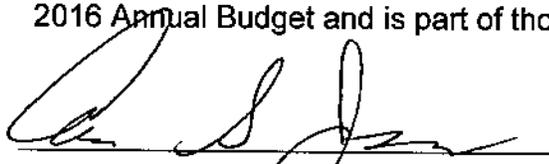
An environmental assessment of the project modifications will be included in the Final EIR pursuant to CEQA. Based on a preliminary evaluation, it is anticipated that the modifications would not result in new or increased significant impacts in comparison to those analyzed in the Draft EIR, and therefore,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

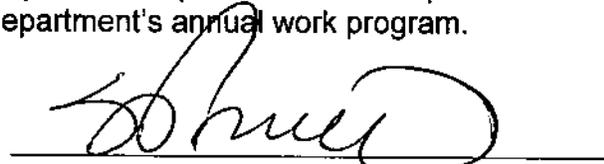
VII. NEXT STEPS

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

**Written correspondence received after the
June 13, 2016 Harbor Commission meeting**

From: gloria abernathy-lear [REDACTED]
Sent: Tuesday, June 14, 2016 3:46 PM
To: Katie Owston
Cc: Jeff Ginsburg
Subject: CenterCal Project Traffic



I attended the Harbor Commission meeting last night, and I did not hear any information about expected traffic impact on those of us who live near the pier. Many of the people I heard supporting the project live outside District 1. I live on Esplanade and am very concerned about driving to/fro my home w/o encountering stop-and-go traffic around and thruout District 1. Have there been traffic pattern adjustments to offset the project's impact on the already crowded Pch, Prospect, etc.?
Thanks