Chapter 3
Modifications to the Draft EIR

3.1 Introduction

This chapter of the document addresses modifications to the Draft EIR for the Waterfront project (proposed project) in the City of Redondo Beach. It presents all revisions related to public comments, as determined necessary by the lead agency, and any revisions to supporting documentation. Although all chapters/section of the Draft EIR are included in Section 3.2, only the following areas of the document included modifications and clarifications:

- Executive Summary
- Chapter 2 Project Description
- Chapter 3 Environmental Analysis
- Section 3.1 Aesthetics and Visual Resources
- Section 3.2 Air Quality
- Section 3.3 Biological Resources
- Section 3.4 Cultural Resources
- Section 3.5 Geology and Soils
- Section 3.8 Hydrology and Water Quality
- Section 3.9 Land Use and Planning
- Section 3.10 Noise
- Section 3.13 Traffic and Transportation
- Chapter 4 Analysis of Alternatives
- Chapter 7 List of Preparers
- Chapter 8 Acronyms and Abbreviations
- Appendices A, E2, and L1

Readers are referred to the Draft EIR to view complete sections. It should be noted that most of the changes were editorial in nature. However, the calculation of existing and proposed square footage in the CC zones that is subject to a development cap of 400,000 square feet of net new development has been adjusted. Some mitigation measures were strengthened and a new Condition of Approval (COA) related to traffic and transportation (COA TRA-2) was added. None of these edits result in changes to significance findings.

Mitigation measure MM TRA-7 Parking Management Plan was eliminated based on a shared/overlap parking analysis that resulted in a less than significant impact to parking and

the elimination of mitigation. As such, mitigation measure MM TRA-8 Boat Launch Ramp/Personal Recreational Watercraft Interface Management, has been renumbered to MM TRA-7.

3.2 Changes to the Draft EIR

As provided in Section 15088(c) of the State CEQA Guidelines, responses to comments may take the form of a revision to a Draft EIR or may be separate section in the Final EIR. This section is meant to be a separate section in the Final EIR that identifies revisions to the Draft EIR to incorporate clarifications developed in response to comments on the EIR or minor errors corrected through subsequent review. This chapter provides changes to the Draft EIR in revision-mode text (i.e., deletions are shown with ~~strikethrough~~ and additions are shown with underline). Where existing text has been omitted and not shown in ~~strikethrough~~, this omitted text shall be considered retained in its current state in the Draft EIR (such omitted text may be shown as "…"). These notations are meant to provide clarification, corrections, or minor revisions as needed as a result of public comments or because of changes in the proposed project since the release of the Draft EIR. While the Draft and Final EIR contain an overview of the proposed conditions for approval (COA), these conditions may be further modified as part of the City's CUP process; consequently, the final text of the COA contained in the City's adopting resolutions shall control.

The minor modifications and corrections below are provided to ensure that all information presented is correct. In addition, corrections to mitigation are intended to clarify the extent of mitigation required to ensure feasibility and continued mitigation of identified impacts. The corrections do not result in any new or more severe environmental impacts or required mitigation measures and are within the scope of impact analysis studied in the Draft EIR.

The following changes to the text as presented below are incorporated into the Final EIR:

3.2.1 Executive Summary

Section ES.4.2, Table ES-3, Page ES-12

Table ES-3 is revised, as follows, to deduct the square footage of the P-PRO zone (RBMC Section10-5.1117) from the 400,000 square footage development cap based on the fact that, pursuant to RBMC Section 10-5.813(a), "…cumulative development in all *CC coastal commercial zones* [emphasis added] shall not exceed a net increase of 400,000 square feet of floor area…" and P-PRO does not fall within CC coastal commercial zones:

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

	Existing Square Footage on April 22, 2008 in the Coastal Commercial Zones	Completed/Under Construction/ Proposed After April 22, 2008 in the Coastal Commercial Zones	Net New within the Coastal Commercial Zones	Balance
				400,000
Harbor Patrol	1,728	4,430	2,702	397,298
Shade Hotel	13,211	47,520	34,309	362,989
Proposed Project	~~233,~~826 231,713	~~523,939~~ 507,501	~~290,113~~ 275,788	
Total			~~327,124~~ 312,799	~~72,876~~ 87,201

Section ES.4.3, Table ES-4, Page ES-17

Table ES-4 is revised, as follows, to add clarification:

Proposed Project Elements	Existing Conditions	Proposed Project
Service and Loading Areas	Torrance Circle is used for loading/unloading for southern portion of the project site.	Three loading and service bay areas located in the northern portion of the site, and one ~~partially~~ enclosed and screened loading and service bay (i.e., loading dock-service bay with full-length sidewalls and roof, and a sliding or roll-down door) in the southern portion of the site.

Section ES.4.4, Page ES-18

Fourth paragraph, second sentence on page ES-18 is revised as follows:

Haul trucks would access the project site from the Interstate (I)-405 freeway via Torrance Boulevard and Hawthorne Boulevard (Figure ES-4). Heavy loads would be prohibited from using 190th/Anita/Herondo Street between Pacific Coast Highway and Anza Avenue~~Beryl Street~~ and would need to use Artesia Boulevard to Pacific Coast Highway or Hawthorne Boulevard to Torrance Boulevard.

Figure ES-6, Page ES-23

As part of the City's negotiations with the California State Lands Commission, and as part of the vesting tentative tract map for the project, the Tidelands Trust designated parcel within the northern portion of the project site, which generally includes the current Samba's restaurant and related parking, would be modified. A portion of the Tidelands Trust parcel (shown in blue on the Tidelands Exchange figure), an approximate 0.28 acre area along the water's edge

at Mole D, would remain in the Tidelands Trust (e.g., there would remain a blue area along the water's edge).

Section ES.5.2.8, Page ES-25

The following text regarding the elimination from further consideration of a ramp at Mole B into Basin 2 has been revised for clarification purposes, including removal of discussion of a helipad, which does not currently exist at Mole B:

> After further review, it was determined that potential environmental impacts associated with Mole B would be greater than the proposed project, so Mole B was eliminated from further consideration. Specifically, locating a small craft boat launch ramp at Mole B on land partially controlled by the City, which would include the placement and orientation of the launch ramp into Basin 2, could result in potential significant impacts on emergency services, by disruption of ingress and egress for land vehicles from Fire Station 3/Harbor Patrol Headquarters to the southern part of Mole B as shown in the Final EIR Chapter 1 Figure 1.5b ~~and use of the helipad at Mole B~~. ~~Further, locating a boat launch ramp at Mole B would require removal of up to approximately 22 boat slips and marina parking stalls, and require removal of a portion of Moonstone Park. While a one-lane small craft boat launch ramp and parking could be accommodated by removing only a small portion of Moonstone Park, a two-lane ramp would require converting the entire Moonstone Park to a parking lot.~~

Section ES.7.2.2, Page ES-32

The following text is modified as follows to reflect the deletion of mitigation measure MM TRA-7 Parking Management Plan, which was removed based upon updated demand factors from the Urban Land Institute (ULI) and subsequent change in significance (to less than significant):

- **Recreation REC-1 and REC-2.** The proposed project: would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; and, would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the proposed project.
- **Traffic and Transportation TRA-1.** The proposed project would not exceed parking capacity.
- **Traffic and Transportation TRA-2.** The proposed project would not conflict with an applicable congestion management program.

Section ES.7.2.3, Page ES-33

The following text under 'Operation' is modified as follows to reflect the deletion of mitigation measure MM TRA-7 Parking Management Plan, which was removed based upon updated demand factors from the ULI and change in significance:

Traffic and Transportation TRA-1. With implementation of mitigation, the proposed project would not exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness, at the six intersections impacted, and for one unsignalized intersection. ~~Additionally, with implementation of mitigation (i.e., a parking management plan), the proposed project would not exceed parking capacity.~~

Section ES.7.2, Table ES-5, Page ES-36

In Table ES-5, under Proposed Project (page ES-36), mitigation measure MM AQ-2 has been revised under Impact AQ-1.

Table ES-5: Detailed Summary of Potential Significant Impacts, Mitigation and Residual Impacts for the Proposed Project, Cumulative Growth, and Alternatives 1 through 7

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Air Quality				
Proposed Project	**AQ-1:** The proposed project would violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation	Significant – 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 such that the combination of daily square footage coated and VOC content does not exceed South Coast Air Quality Management District's regional threshold for ROG during construction of 75 pounds per day when combined with other on-site activities occurring on the same day.	Significant and unavoidable - construction

Section ES.7.2, Table ES-5, Page ES-39

In Table ES-5, under Proposed Project (page ES-39), mitigation measure MM BIO-2 has been revised under Impact BIO-1.

Table ES-5: Detailed Summary of Potential Significant Impacts, Mitigation and Residual Impacts for the Proposed Project, Cumulative Growth, and Alternatives 1 through 7

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Biological Resources				
Proposed Project	**BIO-1:** The proposed project could have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS, or any species that meets the criteria for endangered, rare, or threatened in CEQA Guidelines 15380	Significant – construction and operation	**…** **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. [1] The Walker Scale for assessment of California Grunion (Leuresthes tenuis) spawning runs, developed by K. Martin, M. Schaadt and S. Lawrenz-Miller, is named for Boyd Walker, whose pioneering research provided the scientific basis for understanding the periodicity of L. tenuis spawning runs in California. Scale increases exponentially with greater numbers of fish, greater area involved, and increased duration of the run. **…**	Less than significant

Section ES.7.2, Table ES-5, Page ES-44

In Table ES-5, under Proposed Project (page ES-44), mitigation measure MM CUL-1 has been revised under Impact CUL-1.

Table ES-5: Detailed Summary of Potential Significant Impacts, Mitigation and Residual Impacts for the Proposed Project, Cumulative Growth, and Alternatives 1 through 7

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Cultural Resources				
Proposed Project	**CUL-1:** The proposed project would cause a substantial adverse change in the significance of a historical resource.	Significant – construction	**MM CUL-1: Recordation:** Prior to the issuance of any project related demolition or grading permits, the applicant shall prepare comprehensive documentation of the significantly impacted historic resources ~~the property~~, including all features previously identified as contributive to its historic character. The project-specific historical resources identified as meeting the eligibility criteria for City of Redondo Beach Landmark designation (although there is no official designation) are: • Sportfishing Pier (including buildings) • 208-210 Fisherman's Wharf (Tony's On The Pier and its companion building, Tony's Hats 'N Things) • Redondo Beach Pier Complex (includes the timber portion of the Horseshoe [Municipal] Pier and the Monstad Pier) 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. …	Significant and unavoidable - construction

Section ES.7.2, Table ES-5, Page ES-67

In Table ES-5, under Proposed Project (page ES-67), clarifying text has been added to mitigation measure MM TRA-2 under Impact TRA-1, which provides a possible location for replacement parking that is within the general geographic area.

Table ES-5: Detailed Summary of Potential Significant Impacts, Mitigation and Residual Impacts for the Proposed Project, Cumulative Growth, and Alternatives 1 through 7

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Traffic and Transportation				
Proposed Project	**TRA-1:** The proposed project could exceed the applicable significance thresholds	Significant - operation	**…** **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 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, which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive. 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. …	Less than significant

Section ES.7.2, Table ES-5, Page ES-67 to ES-68

The Traffic and Transportation portion of Table ES-5 is modified as follows to reflect the deletion of mitigation measure MM TRA-7 Parking Management Plan, which was removed based upon updated demand factors from the ULI. The Draft EIR originally based parking demand factors upon the City's municipal code, however the ULI factors better account for the parking demands of a mixed-use development, whereby the overall parking supply of a mixed-use development would be shared between complimentary uses (i.e., parking needed for retail uses could be shared with, and accommodated by, the parking supply allocated for office uses during off-business hours). The parking supply planned for the proposed project would be more than sufficient to meet the anticipated demands. More specifically, a shared parking analysis completed for the proposed project concluded that supply was more than sufficient for demand. Therefore, based on the ULI shared parking analysis, which is considered to be more representative of the proposed project's parking characteristics, the parking impacts of the project would be less than significant. For additional clarification to the parking analysis in the Draft EIR, refer to Section 3.2.17, edits to Section 3.13 Traffic and Transportation, below.

Due to the elimination of mitigation measure MM TRA-7, measure MM TRA-8 has been renumbered to MM TRA-7.

Table ES-5: Detailed Summary of Potential Significant Impacts, Mitigation and Residual Impacts for the Proposed Project, Cumulative Growth, and Alternatives 1 through 7

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Traffic and Transportation				
Proposed Project	**TRA-1:** The proposed project could exceed the applicable significance thresholds	Significant - operation	... **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: Parking Management Plan:** A Parking Management Plan (PMP) shall be prepared to ensure the project site provides parking to meet demand using Urban Land Institutes (ULI) methodology. The minimum number of parking spaces for a mixed-use development or where shared parking strategies are proposed shall be determined by a study prepared by the applicant following the procedures of the ULI Shared Parking Report, Institute of Transportation Engineers (ITE) Shared Parking Guidelines, or other approved procedures. As part of the PMP, the following additional measures shall be considered as part of an overall program to meet two primary objectives that have been established with regard to the management of parking facilities at the project site, which are:~~ ~~1. Provide sufficient parking on-site to meet the parking demands generated by the proposed project.~~ ~~2. Support trip and emission reduction goals and encourage and support alternative transportation by implementing a Transportation Demand Management (TDM) program.~~ ~~Parking measures may include, but are not limited to controls to reduce parking demand, such as a shared parking plan, alternative parking methods, satellite parking for employees during peak periods, and support of TDM measures (such as promoting alternative transportation modes). Specific potential mitigations are described as follows:~~ ~~a. Shared Parking Plan: A Shared Parking Plan shall be prepared by a qualified transportation/parking engineer to the satisfaction of the City, and shall demonstrate justification for the parking plan to meet the parking requirements of the project as approved. The Shared Parking Plan would propose parking to be shared between two or more uses within the project site, as allowed under Section 10-5.1706(d) of the RBMC. The Shared Parking Plan shall detail how a lower total number of parking spaces would provide adequate parking for these uses.~~ ~~b. Alternative Parking Methods: An alternative parking method includes but is not limited to tandem and valet parking of vehicles to be parked in tandem provided that attendants to move vehicles are available at all times that the parking area using tandem parking is open for use. If the attendant requirement is met, each tandem stall shall constitute the number of parking spaces equivalent to the~~	Less than significant

Table ES-5: Detailed Summary of Potential Significant Impacts, Mitigation and Residual Impacts for the Proposed Project, Cumulative Growth, and Alternatives 1 through 7

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
			~~number of cars it can accommodate.~~ ~~c. Provide Satellite Parking. Parking shortfalls during peak periods would be reduced if employees parked elsewhere and walked or were shuttled to the project site. Satellite parking would be initiated during peak periods, the parking location would have to be readily identifiable to employees, and shuttle service would have to be timely and convenient. Implementation of this mitigation is complicated by the need to locate a source of available parking during the critical periods. This parking would have to be located outside the study area and would have to be designated for employee use during the peak periods.~~ ~~d. Promote Alternative Transportation Modes for Employees and Patrons: 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.~~	
	TRA-2: The project would not conflict with an applicable congestion management program.	Less than significant	No mitigation is required	Less than significant
	TRA-3: The proposed project could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses	Significant - operation	**MM TRA-<u>7</u>~~8~~: 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.	Less than significant

Section ES.7.2.2, Page ES-76

The Traffic portion of Table ES-6 is corrected as follows, so that the summary conclusions in that table regarding the project's traffic impacts are consistent with those presented earlier in Table ES-5 of the Executive Summary, as well as match the results of Section 3.13, Traffic and Transportation analysis, and the Alternatives analysis in Chapter 4:

Table ES-6: Summary of Impacts – Alternatives 1 through 7 Compared to the Proposed Project

Environmental Resource Area*	Proposed Project*	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
Traffic								
Impact TRA-1	~~S~~M	N	L	~~S~~M	~~S~~M	~~S~~M	~~S~~M	~~S~~M
Impact TRA-2	L	N	N	L	L	L	L	L
Impact TRA-3	M	N	N	N	M	M	M	M

Notes:

* The cumulative analysis results are similar to the proposed project-level impacts.

S = Significant and unavoidable impact

M = Significant but mitigable impact

L = Less than significant impact (not significant)

N = No impact

3.2.2 Chapter 1 Introduction

There are no modifications associated with this section.

3.2.3 Chapter 2 Project Description

Section 2.4.1, Table 2.2, Page 2-47

Table 2-2 is revised, as follows, to add clarification:

Proposed Project Elements	Existing Conditions	Proposed Project
Service and Loading Areas	Torrance Circle is used for loading/unloading for southern portion of the project site.	Three loading and service bay areas located in the northern portion of the site, and one ~~partially~~ enclosed and screened loading and service bay (i.e., loading dock-service bay with full-length sidewalls and roof, and a sliding or roll-down door) in the southern portion of the site.

Section 2.4.1.1, Page 2-54

Table 2-5 is revised, as follows, to deduct the square footage of the P-PRO zone (RBMC §10-5.1117) from the 400,000 sf development cap based on the fact that, pursuant to RBMC § 10-5.813(a), "…cumulative development in all *CC coastal commercial zones* [emphasis added]

shall not exceed a net increase of 400,000 square feet of floor area…" and P-PRO does not fall within CC coastal commercial zones:

Table 2-5: Development within the CC Zones After April 22, 2008

	Existing Square Footage on April 22, 2008 in the Coastal Commercial Zones	Completed/Under Construction/ Proposed After April 22, 2008 within the Coastal Commercial Zones	Net New within the Coastal Commercial Zones	Balance
				400,000
Harbor Patrol	1,728	4,430	2,702	397,298
Shade Hotel	13,211	47,520	34,309	362,989
Proposed Project	**~~233,~~826 231,713**	**~~523,939~~ 507,501**	**~~290,113~~ 275,788**	
Total			**~~327,124~~ 312,799**	**~~72,876~~ 87,201**

Section 2.4.1.5, Page 2-71

The first paragraph under the Bicycle Path heading is modified as follows:

As shown on Figure 2-19, the bicycle path located along the Pacific Avenue Reconnection would be an extension of the Herondo-Harbor Gateway cycle track that has recently been completed as a component of the Harbor/Herondo Gateway Improvement Project. The bicycle path would connect to the cycle track located on the west side of the Harbor Drive. At the existing Pacific Avenue, the bicycle path would cross to the east, and extend along the east side of the reconnected Pacific Avenue as discussed above. To the north of the Pacific Avenue Reconnection/Torrance Circle intersection, the bicycle path would cross to the west and extend to the west of Torrance Circle to connect with the existing bicycle path along the beachfront to the south of the project site, as shown on Figure 2-19. The proposed bicycle path would eliminate the section of existing bicycle path that is currently routed through the Pier Parking Structure, thereby alleviating the vehicle/bicycle interactions associated therewith.

Section 2.4.1.5, Page 2-78

As with the clarification made to Table 2-2 (above), the following information is added for clarification:

Service and Loading Areas

As shown on Figure 2-22, designated service and loading areas would be located on the northern and southern portions of the site. On the northern portion of the site, service and loading areas would be located along the proposed parking structure within the project site. In the southern portion of the project site, there would be a service and loading area to the north of the new parking structure, adjacent to and serving the hotel and retail uses. The loading and service area would be accessed from Pacific Avenue and the area ~~partially~~ enclosed and screened from view (i.e., loading dock-service bay with full-length sidewalls and a sliding or roll-down door).

Section 2.4.1.5, Page 2-78

A minor revision to section reference associated with Tidelands Property Exchange discussion as follows:

Tidelands Property Exchange

As described in Section ~~2.2.1~~2.1.1.2, the Tidelands held in trust by the City are based on the MHTL designated in 1935, prior to the construction of King Harbor in its current configuration, including Basin 3. As such, Basin 3 is classified as Uplands. Under the proposed project, the designation of an approximately 86,000 square feet portion of the Tidelands on Mole D (between Basin 3 and Seaside Lagoon as shown on Figure 2-23) would be re-designated as Uplands, and in exchange, a portion of the Uplands within Basin 3 would be subject to the ~~The~~ need for the tidelands property exchange and the action that would occur (which is subject to approval by the California State Lands Commission [CSLC]) is discussed further in Section 3.9 Land Use and Planning of this Draft EIR. The proposed exchange would be required to meet specific conditions permitting the land swap pursuant to Section 6307 of the Public Resources Code, including that the lands to be acquired in the exchange would provide a significant benefit to the public trust and that the exchange is in the best interest of the state.

Figure 2-23, Page 2-80

As part of the City's negotiations with the California State Lands Commission, and as part of the vesting tentative tract map for the project, the Tidelands Trust designated parcel within the northern portion of the project site, which generally includes the current Samba's restaurant and related parking, would be modified. A portion of the Tidelands Trust parcel (shown in blue on the Tidelands Exchange figure), an approximate 0.28 acre area along the water's edge at Mole D, would remain in the Tidelands Trust (e.g., there would remain a blue area along the water's edge). This modification to the proposed land exchange would not affect the physical layout or operation of the project.

Section 2.5, Page 2-81

Last sentence of first paragraph on page 2-81 is revised as follows:

The number of construction workers would vary throughout the construction period. The maximum number of workers expected during the construction period is 620 workers. The number of vehicles, transporting workers and materials to and from the project site, would vary up to approximately 1,895 trips per day. The types and number of equipment would vary_throughout the construction period, depending on the types of activities occurring. Portions of the project site would be used for construction staging areas and parking of construction workers' personal vehicles. No off-site construction employee parking or staging areas are anticipated. Haul trucks would access the project site from the Interstate (I)-405 freeway via Torrance Boulevard and Hawthorne Boulevard (see Figure 2-24). Heavy loads would be prohibited from using 190th/Anita/Herondo Street between Pacific Coast Highway and Anza Avenue~~Beryl Street~~ and would need to use Artesia Boulevard to Pacific Coast Highway or Hawthorne Boulevard to Torrance Boulevard.

3.2.4 Chapter 3.0 Environmental Analysis

Section 3.0.3.2.2, Page 3.0-6

The following information at the top of the page is corrected:

sale of the power plant to AES Corporation (AES California, 2013). The transfer of ownership was completed in May 1998. ~~On August 27, 2013 (several months after release of the NOP for this project)~~In December 2013, AES filed a complete application for construction of a "natural-gas fired, combined-cycle, air-cooled electrical generating facility with a net generating capacity of 496 megawatt (MW), which will replace, and be constructed on the site of the AES Redondo Beach Generating Station." Subsequently, in 2014, the owner of the AES facility/site proposed an Initiative measure to close the power plant at some point in the future and redevelop the site with a mix of retail, visitor-serving, residential, commercial, and hotel uses. The Initiative Measure, referred to as "Harbor Village Plan," proposed up to 600 residential dwelling units of various types, up to 85,000 square feet of new commercial development, of which restaurant uses could not exceed 25,000 square feet, up to 250 hotel rooms and approximately 10 acres total be devoted to public open space. The initiative (Measure B) was placed on the March 2015 ballot. On March 3, 2015, the residents of the City voted against Measure B, thereby rejecting the Harbor Village Plan (5,614 NO votes and 5,213 YES votes) (City of Redondo Beach, 2015). Any future redevelopment on this site is considered speculative at the time of release of the Draft EIR (State Water Resources Control Board [SWRCB], 2010). Furthermore, any such development is unlikely to occur until after the horizon year of the cumulative analysis (2019). The existing Power Plant can continue operating with once through ocean cooling until December 31, 2020 (SWRCB Resolution No. 2010-0020 [amended by Resolution No. 2013-0018] and Policy on Once Through Cooling)(SWRCB, 2010; 2013a; 2013b). Any subsequent proposals for the power plant site would undergo separate environmental review.

3.2.5 Section 3.1 Aesthetics and Visual Resources

Summary, Page 3.4-2

Revise Condition of Approval COA AES-1 as follows for clarification:

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 final lighting and signage plans associated with the proposed project shall be subject to review and approval ~~through~~by the Director of Community Development~~City's Harbor Commission Design Review process~~.

Section 3.1.4.5, Page 3.1-51

Minor revision as follows to Footnote 10 at the bottom of the page regarding where in the RBMC that includes the requirements of heights of buildings in the area of the Seaside Lagoon (after release of the Draft EIR, additional definitions were added to the municipal code which changed the numbering):

[10] Height is defined in Redondo Beach Municipal Code Section 10-5.402(a)(~~29~~33).

Section 3.1.4.5, Page 3.4-69

Revise Condition of Approval COA AES-1 under Impact AES-3 for clarification:

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 final lighting and signage plans associated with the proposed project shall be subject to review and approval ~~through~~by the Director of Community Development~~City's Harbor Commission Design Review process~~.

3.2.6 Section 3.2 Air Quality

Summary, Page 3.2-2

Revise mitigation measure MM AQ-2 as follows:

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 such that the combination of daily square footage coated and VOC content does not exceed South Coast Air Quality Management District's regional threshold for ROG during construction of 75 pounds per day when combined with other on-site activities occurring on the same day.

Section 3.2.4.5, Page 3.3-49

Revise mitigation measure MM AQ-2 as follows:

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 such that the combination of daily square footage coated and VOC content does not exceed South Coast Air Quality Management District's regional threshold for ROG during construction of 75 pounds per day when combined with other on-site activities occurring on the same day.

Section 3.2.4.8, Page 3.2-51

Revise mitigation measure MM AQ-2 as follows:

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 such that the combination of daily square footage coated and VOC content does not exceed South Coast Air Quality Management District's regional threshold for ROG during construction of 75 pounds per day when combined with other on-site activities occurring on the same day.

3.2.7 Section 3.3 Biological Resources

Section 3.3.4.3.2, Beginning Page 3.3-41

The discussion of potential impacts to broomtail grouper, as would related to other fish species as well, resulting from pile driving has been expanded based on comments received from the California Department of Fish and Wildlife, as follows, beginning at the top of page 3.3-41:

Sportfishing Pier replacement option, approximately 46 treated timber piles would be installed in about a 30-day period with a pile hammer. The eight guide piles associated with the proposed small craft boat ramp would be installed in approximately three days, and the 55, 16-inch diameter guide piles associated with the Redondo Beach Marina in Basin 3 dock reconstruction would be installed in about 20 days, both using pre-stressed concrete jetted into place and the last few feet of depth finished with a pile hammer. Because of the underwater ground conditions associated with the Horseshoe Pier and proposed pedestrian bridge, a vibratory hammer would be used for installation of the piles at those locations. The use of a vibratory hammer would be less impactful than a pile driver/hammer because the pressure waves generated by an impact hammer is greater than a vibratory hammer (Swan, 2012). More specifically, the proposed project's pile driving would be performed using principally vibratory hammer for steel piles and jet and impact methods for prestressed concrete piles wherein piles would be initially jetted to within five feet of specified tip elevation using an internally cast 1-1/2" diameter jet tube in the pile's center. The last five feet of driving to set the pile to final will be achieved using an impact hammer. Should the Sportfishing Pier be replaced/reconstructed, small diameter concrete or timber piles would be impact driven. Because concrete piles for the Sportfishing Pier would be of a smaller diameter than any other concrete piles to be used, they have not been independently evaluated but can be assessed as a lesser effect than Basin 3 marina piles.

Unlike the large bridge projects (such as the Oakland Bay and Benecia Martinez bridge projects), which involve the placement of enormous steel piles that are being driven with tremendous hammer energy generating pressure waves comparable to submerged high explosive detonations, the piles associated with the proposed project are small in diameter (18-inches and smaller), and the pile-driving would occur over a short period of time (shortest being approximately three days and longest being approximately 30 days). Based on the limited amount of in-water pile-driving, the size and types of piles, period of time needed to install, and use of a vibratory hammer where appropriate, hydroacoustic impacts to fish are not anticipated to be significant. The sound pressure waves from pile-driving could result in

temporary avoidance of the construction areas by fish. Further, it is anticipated that fish would return to the area following construction. Therefore, impacts to fish, including broomtail groupers, from pile-driving activities would be less than significant.

Temporary effects on water quality would adversely affect broomtail grouper foraging in the project area. Temporary effects may include localized increases in turbidity and sedimentation, along with lowered dissolved oxygen levels associated with disturbance of anoxic sulfidic sediments. Foraging by broomtail grouper would be adversely affected due to loss of prey species or inability to find prey. This impact would be short-term and localized as it is expected that any resuspended sediment would quickly settle to the bottom or be dispersed by water motion. As also discussed in Section 3.8, the project would be required to implement BMPs through the permitting process, including obtaining a Section 401 WQC from the Regional Water Quality Control Board, which contains water quality monitoring requirements for dissolved oxygen, light transmittance (turbidity), pH, and suspended solids at varying distances from the dredging operations. The dredging permit would 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. Therefore, impacts related to turbidity would be less than significant. Further, as described presented above, the City is proposing the COA BIO-2 as part of its Conditional Use Permit procedures that requires obtaining appropriate permits for in-water work and compliance with BMPs to control turbidity.

Impacts to Marine Mammals

Marine mammals, including harbor seal, and California sea lion, have the potential to occur in the project area. For the present work piles are proposed to be set at a number of locations using a number of driving methodologies.

As previously described, a disturbance threshold (Level B harassment) of 160 dB_{RMS} (decibels Root Mean Square) has been identified broadly for marine mammals and the current Level A harassment (injury) threshold for non-explosive sounds has been set at 180 dB_{RMS} for cetaceans and 190 dB_{RMS} for pinnipeds. Thresholds for acoustic pressures resulting in injury to fish are based on peak SPLs of 206 dB or cumulative SEL levels of 187 dB for impact pile driving. No cumulative sound thresholds have been adopted for vibratory (continuous noise). As shown in Table 3.3-4, pile driving associated with the proposed project is not anticipated to result in sound levels that reach an intensity that would result in Level A harassment with the potential to result in injury to marine mammals, and none of the pile types approach the peak SEL thresholds for fish injury potential. To reach a cumulative SEL multiple blows by impact hammer are required to raise the SEL. The formula for calculation of SEL cumulative (SEL cum) for impact pile driving is as follows:

SEL cum = SEL + 10*Log10(daily number of blows)

Because impact hammering is only proposed for final setting of jetted concrete piles and potentially timber piles, should the Sportfishing Pier be replaced/reconstructed, it is not expected that the strikes will reach high counts. For concrete piles that are initially jetted, a daily blow count has been liberally assumed to be 1,000 blows. For wood pilings that cannot be jetted to near final tip elevation, a blow counts of 1,000 blows has also been assumed. These blow counts used in this analysis are believed to be high estimates counts for the construction required. Based on the formula for SEL cumulative, the SEL would be increased

by up to 30 dB over the course of the construction day. This is reflected in the table below. As such, the cumulative SEL would not exceed the potential fish injury threshold and impacts would be considered less than significant. This applies to broomtail grouper as well as other fish species.

Table 3.3-4: Pile Driving Harassment Distance

Project Element Pile Type	Pile Driving Methods	Average Sound Level (dB_{RMS}) at 10-meters[1]	Level A (190 dB_{RMS}) Distance (meters)	Level B (160 dB_{RMS}) Distance (meters)[5]	Peak SPL (206 dB peak	SEL_{cum} (187 dB)
Horseshoe Pier 18"-dia. coated steel piles	Vibratory hammer	>163 and <169[2]	~~Not expected to be achieved (>185 dBRMS)~~ No Exceedance	>12 and <16	196	NA
Pedestrian Bridge ≥18"-dia. coated steel piles	Vibratory hammer	>155 and <169[3]	~~Not expected to be achieved (>185 dB_{RMS})~~ No Exceedance	>3 and <16	196	NA
Sportfishing Pier ~11" dia. treated timber piles	Impact hammer	~160[4]	~~Not expected to be achieved (~176 dB_{RMS})~~ No Exceedance	10 meters	182	187[4]
Small Craft Boat Ramp >18" dia. prestressed concrete pile	Jetted and impact hammer to set	>166	~~Not expected to be achieved (>182 dB_{RMS}~~) No Exceedance	>14 meters	185	184
Basin 3 Marina 16" square prestressed concrete pile	Jetted and impact hammer to set	165-173	~~Not expected to be achieved (≥189 dBRMS)~~ No Exceedance	13-18 meters	184	<184

[1] Reference sound data from Caltrans (2007 updated 2012)
[2] sound data are from bracketing pile sizes of 16-inch and 20-inch steel piles. RMS calculated by L_{eq} 1-sec for vibratory noise sources
[3] sound data are from bracketing pile sizes of 13-inch and 20-inch steel piles. RMS calculated by L_{eq} 1-sec for vibratory noise sources
[4] sound data is for 12-14" dia. piles and thus is an over-estimate of anticipated sound generation
[5] distances are calculated assuming water depth of 5 meters

The calculated distances from hammer driven piles at which Level B harassment take may occur is very limited for all piles being driven and the methods being used. However, as shown in Table 3.3-4, above, Level B harassment take could occur if marine mammals are within the immediate area from piles being driven (within 32 to 59 feet [10 to 18 meters] depending upon the pile type and driving method) at the time full hammer energy is released. This harassment take is anticipated to result in avoidance behavior rather than injury to the animals. During construction, marine mammals would be expected to voluntarily move away from the area due to the presence of noise and human activity. However, if they are present during construction, there would be potential for impacts related to mortality or injury from contact with construction equipment. In addition, potential effects, including behavioral effects and effects on hearing, could occur from the noise of pile driving activities if marine mammals are nearby. Vibration from pile-driving could result in disturbance (Level B harassment) to marine mammals (particularly harbor seals and sea lions), in the vicinity of pile-driving operations. This would be a significant impact.

Section 3.3.4.3.2, Page 3.3-44

Replace Table 3.3-5 with the following table:

Table 3.3-5: Summary of Exposure of Water or Increase in Surface Cover for Each Project Element Under Various Redondo Beach Marina in Basin 3 and Sportfishing Pier Options

Project Element	Surface Cover Net Change ft^2 (m^2)	
	With Basin 3 – Fewer Slips	**With Basin 3 – Similar Slips**
With Replacement of Sportfishing Pier		
Bulkhead Repair	0	0
Small Craft Boat Launch Ramp (ramp/floats only)	+2,734.7 (+254.1)	+2,734.7 (+254.1)
Sportfishing Pier (Remove/Replace)	0	0
Seaside Lagoon[a]	0	0
Basin 3 – Fewer Slips than Existing	-4,573.9 (-424.9)	NA
Basin 3 – Similar Slips to Existing	NA	-1,427.7 (-132.6)
Horseshoe Pier	0	0
Pedestrian Bridge	+4,065.6 (+377.7)	+4,065.6 (+377.7)
Total (with Removal/Replacement of Sportfishing Pier)	**+2,226.4 (+~~678.6~~ *206.8*)**	**+5,372.6 (+~~1,637.6~~ *499.1*)**
Total with Removal and No Replacement of Sportfishing Pier		
Sportfishing Pier Removal	-7,290.0 (-677.3)	-7,290.0 (-677.3)
Total (With Removal of Sportfishing Pier)	**-5,063.6 (-~~1,543.4~~ *470.4*)**	**-1,917.4 (-~~584.4~~ *178.1*)**

Notes:
a. The opening of Seaside Lagoon would result in the creation of 8,107.6 square feet of new open water by the removal of a portion of the existing breakwater, and it is not included in the table because it is not considered exposure of surface water (i.e., it is not considered a reduction of surface coverage).

Section 3.3.4.3.2, Page 3.3-49 (and pages 3.3-3 and 3.3-66 where the subject mitigation measure also appears in the section)

Mitigation measure MM-BIO-2 is modified as follows to provide certain clarifications regarding implementation of the measure:

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.

[1] The Walker Scale for assessment of California Grunion (*Leuresthes tenuis*) spawning runs, developed by K. Martin, M. Schaadt and S. Lawrenz-Miller, is named for Boyd Walker, whose pioneering research provided the scientific basis for understanding the periodicity of *L. tenuis* spawning runs in California. Scale increases exponentially with greater numbers of fish, greater area involved, and increased duration of the run.

3.2.8 Section 3.4 Cultural Resources

Summary, Page 3.4-2

Revise mitigation measure MM CUL-1 as follows to clarify the properties affected:

MM CUL-1: Recordation:

Prior to the issuance of any project related demolition or grading permits, the applicant shall prepare comprehensive documentation of the significantly impacted historic resources~~theproperty~~, including all features previously identified as contributive to its historic character. The project-specific historical resources identified as meeting the eligibility criteria for City of Redondo Beach Landmark designation (although there is no official designation) are:

• Sportfishing Pier (including buildings)

• 208-210 Fisherman's Wharf (Tony's On The Pier and its companion building, Tony's Hats 'N Things)

• Redondo Beach Pier Complex (includes the timber portion of the Horseshoe [Municipal] Pier and the Monstad Pier)

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.

Figure 3.4-2, Page 3.4-24

On Figure 3.4-2, revise the title of The Village/Seascape as follows:

110~~140~~-696 The Village/Seascape

Section 3.4.2.1.3.1, Page 3.4-33

Under the header 'Adjacent to the Project Site (Indirect APE),' at the top of page 3.4-33, revise the header for The Village/Seascape as follows:

110~~140~~-696 The Village/Seascape

Section 3.4.4.3.2, Table 3.4-2, Page 3.4-49

In Table 3.4-2, under *Direct APE*, revise the date of construction (third column) for Kincaid's and under Indirect APE, clarification as to the original date of construction associated with Redondo Beach Hotel, as follows:

Address	Common Name	Date of Construction
Direct APE		
500 Fisherman's Wharf	Kincaid's	1996~~1986~~
Indirect APE		
400 N. Harbor Drive	Redondo Beach Hotel	1978 (major renovations completed 2015)

Section 3.4.4.3.2, Page 3.4-63

Under the header 'Indirect APE (Adjacent to Project Site),' near the center of page 3.4-63, revise the header for The Village/Seascape as follows:

110~~140~~-696 The Village/Seascape

Section 3.4.4.3.2, Page 3.4-65

Revise mitigation measure MM CUL-1 as follows to clarify the properties affected:

MM CUL-1: Recordation:

Prior to the issuance of any project related demolition or grading permits, the applicant shall prepare comprehensive documentation of the significantly impacted historic resources ~~the property~~, including all features previously identified as contributive to its historic character. The project-specific historical resources identified as meeting the eligibility criteria for City of Redondo Beach Landmark designation (although there is no official designation) are:

• Sportfishing Pier (including buildings)

• 208-210 Fisherman's Wharf (Tony's On The Pier and its companion building, Tony's Hats 'N Things)

• Redondo Beach Pier Complex (includes the timber portion of the Horseshoe [Municipal] Pier and the Monstad Pier)

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.

Section 3.4.4.6, Page 3.4-76

Revise mitigation measure MM CUL-1 as follows to clarify the properties affected:

MM CUL-1: Recordation:

Prior to the issuance of any project related demolition or grading permits, the applicant shall prepare comprehensive documentation of the significantly impacted historic resources ~~the property~~, including all features previously identified as contributive to its historic character. The project-specific historical resources identified as meeting the eligibility criteria for City of Redondo Beach Landmark designation (although there is no official designation) are:

• Sportfishing Pier (including buildings)

• 208-210 Fisherman's Wharf (Tony's On The Pier and its companion building, Tony's Hats 'N Things)

• Redondo Beach Pier Complex (includes the timber portion of the Horseshoe [Municipal] Pier and the Monstad Pier)

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.

3.2.9 Section 3.5 Geology and Soils

Section 3.5.4.4, Page 3.5-34

Based on the comments received from the City of Hermosa Beach (Comment AL001-7), the discussion of potential subsidence impacts is expanded as follows:

Subsidence

The degree of earthquake-induced ground subsidence for unsaturated sands was estimated. Seismic shaking-induced ground subsidence of approximately three to six inches may occur within existing soil due to the placement and compaction of new fill soil. The seismic

settlement in unsaturated dry soil is considered minimal and settlement negligible since the groundwater level at the project site is high.

The project would not induce an offshore landslide or result in increased subsidence. King Harbor's North Breakwater was raised to a crest elevation of +22 feet between Mole A and its first 3,600 feet of length in 1964. The remaining 1,600 feet of breakwater length to the end was left at its original 1958 crest height of +14 feet MLLW. The breakwater has experienced a number of damaging storms including the disastrous 1983 and 1988 events. Condition surveys of the breakwater conducted after 1985 indicated that the crest elevations of the two sections varied from about +19 to +22 and +10 to +12 feet MLLW, respectively. Before the breakwater was renovated in the early 1990s, the lower section was damaged from storms. After the 1988 storm, the low breakwater section was severely damaged.

Section D-2.3.3 (Geotechnical Evaluation Appendix) of the March 1988 US Army Corps of Engineers (USACE) Feasibility Report for King Harbor states:

> "No significant land subsidence has been recorded in the King Harbor vicinity. Land subsidence in the Los Angeles Basin is most often associated with fluid extraction. The project is not located near any major oil fields, and groundwater levels surrounding the harbor may be expected to remain near sea levels; consequently no subsidence is expected in the future." (USACE, Los Angeles District, 1988. Feasibility report, storm damage reduction, Redondo Beach-King Harbor area, Los Angeles County, Final, March 1988.).

Section D-4.1 of the Appendix to the USACE Report further states:

> "The foundation materials of both breakwaters were sampled in October 1954, in preparation for the Phase I Design Memorandum. The breakwaters are supported by the ocean floor at elevations ranging from mean lower low water to 50 feet below this datum. The foundation materials are a fine to medium grained sand, gravelly sand, and silty sand with shells.…There is no apparent settlement of either breakwater crest nor is there any observed slumping of the slopes. "

The distress of the North Breakwater reported in the March 1988 report is likely the result of cumulative storm wave damage and from the 1983 storm i.e. not caused by settlement/subsidence. The USACE survey data suggests that there has been no significant subsidence along the 1964 breakwater section.

As the breakwater and the piers at the entrance of Basin 3 are within Waters of the US, offshore project-related improvements occurring nearby would be designed to meet USACE standards and standard engineering requirements, which would consider the site conditions, including potential for subsidence. The design- and project-specific geotechnical evaluation(s), engineering analysis and plans submitted to the City's Building and Safety Division during the design phase would include recommendations and specific conditions that are project site-specific. As part of the Conditional Use Permit process, the City is proposing Conditions of Approvals, which would require, prior to the issuance of building permits, the City's Building and Safety Division to incorporate the recommendation and conditions from the design and project-specific geotechnical evaluation(s), engineering analysis, and any additional recommendations that come out of this review. (See COA GEO-1 through GEO-3.) This would include consideration and engineering design to address the potential for subsidence. This process is consistent with the development process for all projects in the

City, wherein, final engineering designs are provided for City review to ensure compliance with geotechnical requirements and building codes.

Installation of piles associated with waterside construction (e.g., piers, docks/gangways, bridge piles, and the ramp) may be implemented using traditional pile driving, pile jetting, or a combination of the two. Piles jetting utilizes a carefully directed and pressurized flow of water to assist in pile placement. The application of a concentrated jet of water at the pile tip disturbs a ring of sub-grade soils directly beneath it. The jetting technique liquefies the soils at the pile tip during pile placement, reducing the friction and interlocking between adjacent sub-grade soil particles around the water jet. This greatly decreases the bearing capacity of the soils below the pile tip, causing the pile to descend toward its final tip elevation with much less soil resistance, largely under its own weight. If the jetting technique were used, a hammer or traditional pile driver would be used to finish the last five feet of pile setting. Whether traditional, jetting or a combination of both is used, the placement of the piles have a small/localized area of soil disturbance and would not result in offshore landslides or subsidence. As for the proposed breakwater at Mole C (for the boat ramp), there would be no pile driving associated with its construction. The breakwater would be constructed using a clamshell crane on a derrick barge loaded with rocks. The crane would place each rock starting with the ones on the harbor bottom and building up the breakwater (from bottom upwards). No soil disturbance that would result in offshore landslides would occur.

Offshore subsidence or landsides are caused by significant ground or very deep-seated acceleration (such as from an earthquake), and not from the proposed pile driving activities associated with the nearshore project elements, which are localized. It is also noted that the existing pier piles have been maintained over the years (most recently by the jetting process described above) and there is no evidence of offshore subsidence or landsides due to the waterside activity to maintain them. In the early 1990s, after the 1988 fire destroyed the northern and center portions of the Horseshoe Pier, the damaged portions of the pier (about three fourths of the pier) was reconstructed with a concrete deck. The rebuilding of the damaged portion of the pier included numerous 20-inch diameter precast prestressed concrete piles set by traditional pile driving. No evidence of offshore or landsides due to this extensive pile driving effort was found.

~~Therefore~~Based on the above, subsidence hazards are not likely and impacts would be less than significant.

3.2.10 Section 3.6 Greenhouse Gas Emissions

There are no modifications associated with this section.

3.2.11 Section 3.7 Hazards and Hazardous Materials

There are no modifications associated with this section.

3.2.12 Section 3.8 Hydrology and Water Quality

Section 3.8.4.2, Page 3.8-53

The following text is added at the end of the thresholds of significance discussion to reflect the fact that evaluation of a project's impacts under CEQA is based on changes to the existing physical conditions that are caused by the project:

It should be noted that, under CEQA, determining the significance of a project's impacts is based upon a comparison of changes to the existing physical conditions caused by the project, (CEQA Guidelines Section 15125(a), 15126.2(a) ["An EIR shall identify and focus on the significant environmental effects of the proposed project…the Lead Agency shall normally limit its examination to changes in the existing physical conditions in the affected area as they existing at the time the notice of preparation is published."].) In the case of potential water quality impacts associated with the project, it is acknowledged that the Santa Monica Bay is currently an impaired water body; however, it is not within the scope or responsibility of the proposed project to mitigate that existing condition. Rather, the impact to be addressed is what change to the existing physical conditions (i.e., the project baseline) would occur from implementation of the project. (See *Watsonville Pilots Association v. City of Watsonville* (2010) 183 Cal. App. 4th 1059 ["The FEIR was not required to resolve the [existing] overdraft problem, a feat that was far beyond its scope."].)

3.2.13 Section 3.9 Land Use and Planning

Figure 3.9-2, Page 3.9-8

As part of the City's negotiations with the California State Lands Commission, and as part of the vesting tentative tract map for the project, the Tidelands Trust designated parcel within the northern portion of the project site, which generally includes the current Samba's restaurant and related parking, would be modified. A portion of the Tidelands Trust parcel (shown in blue on the Tidelands Exchange figure), an approximate 0.28 acre area along the water's edge at Mole D, would remain in the Tidelands Trust (e.g., there would remain a blue area along the water's edge). This modification to the proposed land exchange would not affect the physical layout or operation of the project.

Section 3.9.4.3.2, Page 3.9-29

The first paragraph under Public Trust Doctrine I has the following corrections:

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

Section 3.9.4.3.2, Page 3.9-56

Table 3.9-7 is revised, as follows, to deduct the square footage of the P-PRO zone (RBMC §10-5.1117) from the 400,000 sf development cap based on the fact that, pursuant to RBMC § 10-5.813(a), "…cumulative development in all *CC coastal commercial zones* [emphasis added] shall not exceed a net increase of 400,000 square feet of floor area…" and P-PRO does not fall within CC coastal commercial zones:

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

	Existing Square Footage on April 22, 2008 in the Coastal Commercial Zones	Completed/Under Construction/ Proposed After April 22, 2008 in the Coastal Commercial Zones	Net New within the Coastal Commercial Zones	Balance
				400,000
Harbor Patrol	1,728	4,430	2,702	397,298
Shade Hotel	13,211	47,520	34,309	362,989
Proposed Project	**~~233,~~826 231,713**	**~~523,939~~ 507,501**	**~~290,113~~ 275,788**	
Total			**~~327,124~~ 312,799**	**~~72,876~~ 87,201**

3.2.14 Section 3.10 Noise

Section 3.10.4.1, Page 3.10-21

Second paragraph under Construction Related Traffic Noise is revised as follows:

Haul trucks are anticipated to access the project site primarily from the Interstate (I)-405 freeway via Torrance Boulevard and Hawthorne Boulevard (See Figure 2-24 in Chapter 2 Project Description). Heavy loads (commercial vehicle having a fully laden weight of 20,000 pounds or more) would be prohibited from using 190th/Anita/Herondo Street between Pacific Coast Highway and Anza Avenue~~Beryl Street~~ and would need to use Artesia Boulevard to Pacific Coast Highway or Hawthorne Boulevard to Torrance Boulevard. It is anticipated that construction debris would be hauled to Gardena or Rialto.

Section 3.10.4.3, Page 3.10-26

The first paragraph is revised to provide clarification:

As described above in Section 3.10.4.1, the nature and level of service and loading activities at the project site are not anticipated to substantially change from those of existing conditions and, for the most part, the locations of service and loading areas proposed within the project site are removed from noise sensitive receptors and shielded by intervening buildings. The one potential exception is the service and loading proposed in the southern portion of the site near the hotel and parking structure, which would be located approximately 150 feet from the nearest sensitive receptor (i.e., residential condominiums located directly east of the project site). Trucks accessing this service and loading area could include a combination of heavy- and medium-duty trucks with noise levels ranging from 71 to 79 dBA Leq at 50 feet.[1] Back-up safety alarms would generate a single event noise level of approximately 79 dBA at 50 feet.[2] Noise levels at a distance of 150 feet would range from approximately to 61.5 to 69.5 dBA, based on a sound fall-off (natural attenuation) rate of 6 dB per doubling of distance. This noise level estimate is conservative in that it does not account for elevation differences

[1] California Department of Transportation, *Technical Noise Supplement*, October 1998.

[2] The back-up safety alarm noise level was based on regulations set forth by the Occupational Safety and Health Administration.

between the noise source and noise receptor, which would provide for some noise reduction due to natural shielding. In the case of the proposed project, the base of the nearest noise sensitive receptor is located approximately 48 feet above that of the loading dock and service bay area, and would be shielded by an intervening 42-foot high retaining wall, which provide an estimated 10+ dB of noise reduction. The loading dock would be situated at the back of an 80-foot deep area with sidewalls and a roof that extend the length of the area, and would include a sliding or roll-down door that would serve to fully enclose the subject activity area. Such a design typically provides a noise reduction of 15 to 20+ dB when closed. The noise sensitive receptor (i.e., residential development) to the east of the proposed service and loading area is zoned for medium density multi-family (RMD) use, at which, based on Table 3.10-4, the maximum permissible noise level during daytime hours (7:00 AM to 10:00 PM) is 55 dBA Leq and during nighttime hours (10:00 PM to 7:00 AM) is 50 dBA Leq. The estimated project-related noise level of less than 44.5 dBA would be below both the daytime and the nighttime thresholds; hence, the impact would be less than significant. It should be noted that the provision of this service and loading facility within an area designated and specifically designed for that purpose would be an improvement over existing conditions where delivery trucks serving the project site often park curbside on the Torrance Circle to the south, consequently exposing existing noise sensitive receptors located to the east (i.e., residences) and south (i.e., Veterans Park) to periodic noise exposure that cannot be shielded.

Section 3.10.4.3, Pages 3.10-32, 3.10-35, 3.10-38 and 3.10-39

Tables 3.10-9, 3.10-11 and 3.10-12 have been modified to provide additional or updated information regarding roadway noise level changes on Herondo Street at Pacific Coast Highway and on Artesia Boulevard east of Prospect Avenue.

Table 3.10-9: Roadway Noise Level Changes Due to Project Operations-Related Traffic

Roadway	Nearest Noise Monitoring Location[1]	Estimated Existing CNEL (dBA)[2]	Existing ADT[3]	Existing + Project ADT[4]	Project-Related Change in CNEL (dB)[5]	Significance threshold in CNEL (dB)[6]	Does Project Increase Exceed Allowable Increase?
Beryl St. east of Harbor Dr. (between Project Site and Catalina Ave.)	1	58	12,867	11,656	-0.4	3	No
Harbor Dr. south of Portofino Way[7]	1	58	7,263	12,330	+2.3	3	No
Torrance Blvd. between Project Site and Catalina Ave.	7	60	5,869	16,083	+4.4	2	***Yes***
Torrance Blvd. between Catalina Ave. and Francisca	7	60	22,616	23,573	+0.2	2	No
Catalina Ave. north of Beryl St.	8	61	18,340	20,440	+0.5	2	No

Catalina Ave. south of Beryl St.	9	67	19,683	17,182	-0.6	1	No
Pacific Coast Highway north of Herondo St.	11	71	52,500[8]	54,000	+0.1	1	No
Herondo St. east of Pacific Coast Highway	10	67	17,011	18,478	+0.4	1	No
Herondo St. west of Pacific Coast Highway	10	67	14,333	15,766	+0.4	1	No
Artesia Blvd. east of Prospect Ave.	12	69	24,544[9]	24,700[10]	+0.03	1	No

Source: CDM Smith, 2015

Notes:

1. See Figures 3.10-1a and 3.10-1b

2. See Table 3.10-2

3. ADT – Average Daily Traffic

4. Project ADT estimated based on PM Peak Hour traffic, which represents approximately nine percent of the ADT, as determined through traffic counts in the local area, and the distribution of project-related traffic onto the local roadway system, as determined through the traffic modelling analysis completed for the project.

5. Increase in CNEL based on 10 LOG ([Project-related ADT + Existing ADT]/Existing ADT)

6. Allowable increase in CNEL based on Table 3.10-7

7. In conjunction with analysis of the Project's operations-related traffic and resultant changes in noise levels on Harbor Drive south of Portofino Way, consideration was also given to operations-related traffic on Portofino Way west of Harbor Drive; however, it was determined that the vast majority (i.e., approximately 97 percent) of the Project's operations-related traffic would affect only the first 400+/- feet of that road segment, taking access to/from the parking garage and new main street located immediately west of Harbor Drive. It is estimated that there would only be a maximum of 12 vehicle trips occurring on the remaining portion of Portofino Way during the PM peak hour, specifically as related to travelling to/from the boat ramp. Those 12 trips related to the boat ramp usage would be more than offset by elimination of the existing 62 PM peak hour trips associated with Joe's Crab Shack, which would be replaced by the boat ramp facility under the proposed project. As such, project-related vehicle traffic noise along that segment of Portofino Way near Ambient Noise Monitoring Location No. 2, relative to potential liveaboards in Basin 2, would represent a reduction compared to existing conditions. Even without the elimination of Joe's Crab shack trips, such a minimal number of trips would not result in a significant noise impact.

8. Based on 2013 Caltrans traffic data for PCH between Pier Ave and Aviation Blvd

9. Based on PM Peak Hour traffic counts taken in September 2014, with the ADT estimated based on an assumption that PM peak hour traffic constitutes approximately nine percent of the ADT.

10. Based on a very conservative "worst-case" assumption that all of the project-related PM peak hour traffic heading northbound on Pacific Coast Highway, which is estimated to be approximately 20 percent of the project's trip distribution for that time at Intersections 38, 39, and 40, as shown on Figure 3 in Appendix X-2 of the Project Transportation Impact Study (DEIR Appendix L-1) turns eastbound onto Artesia Boulevard. As indicated in Table 3.13-11: Project Trip Generation Estimates of the Draft EIR, the total net new PM Peak Hour trips associated with the project would be 782, at which 20 percent of that would be 156 trips.

Table 3.10-11: Roadway Noise Level Increases Due to Project Construction-Related Traffic

Roadway	Nearest Noise Monitoring Location[1]	Estimated Existing CNEL (dBA)[2]	Existing ADT[3]	Existing + Worst-Case Construction Traffic ADT[4]	Construction-Related Increase in CNEL (dB)[5]	Allowable Increase in CNEL (dB)[6]	Does Project Increase Exceed Allowable Increase?
Beryl St. east of Harbor Dr.	1	58	12,867	14,762	0.6	3	No
Harbor Dr. south of Portofino Way	1	58	7,263	9,158	1.0	3	No
Torrance Blvd. between Project Site and Catalina Ave.	7	60	5,869	7,764	1.2	2	No
Torrance Blvd. between Catalina Ave. and Francisca	7	60	22,616	24,511	0.3	2	No
Catalina Ave. north of Beryl St.	8	61	18,340	20,235	0.4	2	No
Catalina Ave. south of Beryl St.	9	67	19,683	21,578	0.4	1	No
Pacific Coast Highway north of Herondo Street	11	71	52,500[7]	54,395	0.1	1	No
Herondo St. east of Pacific Coast Highway	10	67	17,011	18,906	0.5	1	No
Herondo St. west of Pacific Coast Highway	10	67	14,333	16,228	0.5	1	No
Artesia Blvd. east of Prospect Ave.	12	69	24,544[8]	26,439	0.3	1	No

Source: CDM Smith, 2015 and 2016

Notes:

1. See Figures 3.10-1a and 3.10-1b
2. See Table 3.10-2
3. ADT – Average Daily Traffic
4. Assumes all 1,895 of the peak construction-related trips occur on subject roadway link
5. Increase in CNEL based on 10 log ([Construction-related ADT + Existing ADT]/Existing ADT)
6. Allowable increase in CNEL based on Table 3.10-7
7. Based on 2013 Caltrans traffic data for PCH between Pier Ave and Aviation Blvd
8. Based on PM Peak Hour traffic counts taken in September 2014, with the ADT estimated based on an assumption that PM peak hour traffic constitutes approximately nine percent of the ADT.

Table 3.10-12: Roadway Noise Level Changes Due to Future Cumulative Traffic

Roadway	Existing ADT	Future Cumulative ADT - With Project	Change from Existing CNEL (dB) for Future Cumulative With Project	Allow-able Increase (dB)	Does Cumulative Change in CNEL With Project Exceed Allowable Increase?	Future Cumulative ADT – Without Project[4]	Change from Existing CNEL (dB) for Future Cumulative Without Project	Does Cumulative Change in CNEL Without Project Exceed Allowable Increase?	Is Project's Contribution to Change in CNEL Cumulatively Considerable?
Beryl St. east of Harbor Dr. (between Project Site and Catalina Ave.)	12,867	11,834	-0.4	3	No	13,134	+0.1	No	No
Harbor Dr. south of Portofino Way	7,263	12,563	+2.4	3	No	7,407	+0.1	No	No
Torrance Blvd. between Project Site and Catalina Ave.	5,869	16,383	+4.5	2	Yes	6,026	+0.1	No	Yes
Torrance Blvd. between Catalina Ave. and Francisca	22,616	24,759	+0.4	2	No	23,802	+0.2	No	No
Catalina Ave. north of Beryl St.	18,340	21,773	+0.7	2	No	18,684	+0.1	No	No
Catalina Ave. south of Beryl St.	19,683	20,784	+0.5	1	No	20,494	+0.2	No	No
Pacific Coast Highway north of Herondo Street	52,500[7]	55,488	+0.2	1	No	53,988	+0.1	No	No
Herondo St. east of Pacific Coast Highway	17,011	19,000	+.05	1	No	17,533	+0.1	No	No

Herondo St. west of Pacific Coast Highway	14,333	18,444	+.04	1	No	14,889	+0.2	No	No
Artesia Blvd. east of Prospect Ave.	24,544	25,145[2]	+.01	1	No	24,989[1]	+.01	No	No

Source: CDM Smith, 2015 and 2016

Note

1. Based on PM Peak Hour traffic counts taken in September 2014, with the ADT estimated based on an assumption that PM peak hour traffic constitutes approximately nine percent of the ADT, and increased to 2019 cumulative conditions based on an annual growth rate 0.36 percent, as was also assumed for cumulative traffic conditions for the intersections within the traffic analysis study area.

2. Based on a very conservative "worst-case" assumption that all of the project-related PM peak hour traffic heading northbound on Pacific Coast Highway, which is estimated to be approximately 20 percent of the project's trip distribution for that time at Intersections 38, 39, and 40, as shown on Figure 3 in Appendix X-2 of the Project Transportation Impact Study (DEIR Appendix L-1) turns eastbound onto Artesia Boulevard. As indicated in Table 3.13-11: Project Trip Generation Estimates of the Draft EIR, the total net new PM Peak Hour trips associated with the project would be 782, at which 20 percent of that would be 156 trips.

3.2.15 Section 3.11 Public Services

There are no modifications associated with this section.

3.2.16 Section 3.12 Recreation

There are no modifications associated with this section.

3.2.17 Section 3.13 Traffic and Transportation

SUMMARY to Section 3.13 – Page 3.13-3

Add clarification to mitigation measure MM TRA-2, which provides a possible location for replacement parking that is the general geographic area, as follows:

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 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, which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive. 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.

SUMMARY to Section 3.13 – Beginning Page 3.13-5

The Traffic and Transportation analysis is modified as follows to reflect the deletion of mitigation measure MM TRA-7 Parking Management Plan, which was removed based on further analysis using a methodology set forth by the Urban Land Institute (ULI) that better accounts for the parking demands of a mixed-use development, such as the proposed project, whereby the overall parking supply of a mixed-use development would be shared between complimentary uses (i.e., parking needed for retail uses could be shared with, and accommodated by, the parking supply allocated for office uses during off-business hours), the parking supply planned for the proposed project would be more than sufficient to meet the anticipated demands. More specifically, a shared parking analysis completed for the proposed project concluded that supply was more than sufficient for demand. Therefore, based on the shared parking analysis, which is considered to be more applicable to, and representative of, the proposed project's parking characteristics, the parking impacts of the project would be less than significant.

In addition, the portion of mitigation measure MM TRA-7 regarding the promotion of alternative transportation modes as an option for reducing on-site parking demands is now set forth as a separate Condition of Approval. Following are revisions to the SUMMARY section of Section 3.13, beginning on page 3.13-2:

Parking: The waterfront area is currently under-utilized with large expanses of surface parking lots surrounding isolated uses. The proposed project would better utilize the waterfront space through consolidated parking and expanded commercial and recreational opportunities and would substantially enhance the pedestrian-oriented nature of the waterfront through street-facing developments, expanded pedestrian pathways, high-quality pedestrian crossings, and other pedestrian-oriented elements such as lighting, signage, and benches. Implementation of the proposed project includes the removal of the surface parking lot in the northern portion of the project site, as well as the replacement of the existing Pier Parking Structure in the southern portion of the project site. A new parking structure is proposed in the northeast corner of the project site (near Harbor Drive and Portofino Way), parking for vehicles/trailers associated with the new small craft boat launch ramp facility, and a minor amount of parking along the new main street (also in the northern portion of the project site). Based on Redondo Beach Municipal Code (RBMC) demand factors (which are conservative in nature) by land use, there would be a shortfall in parking spaces~~;~~. ~~h~~However, based on further analysis using a methodology set forth by the Urban Land Institute (ULI) that better accounts for the parking demands of a mixed-use development, such as the proposed project, whereby the overall parking supply of a mixed-use development would be shared between complimentary uses (i.e., parking needed for retail uses could be shared with, and accommodated by, the parking supply allocated for office uses during off-business hours), the parking supply planned for the proposed project would be more than sufficient to meet the anticipated demands. More specifically, a shared parking analysis completed for the proposed project concluded that supply was more than sufficient for demand. Therefore, based on the shared parking analysis, which is considered to be more applicable to, and representative of, the proposed project's parking characteristics, the parking impacts of the project would be ~~conservative estimate of parking using the demand factors the shortfall is considered significant impact. To address that impact, the following parking management plan is recommended as a mitigation measure, which would reduce the impact to a level that is~~ less than significant.

The Conditions of Approval would be applied to the implementation of the project through the project plans and the approval process. The City is proposing the following Condition of Approval as part of its Conditional Use Permit procedures:

Condition of Approval:

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.

~~**MM TRA-7: Parking Management Plan**~~

~~A Parking Management Plan (PMP) shall be prepared to ensure the project site provides parking to meet demand using Urban Land Institutes (ULI) methodology. The minimum number of parking spaces for a mixed-use development or where shared parking strategies are proposed shall be determined by a study prepared by the applicant following the procedures of the ULI Shared Parking Report, Institute of Transportation Engineers (ITE) Shared Parking Guidelines, or other approved procedures. As part of the PMP, the following additional measures shall be considered as part of an overall program to meet two primary objectives that have been established with regard to the management of parking facilities at the project site, which are:~~

~~1. Provide sufficient parking on-site to meet the parking demands generated by the proposed project.~~

~~2. Support trip and emission reduction goals and encourage and support alternative transportation by implementing a Transportation Demand Management (TDM) program.~~

~~Parking measures may include, but are not limited to controls to reduce parking demand, such as a shared parking plan, alternative parking methods, satellite parking for employees during peak periods, and support of TDM measures (such as promoting alternative transportation modes). Specific potential mitigations are described as follows:~~

~~a. Shared Parking Plan: A Shared Parking Plan shall be prepared by a qualified transportation/parking engineer to the satisfaction of the City, and shall demonstrate justification for the parking plan to meet the parking requirements of the project as approved. The Shared Parking Plan would propose parking to be shared between two or~~

~~more uses within the project site, as allowed under Section 10-5.1706(d) of the RBMC. The Shared Parking Plan shall detail how a lower total number of parking spaces would provide adequate parking for these uses.~~

~~b. Alternative Parking Methods: An alternative parking method includes but is not limited to tandem and valet parking of vehicles to be parked in tandem provided that attendants to move vehicles are available at all times that the parking area using tandem parking is open for use. If the attendant requirement is met, each tandem stall shall constitute the number of parking spaces equivalent to the number of cars it can accommodate.~~

~~c. Provide Satellite Parking. Parking shortfalls during peak periods would be reduced if employees parked elsewhere and walked or were shuttled to the project site. Satellite parking would be initiated during peak periods, the parking location would have to be readily identifiable to employees, and shuttle service would have to be timely and convenient. Implementation of this mitigation is complicated by the need to locate a source of available parking during the critical periods. This parking would have to be located outside the study area and would have to be designated for employee use during the peak periods.~~

~~d. Promote Alternative Transportation Modes for Employees and Patrons: 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.~~

Congestion Management Program (CMP) Impacts: Project-related trips would affect the following CMP intersections:

- Intersection 26: PCH & Torrance Boulevard
- Intersection 36: PCH & Palos Verdes Boulevard

CMP impacts at Intersection 26 (PCH & Torrance Boulevard) would be less than significant, and although impacts at Intersection 36 (PCH & Palos Verdes Boulevard) would be significant during the PM peak hour, the impact can be reduced to a level that is less than significant with implementation of mitigation measure MM TRA-6.

Implementation of the proposed project would improve pedestrian and bicycle facilities and access within the project site; no significant impacts would occur.

Development of the proposed small boat launch ramp and associated breakwater could pose a potentially significant safety hazard relative to boats at the launch ramp and personal recreational watercraft (e.g., paddle craft, kayaks, and peddle boats) to/from the nearby hand launch area operating in close proximity, being somewhat confined by the breakwater.

MM TRA-7~~8~~: 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 implementation of mitigation measure MM TRA-7~~8~~ would reduce the safety hazard to less than significant.

Section 3.13.4.1.1, Page 3.13-43

Clarification has been added at the end of the discussion of "Trip Distribution," as follows:

Trip Distribution

Two model sources were reviewed in the preparation of a trip distribution pattern for the operation of the proposed project. The Redondo Beach Traffic Model (RBTM) developed for *the Redondo Beach Circulation Element* was used to run a select zone analysis for the TAZ containing the proposed project, in order to evaluate the roadway distribution and assignment of proposed project trips. The SCAG 2012 RTP Travel Demand Model was also used to run a select zone analysis of the project TAZ to evaluate the roadway distribution and assignment of proposed project trips. The SCAG model iteratively assigns traffic until it is optimally distributed over the roadway network. This assignment process accounts for congested travel time on roadways and iteratively assigns trips until equilibrium is reached (e.g. no trips can be assigned to a quicker route than the route they are assigned. Based on the two select zone assignment analyses, a trip distribution pattern was developed, which took into account the model distribution patterns, as well as the hierarchy of streets in the study area, areas of known congestion, and expected travel patterns of the proposed project based on the economic feasibility study completed for the project. Separate model runs were prepared both with and without the proposed Pacific Avenue Reconnection to evaluate how proposed project traffic and background traffic is expected to shift with this additional roadway segment. Figures 3 and 12 in Appendix L1 (X-2) of this Draft EIR illustrate the intersection project distribution pattern at study intersections for the proposed project and for Alternative 5 (No Pacific Avenue Reconnection)

Additionally, the Market Feasibility Analysis Study (AECOM, 2015) was reviewed to determine the market area for the operation of the proposed project. The study concluded that up to 80 percent of the proposed project's sales are expected to come from daytime workers

and residents living within eight to nine miles of the project site. The trip distribution pattern for the proposed project reflects this geographic concentration of project trips.

More detailed trip distribution information is also included in the Draft EIR Appendix L1 (including its Appendix X-2 titled "Peak Hour Turning Movement Volumes & Intersection Lane Configurations).

Section 3.13.4.3, Beginning Page 3.13-66

The Traffic and Transportation analysis is modified as follows to reflect the deletion of mitigation measure MM TRA-7 Parking Management Plan, which was removed based on further analysis using a methodology set forth by the ULI that better accounts for the parking demands of a mixed-use development, such as the proposed project, whereby the overall parking supply of a mixed-use development would be shared between complimentary uses (i.e., parking needed for retail uses could be shared with, and accommodated by, the parking supply allocated for office uses during off-business hours), the parking supply planned for the proposed project would be more than sufficient to meet the anticipated demands. More specifically, a shared parking analysis completed for the proposed project concluded that supply was more than sufficient for demand. Therefore, based on the shared parking analysis, which is considered to be more applicable to, and representative of, the proposed project's parking characteristics, the parking impacts of the project would be less than significant.

In addition, the portion of mitigation measure MM TRA-7 regarding the promotion of alternative transportation modes as an option for reducing on-site parking demands is now set forth as a separate Condition of Approval. Following are revisions to the Impact Determination under Impact TRA-1, related to parking, beginning on page 3.13-66:

Parking

As described in Section 3.13.2.3.6, there are currently a total of 2,192 parking spaces within the project site, including 1,350 spaces within the two existing parking structures and 842 spaces within existing surface lots. The waterfront area is currently under-utilized with large expanses of surface parking lots surrounding isolated uses. The proposed project would better utilize the waterfront space through consolidated parking and expanded commercial and recreational opportunities and would substantially enhance the pedestrian-oriented nature of the waterfront through street-facing developments, expanded pedestrian pathways, high-quality pedestrian crossings, and other pedestrian-oriented elements such as lighting, signage, and benches. Implementation of the proposed project includes the removal of the surface parking lot in the northern portion of the project site, as well as the replacement of the existing Pier Parking Structure in the southern portion of the project site. A new parking structure is proposed in the northeast corner of the project site (near Harbor Drive and Portofino Way), parking for vehicles/trailers associated with the new small craft boat launch ramp facility, and a minor amount of parking along the new main street (also in the northern portion of the project site). Table 3.13-21 provides a summary of parking under the proposed project.

Table 3.13-21: Amount of Proposed Parking

Location	Number of Stalls
New Northern Structure	757
Plaza Parking Structure	300

New Southern Parking Structure	1,157	
Surface Parking	*New main street*	*109*
	Boat Ramp	*40 (20 single and 20 double)*
	149	
Total	**2,363**	

In order to address the potential parking impacts of the proposed project, an assessment of the project's parking supply was originally conducted in the Draft EIR based on Redondo Beach Municipal Code (RBMC) parking rates for discreet ~~each of the proposed~~ land uses. However, the Draft EIR also referenced an alternate more accurate methodology developed by the Urban Land Institute (ULI), which reflects parking demands for a mixed-use development. The City's General Plan Circulation Element provides an overview of the ULI approach:

> The City of Redondo Beach presently permits consideration of shared parking. Encouraging shared supplies of parking helps to eliminate the high cost and wasted space of excessive off-street parking. [¶] The concept of shared parking recognizes that parking spaces can be used to serve two or more individual land uses without conflict or encroachment. This phenomenon has long been observed in central business districts, suburban commercial districts, and other areas where land uses are combined. Share parking is essentially the result of two conditions: [1] The parking accumulation of parked vehicles varies because the activity patterns of nearby land uses differ by hour, by day, and by season. [2] Relationships among land use activities in a mixed-use development result in people being attracted to two or more land uses on a single automobile trip. The industry standard for shared parking comes from the Urban Land Institute (ULI) and the International Council of Shopping Centers (ICSC). The peak parking demand ratios in the ULI-ICSC shared parking model come from the analysis of hundreds of locations across the United States.

~~Based on this assessment, the RBMC parking requirement for, the proposed project would slightly exceeds the proposed parking supply, resulting in a moderate shortfall. Once the project is in final design, however, the RBMC analysis will be updated based on the final land use program; and should the RBMC parking requirement still exceed the parking supply due to the conservative nature of the RMBC parking rates, which calculate the parking requirement based on the anticipated peak parking demand for each individual land use, a shared parking assessment may also be conducted in order to determine the actual parking needs of the mixed-use development based on overall peak parking demand, as allowed under Section 10-5.1706(d) of the RBMC. Table 3.13-21 provides a summary of parking under the proposed project.~~

~~**Table 3.13-21: Amount of Proposed Parking**~~**[MOVED]**

~~Location~~	~~Number of Stalls~~	
~~New Northern Structure~~	~~757~~	
~~Plaza Parking Structure~~	~~300~~	
~~New Southern Parking Structure~~	~~1,157~~	
~~Surface Parking~~	~~*New main street*~~	~~*109*~~
	~~*Boat Ramp*~~	~~*40 (20 single and 20 double)*~~
	~~149~~	
~~**Total**~~	~~**2,363**~~	

Based on the type of uses it is anticipated that with an emphasis on retail, restaurant and other commercial uses, the peak parking demand is expected to occur during the evening and on weekends, particularly summer months and later part of the year during the holiday season. As shown in Table 3.13-22a, the RBMC analysis approach makes overly conservative parking assumptions by assuming that each use would result in peak parking simultaneously.

Table 3.13-22a: Estimated Parking Demand Based on RBMC Assessment Approach

Land Use Category[1]	Proposed Project Size (square footage unless otherwise noted)	Demand Factor (RBMC Section 10-5.1706)	Spaces Required
Retail	97,000[2]	1 space/ 250 square feet	388
Restaurant (high quality)	64,000[3]	1 space/50 square feet gross floor area	1,280
Restaurant (high turnover)	45,000[2]	1 space/250 square feet gross floor area	180
Theater	700 seats	1 space/5 seats	140
Hotel	130 rooms	1 space/room	130
	6,600	1 space/100 square feet of banquet, assembly, meeting, or restaurant seating area	66
	900	1 space/50 square feet gross floor area	18
Office	60,000[2]	1 space/300 square feet	200
Boat slips[4]	60	¾ space/slip	45

Monstad[5]	30,000[6]	1 space/ 250 square feet	120
Total			**2,567**

Notes:
1. The small craft boat launch ramp is not included in the parking calculation. 40 stalls (20 single and 20 double) would be provided at the boat launch ramp site.
2. Estimated gross leasable area (GLA)
3. Estimated gross floor area for dining area only
4. Maximum number of slips that may be provided under the proposed project
5. The Pier Parking Structure provides parking for the Monstad Pier
6. Square footage is estimated and the parking demand factor is based on general commercial uses and take out and pedestrian oriented restaurants.

As indicated in the table above, the conservative estimate of 2,567 total parking spaces was calculated using the RBMC. The RBMC parking demand approach summarized above does not; however, account for shared use of parking by complimentary uses within a mixed-use development, such as the proposed project, which would reduce the overall demand during peak periods. A shared parking analysis was performed for the proposed project using the ULI methodology. The shared parking analysis was performed using the model in *Shared Parking, 2nd Edition* (ULI/ICSC, 2005). *Shared Parking, 2nd Edition* describes shared parking as follows:

"Shared parking is defined as parking space that can be used to serve two or more individual land uses without conflict or encroachment. The opportunity to implement shared parking is the result of two conditions:

- Variations in the peak accumulation of parked vehicles as the result of different activity patterns of adjacent or nearby land uses (by hour, by day, by season)

- Relationships among land use activities that result in people's attraction to two or more land uses on a single auto trip to a given area or development"

Most zoning codes provide peak parking ratios for individual land uses. While this appropriately recognizes that separate land uses generate different parking demands on an individual basis, it does not reflect the fact that the combined peak parking demand, when a mixture of land uses shares the same parking supply, can be substantially less than the sum of the individual demands. For example, retail uses peak in the early to mid-afternoon while residential uses peak in the evening and early morning hours.

Based on the results of the ULI/ICSC shared parking analysis, which was conservative in its approach, the peak parking demands of the project, with shared parking, is estimated to total approximately 2,149 spaces, which is well within the proposed parking supply of 2,363 spaces. Tables 3.13-22b and 3.13-22c below presents the parking demands estimated for the proposed project based on the ULI parking analysis approach that accounts for shared parking.

Table 3.13-22b: Estimated Parking Demand Based on ULI Assessment Approach

PEAK MONTH: DECEMBER -- PEAK PERIOD: 7 PM, WEEKEND

			Weekday					Weekend					Weekday			Weekend		
	Project Data		Base	Mode	Non-Captive	Project		Base	Mode	Non-Captive	Project		Peak Hr Adj	Peak Mo Adj	Estimated Parking	Peak Hr Adj	Peak Mo Adj	Estimated Parking
Land Use [a]	Quantity	Unit	Rate	Adj	Ratio	Rate	Unit	Rate	Adj	Ratio	Rate	Unit	6 PM	December	Demand	7 PM	December	Demand
Community Shopping Center (<400 ksf)	123,910	sf GLA	2.90	0.80	1.00	2.32	/ksf GLA	3.20	0.80	1.00	2.56	/ksf GLA	0.80	1.00	230	0.75	1.00	238
Employee			0.70	0.80	1.00	0.56	/ksf GLA	0.80	0.80	1.00	0.64	/ksf GLA	0.95	1.00	66	0.80	1.00	63
Fine/Casual Dining Restaurant [b]	64,000	sf Seating Area	15.25	1.00	1.00	15.25	/ksf GLA	17.00	1.00	1.00	17.00	/ksf GLA	0.95	1.00	927	0.95	1.00	1,034
Employee			2.75	1.00	1.00	2.75	/ksf GLA	3.00	1.00	1.00	3.00	/ksf GLA	1.00	1.00	176	1.00	1.00	192
Quick Serve Restaurant	45,000	sf GLA	12.75	0.80	1.00	10.20	/ksf GLA	12.00	0.80	1.00	9.60	/ksf GLA	0.85	1.00	390	0.80	1.00	346
Employee			2.25	0.80	1.00	1.80	/ksf GLA	2.00	0.80	1.00	1.60	/ksf GLA	0.90	1.00	73	0.90	1.00	65
Luxury Theater	700	seats	0.19	0.80	1.00	0.15	/seat	0.26	0.80	1.00	0.21	/seat	0.60	0.23	15	0.80	0.67	78
Employee			0.01	0.80	1.00	0.01	/seat	0.01	0.80	1.00	0.01	/seat	1.00	0.50	3	1.00	0.80	4
Hotel-Leisure	130	room	0.90	1.00	1.00	0.90	/rooms	1.00	1.00	1.00	1.00	/rooms	0.85	0.50	50	0.85	0.50	55
Restaurant/Lounge	900	s	10.00	1.00	1.00	10.00	/ksf GLA	10.00	1.00	1.00	10.00	/ksf GLA	0.55	1.00	5	0.60	1.00	5
Conference Ctr/Banquet (20 to 50 sq		sf GLA	30.00	1.00	1.00	30.00	/ksf GLA	30.00	1.00	1.00	30.00	/ksf GLA	1.00	1.00	0	1.00	1.00	0
ft/gu Convention Space (>50 sq ft/guest	6,600	sf GLA	20.00	1.00	1.00	20.00	/ksf GLA	10.00	1.00	1.00	10.00	/ksf GLA	0.50	0.60	40	0.30	0.60	12
room) Employee		sf GLA	0.25	0.80	1.00	0.20	/rooms	0.18	0.80	1.00	0.14	/rooms	0.40	1.00	11	0.55	1.00	10
Office 25 to 100 ksf	63,212	sf GLA	0.27	1.00	1.00	0.27	/ksf GLA	0.03	1.00	1.00	0.03	/ksf GLA	0.05	1.00	1	0.00	1.00	0
Employee			3.32	0.80	1.00	2.66	/ksf GLA	0.33	0.80	1.00	0.27	/ksf GLA	0.25	1.00	42	0.00	1.00	0
Boat Slips	60	units	0.75	1.00	1.00	0.75	/ksf GLA	0.75	1.00	1.00	0.75	/ksf GLA	1.00	1.00	45	1.00	1.00	45
Employee			0.00	1.00	1.00	0.00	/ksf GLA	0.00	1.00	1.00	0.00	/ksf GLA	1.00	1.00	0	1.00	1.00	0
													Customer		1708	Customer		1813
													Employee		371	Employee		334
													Reserved		0	Reserved		0
													Total		**2079**	Total		**2147**

Notes:

[a] The ULI/ICSC base rates were utilized for the project for all land uses with the exception of the boat slips, which used the RMBC rates, as boat slips are not included as a land use option in the ULI/ICSC shared parking model.

[b] For the purposes of this analysis, the restaurant parking demand was calculated based on seating area rather than gross leasable area in order to be consistent with the RMBC parking requirement calculation. Due to this unit deviation, no additional mode adjustments were taken for either restaurant guests or employees, as those adjustments are inherent in the RMBC parking ratio.

Table 3.13-22c: Estimated Parking Demand Based on ULI Assessment Approach – Shared Parking Demand Summary – Peak Conditions

Proposed Land Use	Size	Parking Spaces Required
Community Shopping Center	123,910 sf	301
Restaurant	128,000 sf	1,226
QSR	45,000 sf	411
Luxury Theater	700 seats	82
Hotel	130 rooms	82
Office	63,212 sf	0
Boat Slips	60 units	45
TOTAL PARKING SPACES REQUIRED		2,147

~~As described above, the evaluation of the project parking supply under the basic provisions of the RBMC would result in a significant parking impact without mitigation. However, the RBMC also allows for the use of shared parking and other parking management strategies to reduce or eliminate the significant impact. Therefore, the preparation of a detailed parking management plan is recommended as a mitigation measure.~~

Therefore, based on the aforementioned ULI shared parking analysis, which is considered to be more applicable to, and representative of, the proposed project's parking demand characteristics, the project would have sufficient parking to meet demand, and parking impacts are considered less than significant.

While parking impacts are less than significant, the City is still proposing the following Condition of Approval as part of its Conditional Use Permit procedures:

Condition of Approval:

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.

As for the small craft boat launch facility, the number of trailered parking spaces under the proposed project is based on the reasonably foreseeable demand associated with the new boating facility under typical conditions. The amount of proposed boat ramp parking for Mole C was based upon the California Boating and Waterway's guidelines for parking associated with a boat ramp, which discussed general guidance for a one-lane ramp with approximately 20 trailer parking spaces and two-lane ramp with approximately 40 trailer parking spaces. However, there are other big multi-lane boat ramps approximately 10 miles to the north (Marina del Rey) and south (Cabrillo Beach) of King Harbor that demonstrate that actual

parking demand per boat launch lane is substantially less than the California Boating and Waterway's guidelines. One of the largest near the proposed boat launch facility is in Marina del Rey, which provides an eight (8) lane facility, and capable of launching boats larger than the proposed King Harbor facility, vehicles/trailers up to 50 feet in total length. Although the existing boat launch facility in Marina del Rey, which has a much larger recreational marina, easier freeway access, and a 225 oversized space parking lot devoted to the launch facility, less than 30 vessels a day on average are launched at the Marina del Rey launch ramp, which includes eight (8) lanes. This result in a demand of less than four trailered vehicles per lane per day, and translates to usually less than 10 percent of the parking lot being full. In addition to the data received from the Los Angeles County Beaches and Harbors Department regarding use of the Marina del Rey facility, City staff received usage information from the operators of the Cabrillo Beach Public Boat Launch, a four-lane, 109 parking space facility that is approximately 15 miles south of Redondo Beach, within the community of San Pedro within the City of Los Angeles. According to the information collected by staff, the number of oversized vehicle parking spaces utilized at the Cabrillo Beach facility by vehicles/trailers in 2015 totaled 7,054. This represents an average usage of approximately 19 spaces per day, or less than 20 percent of the facility's capacity. This result in a demand of less than five (5) trailered vehicles per lane per day. While demand can fluctuate, including higher weekend usage, a typical Sunday at the Cabrillo Boat Launch Facility averages an occupancy rate of 29 percent, or less than 32 spaces, which equates to less than eight (8) vehicles per lane. Based on the usage data from Marina del Rey and Cabrillo Beach ramp facilities, the project would have sufficient parking to meet average demand, as well as most peak days; therefore boat ramp parking impacts are considered less than significant.

Section 3.13.4.3, Page 3.13-69

Add clarification to mitigation measure MM TRA-2, which provides a possible location for replacement parking that is within the general geographic area, as follows:

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 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, which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive. 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.

Section 3.13.4.3, Beginning Page 3.13-77

The following information under Mitigation Measures and Residual Impacts is corrected:

~~**Parking**~~

~~**MM TRA-7: Parking Management Plan**~~

~~A Parking Management Plan (PMP) shall be prepared to ensure the project site provides parking to meet demand using Urban Land Institutes (ULI) methodology. The minimum number of parking spaces~~

~~for a mixed-use development or where shared parking strategies are proposed shall be determined by a study prepared by the applicant following the procedures of the ULI Shared Parking Report, Institute of Transportation Engineers (ITE) Shared Parking Guidelines, or other approved procedures. As part of the PMP, the following additional measures shall be considered as part of an overall program to meet two primary objectives that have been established with regard to the management of parking facilities at the project site, which are:~~

~~1. Provide sufficient parking on-site to meet the parking demands generated by the proposed project.~~

~~2. Support trip and emission reduction goals and encourage and support alternative transportation by implementing a Transportation Demand Management (TDM) program.~~

~~Parking measures may include, but are not limited to controls to reduce parking demand, such as a shared parking plan, alternative parking methods, satellite parking for employees during peak periods, and support of TDM measures (such as promoting alternative transportation modes). Specific potential mitigations are described as follows:~~

~~a. Shared Parking Plan: A Shared Parking Plan shall be prepared by a qualified transportation/parking engineer to the satisfaction of the City, and shall demonstrate justification for the parking plan to meet the parking requirements of the project as approved. The Shared Parking Plan would propose parking to be shared between two or more uses within the project site, as allowed under Section 10-5.1706(d) of the RBMC. The Shared Parking Plan shall detail how a lower total number of parking spaces would provide adequate parking for these uses.~~

~~b. Alternative Parking Methods: An alternative parking method includes but is not limited to tandem and valet parking of vehicles to be parked in tandem provided that attendants to move vehicles are available at all times that the parking area using tandem parking is open for use. If the attendant requirement is met, each tandem stall shall constitute the number of parking spaces equivalent to the number of cars it can accommodate.~~

~~c. Provide Satellite Parking. Parking shortfalls during peak periods would be reduced if employees parked elsewhere and walked or were shuttled to the project site. Satellite parking would be initiated during peak periods, the parking location would have to be readily identifiable to employees, and shuttle service would have to be timely and convenient. Implementation of this mitigation is complicated by the need to locate a source of available parking during the critical periods. This parking would have to be located outside the study area and would have to be designated for employee use during the peak periods.~~

~~d. Promote Alternative Transportation Modes for Employees and Patrons: 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.~~

Residual Impacts

Intersections

With implementation of mitigation measures MM TRA-1 through MM TRA-6, the project impacts at intersections within the study area would be reduced to a level that is less than significant.

It should be noted that the decision to require implementation of the above measures occurs at the time of project approval, pursuant to CEQA Guidelines Section 15091 and 15097; in the event these mitigation measures are not adopted, impacts identified in the analysis above would remain significant and unavoidable.

~~Parking~~

~~The mitigation program outline above in MM TRA-8 provides a variety of means to satisfy future parking requirements, which would reduce parking impacts to a level that is less than significant.~~

Section 3.13.4.3, Page 3.13-80

The discussion of potential impacts to pedestrian and bicycle conditions during project construction is expanded, as follows, to indicate that there are viable options for pedestrians and bicyclists at that time:

Sidewalks and bike lane/routes located within the project site would likely be closed to the public during project construction. Temporary closure of sidewalks or bike lanes adjacent to the site may occur periodically during project construction, and provisions for, and/or directions to, detours and alternate routes would be provided, consistent with the MUTCD requirements. As part of these requirements, Caltrans requires utilization of the MUTCD [Traffic Control Plan Part 6.]. Among these requirements, are provisions for "Detour for Bike Land on Roads with Closure of One Travel Direction." (Traffic Control Plan, page 1244.) In accordance with Chapter 33 of the California Building Code (CBC), sidewalk canopies must be provided to protect pedestrians from potential harm associated with construction where construction activities occur in close proximity to active sidewalks. In that regard, the City has included as a typical Condition of Approval (COA) COA TRA-1, which includes the requirement to "Minimize land 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 land or sidewalk closures." With regard to changes in elevation at and around the project site, as may relate to pedestrian and bicycle activities, the route along Pacific Avenue represents a change in elevation of approximately 7 feet over 0.14 mile from the intersection

with Harbor Drive to the intersection of Catalina Avenue; the route along Catalina Avenue has an approximately 50 foot elevation change over 0.56 mile from Pacific Avenue to Torrance Circle; and the route along Torrance Circle from Catalina Avenue to the connection with the strand (0.15 mile) has an elevation change of approximately 44 feet. These changes in elevation are typical of bicycle routes located in areas with varied topography (including area with coastal flatland and bluffs). It should also be noted that Catalina Avenue is designated as a Class II bicycle lane and Torrance Boulevard (including the portion of Torrance Circle within the project site) is proposed as a Class III bicycle route on the City's bicycle master plan. Further, the elevation change throughout the temporary route would be less than the elevation change on the City's Class II route on Diamond Street. The potential inconvenience of individual bicyclists or pedestrians utilizing an elevated sidewalk/street around the construction site does not rise to the level of a significant environmental impact. (See also *San Franciscans Uphold the Downtown Plan v. City & County of San Francisco* (2002) 102 Cal.App.4th 656 ["the social inconvenience of having to hunt for scarce parking spaces is not an environmental impact.].) In summary, tThe impact of construction relative to pedestrian and bicycle access would be temporary and is anticipated to be less than significant.

Section 3.13.4.3, Page 3.13-81

Under Impact TRA-3, the discussion in the second full paragraph, under Operation, is revised to add more detailed information as noted in Table 2-2 on page 2-46, as follows:

Within the City, the highest bicycle and pedestrian volumes occur along the Waterfront where there are numerous pedestrian generators and relatively safe conditions for bicycling and walking including one-lane vehicle travel, slow speeds, on-street parking, wide sidewalks, and car-free zones. Implementation of the proposed project would further enhance the bicycle and pedestrian environment, providing even more favorable conditions for bicycling and walking. In addition, the proposed project would reroute the existing bicycle path through the Pier Parking Structure, which would eliminate the possible vehicle/bicycle interactions.

Section 3.13.4.3, Beginning Page 3.13-82

Under Impact TRA-3, the following information under Mitigation Measures and Residual Impacts is corrected:

Mitigation Measures

The following mitigation measure would be implemented:

MM TRA-7~~8~~: 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 paddle craft 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.

Residual Impacts

Implementation of MM TRA-7~~8~~ and the slow speeds in the area of the entrance of the proposed small craft boat launch facility and the open Seaside Lagoon would serve to enhance safety and reduce the potential for interface conflicts between boats and personal recreational watercraft operating in proximity to each other. As such, the residual impact is considered to be less than significant.

Section 3.13.4.11, Page 3.13-98

The discussion at the end of this section, relative to level of significance with implementation of mitigation measure MM TRA-7 and MM TRA-8 is corrected, as follows, to reflect the conclusions of an analysis of the shared parking as a means to meet the project's parking demands:

~~Parking~~

~~Implementation of mitigation measure MM TRA-7 presented in Section 3.13.4.2 for Existing plus Project Conditions would serve to address significant impacts occurring under Cumulative plus Project Conditions.~~

Small Craft Boat Traffic

Implementation of mitigation measure MM TRA-7~~8~~ presented in Section 3.13.4.2 for Existing plus Project Conditions would serve to address significant impacts occurring under Cumulative plus Project Conditions.

Section 3.13.4.12, Page 3.13-99

3.2.18 Summary of Impact Determinations

Following are corrections to Impact TRA-1 and Impact TRA-3 of Table 3.13-39 based on conclusions of an analysis of the shared parking as a means to meet the project's parking demands:

Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
TRA-1: The proposed project could exceed the applicable significance thresholds	Proposed Project: Significant - operation	Proposed Project: Mitigation measures MM TRA-1 through MM TRA-6 for intersections ~~and MM-TRA-7 for parking~~	Proposed Project: Less than significant
	Cumulative: Significant (cumulatively considerable contribution) - operation	Cumulative: Mitigation measures MM TRA-1 through MM TRA-6 for intersections ~~and MM-TRA-7 for parking~~	Cumulative: Less than significant (not cumulatively considerable)

TRA-3: The proposed project could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses	Proposed Project: Significant - operation	Proposed Project: Mitigation measure MM TRA-7~~8~~	Proposed Project: Less than significant
	Cumulative: Significant (cumulatively considerable contribution) - operation	Cumulative: Mitigation measure MM TRA-7~~8~~	Cumulative: Less than significant (not cumulatively considerable)

Section 3.13.4.13, Page 3.13-100

Add clarification to mitigation measure MM TRA-2, which provides a possible location for replacement parking that is within the general geographic area, as follows:

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 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, which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive. 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.

Section 3.13.4.13, Beginning Page 3.13-101

Following are corrections to mitigation measures based on conclusions of an analysis of the shared parking as a means to meet the project's parking demands:

~~**MM TRA-7: Parking Management Plan**~~

~~A Parking Management Plan (PMP) shall be prepared to ensure the project site provides parking to meet demand using Urban Land Institutes (ULI) methodology. The minimum number of parking spaces for a mixed-use development or where shared parking strategies are proposed shall be determined by a study prepared by the applicant following the procedures of the ULI Shared Parking Report, Institute of Transportation Engineers (ITE) Shared Parking Guidelines, or other approved procedures. As part of the PMP, the following additional measures shall be considered as part of an overall program to meet two primary objectives that have been established with regard to the management of parking facilities at the project site, which are:~~

~~1. Provide sufficient parking on-site to meet the parking demands generated by the proposed project.~~

~~2. Support trip and emission reduction goals and encourage and support alternative transportation by implementing a Transportation Demand Management (TDM) program.~~

~~Parking measures may include, but are not limited to controls to reduce parking demand, such as a shared parking plan, alternative parking methods, satellite parking for employees during peak periods, and support of TDM measures (such as promoting alternative transportation modes). Specific potential mitigations are described as follows:~~

~~a. Shared Parking Plan: A Shared Parking Plan shall be prepared by a qualified transportation/parking engineer to the satisfaction of the City, and shall demonstrate justification for the parking plan to meet the parking requirements of the project as approved. The Shared Parking Plan would propose parking to be shared between two or more uses within the project site, as allowed under Section 10-5.1706(d) of the RBMC. The Shared Parking Plan shall detail how a lower total number of parking spaces would provide adequate parking for these uses.~~

~~b. Alternative Parking Methods: An alternative parking method includes but is not limited to tandem and valet parking of vehicles to be parked in tandem provided that attendants to move vehicles are available at all times that the parking area using tandem parking is open for use. If the attendant requirement is met, each tandem stall shall constitute the number of parking spaces equivalent to the number of cars it can accommodate.~~

~~c. Provide Satellite Parking. Parking shortfalls during peak periods would be reduced if employees parked elsewhere and walked or were shuttled to the project site. Satellite parking would be initiated during peak periods, the parking location would have to be readily identifiable to employees, and shuttle service would have to be timely and convenient. Implementation of this mitigation is complicated by the need to locate a source of available parking during the critical periods. This parking would have to be located outside the study area and would have to be designated for employee use during the peak periods.~~

~~d. Promote Alternative Transportation Modes for Employees and Patrons: 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.~~

MM TRA-7~~8~~: 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 paddle craft 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.

Section 3.13.5, Page 3.13-103

The Draft EIR impact analysis correctly concluded that impacts at PCH/Catalina Avenue & Herondo/Anita Street (Intersection 7), under existing plus project conditions, would be less than significant during the PM peak hour after implementation of mitigation, on Draft EIR pages ES-33, ES-67, 3.13-3, 3.13-70, and 3.13-99. However one paragraph contained an incorrect summary of this significance conclusion for Intersection 7. Consequently, this incorrect statement in the discussion in the first full paragraph on page 3.13-103 is corrected as follows:

Under ICU methodology, the proposed project would impact five intersections under Existing plus Project and six intersections under Cumulative plus Project. These impacts would be mitigated for all intersections~~, except for the PCH/Catalina Avenue & Herondo Street/Anita Street under Existing plus Project Conditions during the PM peak hour~~. Under HCM methodology, two signalized intersections (Intersections 7 and 36) are projected to operate at LOS E or F during one or both peak hours under all scenarios. In addition, the PCH & Torrance intersection (Intersection 26) is projected to operate at LOS E during the PM peak hour under Cumulative plus Project Conditions. After mitigations, Intersections 7 and 36 would continue to operate at LOS E for Existing plus Project and Cumulative plus Project scenarios. Intersection 26 would operate at LOS D after mitigation under HCM methodology for Existing plus Project and Cumulative plus Project scenarios.

With implementation of mitigation measure~~s MM TRA-7 for parking, and~~ MM TRA-7~~8~~ for small craft boat traffic safety, the proposed project would not ~~cause a significant parking impact or~~ substantially increase a boating hazard.

3.2.19 Section 3.14 Utilities

There are no modifications associated with this section.

3.2.20 Chapter 4 Analysis of Alternatives

Figure 4-1, Page 4-136

As part of the City's negotiations with the California State Lands Commission, and as part of the vesting tentative tract map for the project, the Tidelands Trust designated parcel within the northern portion of the project site, which generally includes the current Samba's restaurant and related parking, would be modified. A portion of the Tidelands Trust parcel (shown in

blue on the Tidelands Exchange figure), an approximate 0.28 acre area along the water's edge at Mole D, would remain in the Tidelands Trust (e.g., there would remain a blue area along the water's edge).

Section 4.4.8.2, Page 4-297

The following text regarding the elimination from further consideration of a ramp at Mole B into Basin 2 has been revised for clarification purposes, including removal of discussion of a helipad, which does not currently exist at Mole B:

> After further review, it was determined that potential environmental impacts associated with Mole B would be greater than the proposed project, so Mole B was eliminated from further consideration. Specifically, locating a small craft boat launch ramp at Mole B on land partially controlled by the City, which would include the placement and orientation of the launch ramp into Basin 2, could result in potential significant impacts on emergency services, by disruption of ingress and egress for land vehicles from Fire Station 3/Harbor Patrol Headquarters to the southern part of Mole B as shown in the Final EIR Chapter 1 Figure 1.5b ~~and use of the helipad at Mole B~~. ~~Further, locating a boat launch ramp at Mole B would require removal of up to approximately 22 boat slips and marina parking stalls, and require removal of a portion of Moonstone Park. While a one-lane small craft boat launch ramp and parking could be accommodated by removing only a small portion of Moonstone Park, a two-lane ramp would require converting the entire Moonstone Park to a parking lot.~~

3.2.21 Chapter 5 Other CEQA Considerations

There are no modifications associated with this section.

3.2.22 Chapter 6 References

There are no modifications associated with this section.

3.2.23 Chapter 7 List of Preparers

Section 7.2.2, Beginning on Page 7-1

Under CDM Smith's Technical Team, the following information on areas of expertise per environmental resource areas studied has been added as follows:

> Katie Owston, Planner – Aesthetics and Visual Resources, Biological Resources, Hydrology and Water Quality, Land Use and Planning, Public Services, Recreation, Utilities, and Other CEQA Considerations
>
> Anthony Skidmore, Sr. Planner – Noise and Traffic and Transportation
>
> Gwen Pelletier, Environmental Scientist - Air Quality, Greenhouse Gas, and Noise
>
> Asami Tanimoto, Chemical Engineer – Air Quality, Greenhouse Gas, and Noise
>
> Juan Ramirez, Planner - Aesthetics and Visual Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Land Use and Planning, Public Services, Recreation, and Utilities
>
> Jennifer Jones, Environmental Scientist/Ecologist – Biological Resources

Steve Horton, Graphic Artist – Aesthetics and Visual Resources

Jeff Woon, Geologist – Geology and Soils

Darren Hartwich, Planner – Hydrology and Water Quality

Gina Veronese, Planner - Urban Decay (in Other CEQA Considerations)

3.2.24 Chapter 8 Acronyms and Abbreviations

Page 8-3

To add clarification to Figures 2-10 and 2-15, the following acronym is added for clarification, between 'FEMA' and 'FHWA:'

FF	finished floor (at ground level)

Page 8-7

To add clarification to Figure 2-8, the following acronym is added for clarification, between 'TMDL' and 'tpd:'

T.O.P	Top of Parapet

Appendix A – Notice of Preparation/Initial Study/CEQA Scoping Summary Report

Pages 448 and 449

Two pages (448 and 449) of the Appendix A of the Draft EIR Appendix were inserted upside down. Attached are the pages correctly shown.

Redondo Harbor Revitalization
Wednesday, July 9th, 6-8pm, at the Redondo Beach Performing Arts Center at Aviation Blvd. and Manhattan Beach Blvd

The question for me was what CenterCal has in mind for Redondo, so I looked at their website to find out. Here is how they describe what they build:
—major retail projects
—fashion and lifestyle shopping centers
—open-air, specialty retail centers
—premier shopping destinations
CenterCal describes the size of it projects with words like:
—hundreds of tenants
—hundreds of thousands of square footage
Therefore, I conclude that CenterCal's focus, which is very reasonable, is to build large facilities to bring buyers and sellers together. Reportedly, the dozens of shopping centers CenterCal has built have been spectacular successes. But that was THEN and this is NOW! The shopping world is rapidly changing. Oh, oh! We may have a problem Houston. Hang on!

To repeat: But THAT was THEN, and THIS is NOW. The THEN was pre-Internet and pre-online-shopping. The NOW is a time when brick and mortar stores are starting to feel a loss of foot traffic to on-line shoppers.

Just this morning, the Wall Street Journal featured the plight of WalMart, the grand-daddy of all big-store shopping successes. Currently, WalMart is said to be planning to refocus its empire toward neighborhood drive-through delivery services — using repurposed brick-and-mortar buildings. You shop online, your purchase come to your neighborhood drive-through. The truth is, that the multi-million dollar malls that you and I were thrilled to visit in the sixties are more and more sitting idle.

The question I have, is how CenterCal plans to stem the on-line shopping tsunami that is now just off shore if it builds thousands of square feet of new shopping space in Redondo. It might start off well, but in a short time all that could be left are derelict buildings. In Redondo we have already been there and done that. Let's not do it again.

Part of the answer might be for CenterCal to expand its focus on facilities for non-shopping activities like the little theater they propose, up-scale restaurants and the boutique hotel. Moreover, they should all be ocean themed. Why? Because such a theme would be linked to our beaches and harbor. Moreover, to me it makes sense to orient most of the harbor revitalization toward family activities — boating, fishing, swimming, which means constructing, boat ramps, toddlers' beaches, canoeing clubs, surf-board rentals, sail boat rentals, etc.

But there is something else too that is important to consider. Just as the Internet is making brick-and-mortar stores less valuable, conversely, through the Internet the whole world of science, literature, and learning of all kinds is opening up to all comers. Now everyone has ridden the high seas, fished for crab in Alaska and swum with the dolphins via the TV. But electronic devices can never substitute for really being at the sea, going fishing yourself, watching whales, and even swimming with the sea life for real. So, finally, I think that we should all recognize that living at the edge of the sea, as we do, is a special privilege, and we should strive to make it possible for as many people as we can to also enjoy it. It is up to us who love Redondo, to insure that the needed harbor revitalization creates opportunities for families where all member from young to old can participate in activities that can best be enjoyed at the edge of the sea.

robertfreeman@mac.com, 7/9/14

Appendix E2 – Historic Resources Evaluation Report

Page 5

In the list of figures under the 'Contents,' page 5, revise Figure 56 as follows:

56 110~~140~~-696 The Village/Seascapes.....37

Page 37

At the top of page 37, revise the header for The Village/Seascape as follows:

110~~140~~-696 The Village/Seascape

In addition, on page 37, revise the caption to Figure 56 as follows:

Figure 56. 110~~140~~-696 The Village/Seascape.

Table 1, Page 42

In Table 1, under *Direct APE*, revise the date of construction (third column) for Kincaid's and under Indirect APE, clarification as to the original date of construction associated with Redondo Beach Hotel, as follows:

Address	Common Name	Date of Construction
Direct APE		
500 Fisherman's Wharf	Kincaid's	1996~~1986~~
Indirect APE		
400 N. Harbor Drive	Redondo Beach Hotel	1978 (major renovations completed 2015)

Page 51

Revise the title of The Village/Seascape, center of the page, as follows:

110~~140~~-696 The Village/Seascape

Appendix L1 – Transportation Impact Study

Section 4.1, Page 40

Replace the second paragraph as follows:

Because the Redondo Waterfront is an active site with several existing uses, a trip generation credit for the uses active at the time traffic counts were collected has been applied to the external vehicle trip generation estimates of the Project. Because traffic counts were collected in the summer of 2013 as well as the spring of 2014, the existing active land uses were documented for both periods. The amount of active uses (defined as a land use that was open

for business with an active lease at the time traffic counts were collected), varied between the two dates. Fewer uses were active in the summer of 2013. Because fewer uses were active in the summer of 2013 ~~then~~, ~~and so~~ the resulting existing trip generation credit for uses to be removed ~~and~~ would be smaller (and so the resulting new-new Project trips would be higher), the active uses of summer 2013 were used to calculate the existing trip generation credit (a conservative assumption).

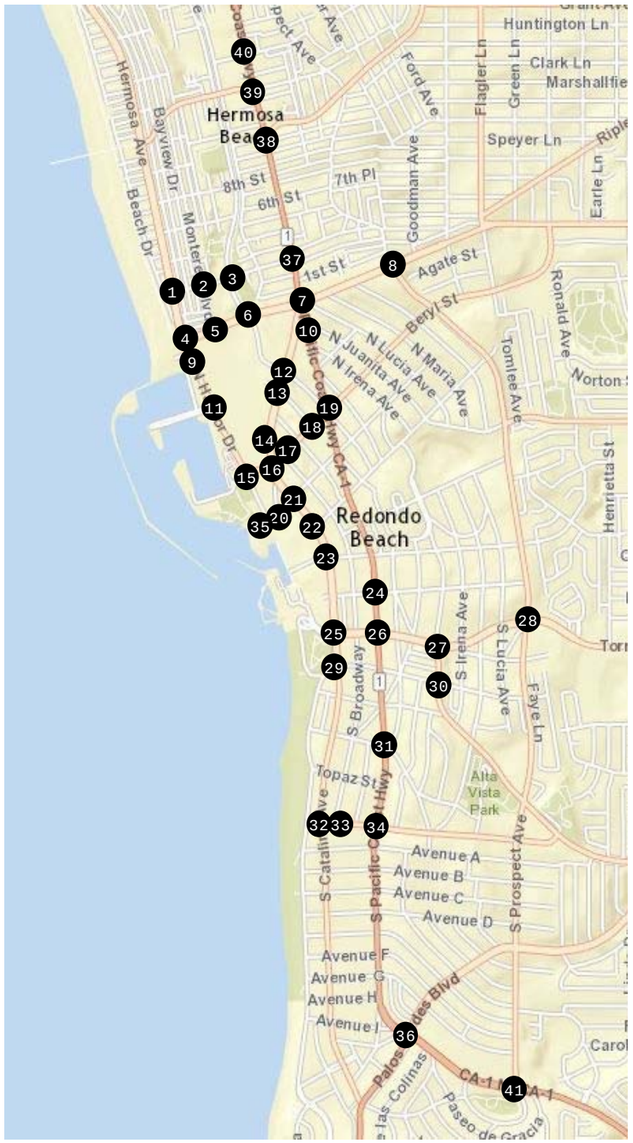
Section 6.3, Page 86

Replace the first paragraph as follows:

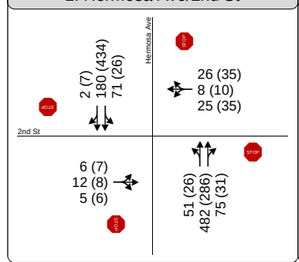
To evaluate total VMT for the Project, the average vehicle trip length for various trip types for the Project site TAZ were obtained from the both the SCAG travel demand model and for the entire City of Redondo Beach from the California Household Travel Survey (CHTS) as a means to validate the SCAG model average trip length Due to the proposed Project's mix of uses, Project-related trips are expected to encompass home-based work trips, home-based other trips, and non-home based trips. Home-based trips are those that originates at a person's home and ends at work (or vice versa), or other destinations. Thus, home-based work trips would be employees commuting to/from their worksites, and home-based other trips would include people traveling to/from a shopping, eating or recreational destination. Non-home based trips include all trips that do not start or end at home, which would include midday employee trips from work to lunch time destinations, or retail destined trips from a person's work place. Because of all of these types of trips will be represented in travel to/from the Project, the average trip length for all trip types was selected for analysis with Project trips. For this reason, the average trip length for all trip types was selected for analysis with Project trips. The SCAG model average trip length of 8 miles was selected for the VMT estimates, because it is longer than the 6.6 mile average trip length of the CHTS data, so would represent a conservative estimate of daily VMT.

Appendix X-2 of Appendix L1

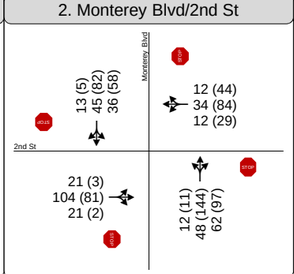
Labeling on the Appendix X-2 figures was updated for clarity purposes. Replace all of Appendix X-2 figures with the following:



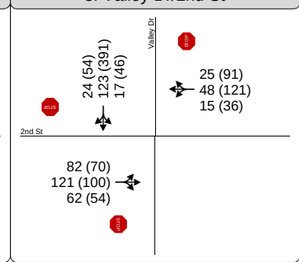
1. Hermosa Ave/2nd St



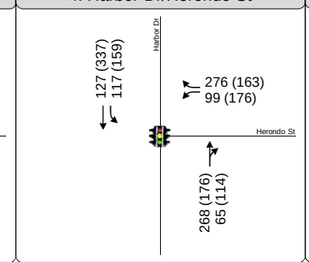
2. Monterey Blvd/2nd St



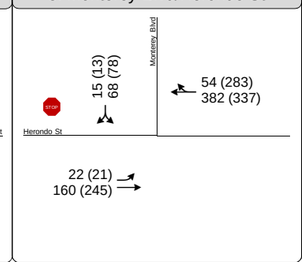
3. Valley Dr/2nd St



4. Harbor Dr/Herondo St



5. Monterey Blvd/Herondo St



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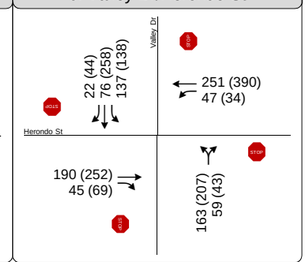
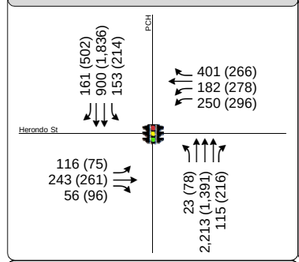
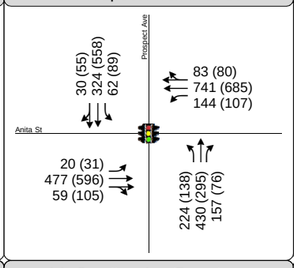


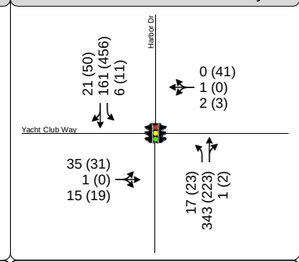
7. PCH/Herondo St



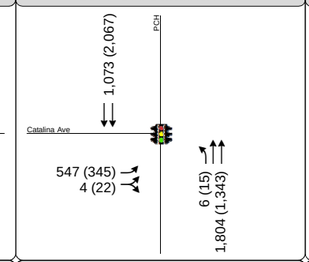
8. Prospect Ave/Anita St



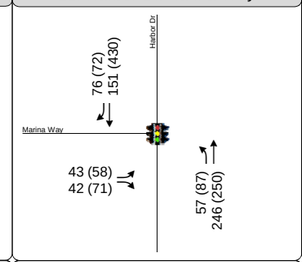
9. Harbor Dr/Yacht Club Way



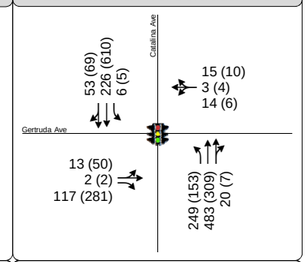
10. PCH/Catalina Ave



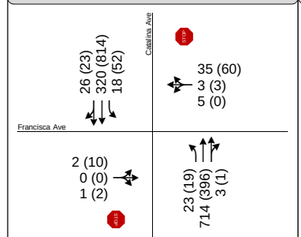
11. Harbor Dr/Marina Way



12. Catalina Ave/Gertruda Ave



13. Catalina Ave/Francisca Ave



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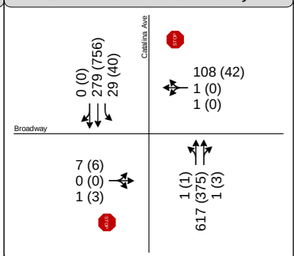
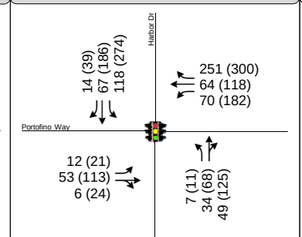
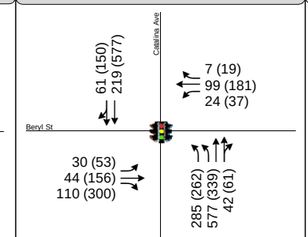


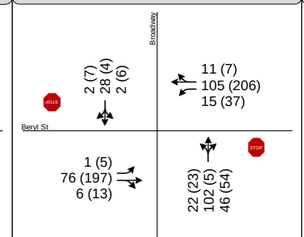
15. Harbor Dr/Portofino Way



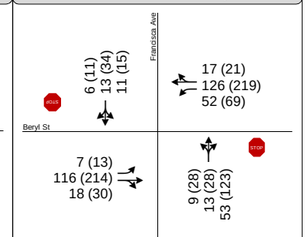
16. Catalina Ave/Beryl St



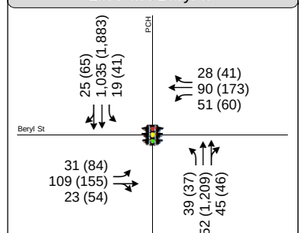
17. Broadway/Beryl St



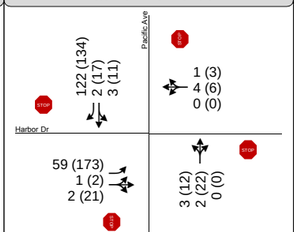
18. Francisca Ave/Beryl St



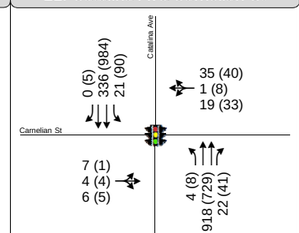
19. PCH/Beryl St



20. Pacific Ave/Harbor Dr



21. Catalina Ave/Carnelian St



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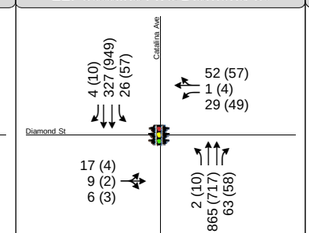

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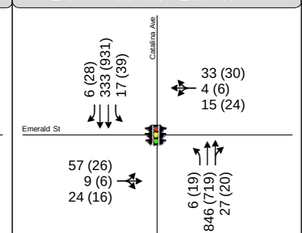

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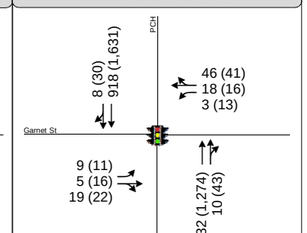
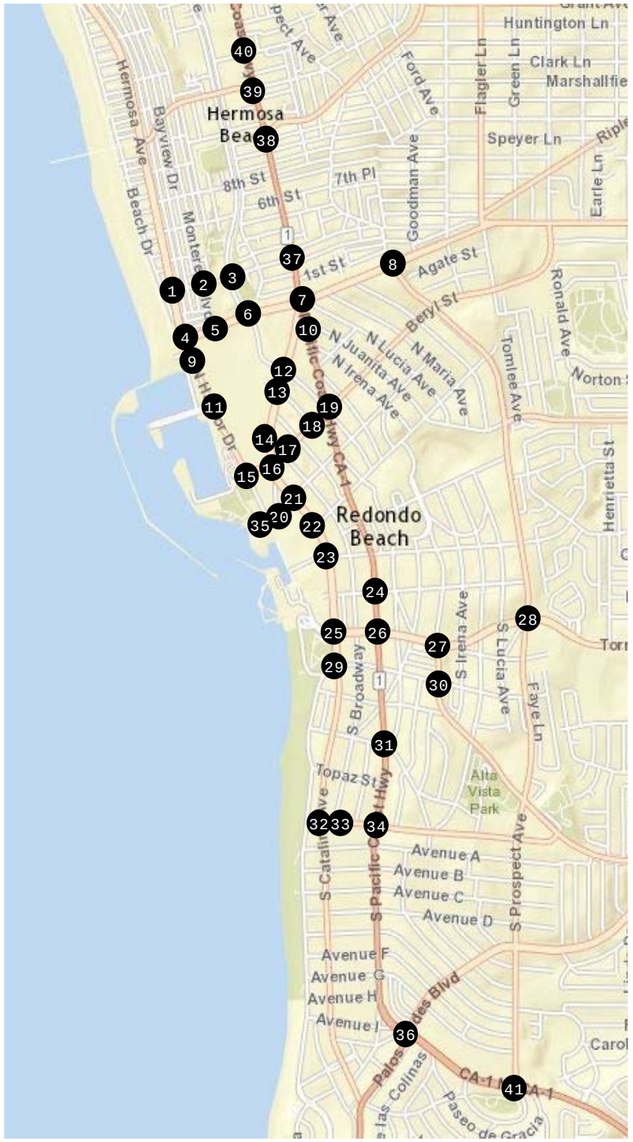


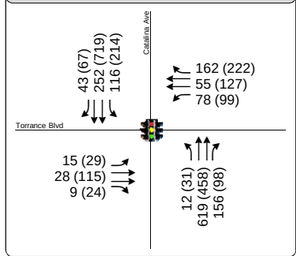
LEGEND

- 1 — Study Intersection
- Study Corridor
- Turn Lane
- AM (PM) — Peak Hour Traffic Volume
- Stop Sign

Figure 1
Peak Hour Traffic Volumes and Lane Configurations
Existing Conditions



25. Catalina Ave/Torrance Blvd



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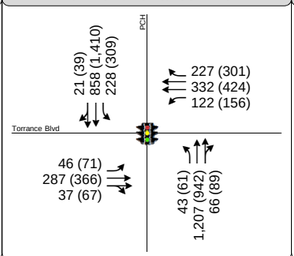
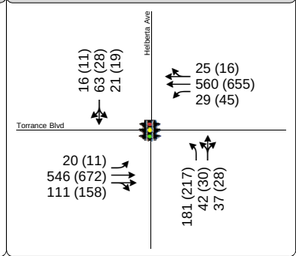


27. Helberta Ave/Torrance Blvd



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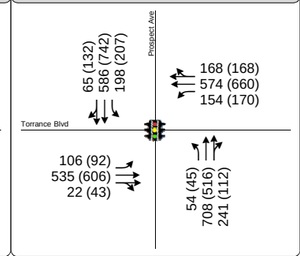
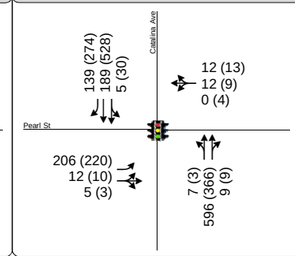
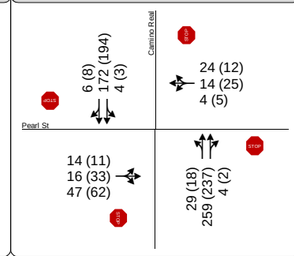


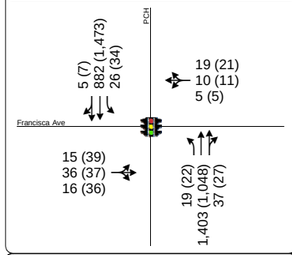
29. Catalina Ave/Pearl St



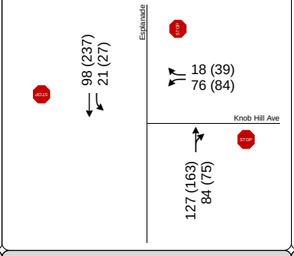
30. Camino Real/Pearl St



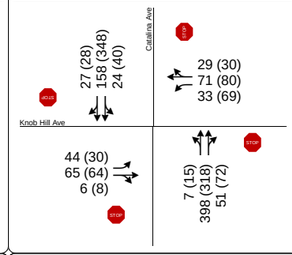
31. PCH/Francisca Ave



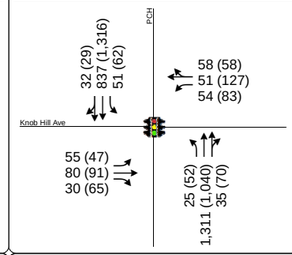
32. Esplanade/Knob Hill Ave



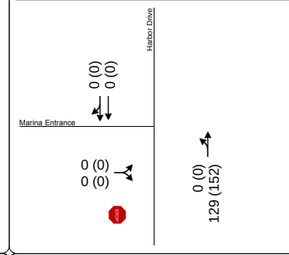
33. Catalina Ave/Knob Hill Ave



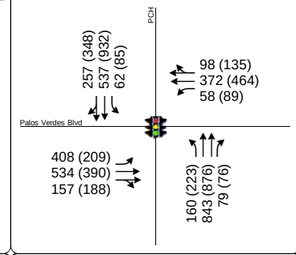
34. PCH/Knob Hill Ave



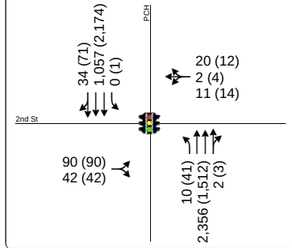
35. Harbor Drive/Marina Entrance



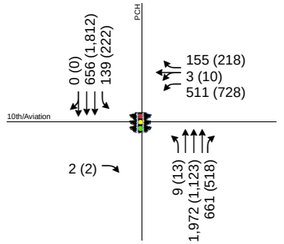
36. PCH/Palos Verdes Blvd



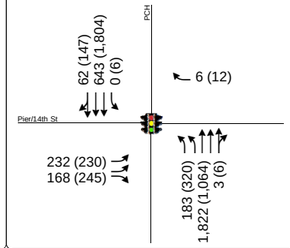
37. PCH/2nd St



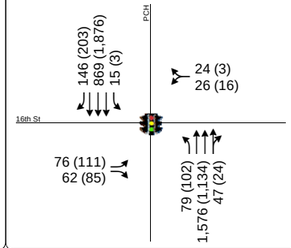
38. PCH/10th/Aviation



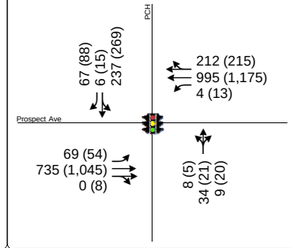
39. PCH/Pier/14th St



40. PCH/16th St



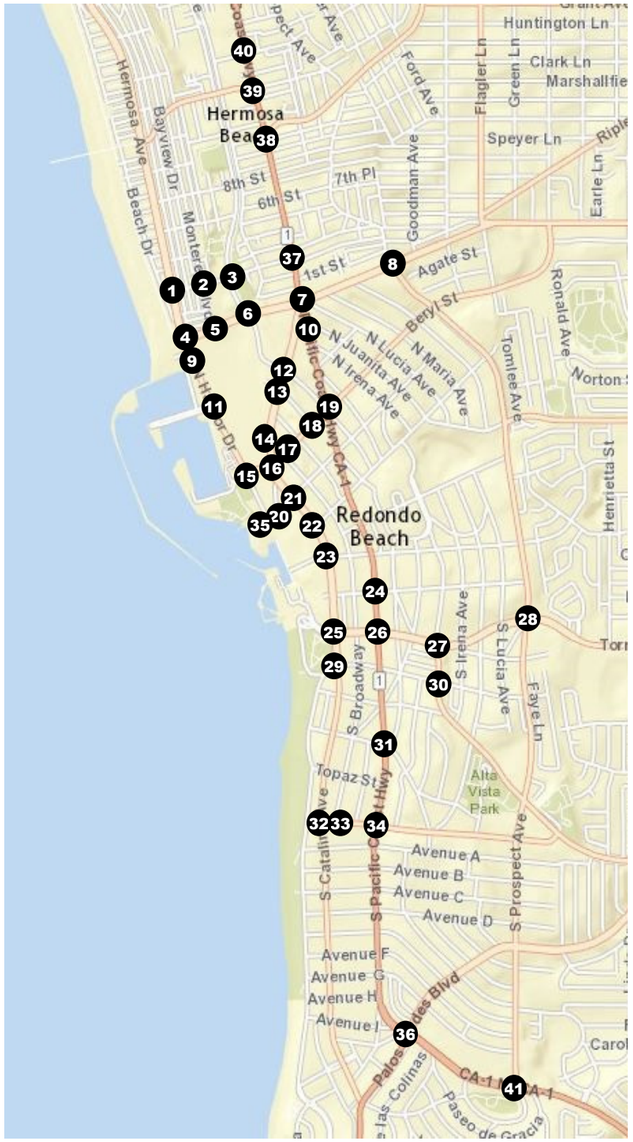
41. PCH/Prospect Ave

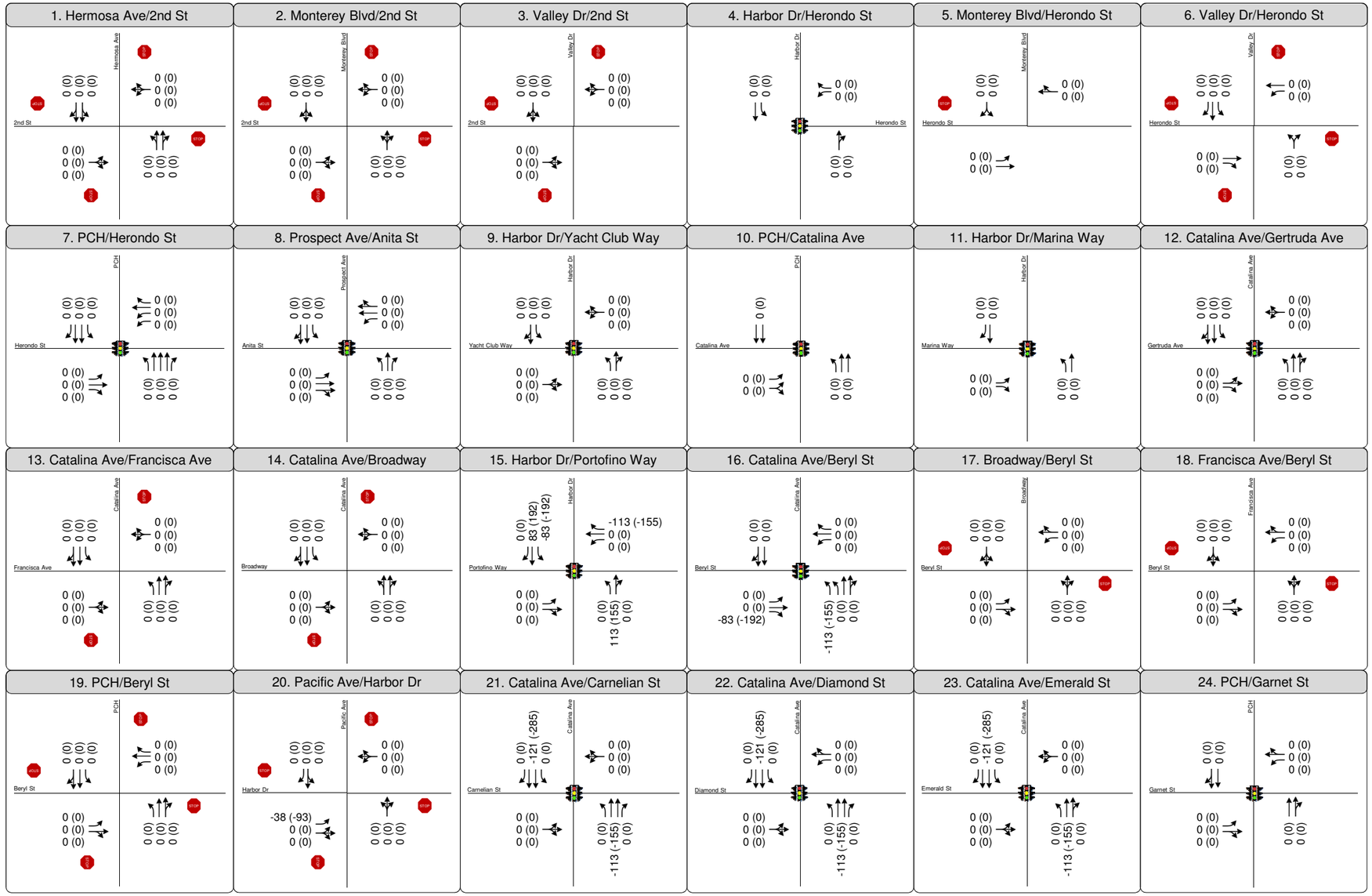


LEGEND

1	Study Intersection	AM (PM)	Peak Hour Traffic Volume
	Study Corridor	STOP	Stop Sign
	Turn Lane		

Figure 1
Peak Hour Traffic Volumes and Lane Configurations
Existing Conditions

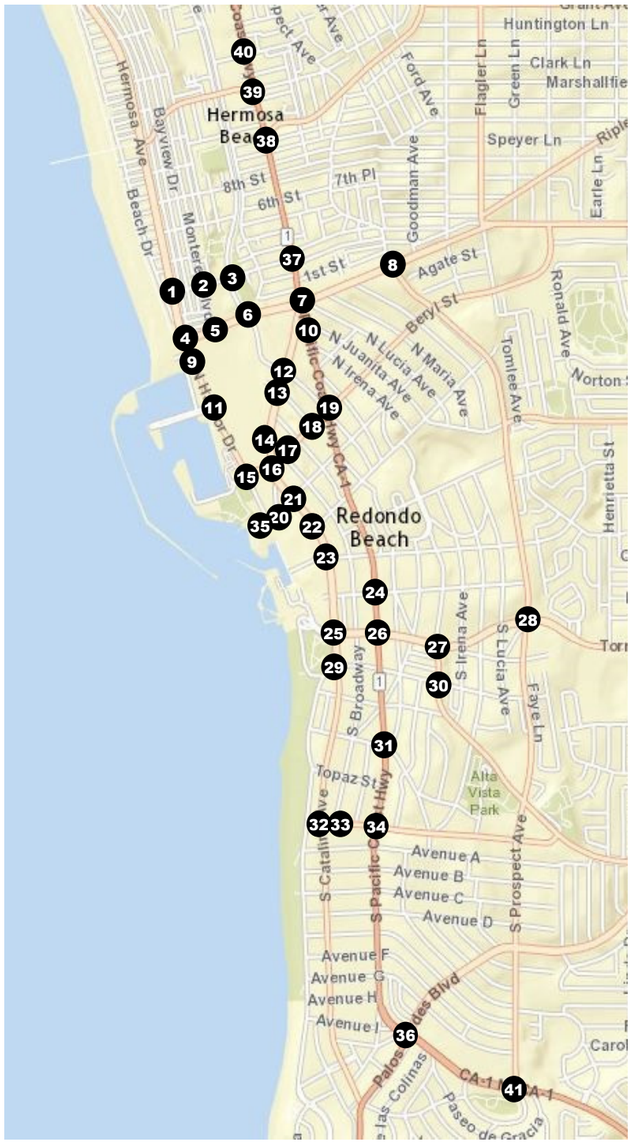


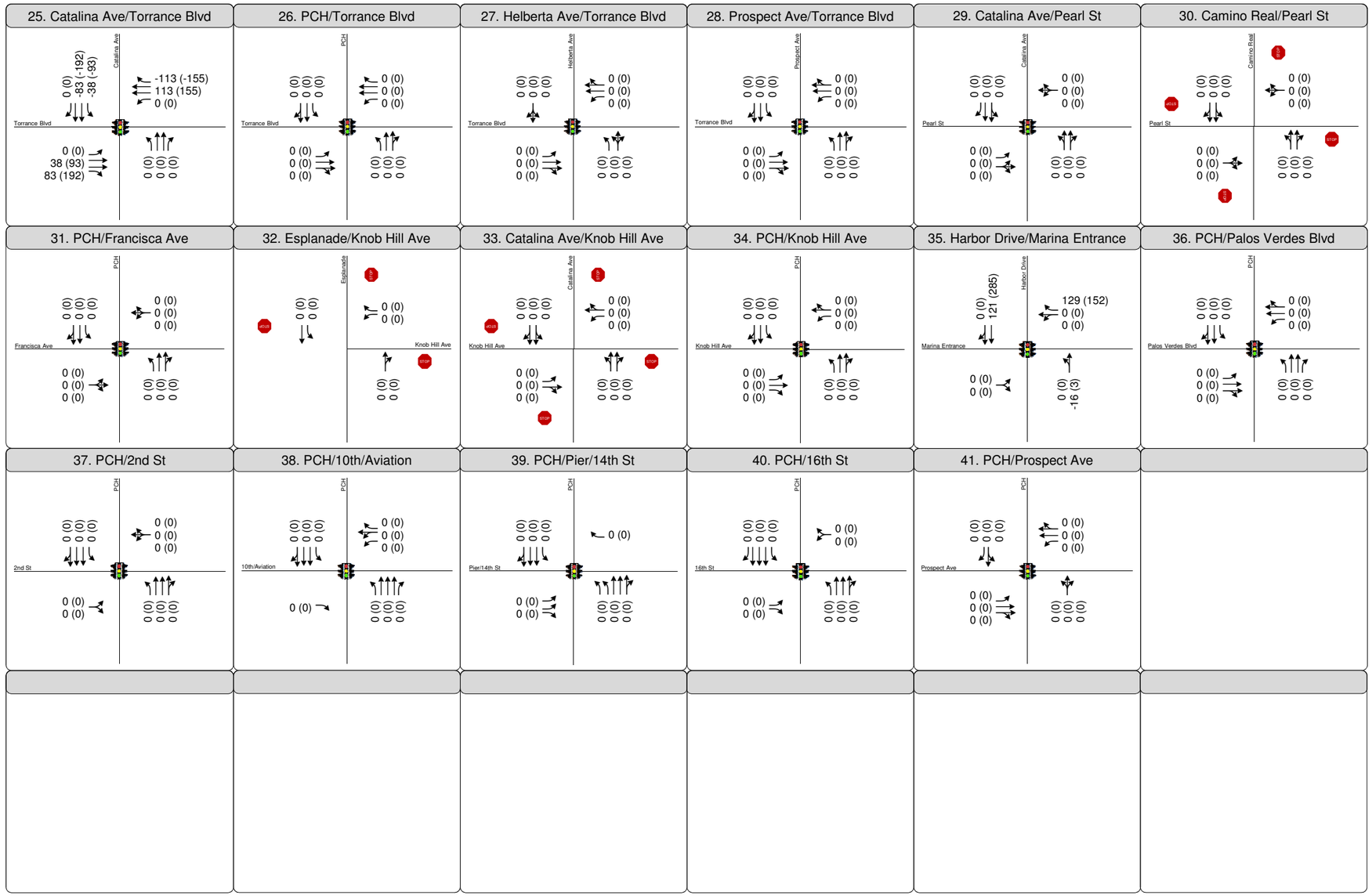


LEGEND

1	Study Intersection	AM (PM)	Peak Hour Traffic Volume
	Study Corridor	STOP	Stop Sign
	Turn Lane		

Figure 2
Peak Hour Traffic Volumes and Lane Configurations
Existing Background Shift with Pacific Connection

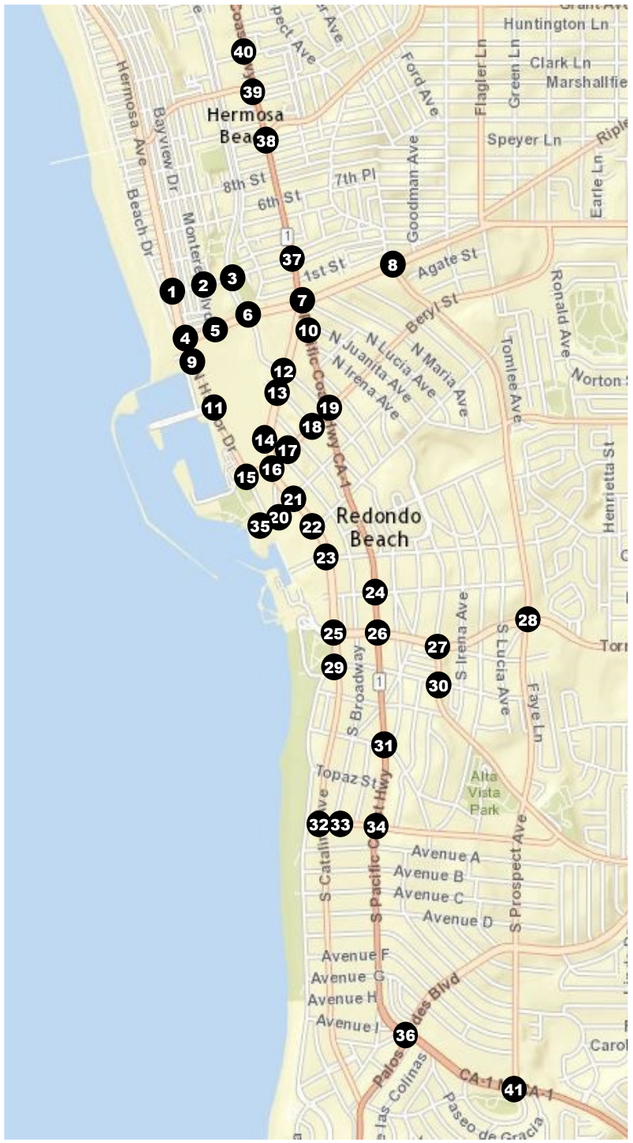




LEGEND

1	Study Intersection	AM (PM)	Peak Hour Traffic Volume
	Study Corridor	STOP	Stop Sign
	Turn Lane		

Figure 2
Peak Hour Traffic Volumes and Lane Configurations
Existing Background Shift with Pacific Connection



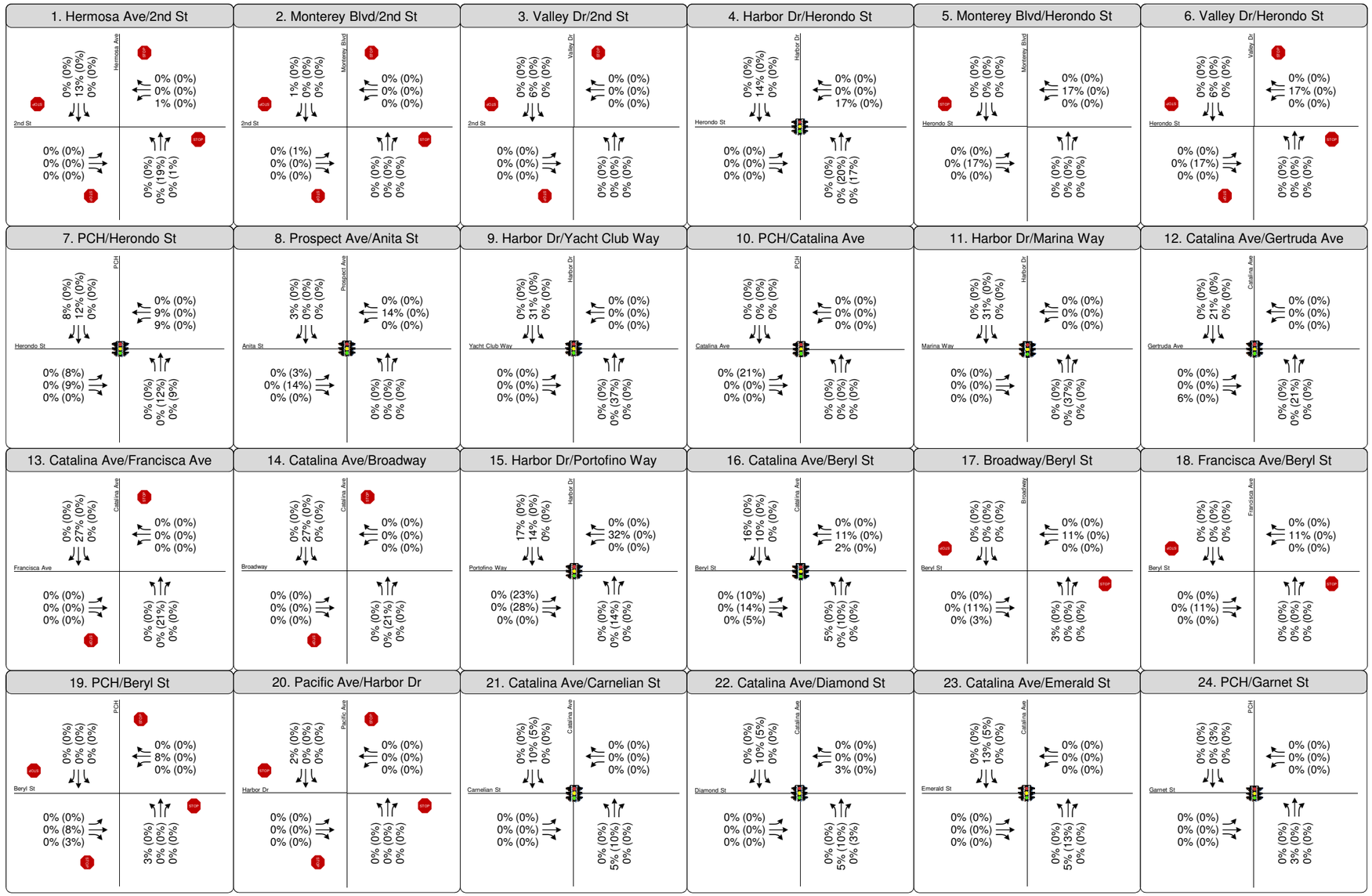
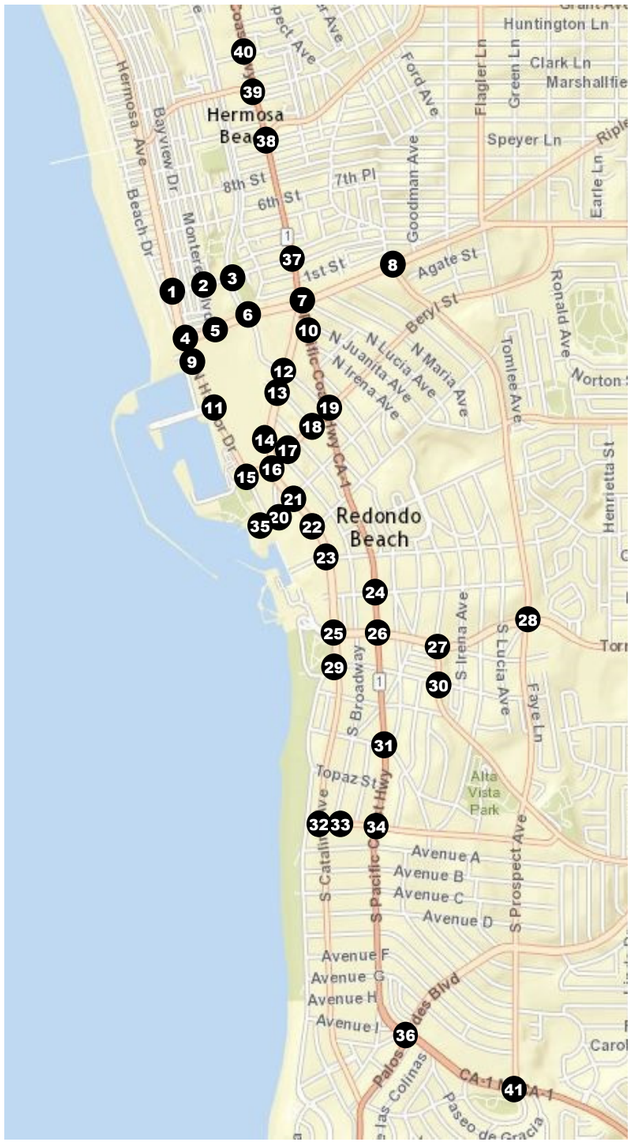


Figure 3
Percentage Project Trip Distributions
Inbound (Outbound)



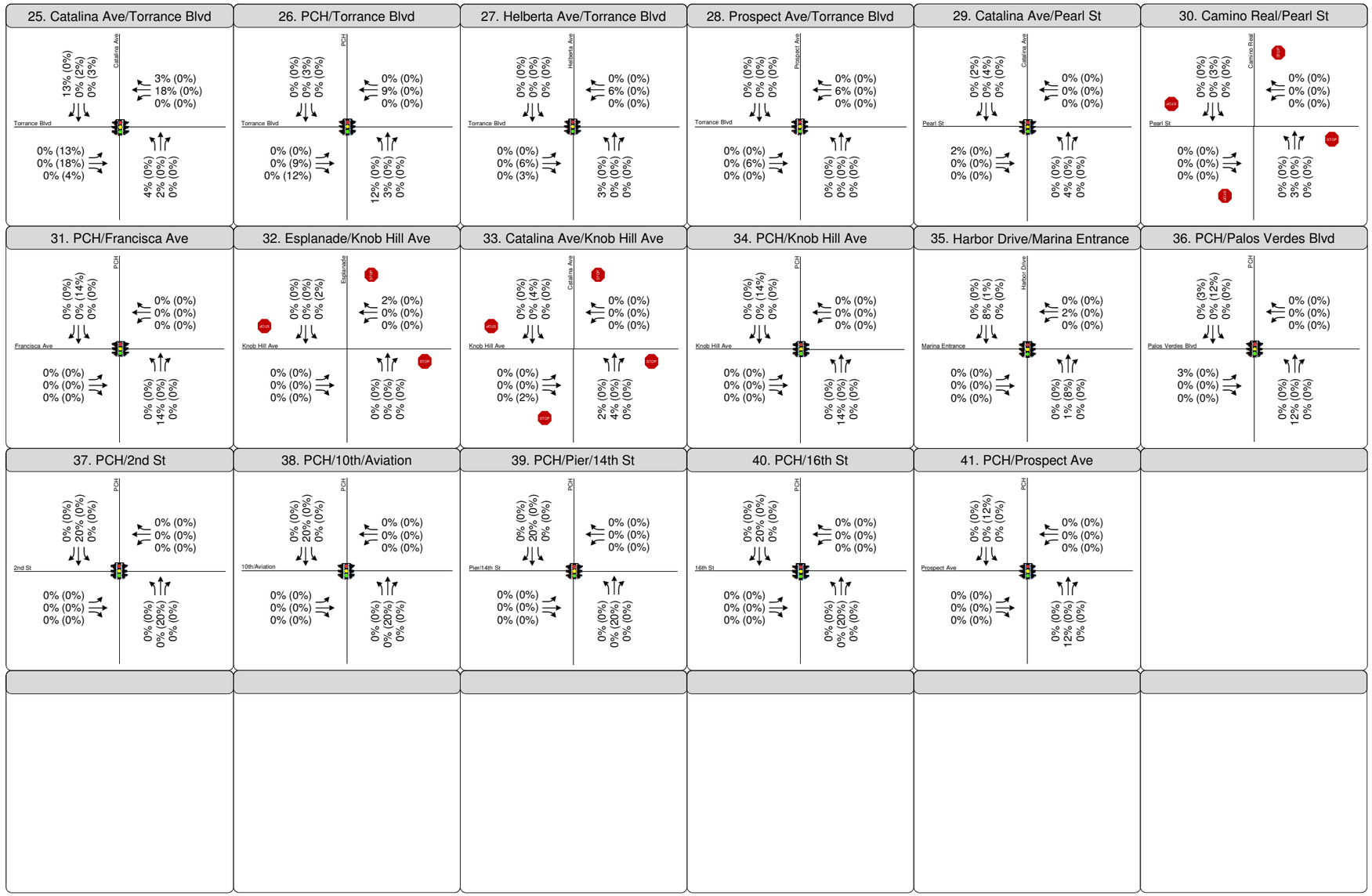
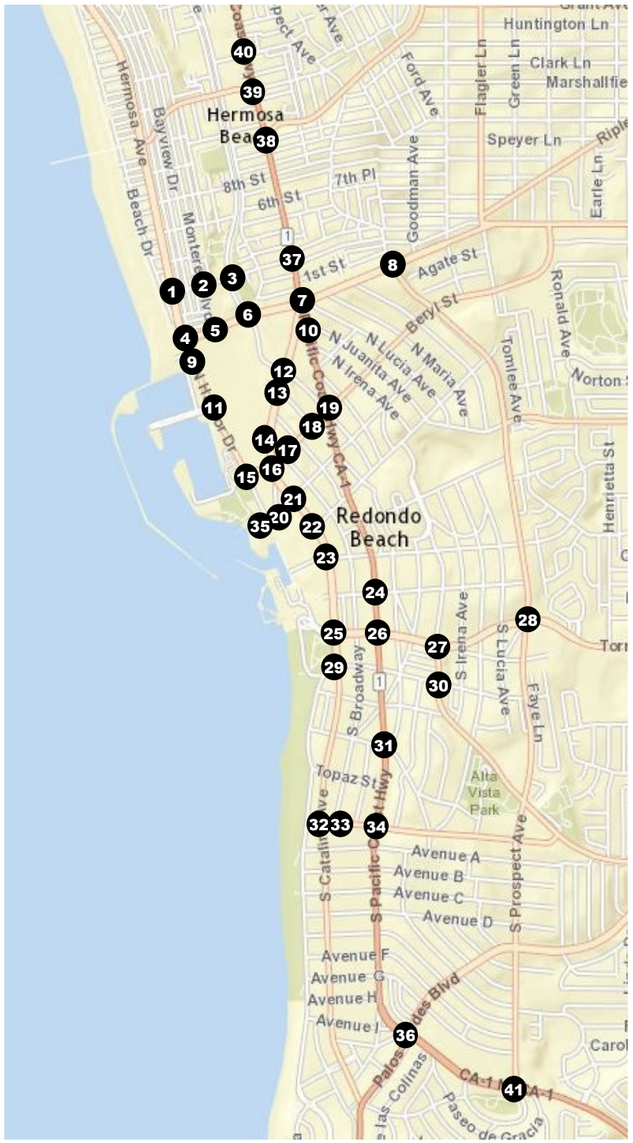
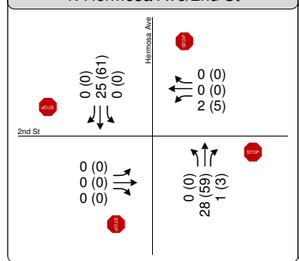


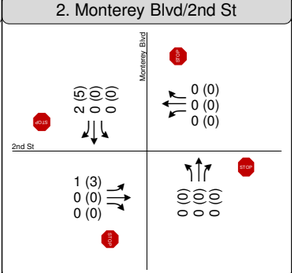
Figure 3
Percentage Project Trip Distributions
Inbound (Outbound)



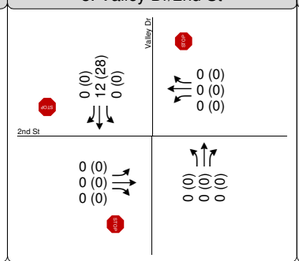
1. Hermosa Ave/2nd St



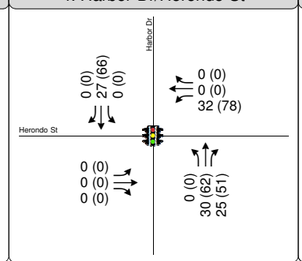
2. Monterey Blvd/2nd St



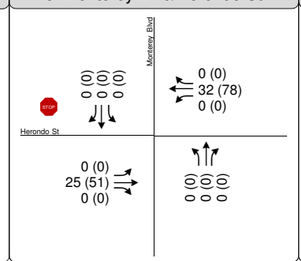
3. Valley Dr/2nd St



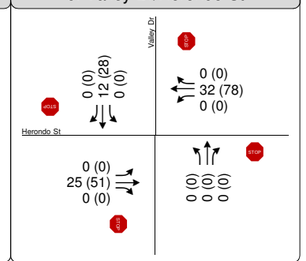
4. Harbor Dr/Herondo St



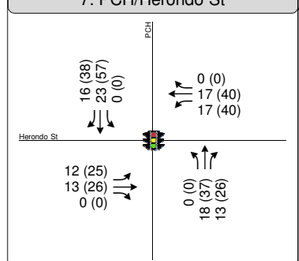
5. Monterey Blvd/Herondo St



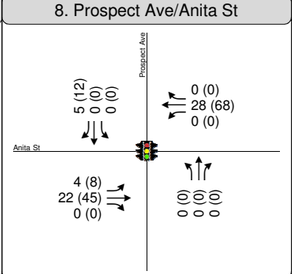
6. Valley Dr/Herondo St



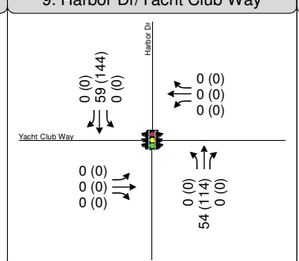
7. PCH/Herondo St



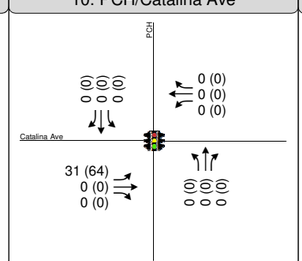
8. Prospect Ave/Anita St



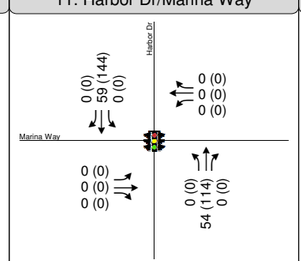
9. Harbor Dr/Yacht Club Way



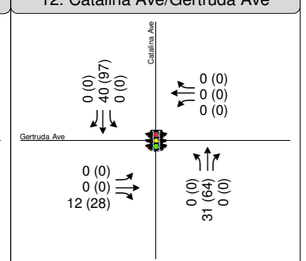
10. PCH/Catalina Ave



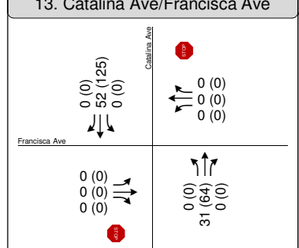
11. Harbor Dr/Marina Way



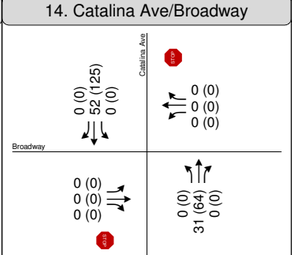
12. Catalina Ave/Gertruda Ave



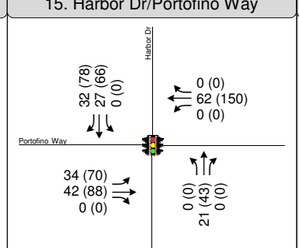
13. Catalina Ave/Francisca Ave



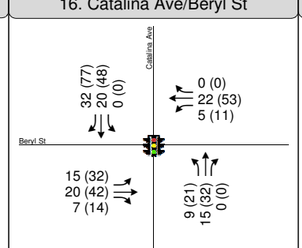
14. Catalina Ave/Broadway



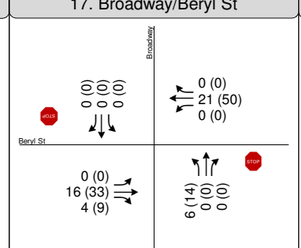
15. Harbor Dr/Portofino Way



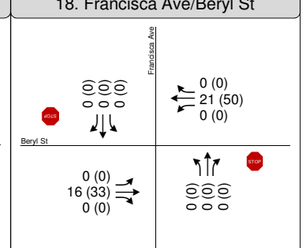
16. Catalina Ave/Beryl St



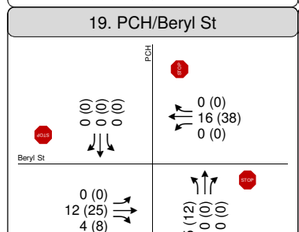
17. Broadway/Beryl St



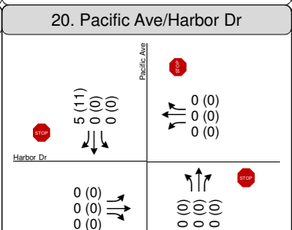
18. Francisca Ave/Beryl St



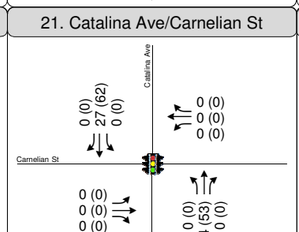
19. PCH/Beryl St



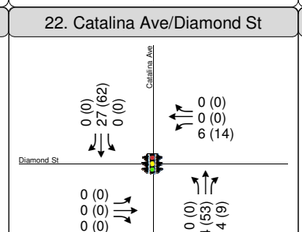
20. Pacific Ave/Harbor Dr



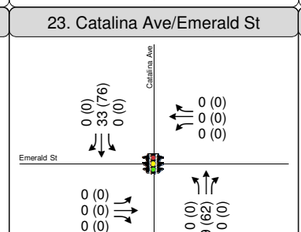
21. Catalina Ave/Carnelian St



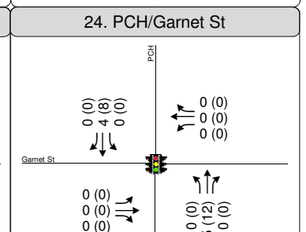
22. Catalina Ave/Diamond St



23. Catalina Ave/Emerald St



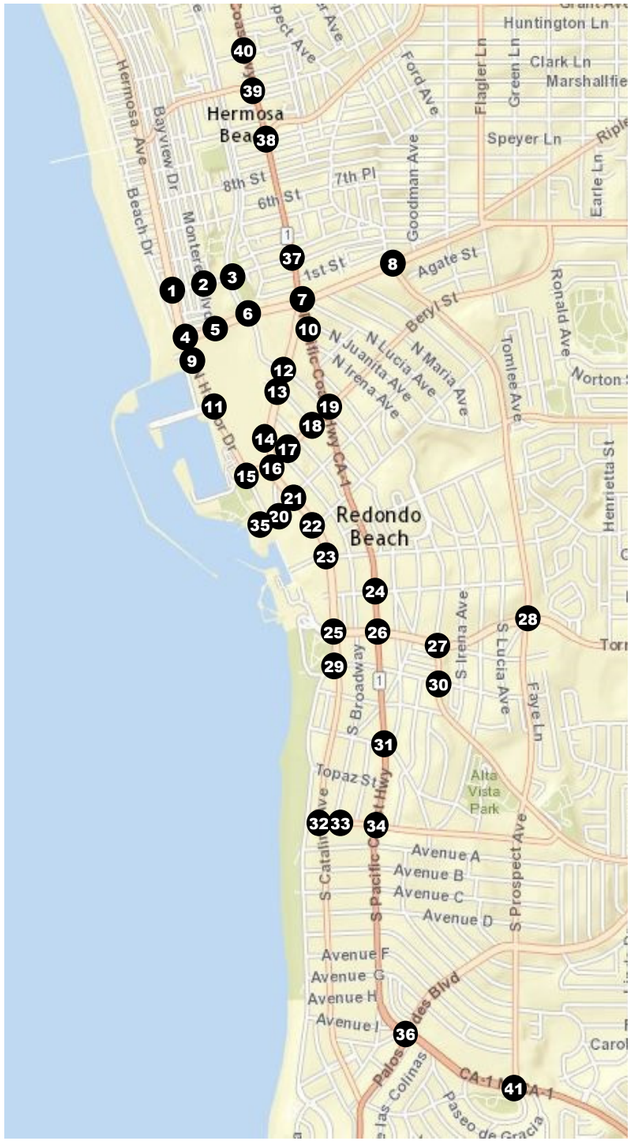
24. PCH/Garnet St



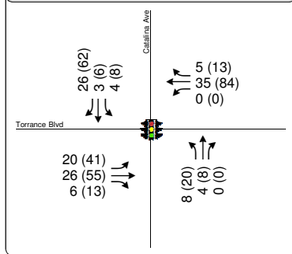
LEGEND

1	Study Intersection	AM (PM)	Peak Hour Traffic Volume
	Study Corridor	STOP	Stop Sign
	Turn Lane		

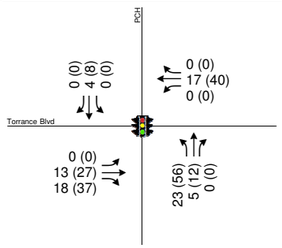
Figure 4
Peak Hour Traffic Volumes and Lane Configurations
Project Only Volumes



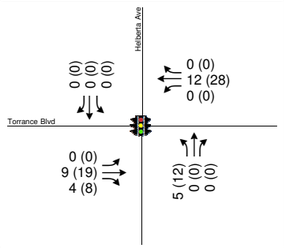
25. Catalina Ave/Torrance Blvd



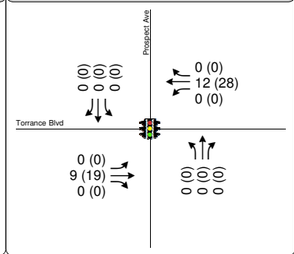
26. PCH/Torrance Blvd



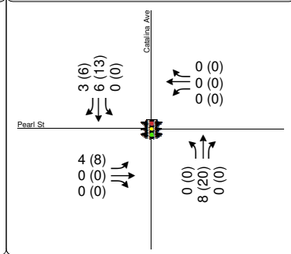
27. Helberta Ave/Torrance Blvd



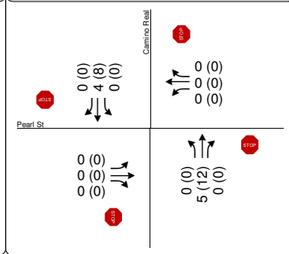
28. Prospect Ave/Torrance Blvd



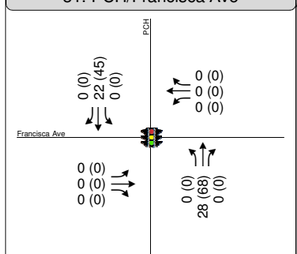
29. Catalina Ave/Pearl St



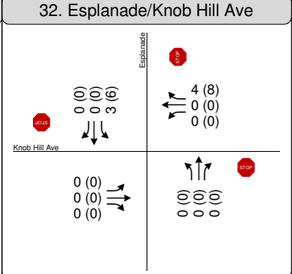
30. Camino Real/Pearl St



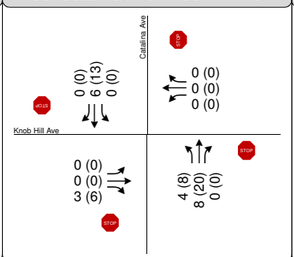
31. PCH/Francisca Ave



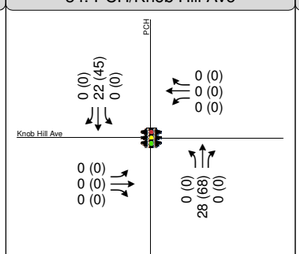
32. Esplanade/Knob Hill Ave



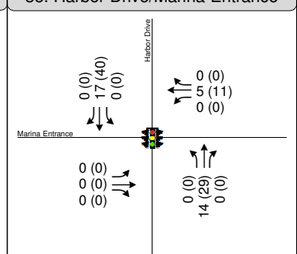
33. Catalina Ave/Knob Hill Ave



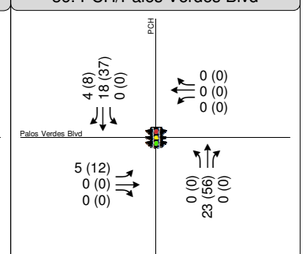
34. PCH/Knob Hill Ave



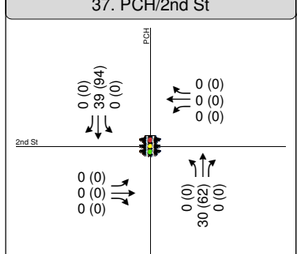
35. Harbor Drive/Marina Entrance



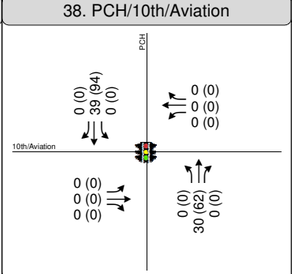
36. PCH/Palos Verdes Blvd



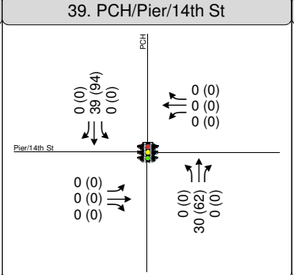
37. PCH/2nd St



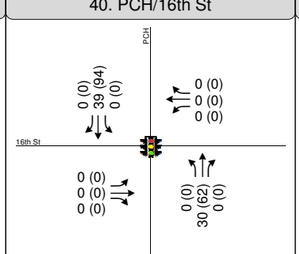
38. PCH/10th/Aviation



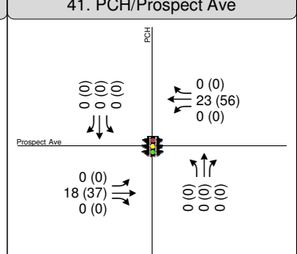
39. PCH/Pier/14th St



40. PCH/16th St



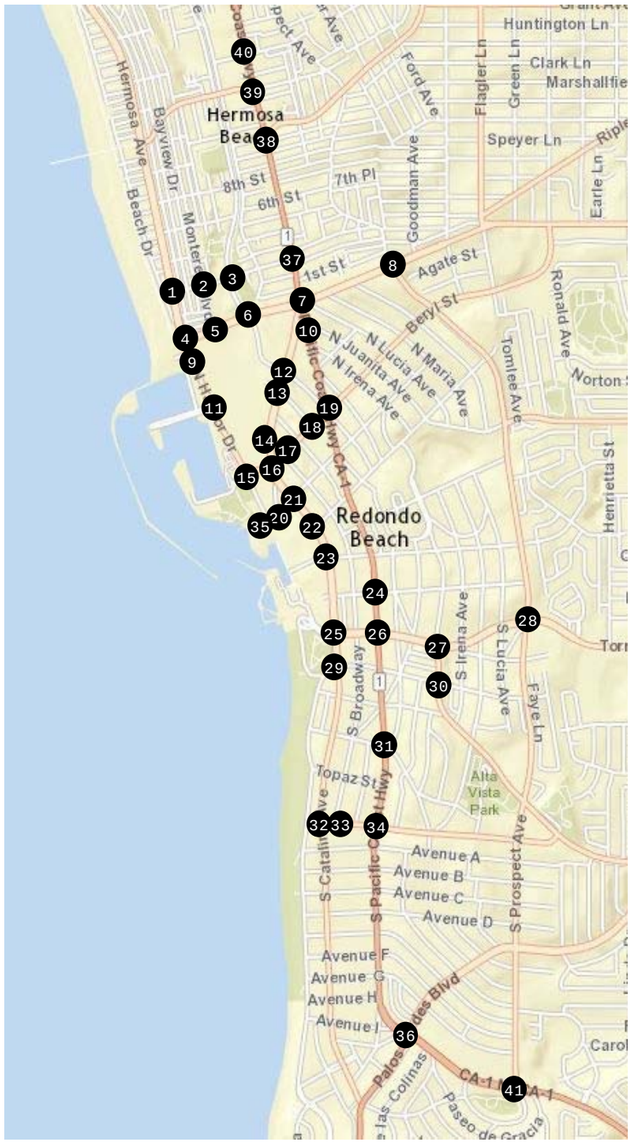
41. PCH/Prospect Ave



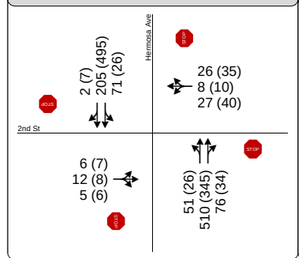
LEGEND

1	Study Intersection	AM (PM)	Peak Hour Traffic Volume
	Study Corridor	STOP	Stop Sign
	Turn Lane		

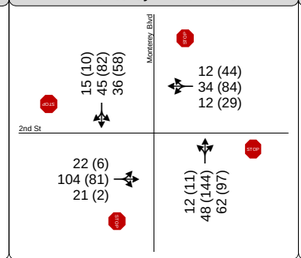
Figure 4
Peak Hour Traffic Volumes and Lane Configurations
Project Only Volumes



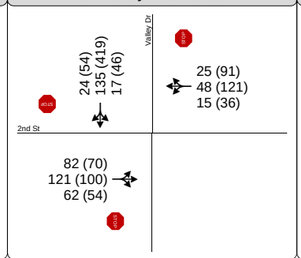
1. Hermosa Ave/2nd St



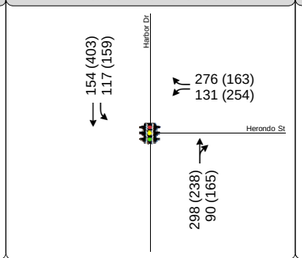
2. Monterey Blvd/2nd St



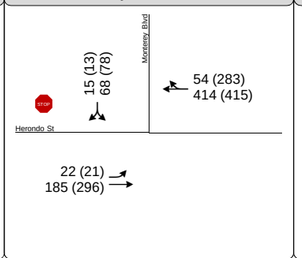
3. Valley Dr/2nd St



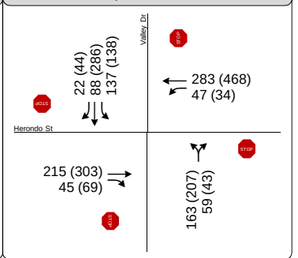
4. Harbor Dr/Herondo St



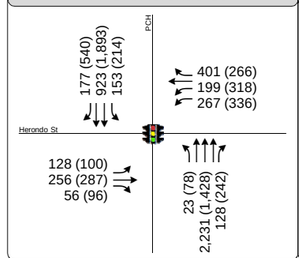
5. Monterey Blvd/Herondo St



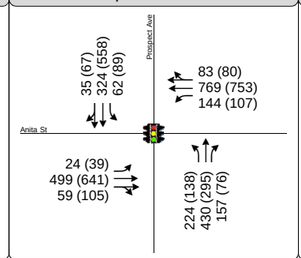
6. Valley Dr/Herondo St



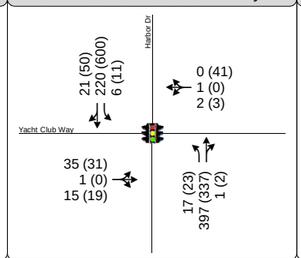
7. PCH/Herondo St



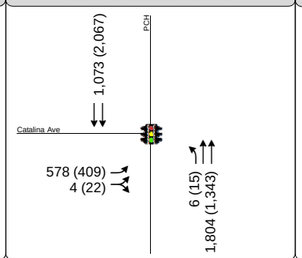
8. Prospect Ave/Anita St



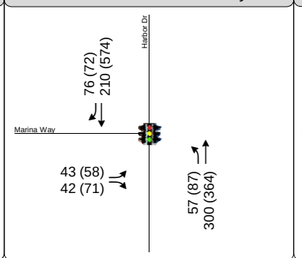
9. Harbor Dr/Yacht Club Way



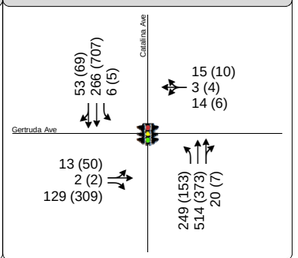
10. PCH/Catalina Ave



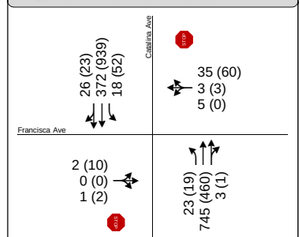
11. Harbor Dr/Marina Way



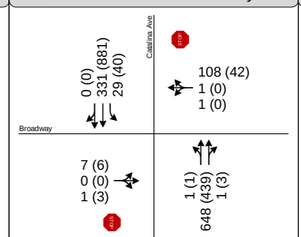
12. Catalina Ave/Gertruda Ave



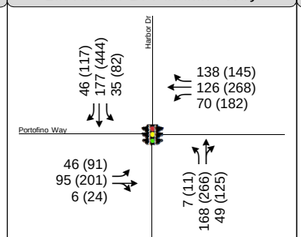
13. Catalina Ave/Francisca Ave



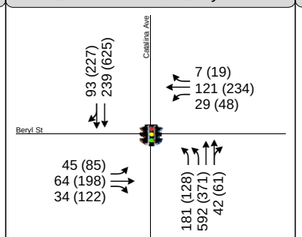
14. Catalina Ave/Broadway



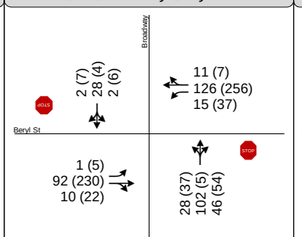
15. Harbor Dr/Portofino Way



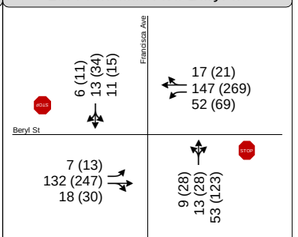
16. Catalina Ave/Beryl St



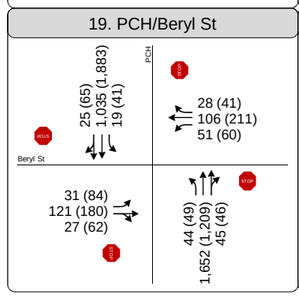
17. Broadway/Beryl St



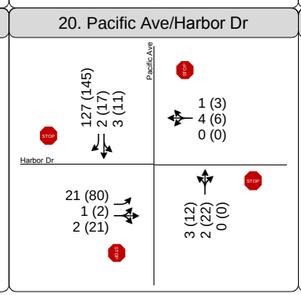
18. Francisca Ave/Beryl St



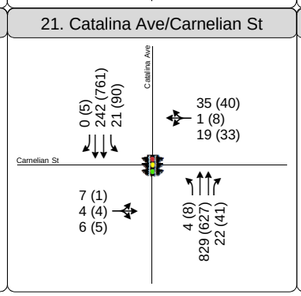
19. PCH/Beryl St



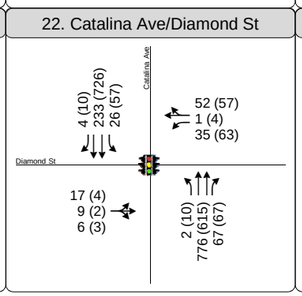
20. Pacific Ave/Harbor Dr



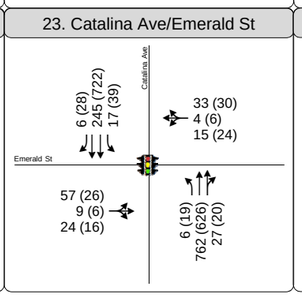
21. Catalina Ave/Carnelian St



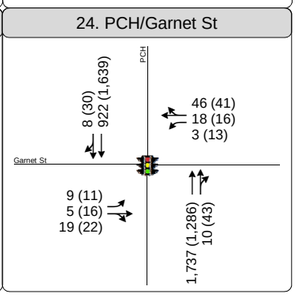
22. Catalina Ave/Diamond St



23. Catalina Ave/Emerald St



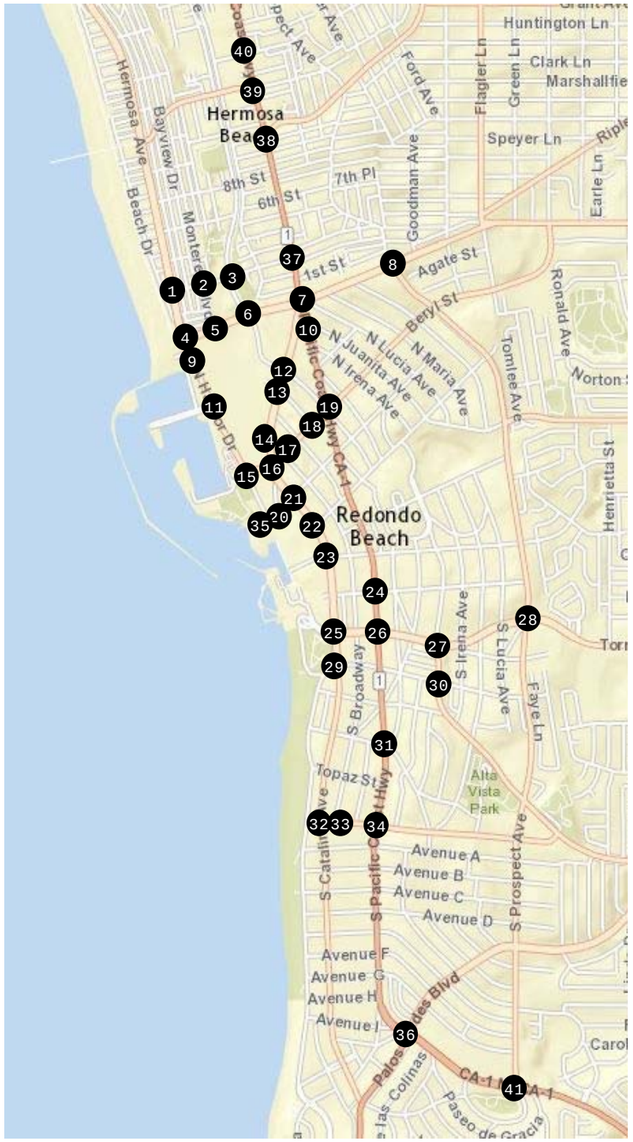
24. PCH/Garnet St

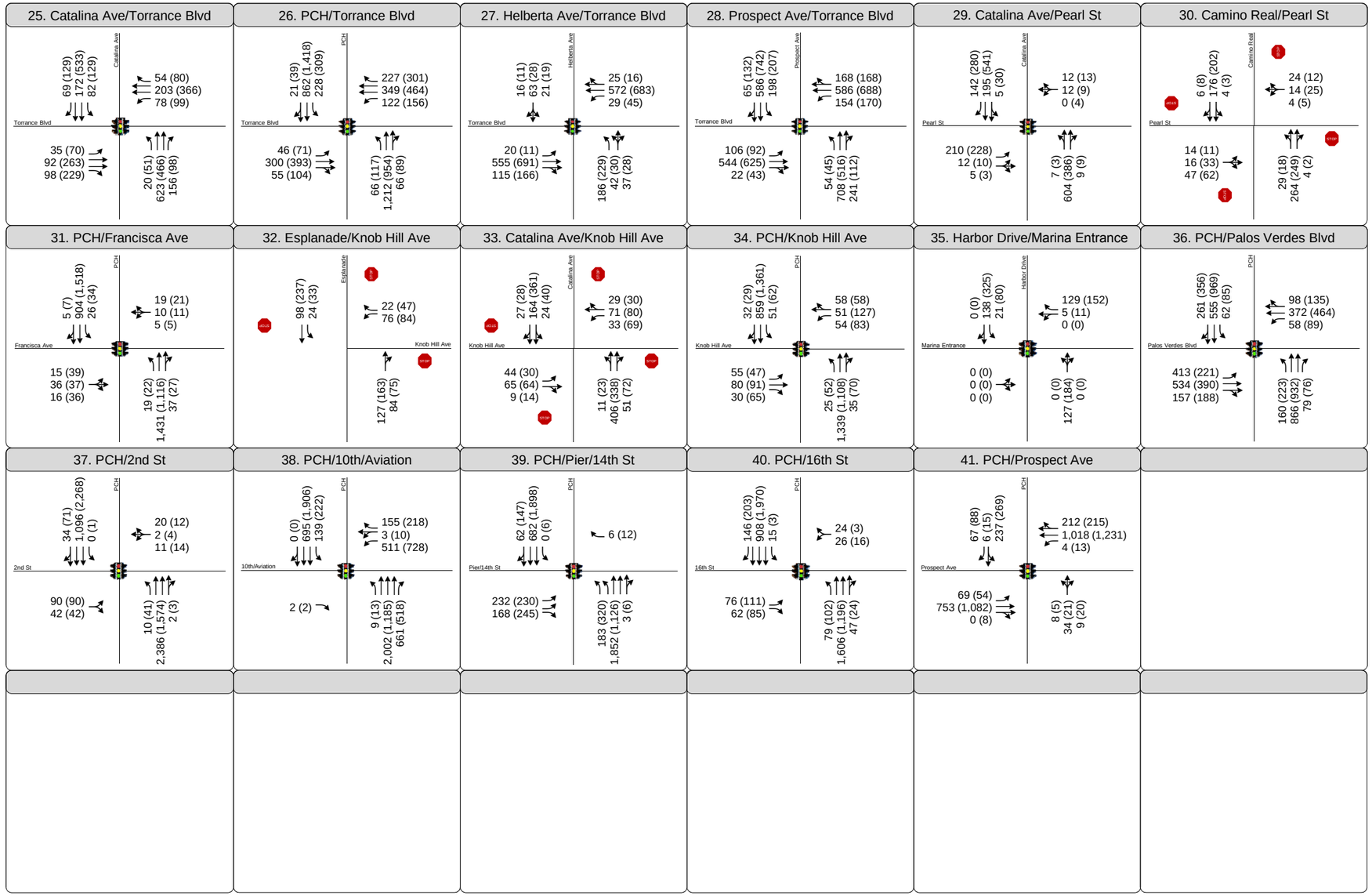


LEGEND

- 1 — Study Intersection
- Study Corridor
- Turn Lane
- AM (PM) — Peak Hour Traffic Volume
- STOP — Stop Sign

Figure 5
Peak Hour Traffic Volumes and Lane Configurations
Existing Plus Project Conditions

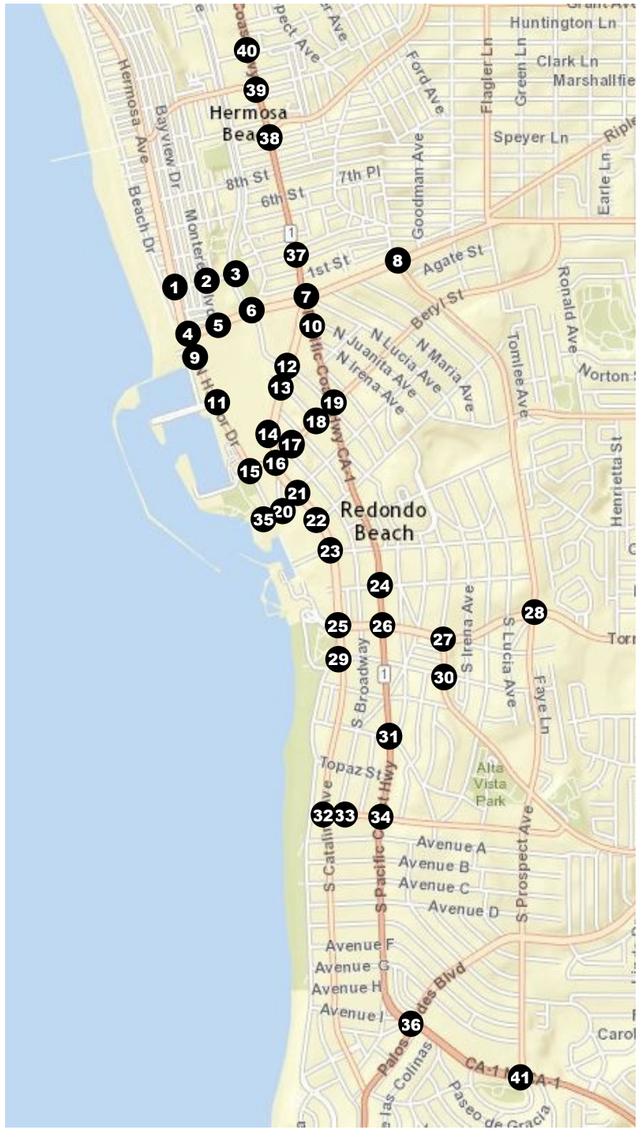


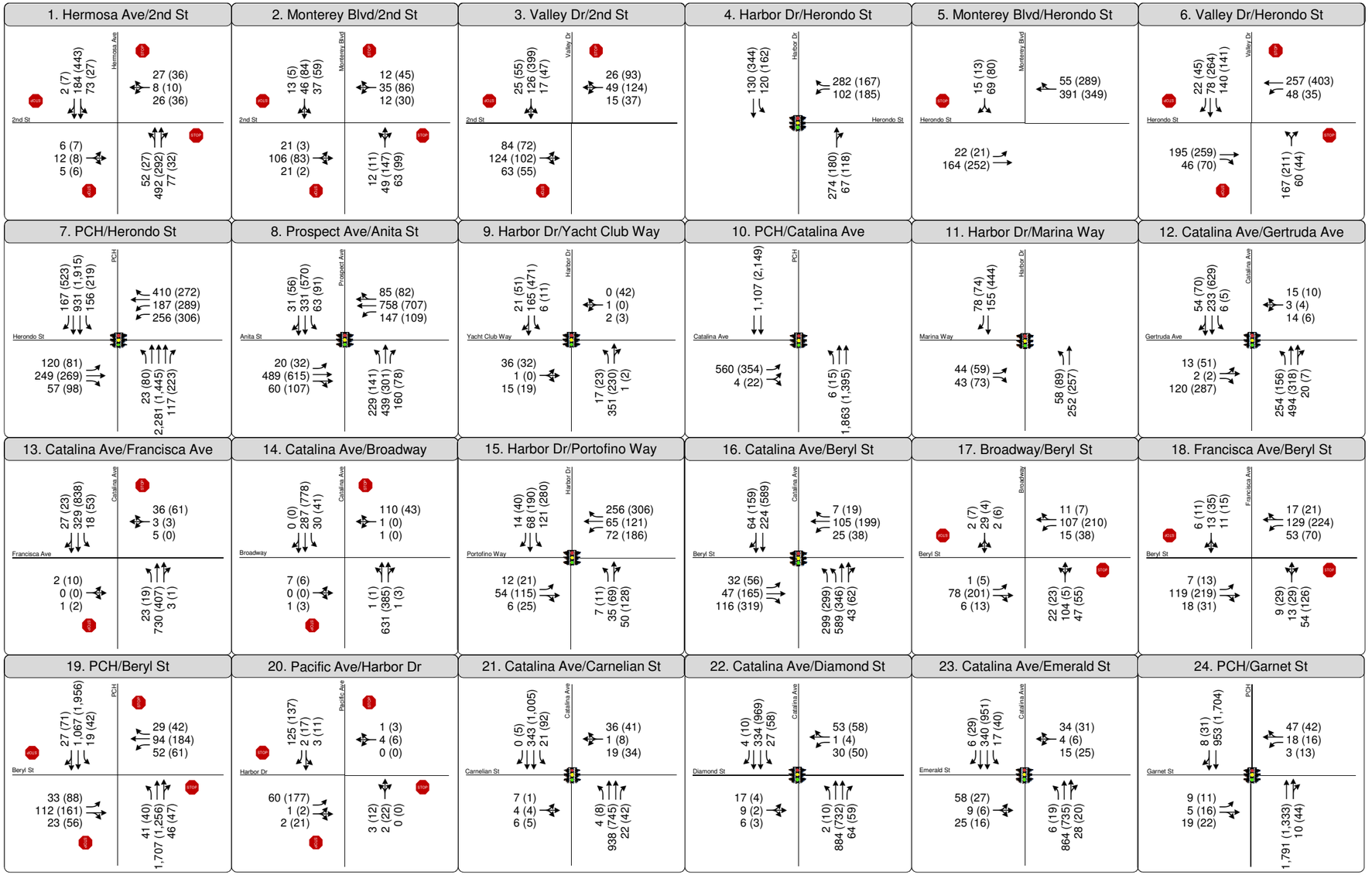


LEGEND

1	Study Intersection	AM (PM)	Peak Hour Traffic Volume
	Study Corridor	STOP	Stop Sign
	Turn Lane		

Figure 5
Peak Hour Traffic Volumes and Lane Configurations
Existing Plus Project Conditions

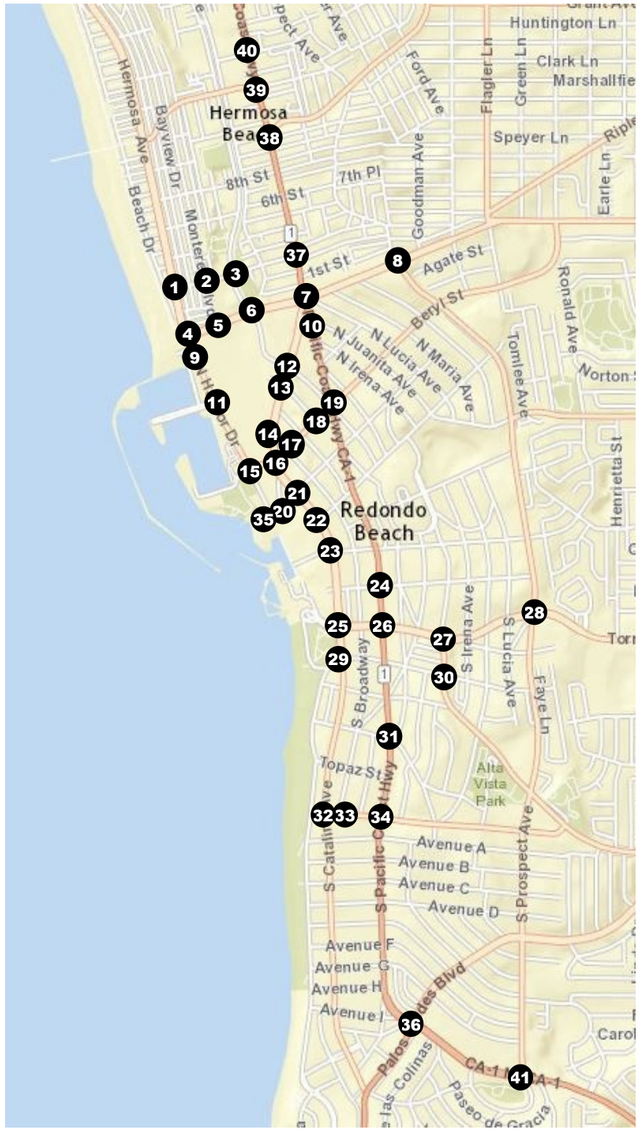




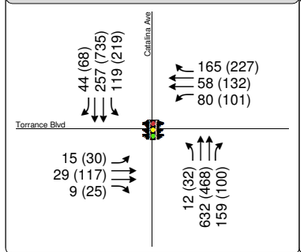
LEGEND

- 1 Study Intersection
- Study Corridor
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Stop Sign

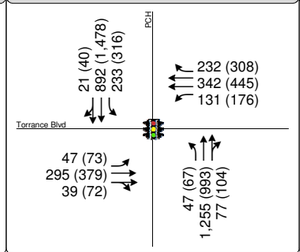
Figure 6
Peak Hour Traffic Volumes and Lane Configurations
Cumulative Base



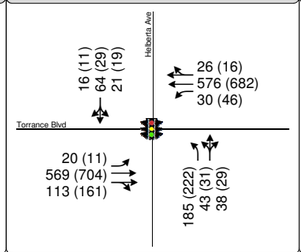
25. Catalina Ave/Torrance Blvd



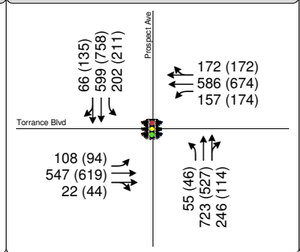
26. PCH/Torrance Blvd



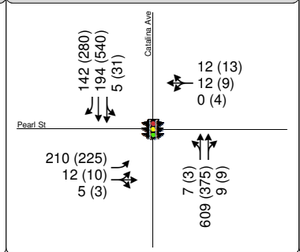
27. Helberta Ave/Torrance Blvd



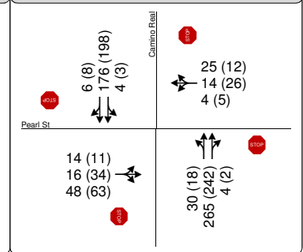
28. Prospect Ave/Torrance Blvd



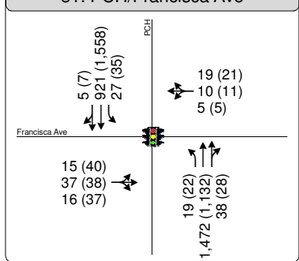
29. Catalina Ave/Pearl St



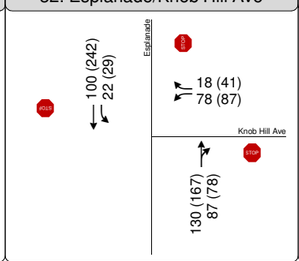
30. Camino Real/Pearl St



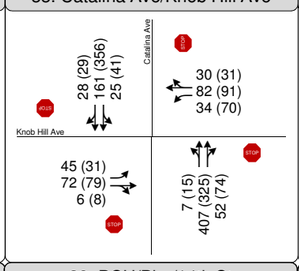
31. PCH/Francisca Ave



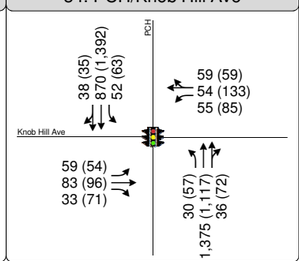
32. Esplanade/Knob Hill Ave



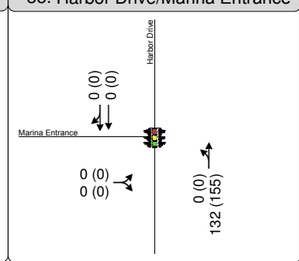
33. Catalina Ave/Knob Hill Ave



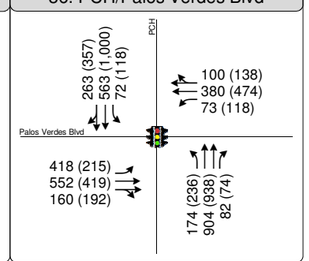
34. PCH/Knob Hill Ave



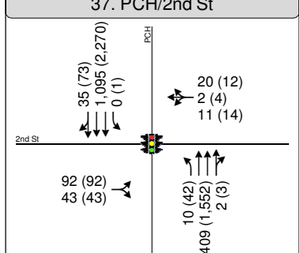
35. Harbor Drive/Marina Entrance



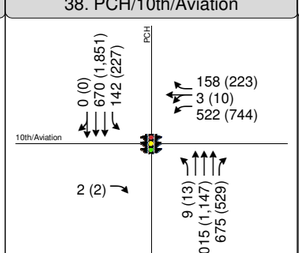
36. PCH/Palos Verdes Blvd



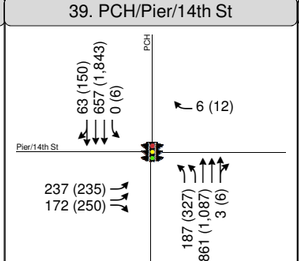
37. PCH/2nd St



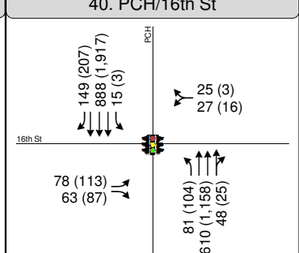
38. PCH/10th/Aviation



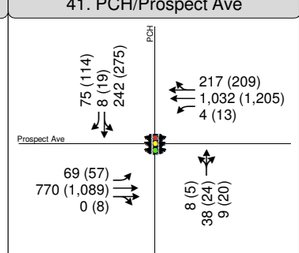
39. PCH/Pier/14th St



40. PCH/16th St



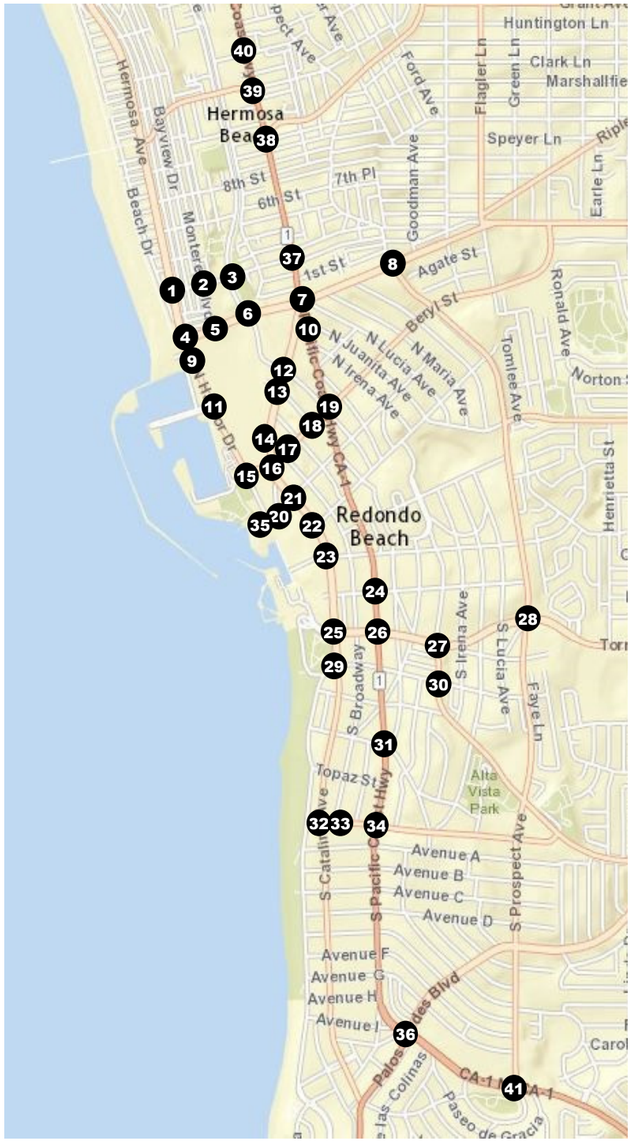
41. PCH/Prospect Ave



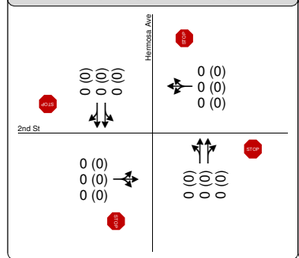
LEGEND

- 1 Study Intersection
- Study Corridor
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- STOP Stop Sign

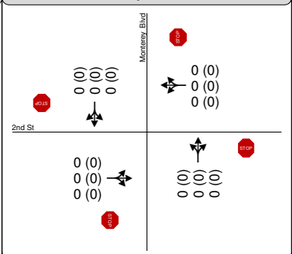
Figure 6
Peak Hour Traffic Volumes and Lane Configurations
Cumulative Base



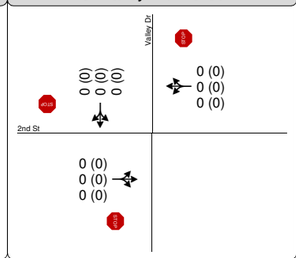
1. Hermosa Ave/2nd St



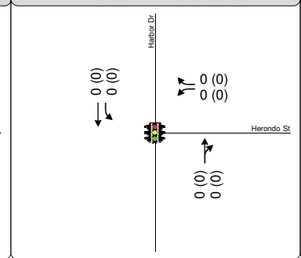
2. Monterey Blvd/2nd St



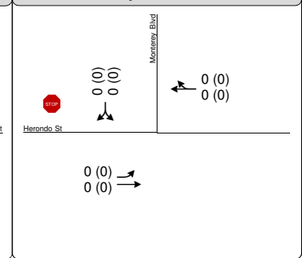
3. Valley Dr/2nd St



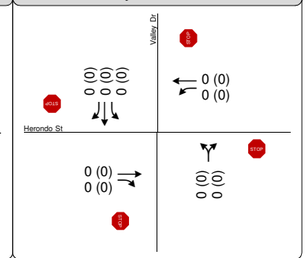
4. Harbor Dr/Herondo St



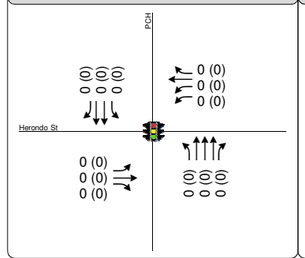
5. Monterey Blvd/Herondo St



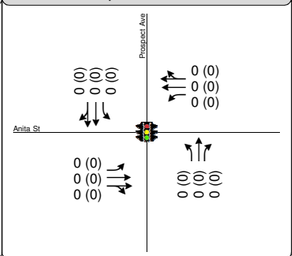
6. Valley Dr/Herondo St



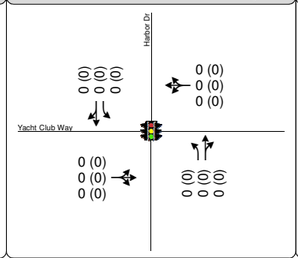
7. PCH/Herondo St



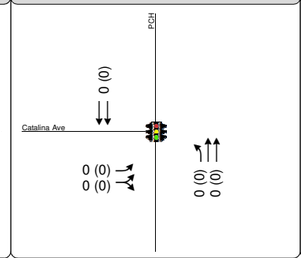
8. Prospect Ave/Anita St



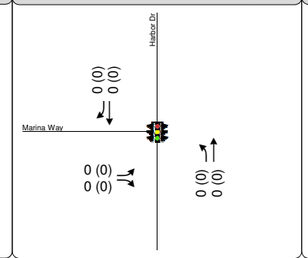
9. Harbor Dr/Yacht Club Way



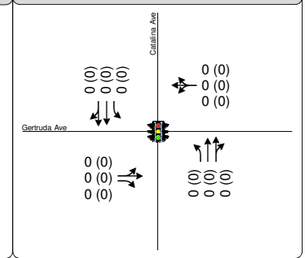
10. PCH/Catalina Ave



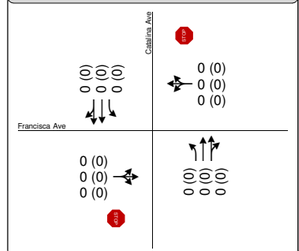
11. Harbor Dr/Marina Way



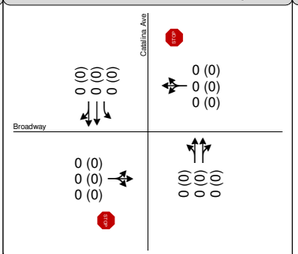
12. Catalina Ave/Gertruda Ave



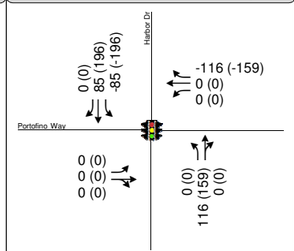
13. Catalina Ave/Francisca Ave



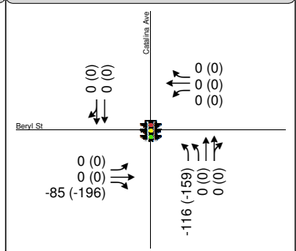
14. Catalina Ave/Broadway



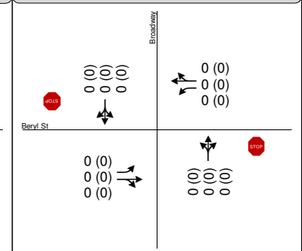
15. Harbor Dr/Portofino Way



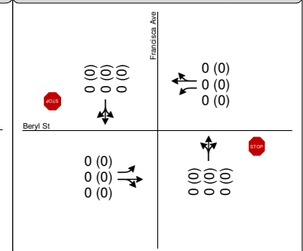
16. Catalina Ave/Beryl St



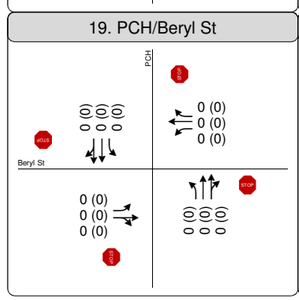
17. Broadway/Beryl St



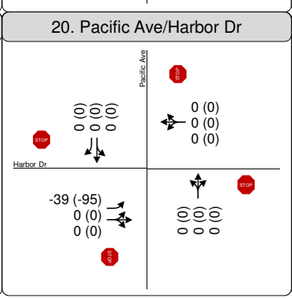
18. Francisca Ave/Beryl St



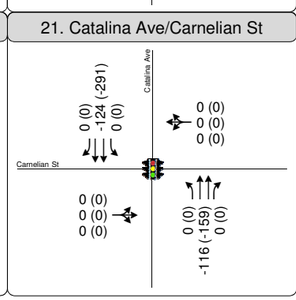
19. PCH/Beryl St



20. Pacific Ave/Harbor Dr



21. Catalina Ave/Carnelian St



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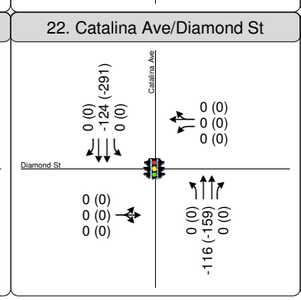
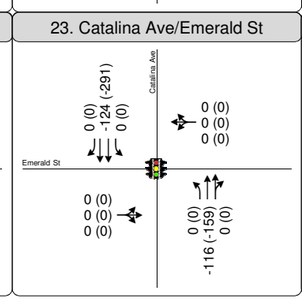
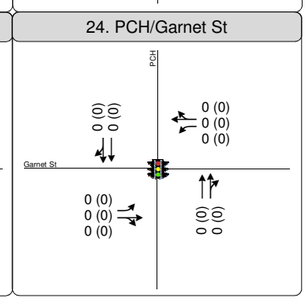


23. Catalina Ave/Emerald St



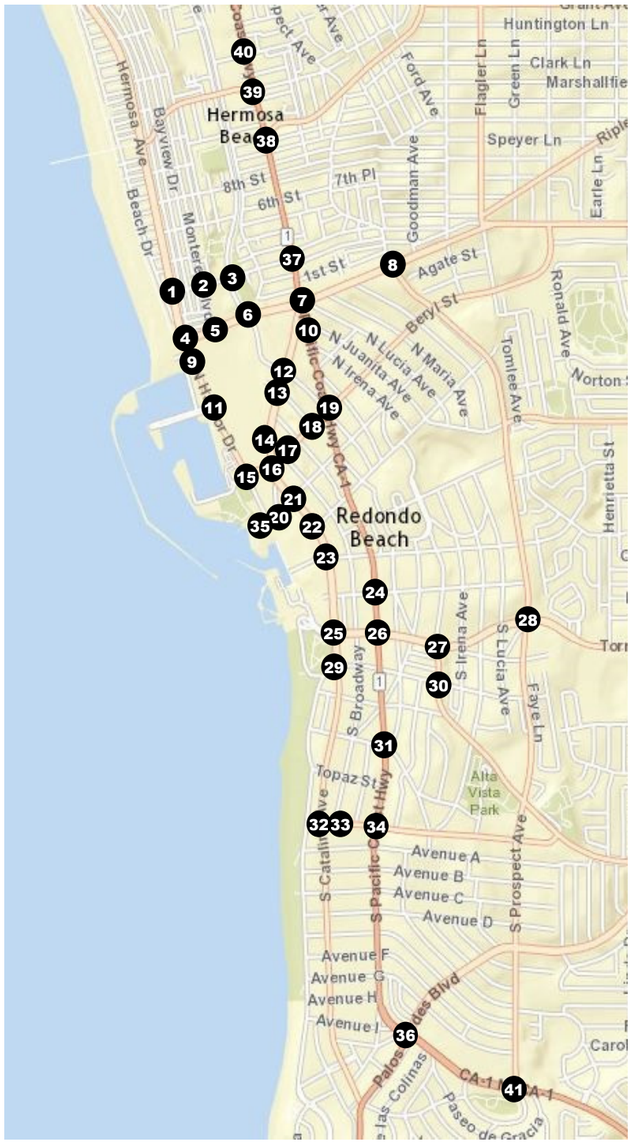
24. PCH/Garnet St



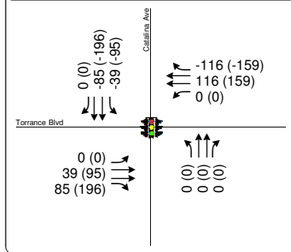
LEGEND

1	Study Intersection	AM (PM)	Peak Hour Traffic Volume
	Study Corridor	STOP	Stop Sign
	Turn Lane		

Figure 7
Peak Hour Traffic Volumes and Lane Configurations
Cumulative Background Shift with Pacific Connection



25. Catalina Ave/Torrance Blvd



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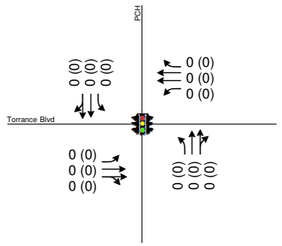
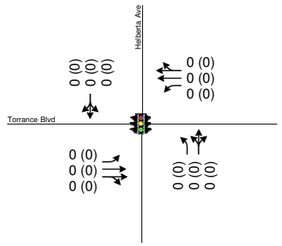
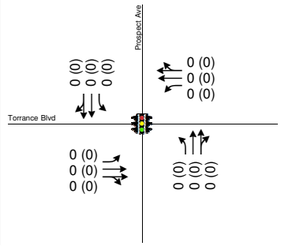


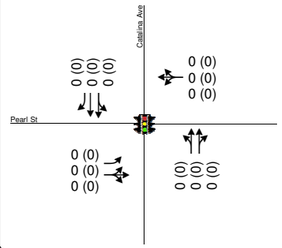
27. Helberta Ave/Torrance Blvd



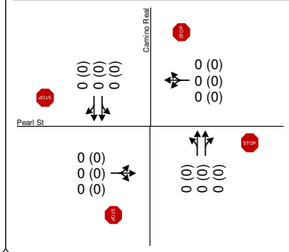
28. Prospect Ave/Torrance Blvd



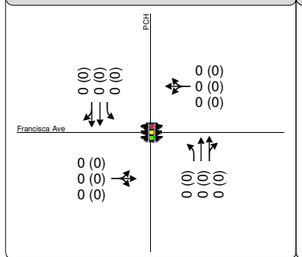
29. Catalina Ave/Pearl St



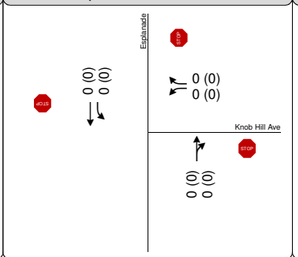
30. Camino Real/Pearl St



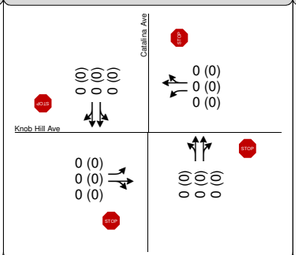
31. PCH/Francisca Ave



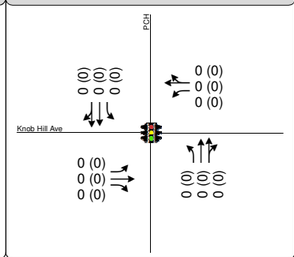
32. Esplanade/Knob Hill Ave



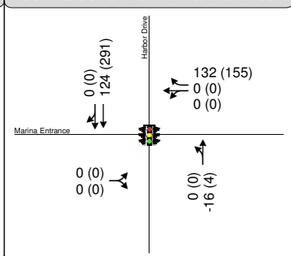
33. Catalina Ave/Knob Hill Ave



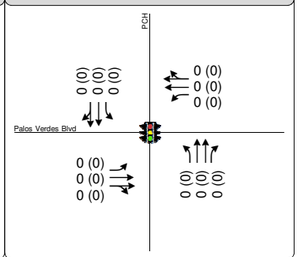
34. PCH/Knob Hill Ave



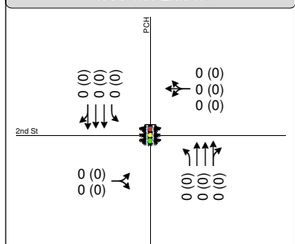
35. Harbor Drive/Marina Entrance



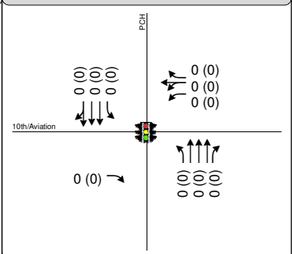
36. PCH/Palos Verdes Blvd



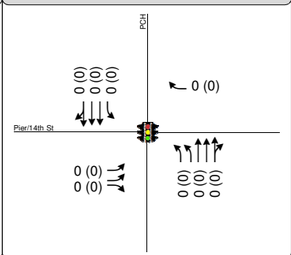
37. PCH/2nd St



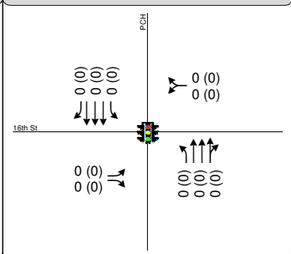
38. PCH/10th/Aviation



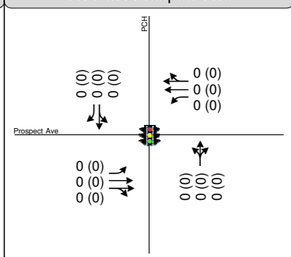
39. PCH/Pier/14th St



40. PCH/16th St



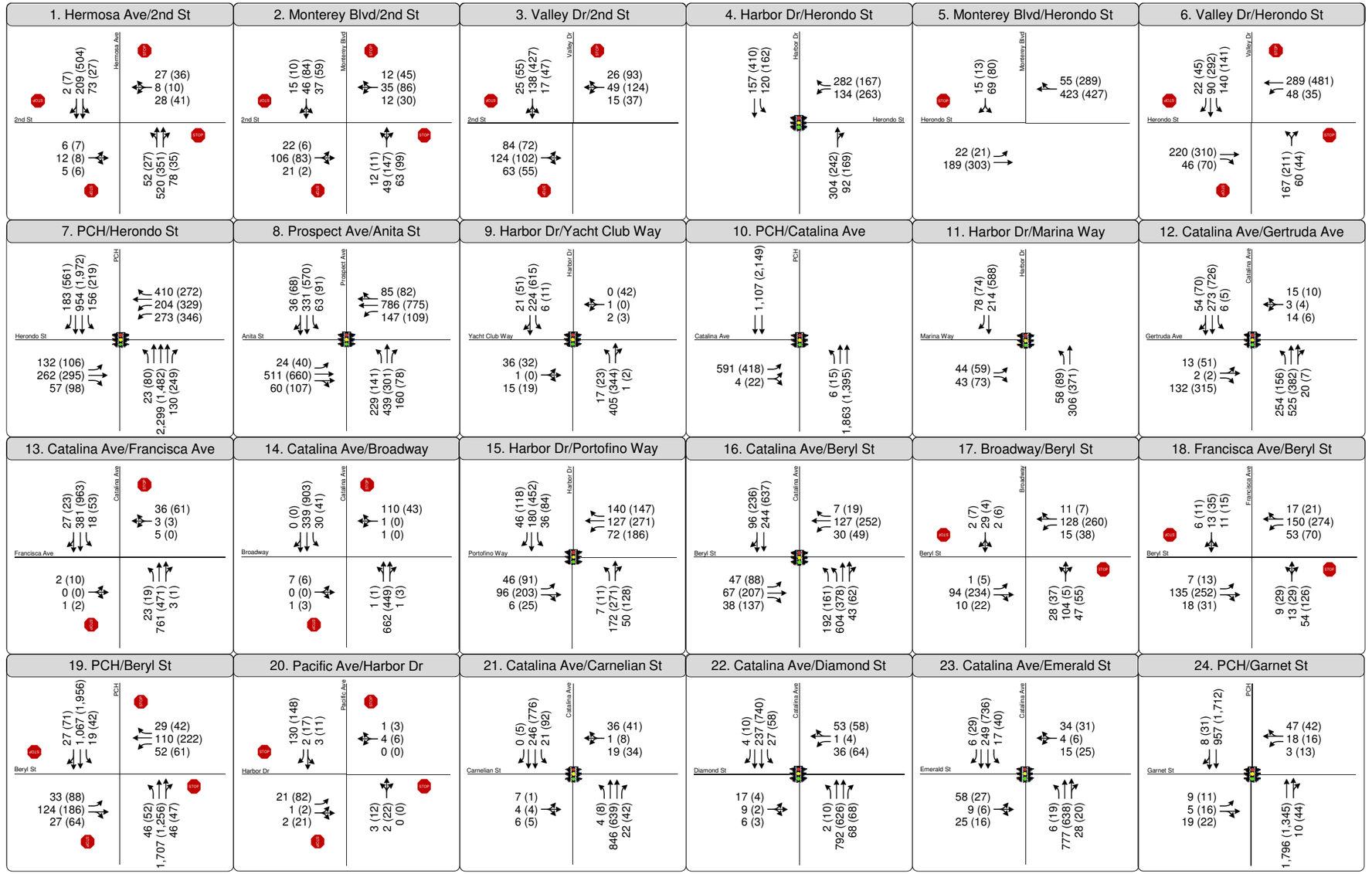
41. PCH/Prospect Ave



LEGEND

- Study Intersection
- Study Corridor
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Stop Sign

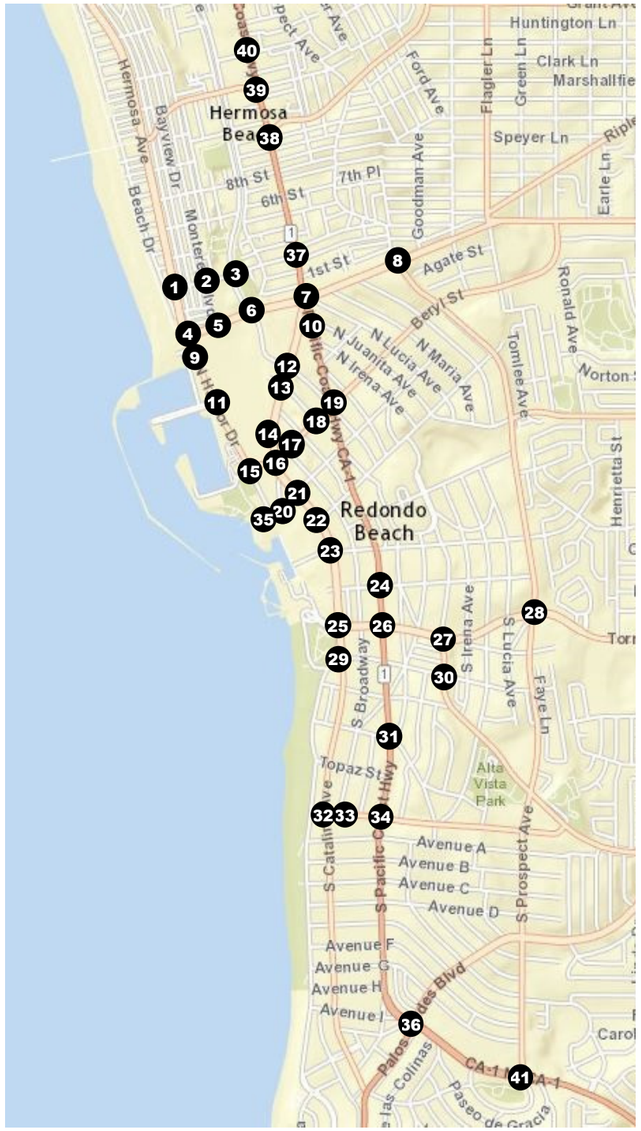
Figure 7
Peak Hour Traffic Volumes and Lane Configurations
Cumulative Background Shift with Pacific Connection



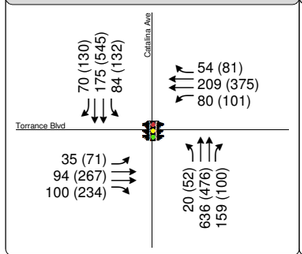
LEGEND

- 1 Study Intersection
- Study Corridor
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- STOP Stop Sign

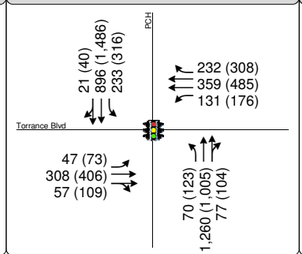
Figure 8
Peak Hour Traffic Volumes and Lane Configurations
Cumulative Plus Project Conditions



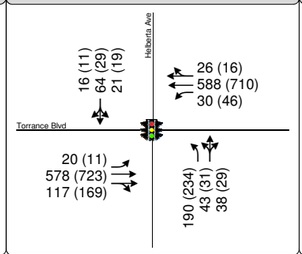
25. Catalina Ave/Torrance Blvd



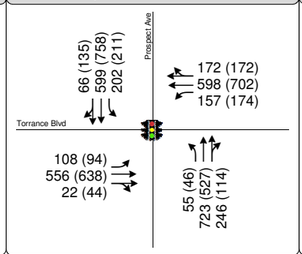
26. PCH/Torrance Blvd



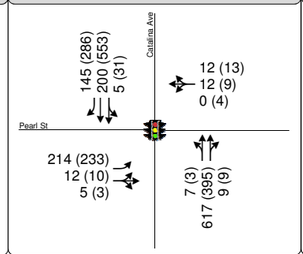
27. Helberta Ave/Torrance Blvd



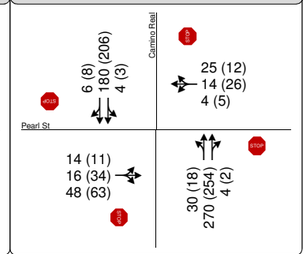
28. Prospect Ave/Torrance Blvd



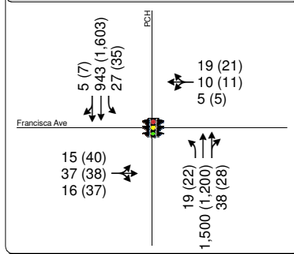
29. Catalina Ave/Pearl St



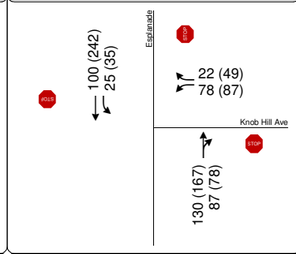
30. Camino Real/Pearl St



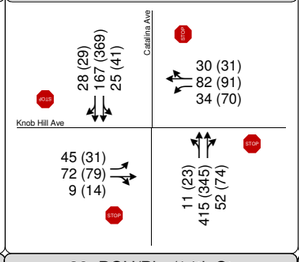
31. PCH/Francisca Ave



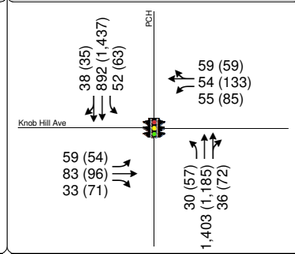
32. Esplanade/Knob Hill Ave



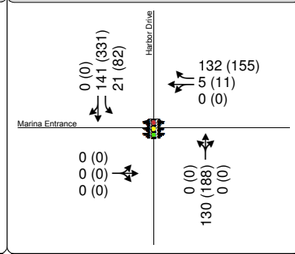
33. Catalina Ave/Knob Hill Ave



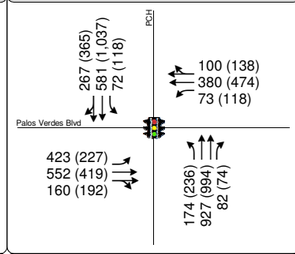
34. PCH/Knob Hill Ave



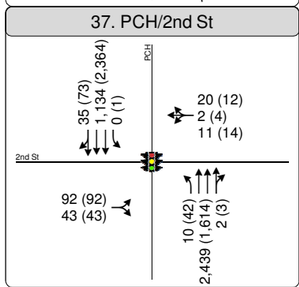
35. Pacific Ave/Marina Entrance



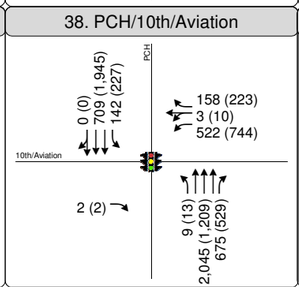
36. PCH/Palos Verdes Blvd



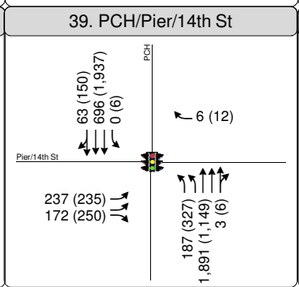
37. PCH/2nd St



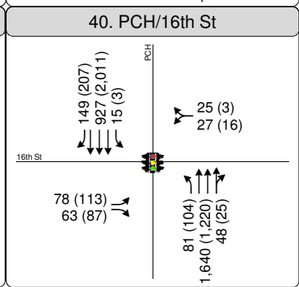
38. PCH/10th/Aviation



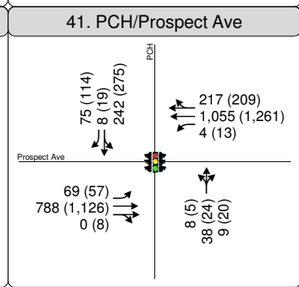
39. PCH/Pier/14th St



40. PCH/16th St



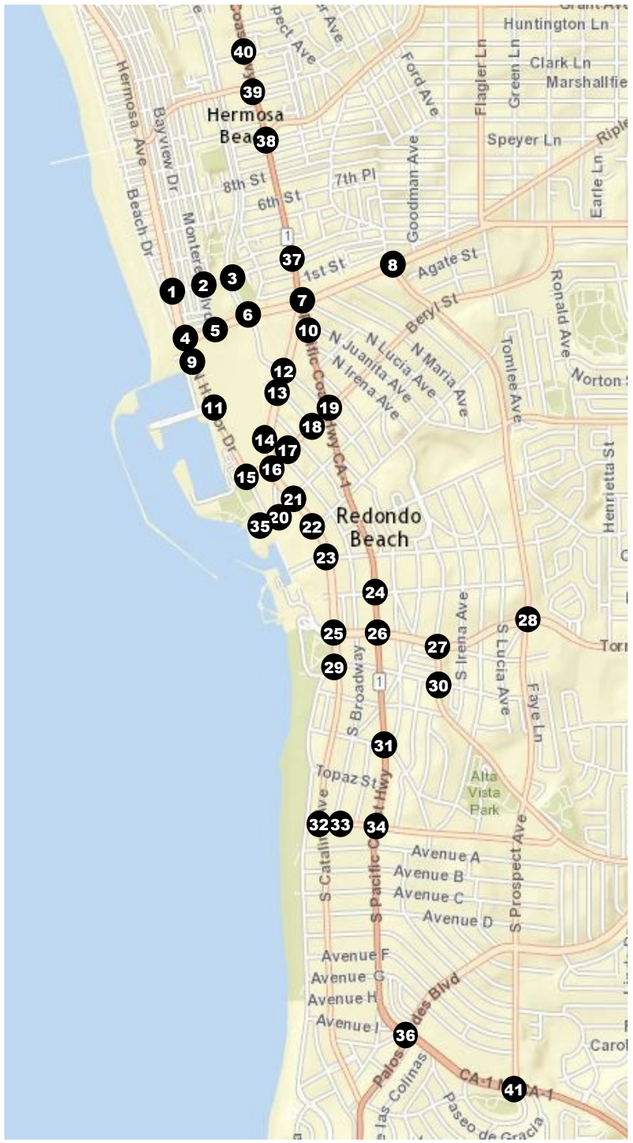
41. PCH/Prospect Ave

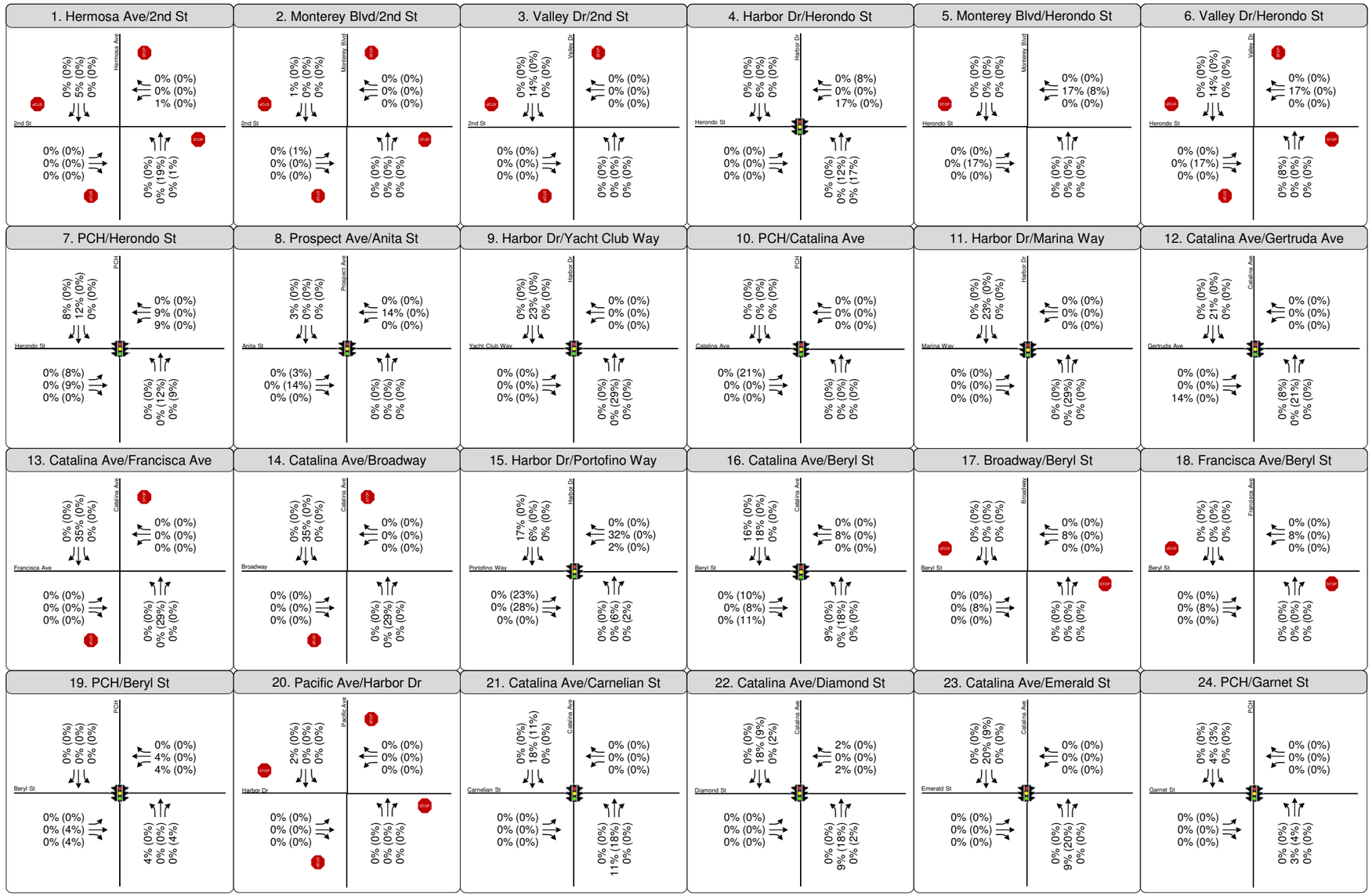


LEGEND

- 1 Study Intersection
- Study Corridor
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Stop Sign

Figure 8
Peak Hour Traffic Volumes and Lane Configurations
Cumulative Plus Project Conditions

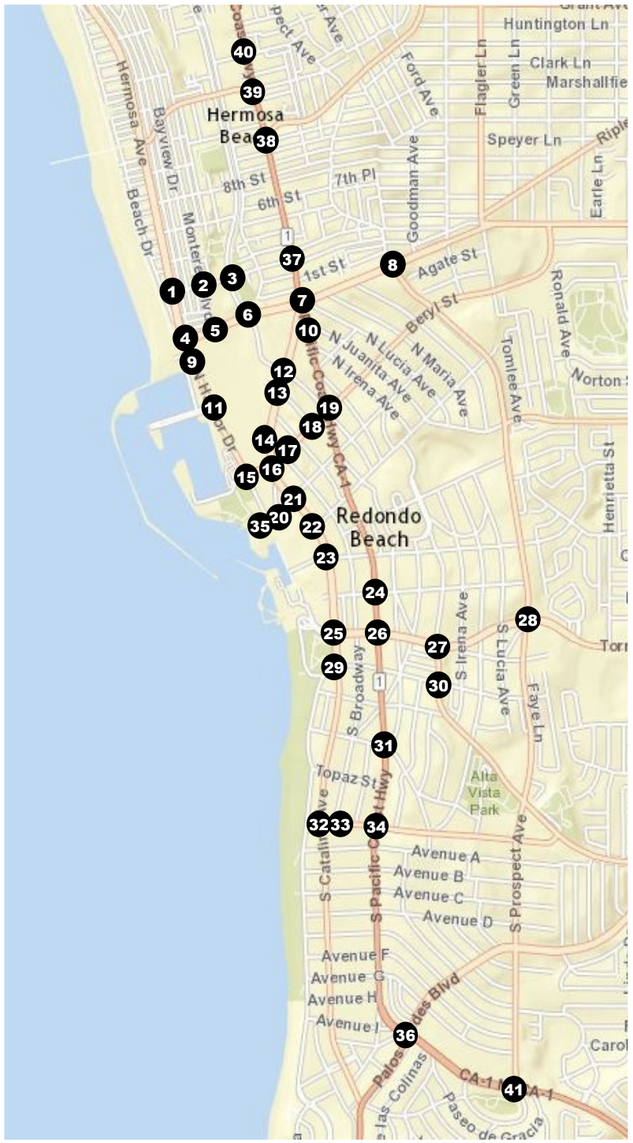


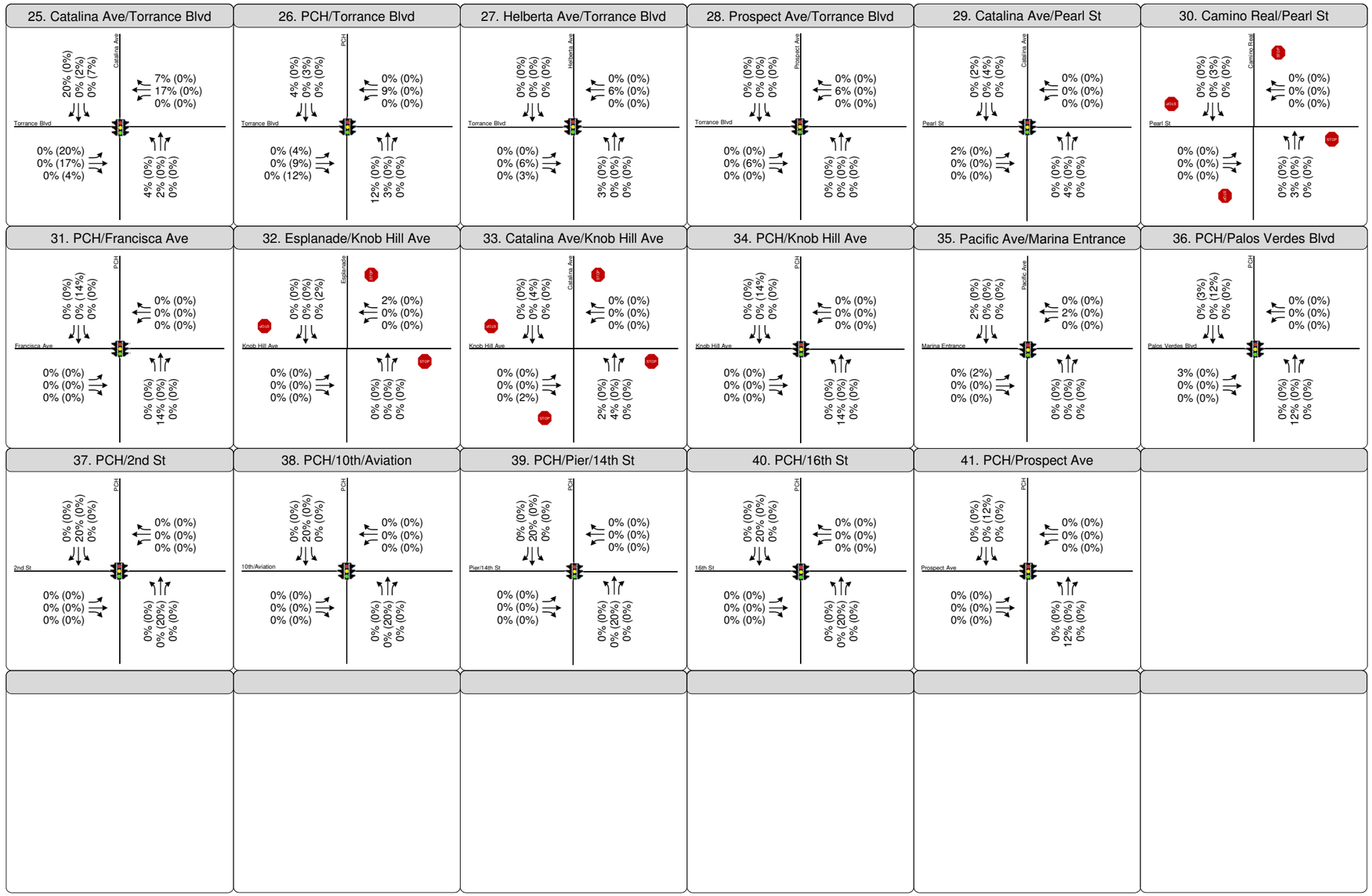


LEGEND

1	Study Intersection	AM (PM)	Peak Hour Traffic Volume
	Study Corridor	STOP	Stop Sign
	Turn Lane		

Figure 9
Percentage Project No Pacific Trip Distributions
Inbound (Outbound)

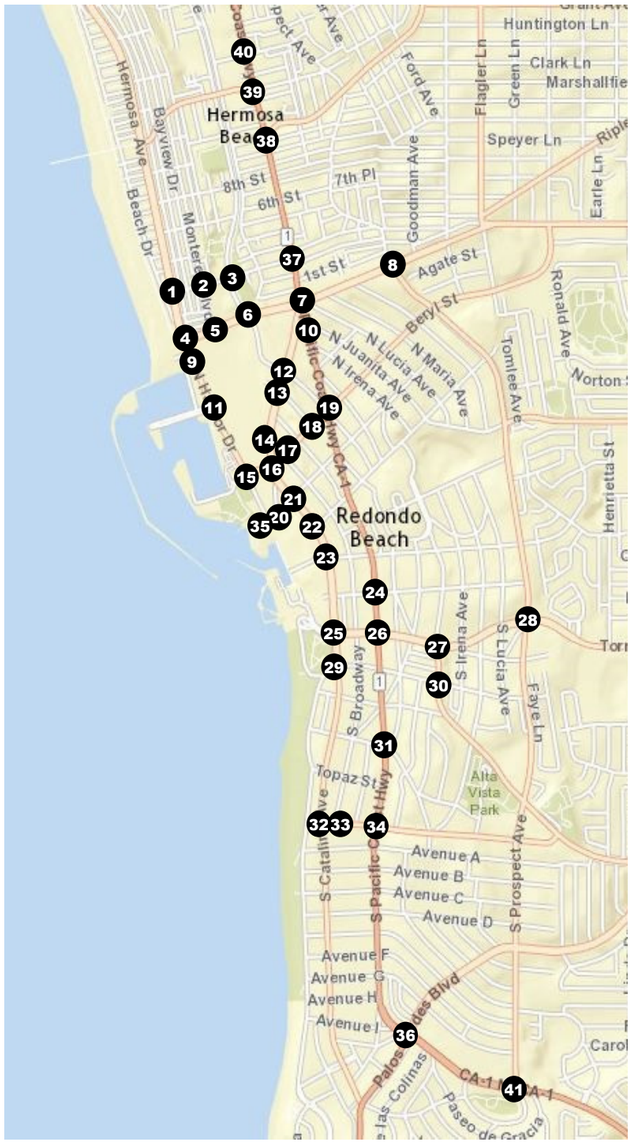


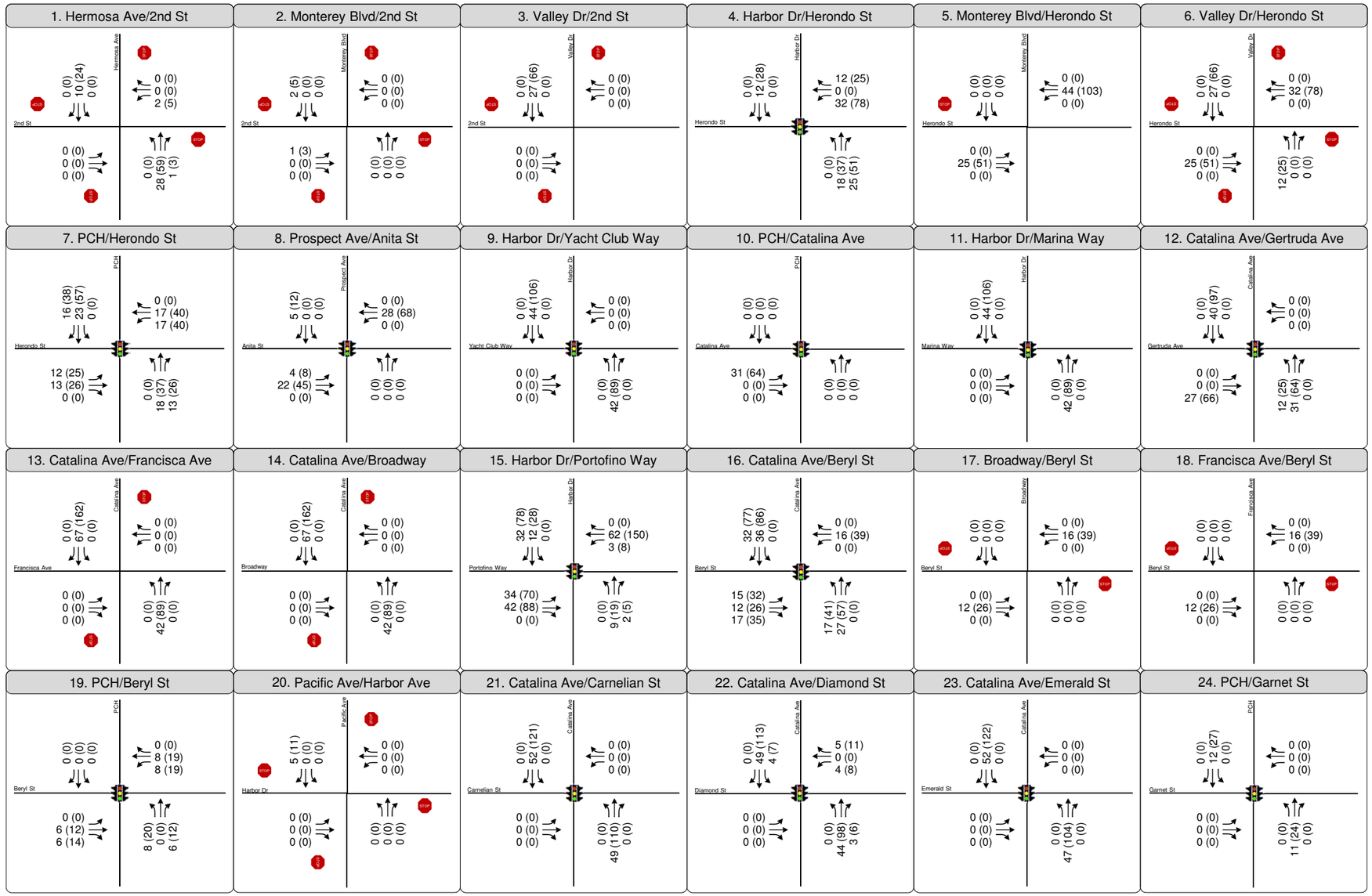


LEGEND

- 1 Study Intersection
- Study Corridor
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Stop Sign

Figure 9
Percentage Project No Pacific Trip Distributions
Inbound (Outbound)

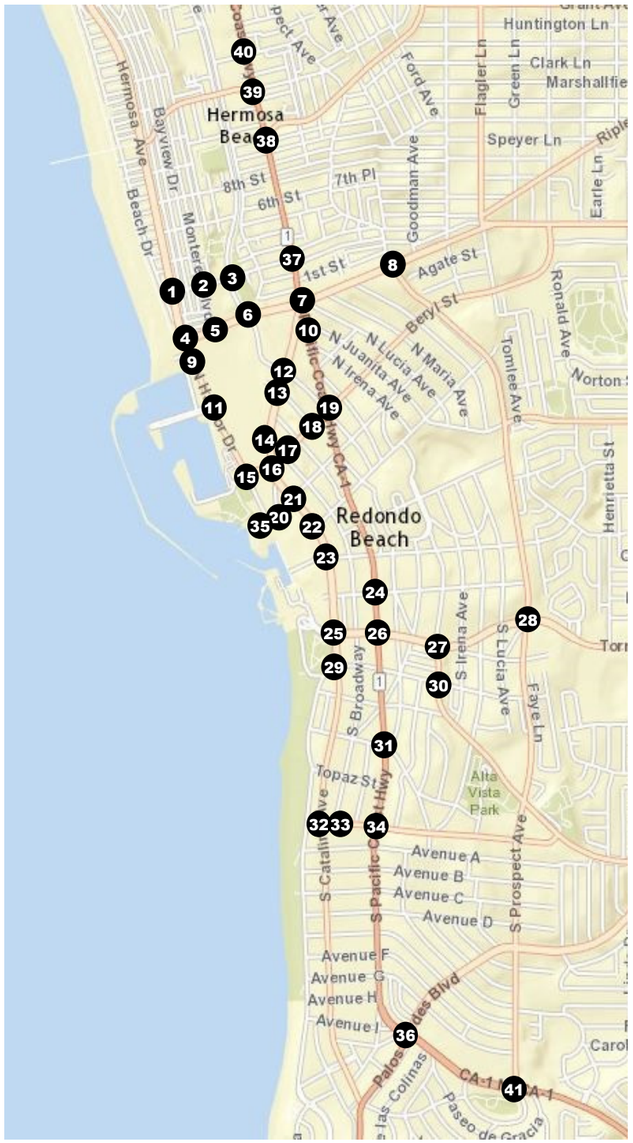




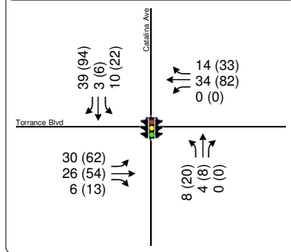
LEGEND

- 1 Study Intersection
- Study Corridor
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- STOP Stop Sign

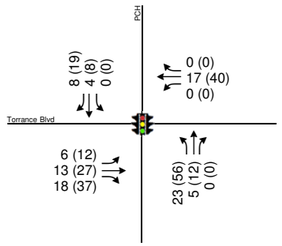
Figure 10
Peak Hour Traffic Volumes and Lane Configurations
Project Only No Pacific Volumes



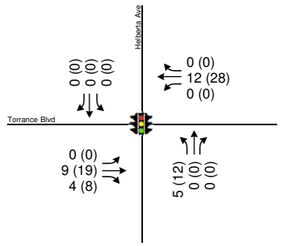
25. Catalina Ave/Torrance Blvd



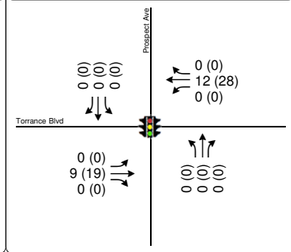
26. PCH/Torrance Blvd



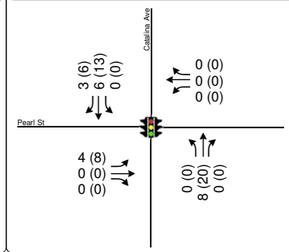
27. Helberta Ave/Torrance Blvd



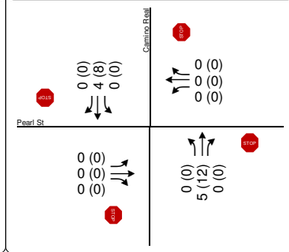
28. Prospect Ave/Torrance Blvd



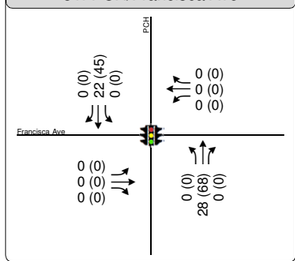
29. Catalina Ave/Pearl St



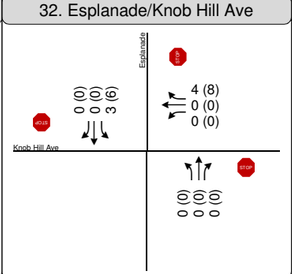
30. Camino Real/Pearl St



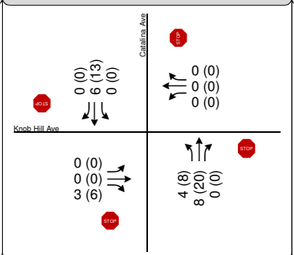
31. PCH/Francisca Ave



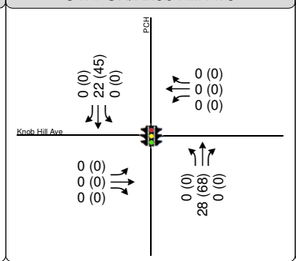
32. Esplanade/Knob Hill Ave



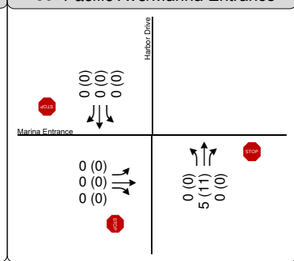
33. Catalina Ave/Knob Hill Ave



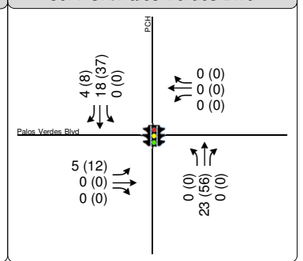
34. PCH/Knob Hill Ave



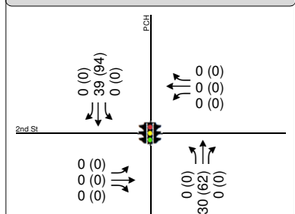
35. Pacific Ave/Marina Entrance



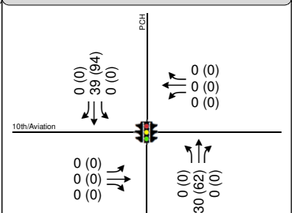
36. PCH/Palos Verdes Blvd



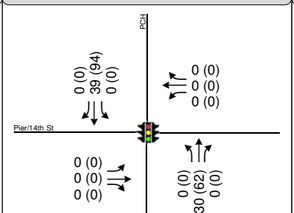
37. PCH/2nd St



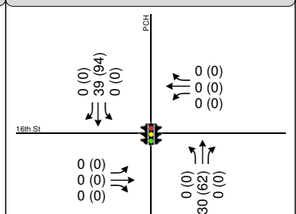
38. PCH/10th/Aviation



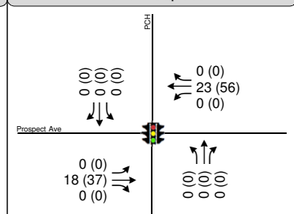
39. PCH/Pier/14th St



40. PCH/16th St



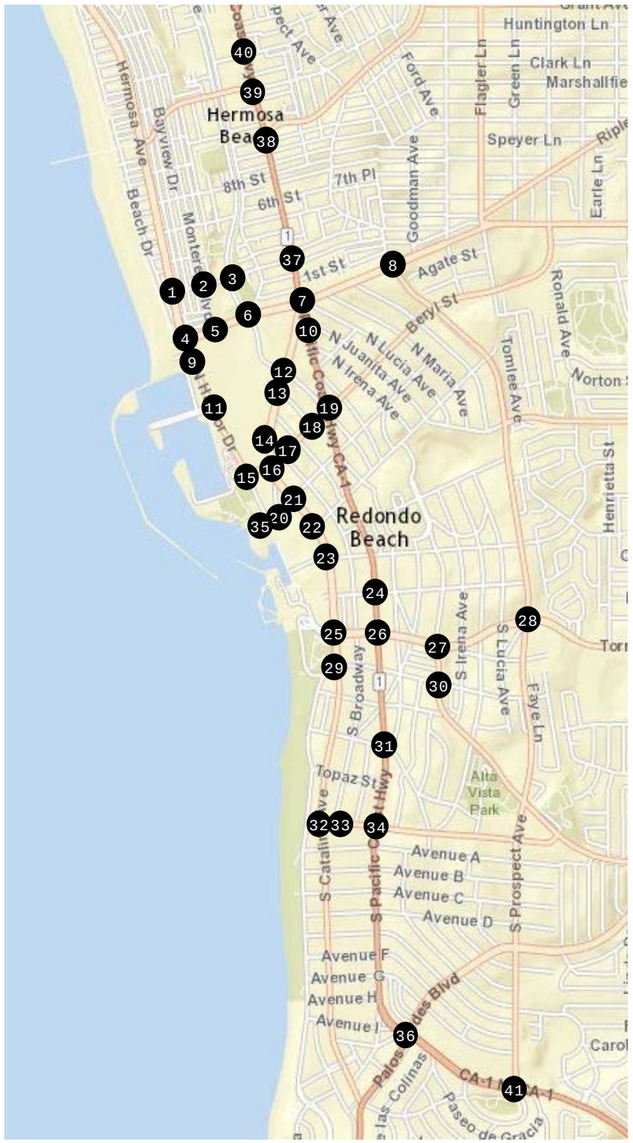
41. PCH/Prospect Ave

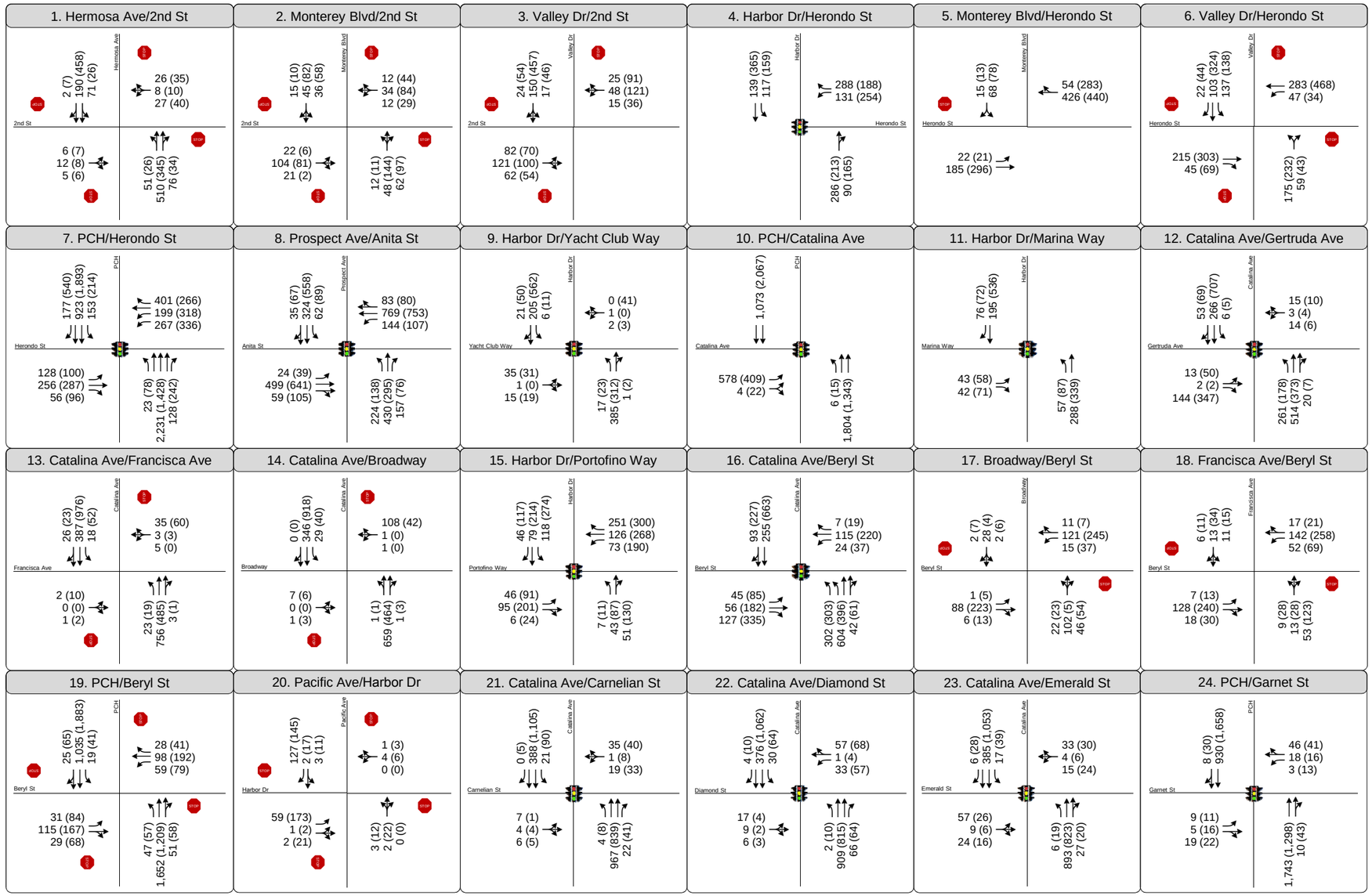


LEGEND

1	Study Intersection	AM (PM)	Peak Hour Traffic Volume
	Study Corridor	STOP	Stop Sign
	Turn Lane		

Figure 10
Peak Hour Traffic Volumes and Lane Configurations
Project Only No Pacific Volumes

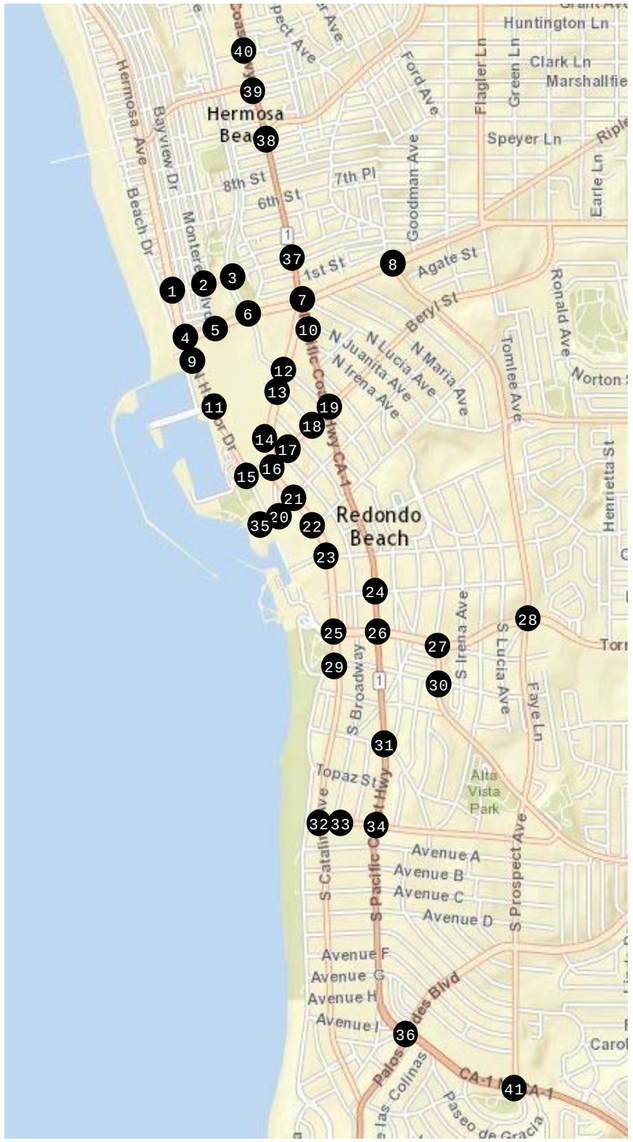




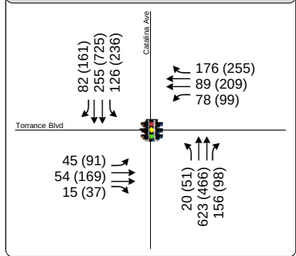
LEGEND

- 1 Study Intersection
- Study Corridor
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Stop Sign

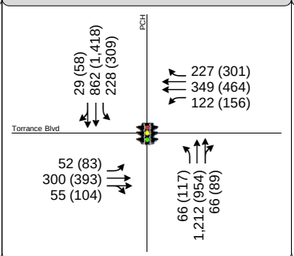
Figure 11
Peak Hour Traffic Volumes and Lane Configurations
Existing Plus Project No Pacific Conditions



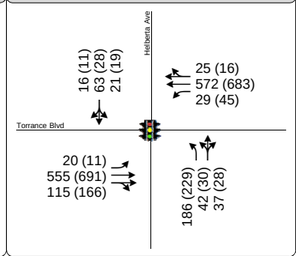
25. Catalina Ave/Torrance Blvd



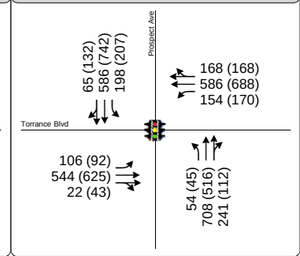
26. PCH/Torrance Blvd



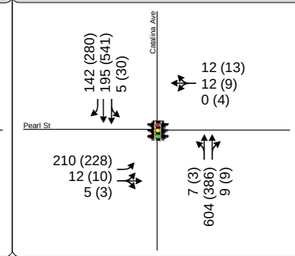
27. Helberta Ave/Torrance Blvd



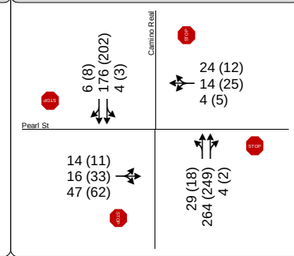
28. Prospect Ave/Torrance Blvd



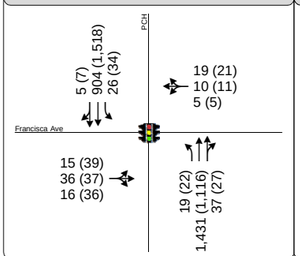
29. Catalina Ave/Pearl St



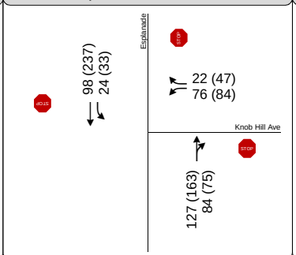
30. Camino Real/Pearl St



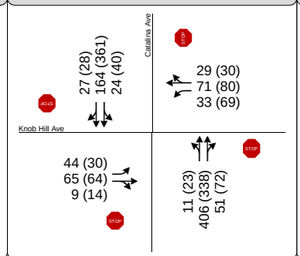
31. PCH/Francisca Ave



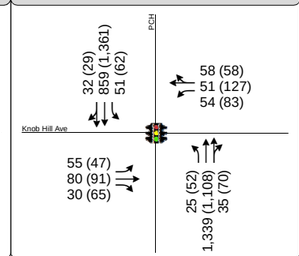
32. Esplanade/Knob Hill Ave



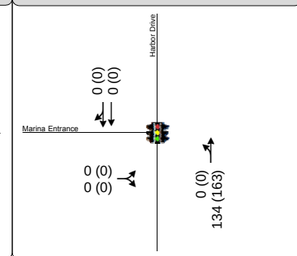
33. Catalina Ave/Knob Hill Ave



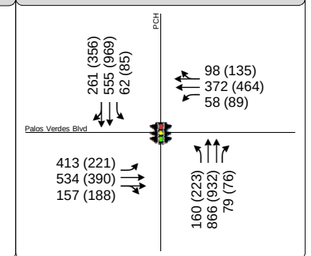
34. PCH/Knob Hill Ave



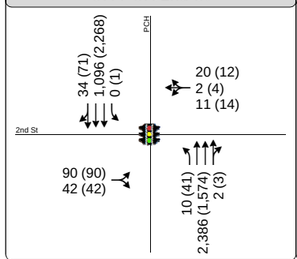
35. Harbor Drive/Marina Entrance



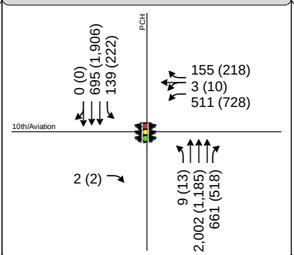
36. PCH/Palos Verdes Blvd



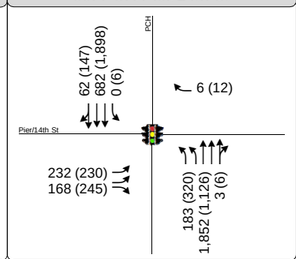
37. PCH/2nd St



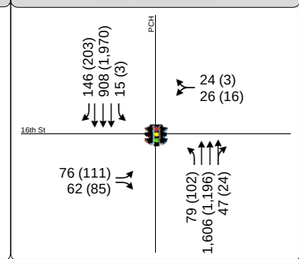
38. PCH/10th/Aviation



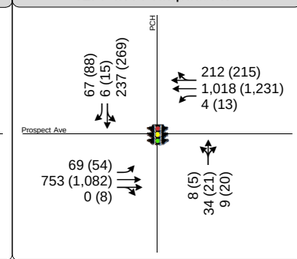
39. PCH/Pier/14th St



40. PCH/16th St



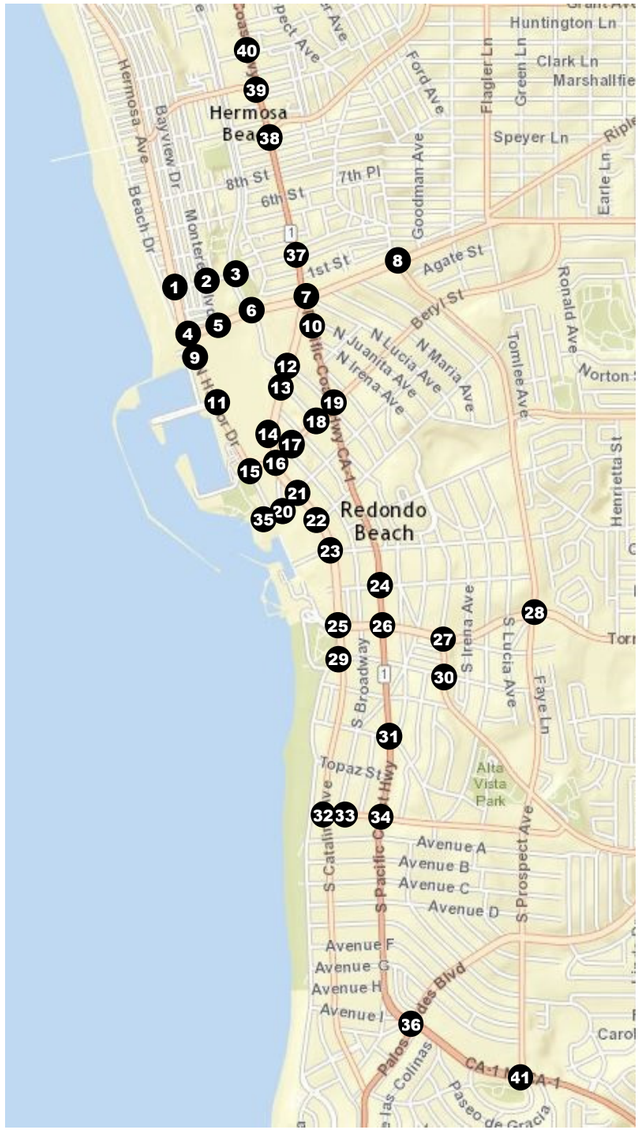
41. PCH/Prospect Ave



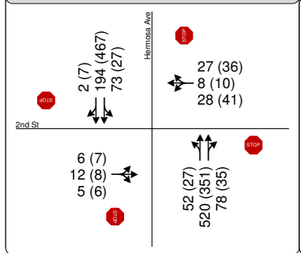
LEGEND

1	Study Intersection	AM (PM)	Peak Hour Traffic Volume
	Study Corridor	STOP	Stop Sign
	Turn Lane		

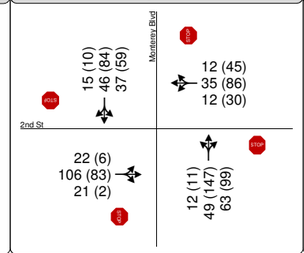
Figure 11
Peak Hour Traffic Volumes and Lane Configurations
Existing Plus Project No Pacific Conditions



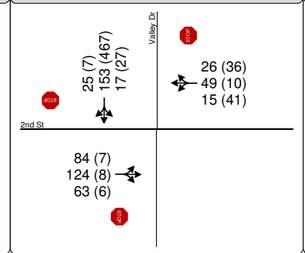
1. Hermosa Ave/2nd St



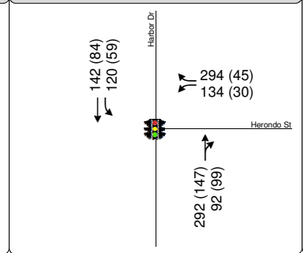
2. Monterey Blvd/2nd St



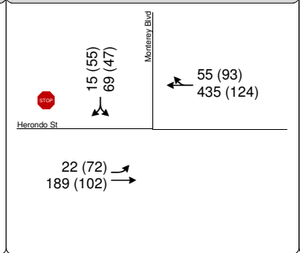
3. Valley Dr/2nd St



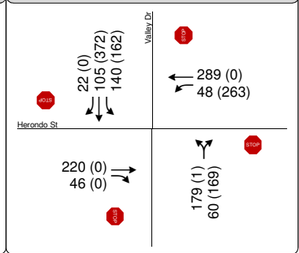
4. Harbor Dr/Herondo St



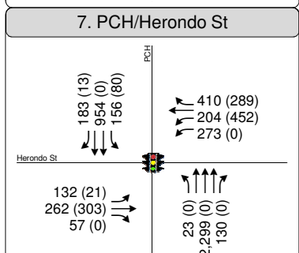
5. Monterey Blvd/Herondo St



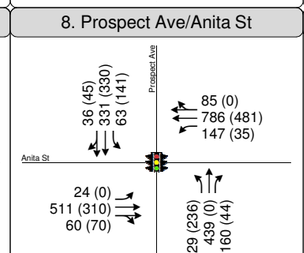
6. Valley Dr/Herondo St



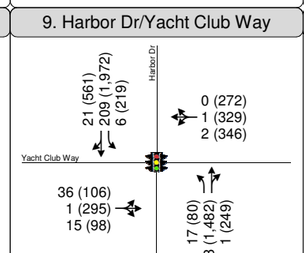
7. PCH/Herondo St



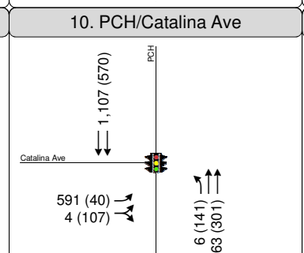
8. Prospect Ave/Anita St



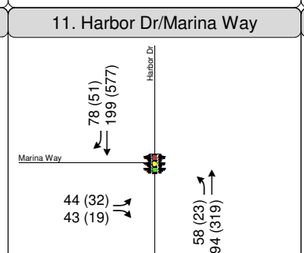
9. Harbor Dr/Yacht Club Way



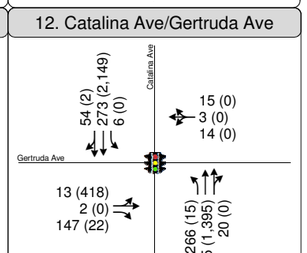
10. PCH/Catalina Ave



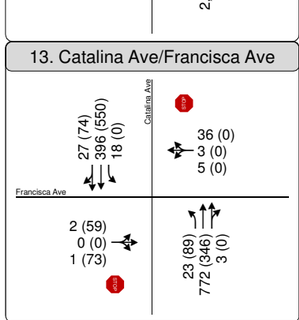
11. Harbor Dr/Marina Way



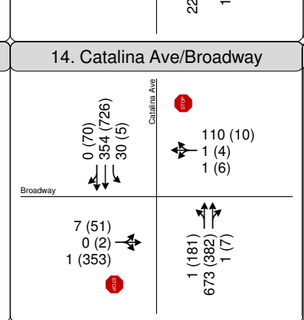
12. Catalina Ave/Gertruda Ave



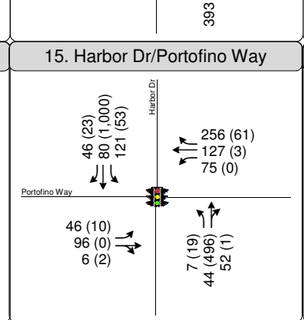
13. Catalina Ave/Francisca Ave



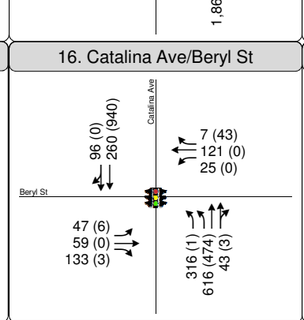
14. Catalina Ave/Broadway



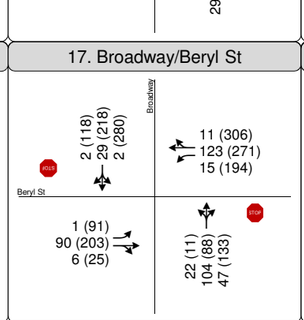
15. Harbor Dr/Portofino Way



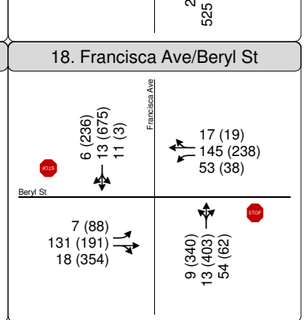
16. Catalina Ave/Beryl St



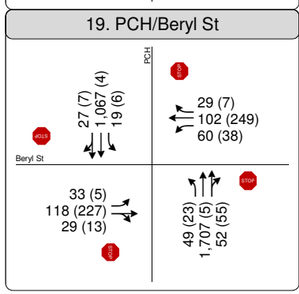
17. Broadway/Beryl St



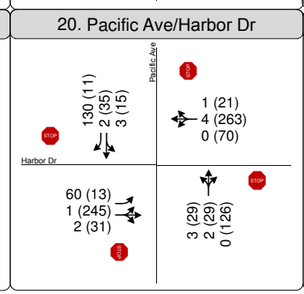
18. Francisca Ave/Beryl St



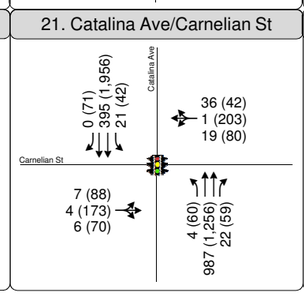
19. PCH/Beryl St



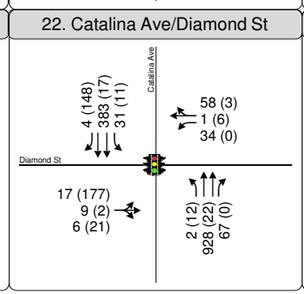
20. Pacific Ave/Harbor Dr



21. Catalina Ave/Carnelian St



22. Catalina Ave/Diamond St



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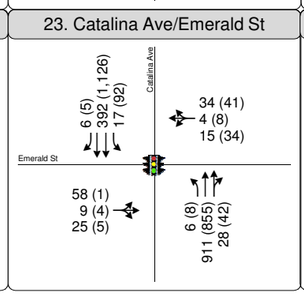

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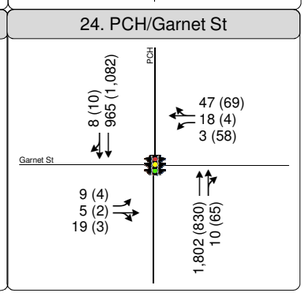
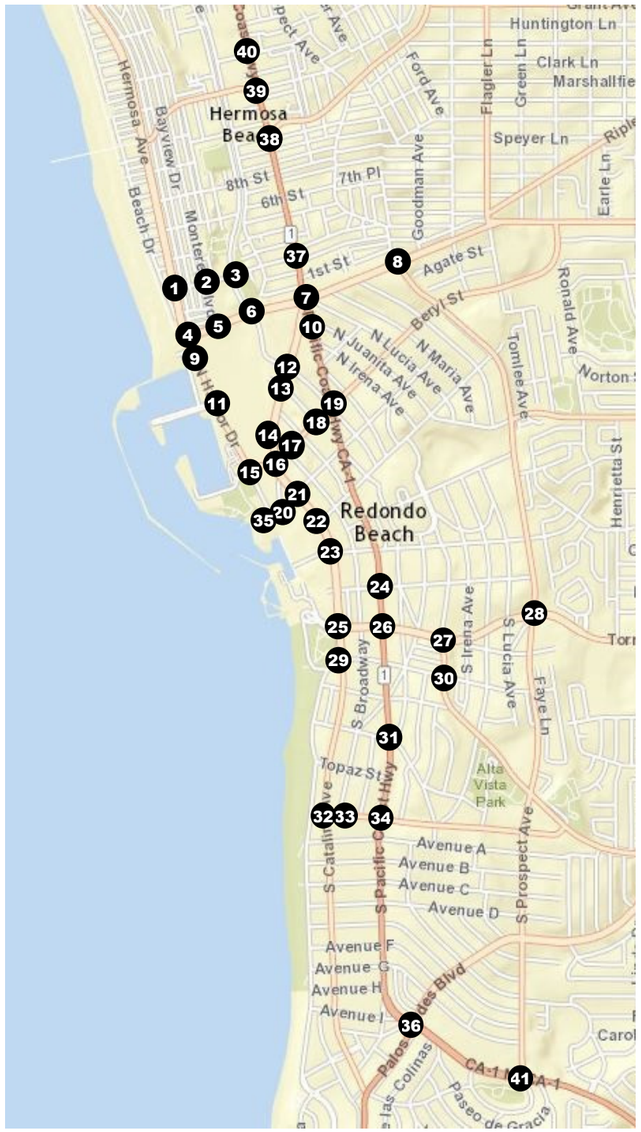


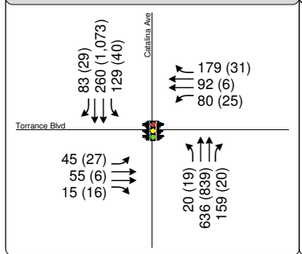
LEGEND

- 1 Study Intersection
- Study Corridor
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- STOP Stop Sign

Figure 12
Peak Hour Traffic Volumes and Lane Configurations
Cumulative Plus Project No Pacific Conditions



25. Catalina Ave/Torrance Blvd



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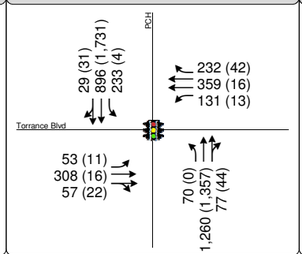
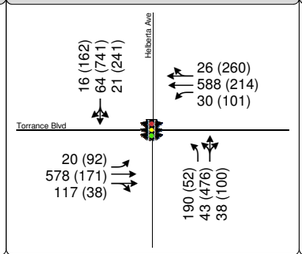
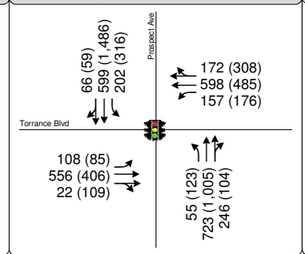


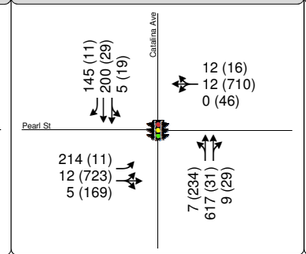
27. Helberta Ave/Torrance Blvd



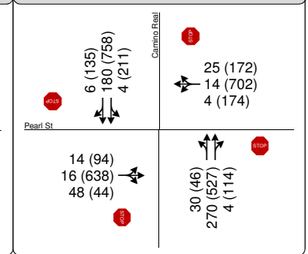
28. Prospect Ave/Torrance Blvd



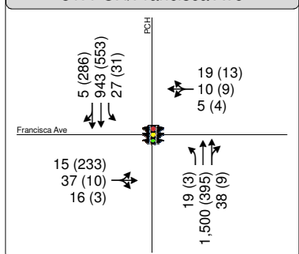
29. Catalina Ave/Pearl St



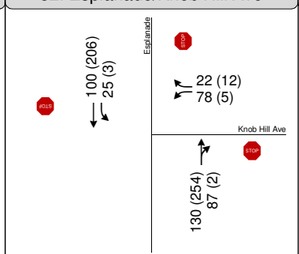
30. Camino Real/Pearl St



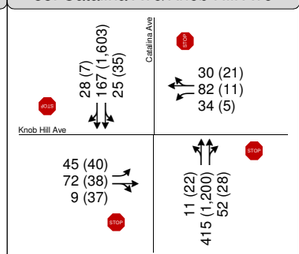
31. PCH/Francisca Ave



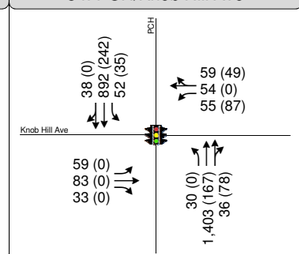
32. Esplanade/Knob Hill Ave



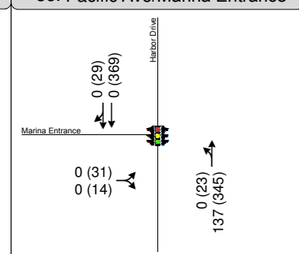
33. Catalina Ave/Knob Hill Ave



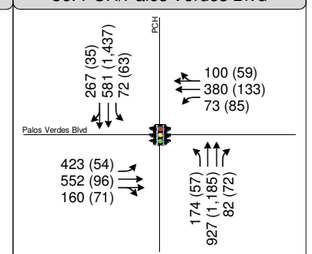
34. PCH/Knob Hill Ave



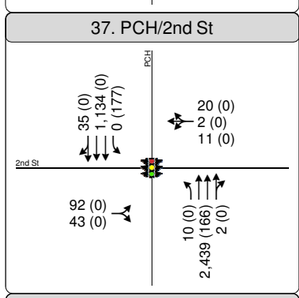
35. Pacific Ave/Marina Entrance



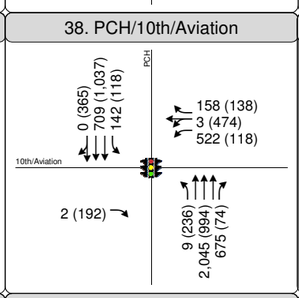
36. PCH/Palos Verdes Blvd



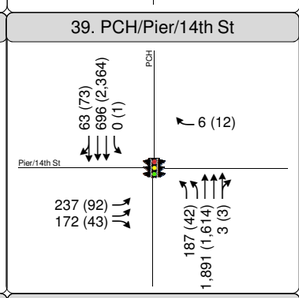
37. PCH/2nd St



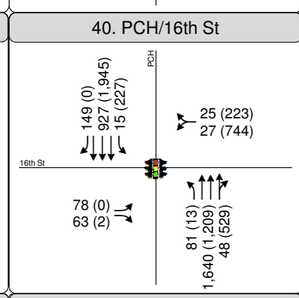
38. PCH/10th/Aviation



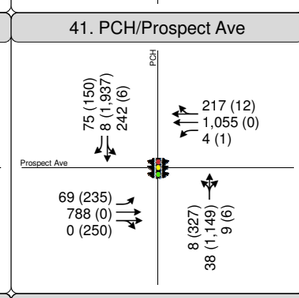
39. PCH/Pier/14th St



40. PCH/16th St



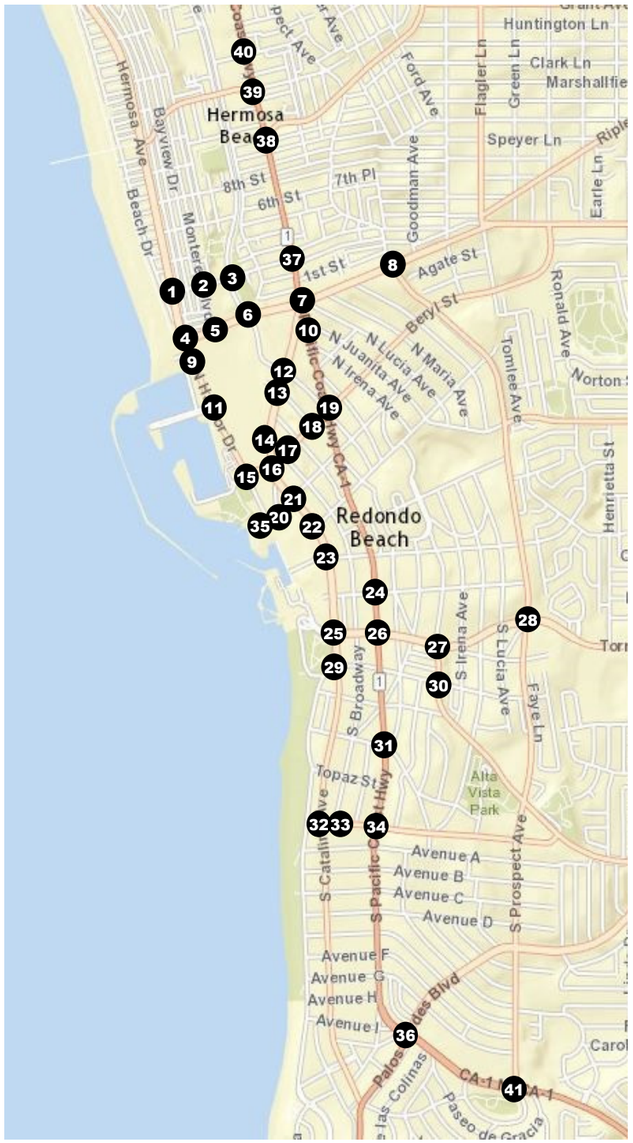
41. PCH/Prospect Ave

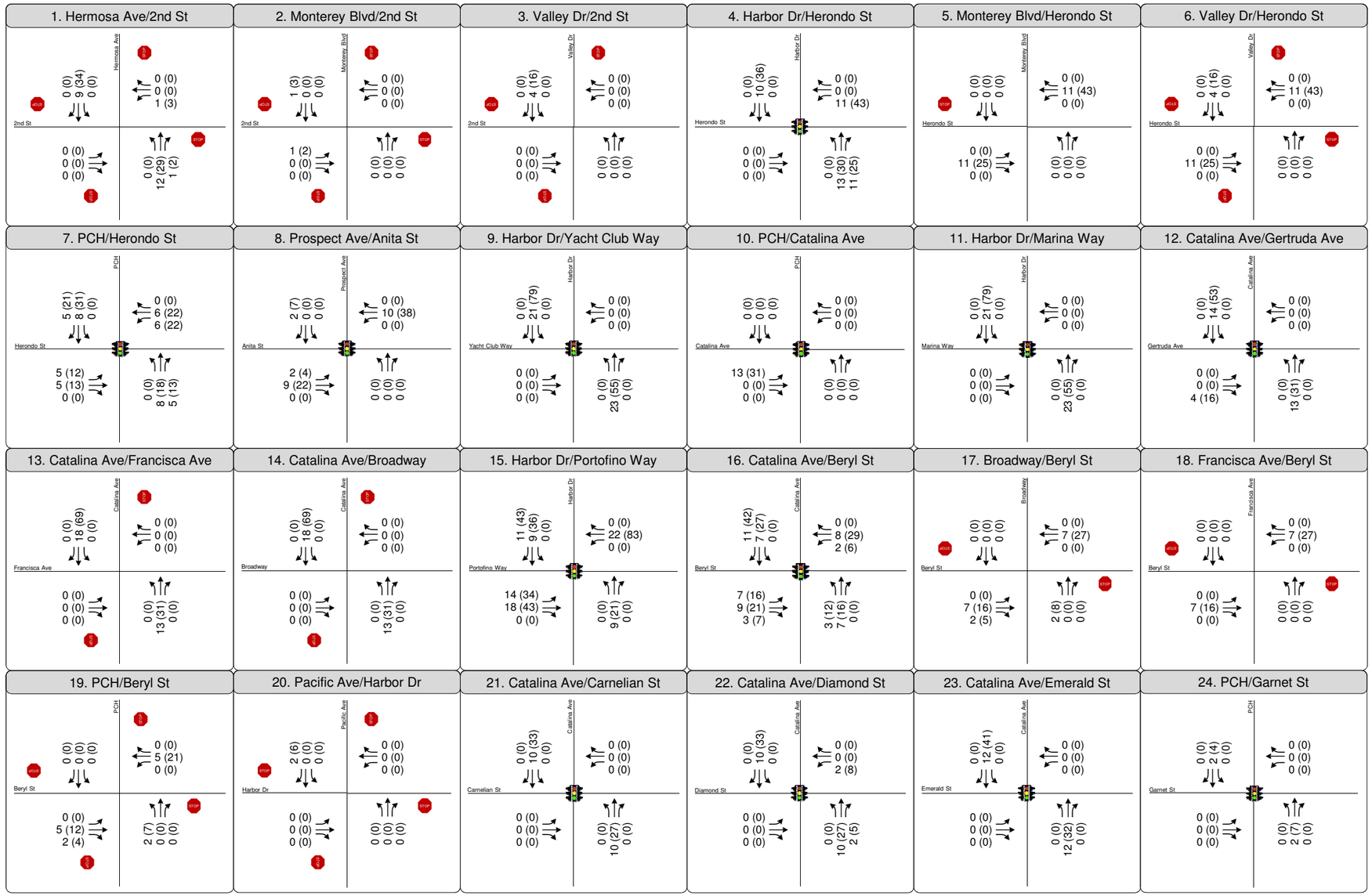


LEGEND

- 1 Study Intersection
- Study Corridor
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- STOP Stop Sign

Figure 12
Peak Hour Traffic Volumes and Lane Configurations
Cumulative Plus Project No Pacific Conditions

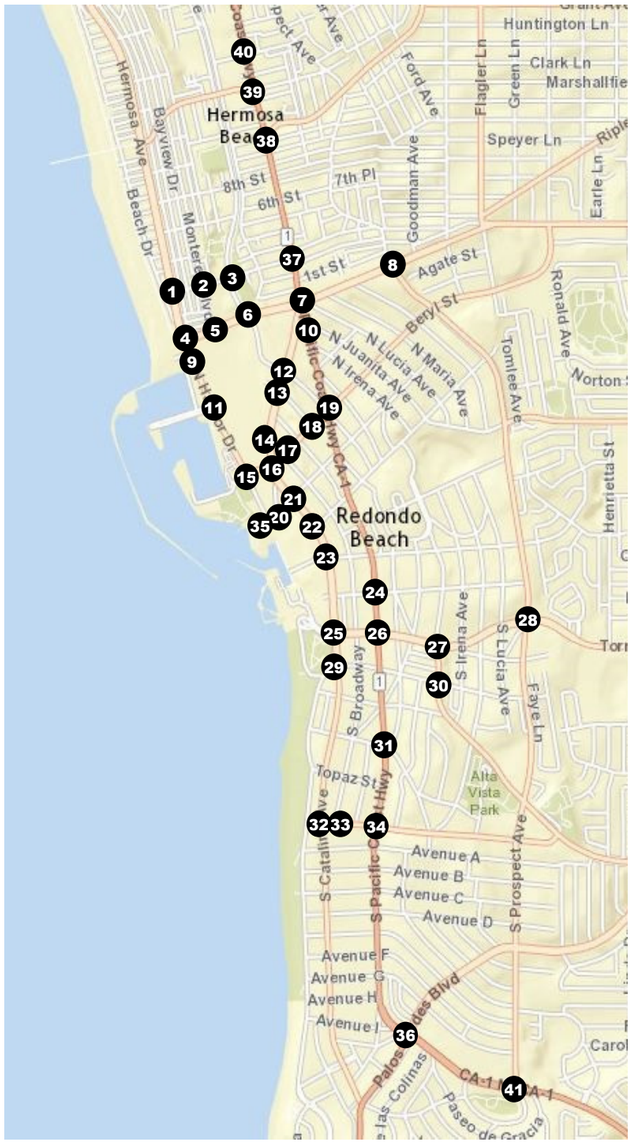


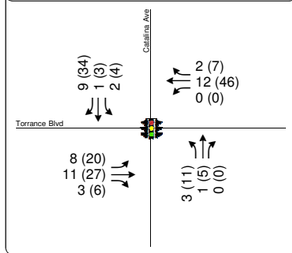
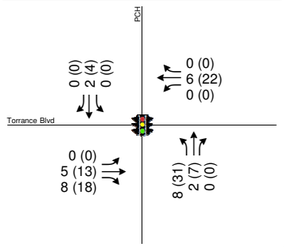
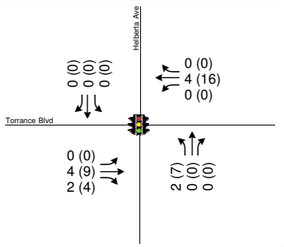
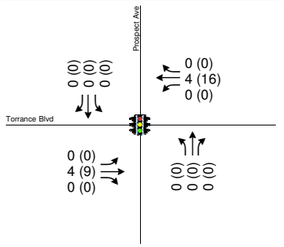
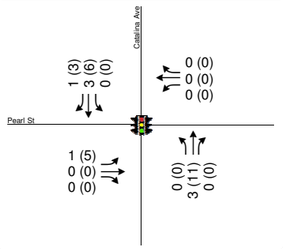
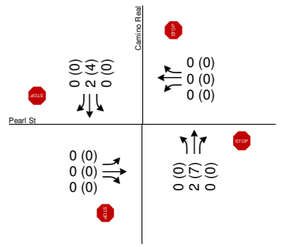
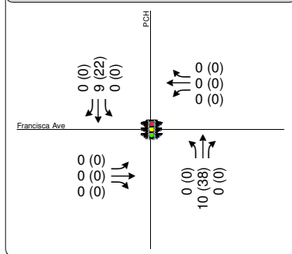
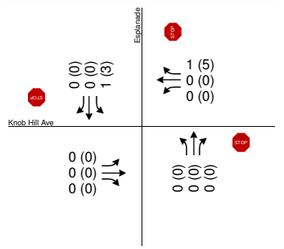
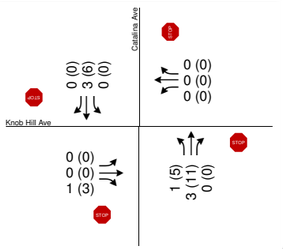
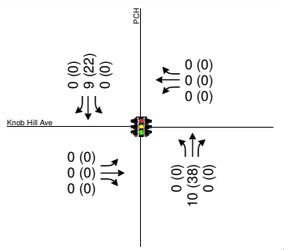
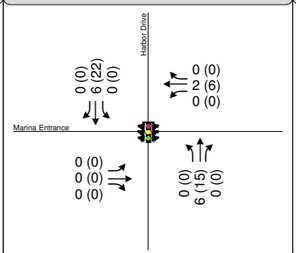
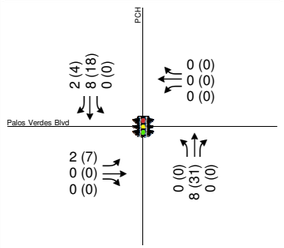
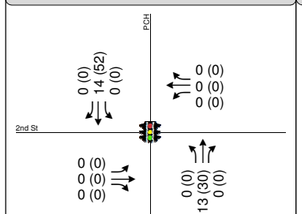
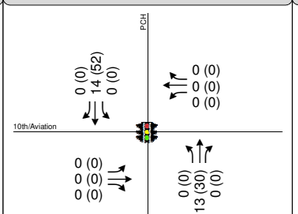
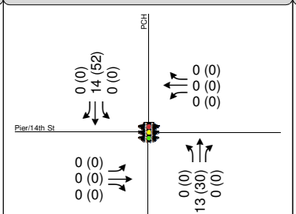
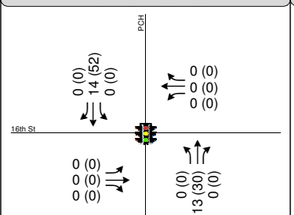
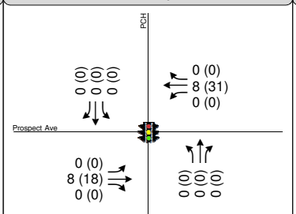


LEGEND

- 1 Study Intersection
- Study Corridor
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- STOP Stop Sign

Figure 13
Peak Hour Traffic Volumes and Lane Configurations
Project Only Reduced Density Volumes

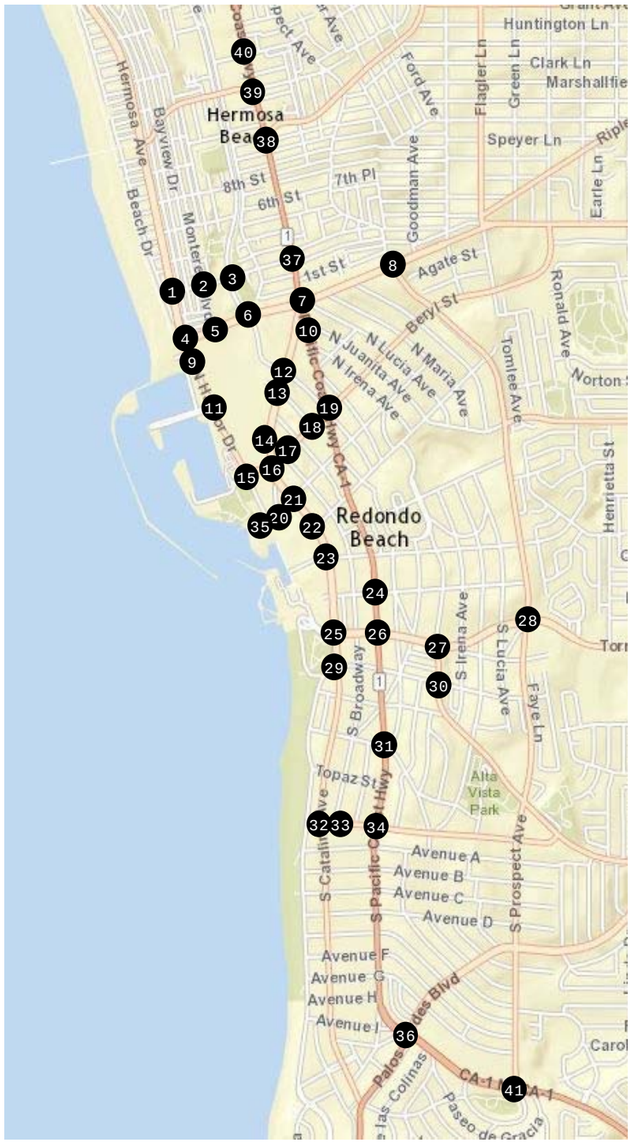


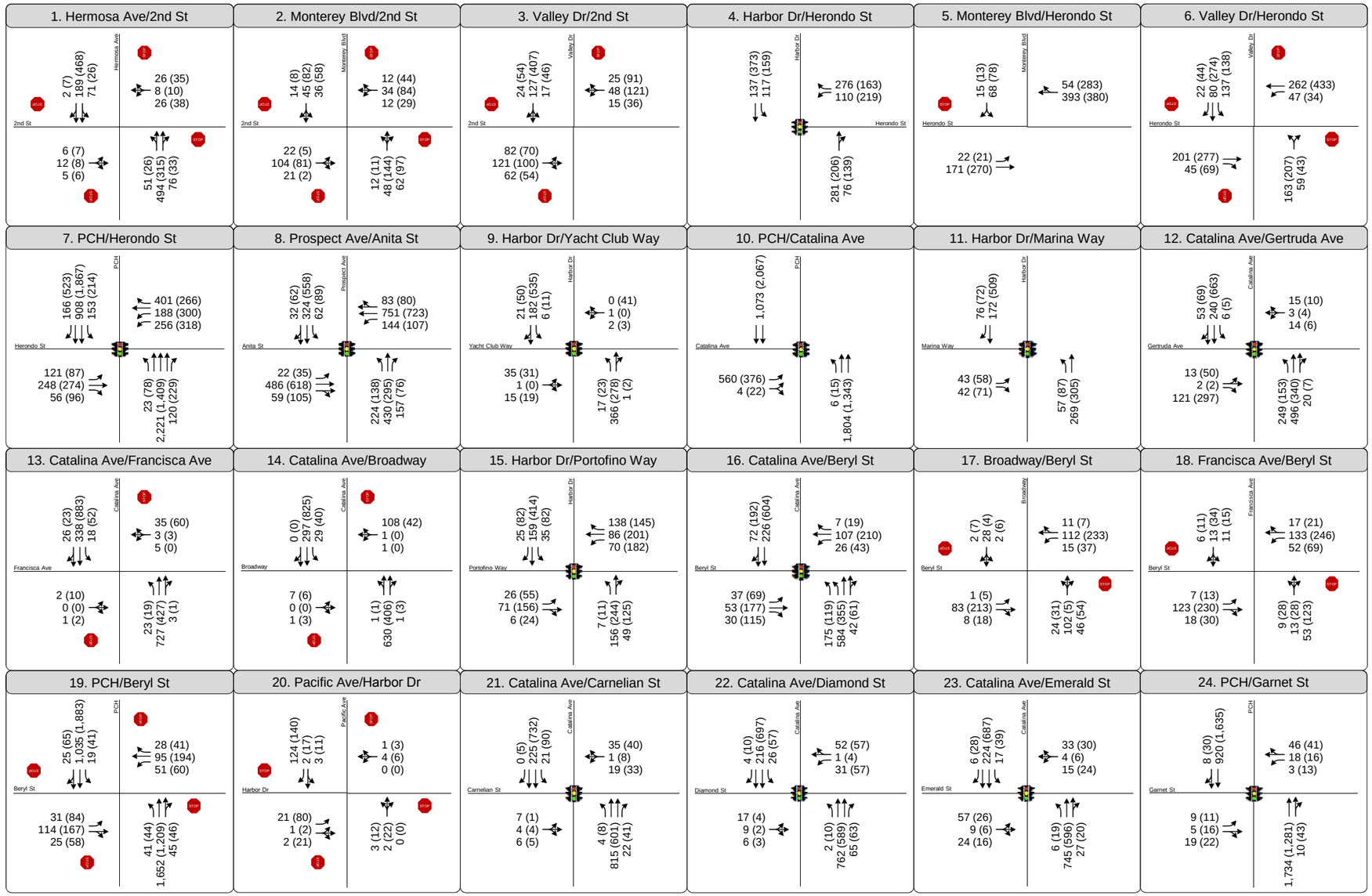
25. Catalina Ave/Torrance Blvd	26. PCH/Torrance Blvd	27. Helberta Ave/Torrance Blvd	28. Prospect Ave/Torrance Blvd	29. Catalina Ave/Pearl St	30. Camino Real/Pearl St
					
31. PCH/Francisca Ave	32. Esplanade/Knob Hill Ave	33. Catalina Ave/Knob Hill Ave	34. PCH/Knob Hill Ave	35. Harbor Drive/Marina Entrance	36. PCH/Palos Verdes Blvd
					
37. PCH/2nd St	38. PCH/10th/Aviation	39. PCH/Pier/14th St	40. PCH/16th St	41. PCH/Prospect Ave	
					

LEGEND

1	Study Intersection	AM (PM)	Peak Hour Traffic Volume
	Study Corridor	STOP	Stop Sign
	Turn Lane		

Figure 13
Peak Hour Traffic Volumes and Lane Configurations
Project Only Reduced Density Volumes

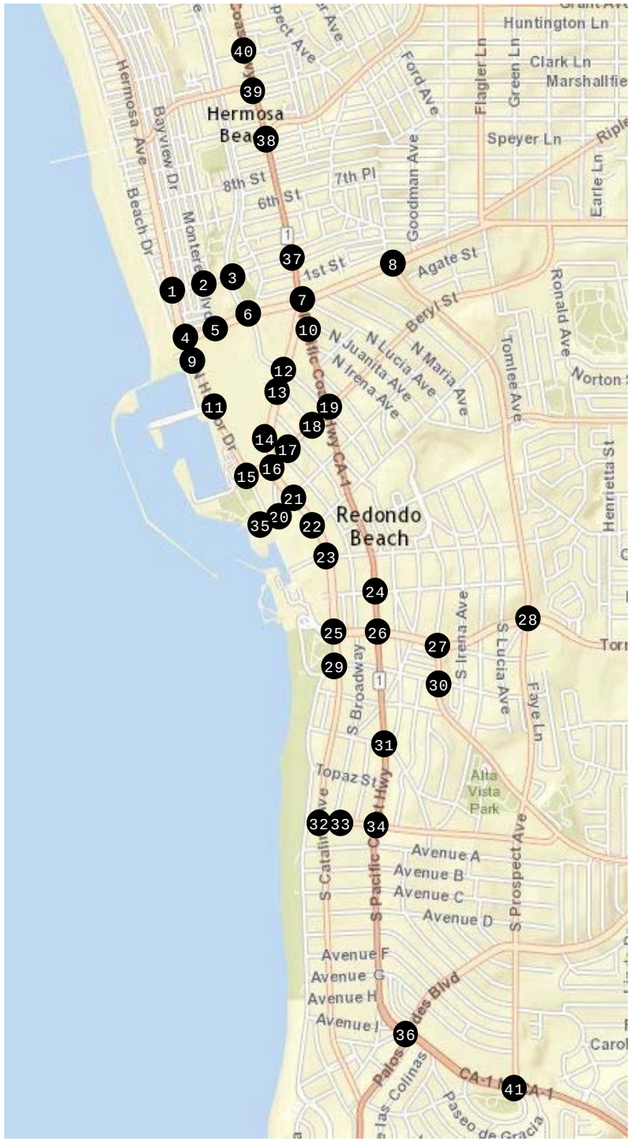




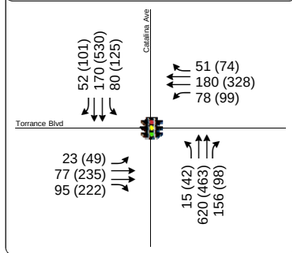
LEGEND

1	Study Intersection	AM (PM)	Peak Hour Traffic Volume
	Study Corridor	STOP	Stop Sign
	Turn Lane		

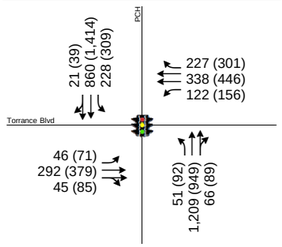
Figure 14
Peak Hour Traffic Volumes and Lane Configurations
Existing Plus Project Reduced Density Conditions



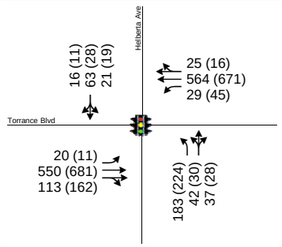
25. Catalina Ave/Torrance Blvd



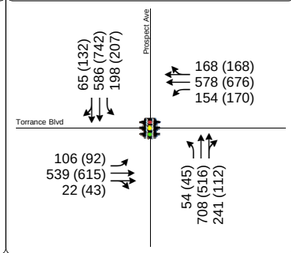
26. PCH/Torrance Blvd



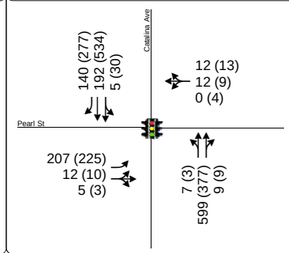
27. Helberta Ave/Torrance Blvd



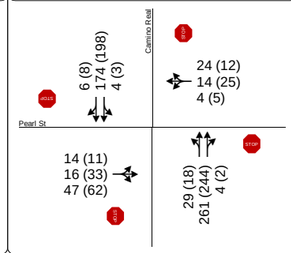
28. Prospect Ave/Torrance Blvd



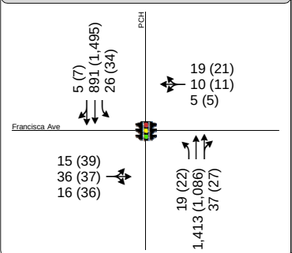
29. Catalina Ave/Pearl St



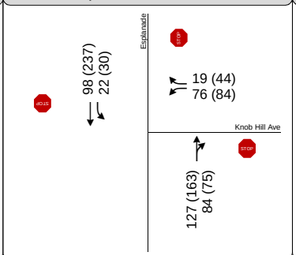
30. Camino Real/Pearl St



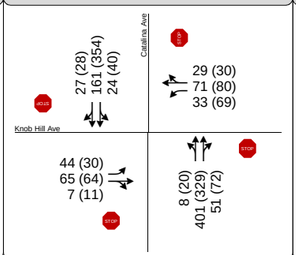
31. PCH/Francisca Ave



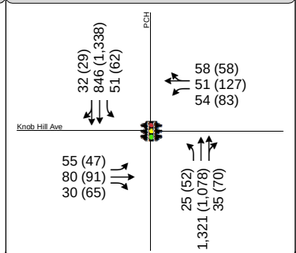
32. Esplanade/Knob Hill Ave



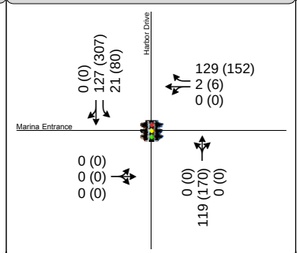
33. Catalina Ave/Knob Hill Ave



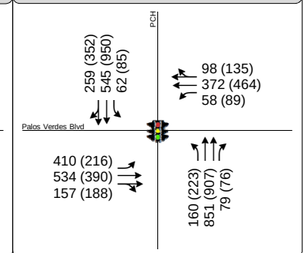
34. PCH/Knob Hill Ave



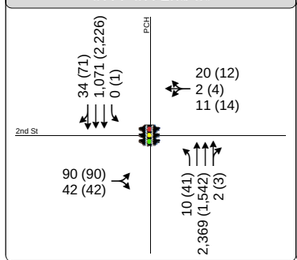
35.Harbor Drive/Marina Entrance



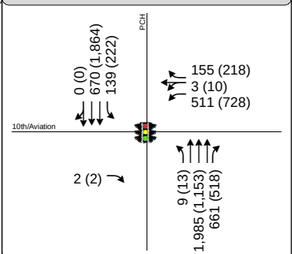
36. PCH/Palos Verdes Blvd



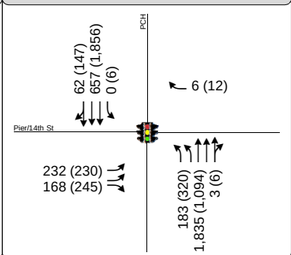
37. PCH/2nd St



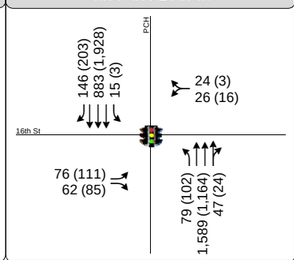
38. PCH/10th/Aviation



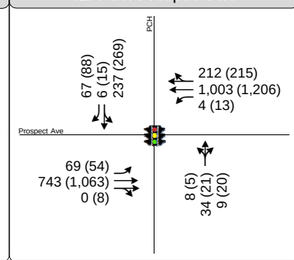
39. PCH/Pier/14th St



40. PCH/16th St



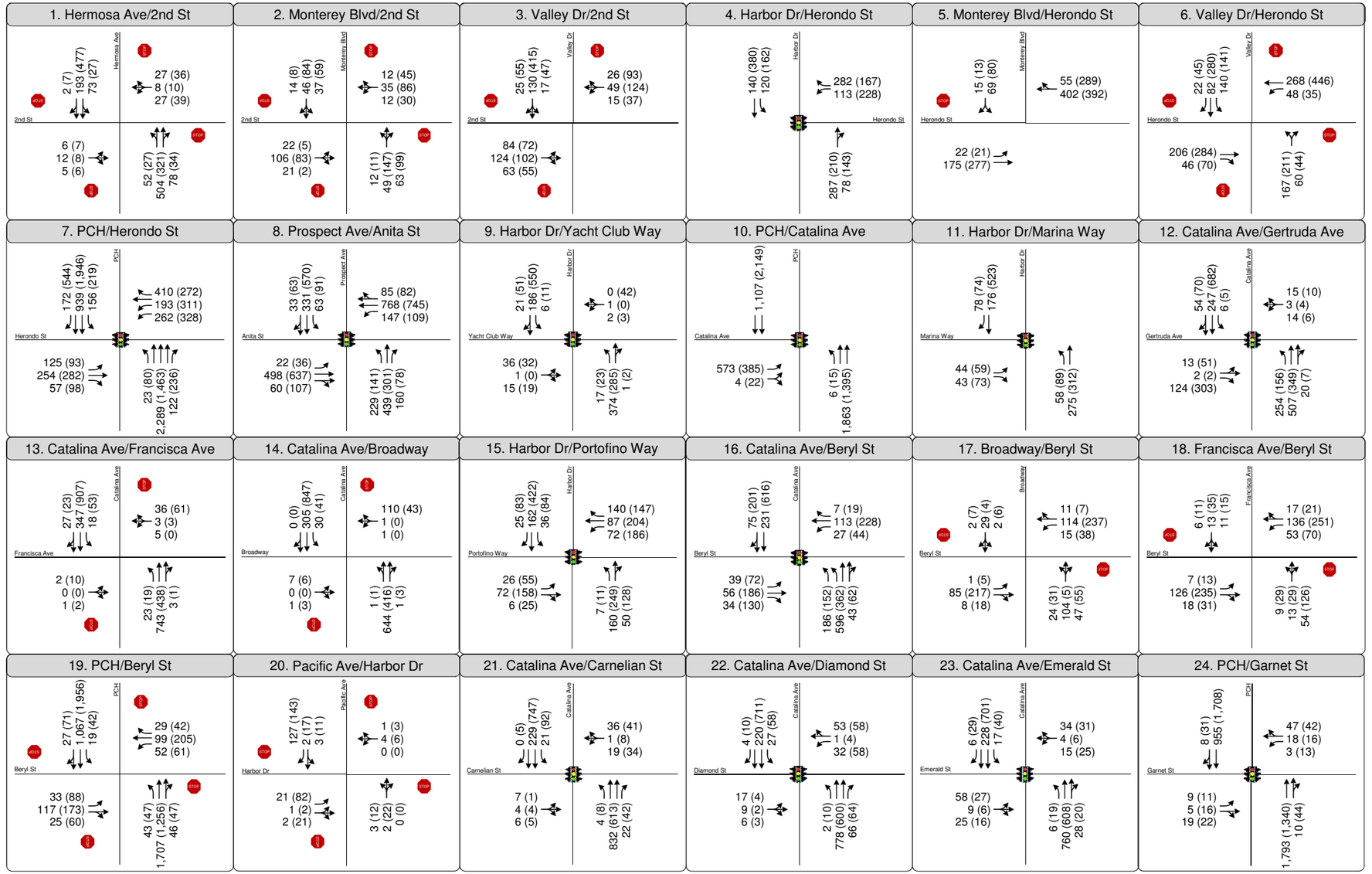
41. PCH/Prospect Ave



LEGEND

1	Study Intersection	AM (PM)	Peak Hour Traffic Volume
	Study Corridor	STOP	Stop Sign
	Turn Lane		

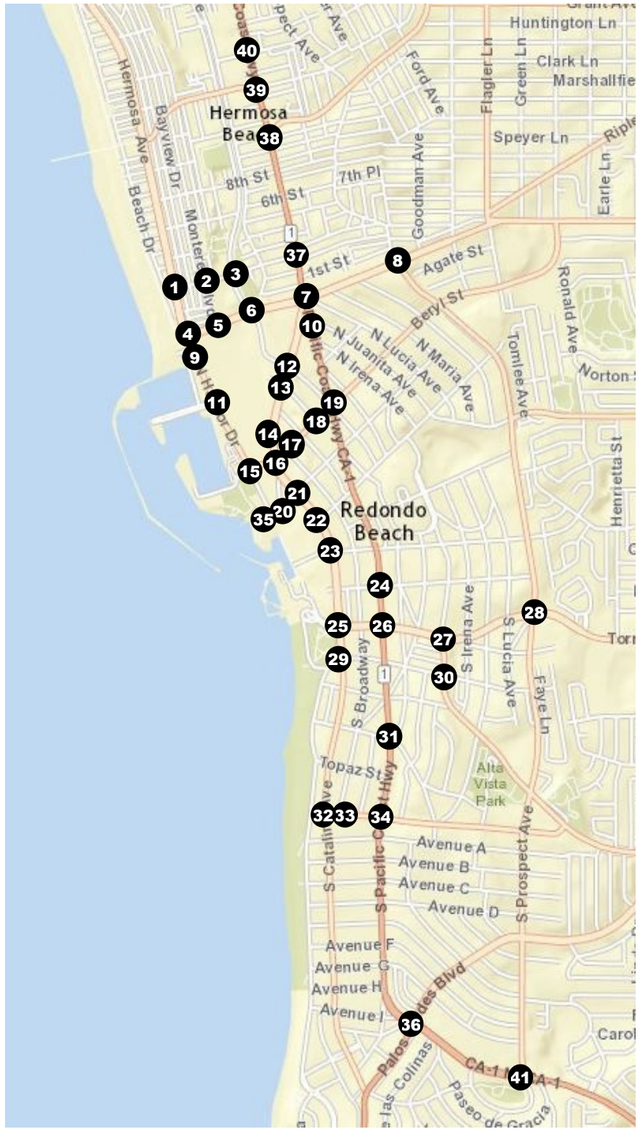
Figure 14
Peak Hour Traffic Volumes and Lane Configurations
Existing Plus Project Reduced Density Conditions

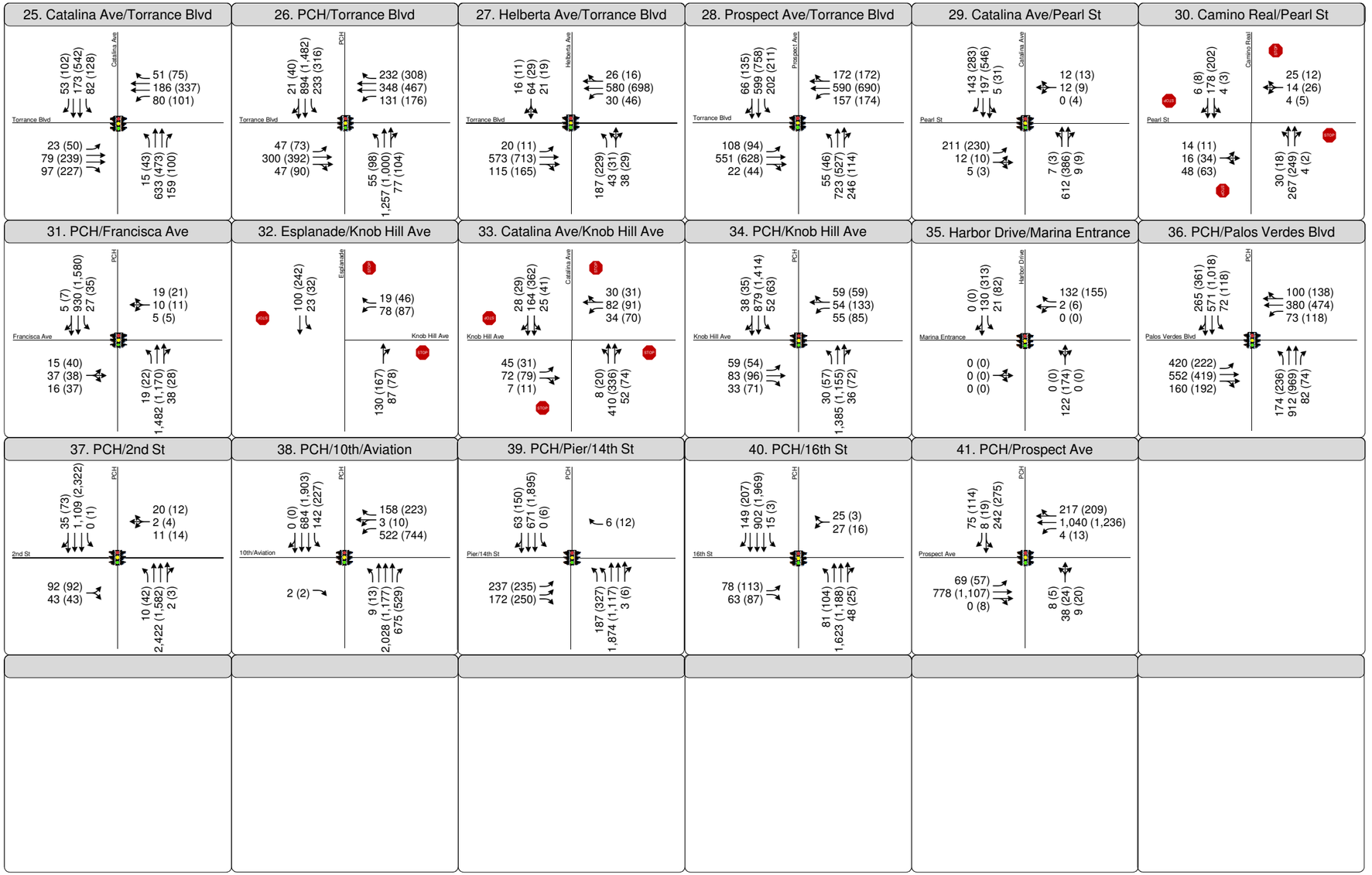


LEGEND

- 1 Study Intersection
- Study Corridor
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Stop Sign

Figure 15
Peak Hour Traffic Volumes and Lane Configurations
Cumulative Plus Project Reduced Density Conditions





LEGEND

- 1 Study Intersection
- Study Corridor
- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Stop Sign

Figure 15
Peak Hour Traffic Volumes and Lane Configurations
Cumulative Plus Project Reduced Density Conditions

3.3 Additional Appendices

3.3.1 Record of Interpretation

Attached is the Record of Interpretation of cumulative floor area ratio limits contained in Redondo Beach Municipal Code §§ 10-5.812(a), 10-5.813(a), 10-5.814(a), 10-5.815(a), 10-5.816(a) and the Coastal Land Use Plan, Section VI, Subsection C, Commercial Recreation Sub-Areas 1 through 4.

3.3.2 CalEEMod Output Files – Staff Recommended Alternative

Attached are the air quality and greenhouse gas results associated with the continued operation of Joe's Crab Shack under the Staff Recommended Alternative.

3.3.3 Master Response #7 - Weekend Analysis Tables

Attached are the weekend traffic analysis results/tables associated with the proposed project and Staff Recommended Alternative.

3.3.4 2015 Boat Launch Data – Marina del Rey and Cabrillo Beach

Attached are the 2015 boat launch facility data from the Marina del Rey and Cabrillo Beach facilities.

3.3.5 April 2016 Water Quality Results

Attached are the results from the water quality monitoring on April 5, 2016 near the Seaside Lagoon.

3.3.6 Historical Aerial Imagery – Mole B – Staff Recommended Alternative

Attached are the historical aerials used to analyze parking impacts on Mole B based on the Staff Recommended Alternative (as detailed in Chapter 1 of the Final EIR).

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Record of Interpretation

CITY OF REDONDO BEACH
Planning Department
M E M O R A N D U M

redondo BEACH

TO: City of Redondo Beach

FROM: Aaron Jones, *Community Development Director*, and
Stephen Proud, *Waterfront and Economic Development Director*

DATE: May 23, 2016

SUBJECT: **Record of Interpretation of cumulative floor area ratio limits contained in Redondo Beach Municipal Code §§ 10-5.812(a), 10-5.813(a), 10-5.814(a), 10-5.815(a), 10-5.816(a) and the Coastal Land Use Plan, Section VI, Subsection C, Commercial Recreation Sub-Areas 1 through 4.**

This record of interpretation is prepared pursuant to Redondo Beach Municipal Code ("RBMC") § 10-5.202(a) and (c), which state that "[w]here uncertainty exists regarding the interpretation of any provision of this chapter or its application to a specific site, the Community Development Director shall determine the intent of the provision."

I. Planning Regulations Subject to Interpretation

RBMC §§ 10-5.812, 10-5.813(a), 10-5.814(a), 10-5.815(a), and 10-5.816(a) contain floor area ratio limitations for the City's Coastal Commercial zones, including CC-1, CC-2, CC-3, CC-4, and CC-5. (The Coastal Commercial zones are shown in the Zoning Map included as Attachment D.) These floor area ratio limitations contain two subcategories of regulations: (1) floor area ratio limits specific to the zoning districts, and (2) a 400,000 square foot cumulative floor area ratio limit applicable to the current CC coastal commercial zones. This second subcategory shall be referenced in this document as the "cumulative development cap."

For example, RBMC § 10-5.813(a) states:

> "**Floor area ratio.** The floor area ratio (FAR) of all buildings in the CC-2 zone shall not exceed 0.35, except that floor area ratio bonuses may be permitted pursuant to subsection (1) of this subsection. Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008."[1]

[1] Similar language is included in the Coastal Land Use Plan ("CLUP") for the same land use designations, which were adopted concurrently with the Coastal Zoning: "Cumulative development for Commercial Recreation district sub-areas 1-4 shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008." (CLUP, Section VI, Subsection C, Commercial Recreation Sub-Areas 1 through 4.) The cumulative development cap in the CLUP address the same geographic locations as the cumulative development cap in the

II. ISSUE

A commenter, Mr. Jim Light, has asserted that this cumulative development cap of 400,000 square feet encompasses parking structures, in addition to commercial structures (i.e. structures containing commercial uses). Mr. Light has asserted that the reference to "floor area" in these regulations should be interpreted differently from the definition of "floor area, gross" under RBMC § 10-5.402(a)(76).

For example, if a development was proposed in a Coastal Commercial zone containing a 400,000 square foot commercial structure and a 100,000 square foot parking structure, Mr. Light has asserted the total proposed square footage would violate the City's cumulative development cap, because the net increase in development would be 500,000 square feet.

III. INTERPRETATION

The 400,000 square foot cumulative development cap contained in RBMC §§ 10-5.812, 10-5.813(a), 10-5.814(a), 10-5.815(a), and 10-5.816(a) and the Coastal Land Use Plan does not include consideration of any parking facilities (e.g. parking structures, subterranean parking, surface parking, etc...) when calculating compliance with this requirement. Floor area, as used in these sections, is defined by RBMC § 10-5.402(a)(76), which excludes parking facilities. Consequently, a development that proposes a 400,000 square foot commercial structure and a 100,000 square foot parking structure would comply with the cumulative development cap.

As outlined in the subsequent sections, this interpretation is independently supported by each of the following individual sections, and subsections thereto, including: (1) a contextual reading of the City's Municipal Code, (2) the legislative history of the cumulative development cap, (3) the contemporaneous interpretation of the cumulative development cap (4) and is consistent with the meaning of the phrase in ordinary usage. Each section/subsection is individually sufficient to justify the City's interpretation.

IV. HISTORY OF THE ZONING FOR THE HARBOR/PIER AREA (INCLUDING CC-1 THROUGH CC-5 ZONING)

The zoning for the Redondo Beach Harbor/Pier area has been the subject of interest for many years. In 2002, the City originally proposed planning amendments otherwise known as the "Heart of the City." These plans originally called for the development of 726,424 square feet of non-residential development and 2,998 residential units (this proposal included areas outside the Harbor Pier Area, such as the approximately 50

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zoning; while there are five zoning districts in the RBMC, there are only four sub-areas in the CLUP, because the CC-1 and CC-2 zones were combined in the CLUP as "Commercial Recreation Sub-area 1."

acre AES site). Portions of the Heart of the City planning amendments were the subject of a referendum, and were rescinded by City Council in 2002.

Shortly thereafter, the City reinitiated its planning efforts, including the Coastal Commercial zoning/designations in the Harbor/Pier area. As part of this process the City held numerous public hearings on the planning amendments (including amendments to Local Coastal Program [Coastal Land Use Plan and Coastal Zoning] and the General Plan) before the Harbor Commission, Planning Commission, and the City Council. The Harbor Commission held meetings on August 13, 2007, February 11, 2008, and March 10, 2008. The Planning Commission also held public hearings on October 30, 2007, November 15, 2007, December 20, 2007, and January 17, 2008. The City Council also held numerous public hearings, including but not limited to September 11, 2007, April 8, 2008, and April 22, 2008.

During this process, City Staff recommended a cumulative development cap in the Coastal Commercial zones of 750,000 square feet of net new development. However, on January 17, 2008 Planning Commission made its formal recommendations for the Coastal Commercial zoning in Resolution No. 2008-01-PCR-006, which included a limit on net new development of 557,000 square feet. More specifically, Planning Commission recommended the following municipal code language for RBMC 10-5.813(a):

> **Floor area ratio.** The floor area ratio (FAR) of all buildings in the CC-2 zone shall not exceed 0.35, except that floor area ratio bonuses may be permitted pursuant to subsection (1) of this subsection. Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed the limits established in the Coastal Land Use Plan.
>
> [Planning Commission's recommended CLUP language]: Cumulative development for Commercial Recreation district sub-areas 1-4 shall not exceed a net increase of 557,000 square feet of floor area based on existing land use on March 16, 2007.

On March 10, 2008 Harbor Commission approved a recommendation similar to Planning Commission's recommendation. However, Harbor Commission recommended that City Council maintain the original staff recommendation that included a 750,000 square foot cumulative development cap.

At public hearings held on April 8, 2008 and May 6, 2008, the City Council considered these recommendations, and elected to reduce the cumulative development cap to 400,000 square feet, through the adoption of Ordinance 3013-08 and Resolution 0805-46. Shortly after the City Council's meeting, Mr. Light submitted a comment to the Mayor of Redondo Beach which stated: "I applaud your compromise on the development cap on the pier and harbor rezoning. It resolves the compliance issues and provides a stable environment with reasonable growth for developers to make investment decisions." (Attachment C.)

The cumulative development cap was subsequently considered and certified by the California Coastal Commission.[2] Coastal Commission staff responded to allegations that 400,000 square feet of new floor area constituted excessive development and noted in its staff report "This low FAR [Floor area ratio] coupled with incentive bonuses for additional open space will significantly limit the massing of structures and provide open space within the Harbor/Pier area." (Coastal Commission Admin Report & Addendum for July 9, 2009 hearing, Item Th11a, page 17.)

Before zoning in the Harbor/Pier could become effective, the electorate was required to affirm the City Council's actions. (City Charter § 27.4(a).) The City Council incorporated the cumulative development cap into Measure G, which was approved by the electorate on November 2, 2010 by a vote of 12,622 in favor and 11,422 voting no.

V. RATIONALE FOR THE INTERPRETATION

A. *Contextual Interpretation*

As noted above, the City's cumulative development cap is contained within a subsection of the Municipal Code that addresses both: (1) zone specific floor area ratio regulations and (2) the cumulative development cap for all of the Coastal Commercial zones (CC-1 through CC-5). These municipal code subsections begin by identifying the entire subsection as containing "**Floor area ratio**" ("FAR") regulations.[3] As also outlined in Section V(B) below, the cumulative development cap was referenced throughout the zoning amendment process as a "cumulative *FAR* limit." "Floor area ratio" is expressly defined under RBMC 10-5.402(a)(77) as utilizing "gross floor area":

> **"Floor area ratio"** or **"F.A.R."** shall mean the numerical value obtained through dividing the ***gross floor area*** of a building or buildings located on a lot by the total area of such lot. (Emphasis added)

Gross floor area is further defined in nonresidential areas under RBMC § 10-5.402(a)(76) as "not include[ing] any area used exclusively for vehicle parking and loading..." RBMC § 10-5.402(a)(76) provides:

> **"Floor area, gross".** In calculating gross floor area, all horizontal dimensions shall be taken from the exterior faces of walls, including covered enclosed porches, but not including the area of inner courts or shaft enclosures. For purposes of Article 10, use of the phrase "gross floor area" will include shaft enclosures.
>
> a. Uses in nonresidential zones. Gross floor area shall mean the floor area of the ground floor and any additional stories, and the floor area

[2] While the Coastal Commission suggested several modifications which were adopted by the City in 2010, these amendments did not affect the current language under the cumulative development cap.

[3] The bold language at the beginning of these subsections is not interpreted as an article or section heading, and is interpreted to be the beginning of the regulations.

> of mezzanines, lofts, and basements of a structure. ***Gross floor area shall not include any area used exclusively for vehicle parking and loading***, enclosed vertical shafts, or elevators. (Emphasis Added.)

In the context of this regulatory scheme, it is clear that the City was utilizing the definition of "floor area, gross" which excludes consideration of parking facilities. The City made this clear when it identified this subsection as setting "**Floor area ratio**" regulations, which expressly utilize "gross floor area." (RBMC § 10-5.402(a)(77).) The reference to "floor area" in the cumulative development cap subsection is simply an abbreviation/shorthand for the term "floor area, gross."

The City has a history of utilizing this abbreviation, specifically in the context of the zoning amendments for the CC zones. In Attachment A, the Planning Director was discussing Floor Area ratio regulations which, as noted above, expressly utilize "floor area, gross," however the Planning Director uses the term "floor area" as an abbreviation: "Do parking structures count towards the FAR limits? The zoning ordinance does not count areas used exclusively for vehicle parking and loading as *floor area* in non-residential zones." As also discussed in the September 12, 2011 Shade Hotel Admin Report, "the total floor area of the proposed project for the purpose of *floor area calculations (without parking and outdoor areas)* is approximately 38,871 square feet."

Furthermore, it would be inconsistent to apply two different rules for counting square footage in the same subsection (i.e. not including parking structures for the purposes of zone specific FAR limits, but including parking structures in the cumulative development cap calculations). Had the City wished to rely upon a divergent definition/methodology, for counting square footage in the same subsection, as proposed by Mr. Light, it would have defined "floor area" with a separate and distinct definition from "floor area, gross."

The regulation of parking facilities has been addressed through separate regulations in the City's Municipal Code. More, specifically, RBMC Article 5 includes the City's Parking Regulations. One of the express purposes of this section is to regulate the design of parking facilities. (RBMC § 10-5.1700(c).) Section 10-5.1706 provides regulations for a minimum number of spaces, based upon the land uses proposed and the underlying square footage. Had the City desired to include parking facilities under this cumulative development cap, it would have included the cumulative development cap regulations under RBMC §10-5.1706.

The City's interpretation is also consistent with the legislative history, the contemporaneous interpretation of these regulations, and the ordinary meaning of this phrase, as outlined in the subsequent subsections.

B. *Legislative History*

As outlined above, the City originally contemplated allowing 750,000 square feet of new development in the Harbor Pier area, which was subsequently reduced to 557,000

square feet, and then further reduced to 400,000 square feet by City Council. However, in setting this limit, the City and Coastal Commission both had concerns about setting this limit too low. As also discussed in the City Council's Staff Report:

> Pedestrian-active commercial areas generally required higher FARS than auto-oriented centers...Although the Harbor area will not be a "downtown", it is intended under the General Plan for development to be reconfigured to "create a unified seaside "village", siting buildings adjacent to one another and orienting them along common pedestrian promenades and public plazas. (page 35)
>
> In other words, 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 Admin Report, page 37.)

During the process of drafting the City's development regulations for the Coastal Commercial zones/designations, the City contemplated utilizing only one category of development standards to set the development density, i.e. zone specific floor to area ratio limits. However, the City determined that this approach raised several planning concerns. As discussed in the City Council's Administrative Report associated with the cumulative development cap:

> FAR limits are established recognizing that opportunities for development will occur on some properties while other properties will remain unchanged for very long periods. If the maximum FAR is set to accommodate only the average level of development anticipated to occur in a 20 year planning period, development of individual properties would lose their viability...It is not uncommon for sites within large development areas to have great variations in development intensities and for codes to establish a maximum as well as a cumulative FAR limit. For example, the I-1A Industrial zone in Redondo beach north of Manhattan beach Boulevard permits a maximum FAR of 1.0 on individual lots with a maximum cumulative FAR of 0.7. (RB City Council Staff Report, April 8, 2008, page 37.)

Similar language was included in the Planning Director's memorandum (Attachment A) to Planning Commission/Harbor Commission/City Council which states:

> Should the maximum FAR be increased to allow for more variation on individual sites in the harbor area or should it be set to the average FAR allowed by the development cap? Staff recommends setting a higher maximum FAR than the average that could occur under the development cap in order to allow opportunities for reconfiguration of development and accomplishing the public objectives. Not all sites are likely to be redeveloped and not all development will be able to accomplish the General Plan objectives to the same extent.

It is clear from this legislative history that the City has always treated the cumulative development cap as a "Floor Area Ratio" limit ("to establish a maximum as well as a cumulative *FAR* limit"), which does not consider parking structures as part of the

calculations. (December 20, 2007 Planning Commission Admin Report, page 13.) The only reason the City created two subcategories of FAR regulations, was to address a concern that the City would not achieve the desired amount of development, if individual parcels/leaseholders did not redevelop their property. The purpose of creating the cumulative development cap was to ensure that the desired amount of development was achieved.

C. *Contemporaneous Interpretation*

On November 15, 2007, the Redondo Beach Planning Director prepared a memorandum titled "Information relating to proposed harbor/pier area land use amendments" which was prepared in response to comments/questions received on the proposed Coastal Commercial zoning amendments. (Attachment A.) This memorandum was included in the Administrative Reports for Planning Commission, Harbor Commission, and the City Council (including the April 8, 2008 public hearing). Sections 1 through 3 of this memorandum addressed questions related to the proposed Floor Area Ratio limits and the cumulative development cap. This memorandum expressly notes that parking facilities would not be considered in these calculations:

> Do parking structures count towards the FAR limits?
> The zoning ordinance does not count areas used exclusively for vehicle parking and loading as floor area in non-residential zones.

This concept was readily understood by members of the public at the time. During the process of drafting the cumulative development cap, a public comment was made that noted that "*the parking structure area would be an addition to the 750,000 square feet,*" referencing the first iteration of the cumulative development cap proposed in 2007. (October 30, 2007 Planning Commission Minutes, p. 7; also included in City Council's Admin Report, April 8, 2008). Furthermore, when the City prepared the Measure G, Supplemental Ballot Pamphlet, the Table comparing existing densities and total buildout (Table SBM-7) did not include consideration of parking facilities.

In 2011, less than a year after the approval of Measure G, the Harbor Commission considered and approved the Shade Hotel development. This was one of the first projects to be approved which was regulated under the City's cumulative development cap (CC-4 zone). The project at that time included a new 45-room hotel with a 96 space subterranean garage. The materials prepared for this project expressly noted that the City utilizes the definition of "gross floor area" for the purposes of the cumulative development cap, and excludes parking from this calculation.

More specifically, the Administrative Report for this project noted:

> "The project consists of the development of a 45-room hotel, with approximately 14,985 gross square feet of event space including a lounge, ballroom, conference room, support facilities and ancillary spaces (including a bar and restaurant). The total floor area of the proposed project ***for the purpose of floor***

> ***area calculations (without parking and outdoor areas)*** is approximately 38,871 square feet." (Emphasis added; Harbor Commission Admin Report, September 12, 2011, p. 6.)

At the same hearing, the Harbor Commission adopted Resolution No. 2011-09-HC-002 which utilized the 38,871 square foot value (excluding the parking facilities) when calculating the project's compliance with the cumulative development cap. This resolution also expressly noted that the City utilizes "gross floor area" when calculating compliance with the cumulative development cap. As discussed in the Findings section of Resolution No. 2011-09-HC-002:

> NOW, THEREFORE, THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:...4. That the RBMC Sections 10-5.813(a), 10-5.814(a), 10-5.815(a), 10-5.816(a). state that cumulative development in all CC coastal Commercial zones shall not exceed a net increase of 400,00 square feet of floor area based on existing land use on April 22, 2008. The Harbor Commission finds that the Shade Hotel Project would provide a ***gross floor area*** of 38,871 square feet, which would replace the existing 13,211 square foot restaurant and related facilities on the project site (constructed before April 22, 2008). The Harbor Commission further finds that the project will result in a net increase of 25,660 square feet of development in the CC Coastal commercial zones. The Harbor Commission further finds that this allows for an additional 371,638 square feet of development in the CC coastal commercial zones after accounting for net construction of 2,702 square feet for the Harbor Patrol Facility currently under construction. These findings are not intended to limit development (in the event that these municipal code/coastal zoning ordinance sections are revised), but rather ***to catalogue increase in gross floor area that fall under these municipal code sections.*** (Emphasis added; Attachment B, Resolution No. 2011-09-HC-002, page 6.)

As outlined above, the City has consistently interpreted the cumulative development cap as utilizing the definition of "gross floor area" and excluding consideration of parking facilities.

D. Ordinary Meaning of "Floor Area"

As outlined in this section, the City's interpretation of "Floor Area" is also consistent with the ordinary meaning of this phrase. Numerous municipalities and planning organizations expressly exclude consideration of parking structures/facilities when calculating "floor area":

1. **City of Los Angeles'** definition of "Floor area" excludes consideration of parking:

   > **Los Angeles Municipal Code § 12.03: "FLOOR AREA."** The area in square feet confined within the exterior walls of a Building, ***but not***

including the area of the following: exterior walls, stairways, shafts, rooms housing Building-operating equipment or machinery, ***parking areas with associated driveways and ramps***, space dedicated to bicycle parking, space for the landing and storage of helicopters, Basements storage areas." (Emphasis added.)

Los Angeles Municipal Code § 12.21.1(B)(4): "In all height districts ***parking floor space with necessary interior driveways ramps thereto***, space within a roof structure or penthouse for housing if building operating equipment or machinery, space provided for landing and storage of helicopters and basement storage space ***shall not be considered in determining the total floor area*** within a building." (Emphasis added.)

2. **City of Hawthorne's** definition of "Floor area" excludes consideration of parking:

Hawthrone Municipal Code § 17.04.10: "Floor area" means the total floor space contained within the exterior walls of all buildings on a lot or building site, ***except for the space therein devoted to*** vents, stairways, elevator shafts, light courts, and areas within the building devoted exclusively to loading and unloading facilities and ***parking of motor vehicles***. (Emphasis added.)

Similar definitions are also utilized on a national level and are currently utilized by the American Planning Association as exemplar definitions of "floor area."

3. **Bismarck, North Dakota (1953)**

Floor area. A floor area of a building or buildings is the sum of the gross horizontal areas of the several floors of all buildings on the lot, measured from the exterior faces of exterior walls, or from the center line of walls separating two buildings. Floor area shall include the area of basements when used for residential, commercial, or industrial purposes, but need not include a basement or portion of a basement used for storage or the housing of mechanical or central heating equipment, or the basement apartment of a custodian in a multifamily dwelling, except that portion of said custodian's dwelling unit which is in excess of 50 per cent of the total basement floor area. In calculating floor area, ***the following need not be included:***

(d) ***Automobile parking space in a basement or private garage,*** but not to exceed...200 square feet per car space required by the provisions of this ordinance for any other use.

4. **Chicago (1957)**

> *Floor area (for determining floor area ratio).* For the purpose of determining the floor area ratio, the "floor area" of a building is the sum of the gross horizontal areas of the several floors of the building measured from the exterior faces of the exterior walls or from the center line of walls separating two buildings. The "floor area" of a building shall include basement floor area when more than one-half of the basement height is above the established curb level or above the finished lot grade level where curb level has not been established, elevator shafts and stairwells at each floor, floor space used for mechanical equipment — except equipment, open or enclosed, located on the roof — penthouses, attic space having headroom of seven feet, ten inches or more, interior balconies and mezzanines, and enclosed porches, and floor area devoted to accessory uses. ***However, any space devoted to off-street parking or loading shall not be included in "floor area."***

Many other municipalities do not define the phrase "floor area," and instead rely exclusively upon the definition of "floor area, gross," excluding consideration of parking structures. This includes the City of West Hollywood (WHMC § 19.90.020), and the City of Malibu (MMC § 17.02.060). Even state law typically excludes consideration of parking facilities when performing similar calculations. (Senate Bill 743, implementing Pub. Res. Code § 21099(a)(2).)

Similarly, the California Building Code ("CBC") defines the phrase "FLOOR AREA, NET" as "the actual occupied area *not including unoccupied accessory areas* such as corridors, stairways, toilet rooms, mechanical rooms, and closets." (Title 24, Cal Code Regs., Chapter 2.) OCCUPIABLE SPACE is further defined under Chapter 2 of the California Building Code as "a room or enclosed space designed for human occupancy in which individuals congregate for amusement, educational or similar purposes or in which occupants are engaged at labor, and which is equipped with means of egress and light and ventilation facilities meeting the requirements of this code." Parking garages are not designed for human occupancy, and are designed instead for "motor-vehicle-related occupancies." (Tit. 24 Cal Code Regs. § 406.) Consequently, parking facilities are not considered in the CBC definition of net floor area.

While every City or agency may not include the same definition for "floor area," the City finds that the common usage of the phrase "floor area" excludes consideration of parking facilities.

As also outlined above, it is clear from the contextual reading, the legislative history, and a contemporaneous interpretation that the City does not include consideration of parking facilities when determining compliance with the City's cumulative development cap in the Coastal Commercial zones.

Aaron Jones, *Redondo Beach Community Development Director.* May 23, 2016.[4]

Stephen Proud, *Redondo Beach Waterfront and Economic Development Director.* May 23, 2016.[5]

Attachments

Attachment A: November 15, 2007 Memorandum from Planning Director Randy Berler, titled "Information relating to proposed harbor/pier area land use amendments."

Attachment B: September 12, 2011 Harbor Commission Resolution No. 2011-09-HC-002.

Attachment C: April 24, 2008 Email from Jim Light to Mayor Mike Gin, Steve Aspel, Chris Cagle, Matt Kilroy, Pat Aust, and Steven Diels.

[4] Aaron Jones is currently the Community Development Director of the City of Redondo Beach. He has worked for the City since January 1988 and has served as an Associate Planner, Senior Planner, Economic Development Administrator, Economic Development Manager and Planning Director. Aaron has 31 years of experience as a professional planner and has worked for three cities. Aaron drafted major portions of the Harbor, Pier Zoning amendments and presented the amendments to the California Coastal Commission for certification. Aaron has a Bachelor's degree in Geography/Urban Planning from California State University Chico and has completed his first year of the two-year Executive MBA program at University of California, Irvine.

[5] Stephen Proud is currently the Waterfront and Economic Development Director for the City of Redondo Beach. His work is primarily focused on the planning and revitalization of the City's Waterfront areas. Prior to joining the City, Stephen served as the Vice President of Community Development for Lennar Urban, where he led the planning and entitlement process for the redevelopment of two former military installations into mixed-use developments in the City of San Francisco. Stephen also served as the Project Manager for the redevelopment of Alameda Point for the City of Alameda; as the Deputy Executive Director for the Treasure Island Development Authority; and as a consultant with Bay Area Economics, an urban economics/real estate consulting firm. Stephen has a Master's Degree in City and Regional Planning from California Polytechnic State University, San Luis Obispo and a Bachelor's Degree in Economics from California State University, Northridge.

Attachment D: Current Coastal Zone Map, which includes zones CC-1 through CC-5 and the P-Pro zone.

References

1. October 30, 2007 Planning Commission Minutes available online at: http://laserweb.redondo.org/weblink/0/doc/198253/Page1.aspx
2. December 20, 2007 Planning Commission Admin Report, Item 11 available online at: http://laserweb.redondo.org/WebLink/DocView.aspx?id=176611
3. April 8, 2008 City Council Administrative Report, Item J1, available online at: http://laserweb.redondo.org/WebLink/Browse.aspx?startid=14
4. July 9, 2009 Coastal Commission Admin Report & Addendum, Item Th11a available online at: http://documents.coastal.ca.gov/reports/2009/7/Th11a-7-2009.pdf
5. November 2, 2010 Measure G Supplemental Ballot Pamphlet, including the Ballot Measure, available online at: http://www.redondo.org/civica/filebank/blobdload.asp?BlobID=21009
6. September 12, 2011 Harbor Commission Administrative Report, Item 11 (Shade Hotel), available online at: http://laserweb.redondo.org/WebLink/DocView.aspx?id=220146
7. September 12, 2011 Harbor Commission Resolution No. 2011-09-HC-002 (Shade Hotel) available online at: http://laserweb.redondo.org/WebLink/DocView.aspx?id=221471
8. Redondo Beach Municipal Code is available online at: http://www.qcode.us/codes/redondobeach/
9. The City maintains an extensive database of Staff Reports, Agendas, Resolutions, Ordinances, Minutes, Contracts, etc, which are all available online for review at: http://laserweb.redondo.org/weblink/Welcome.aspx?dbid=0

Attachment A

November 15, 2007 Memorandum from Planning Director Randy Berler, titled "Information relating to proposed harbor/pier area land use amendments."

TO: Planning Commission
FROM: Randy Berler, Planning Director
DATE: November 15, 2007
SUBJECT: Information relating to proposed harbor/pier area land use amendments

On October 30, 2007 the Planning Commission held a public hearing to consider amendments to bring existing land use documents applying to the harbor and pier area into consistency. After taking public testimony the Planning Commission continued the public hearing to Thursday November 15, 2007 to continue its deliberations on the proposed amendments. The Commission may also wish to take more public testimony on November 15 by re-opening the public testimony portion of the public hearing.

The proposed amendments include amending the zoning ordinance to remove residential uses from the list of permitted uses in the harbor area. Other areas of conflict between the land use documents that will be resolved include, but are not limited to, restrictions on offices; restrictions on retail and restaurants in portions of the harbor area; floor area ratio standards and maximum total increase in potential development permitted; height standards; and land use designations and standards for Mole B.

A number of concerns and questions were raised at the public hearing on October 30. Staff has prepared the following information to address some of these issues. Other issues staff may address verbally, while some issues will require further staff time.

1. Why is a cap of 750,000 sq. ft. recommended?
Local residents want the harbor and pier area to be more attractive and to provide public amenities such as a pedestrian esplanade and other improved public spaces along the entire length of the waterfront. Local residents also want shopping and restaurants that appeal to local residents as well as visitors. In part, this will require reconfiguring developments to be clustered and designed for pedestrians.

New hotel development is a key to generating revenue to provide for public spaces and public amenities without asking residents to bear most of the cost. A high level of private investment will also be required to make feasible reconfiguring existing shops and restaurants designed in a manner to create a great pedestrian-active place for both visitors and residents. Hotel development can attract new visitors and at the same time provide for redesign of existing sites for pedestrian activity, support a modest increase in shops and restaurants, and provide for public amenities that make the area more attractive to local residents. While there is no guarantee that the harbor area will become a more successful visitor destination and be able to attract enough hotel rooms to support moderate sized conferences, there is no chance of success if enough capacity to accomplish this is not provided.

The intent of adding uses in the harbor area is both to attract more visitors and daily users (including more office workers) to the area. While not large numbers on their own, these additional visitors and daily users will assist in smoothing out the seasonal nature of the area, providing for a more attractive environment for businesses, which in turn should also make the area a more regular destination for local residents.

The development of up to 600 additional hotel rooms would certainly enable achievement of a physically and economically healthy harbor area. While setting a cap is not a science, a

substantial reduction in the proposed cap will reduce opportunities to revitalize the area. It should also be recognized that sufficient development incentive needs to also take into account that engineering, development and maintenance costs are high adjacent to an ocean environment. The City may want to encourage that some of the parking requirements be provided for in subterranean or semi-subterranean parking structures, which is particularly costly in such a location.

Whatever development cap is set, not all of it is for commercial development in the harbor area. About 9,200 square feet is intended for the Pier. Public facilities (such as harbor patrol improvements, community boating center, boat launch related buildings, and visitors center) could require an estimated 30,000 square feet. The proposed Floor Area Ratio (FAR) limit of 0.5 for the Pier Plaza would allow a net increase of about 30,000 square feet on that site.

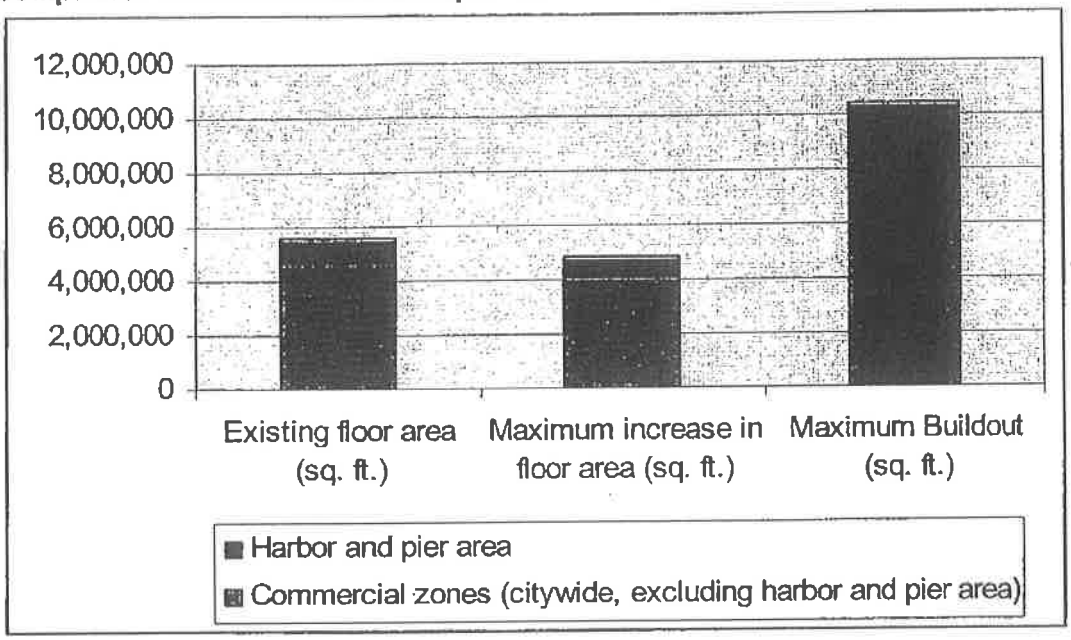
2. Is a cap of 750,000 additional sq. ft. reasonable?

It is helpful to put the proposed cap in perspective. There is already zoning capacity in existing commercial and mixed use zones in the city (excluding the harbor and pier area) to allow about 8,774,000 square feet of total commercial development, an increase of over 4 million sq. ft. above existing floor area in these zones. With the proposed cap, maximum buildout of the harbor and pier area would account for about 16% of total floor area and about 16% of the maximum increase in floor area that could occur in all commercial zones City wide (see table and graph below).

Comparison of development in harbor/pier area to commercial zones City-wide

	Commercial zones (citywide, excluding harbor and pier area)	Harbor and pier area	City-wide commercial areas including harbor/pier area
Approximate Land Area (acres)	267	62	329
% of total	81%	19%	100%
Approximate existing floor area (sq. ft.)	4,699,000	918,000	5,617,000
% of total	84%	16%	100%
Maximum increase in floor area (sq. ft.)	4,075,000	750,000	4,825,000
% of total	84%	16%	100%
Maximum Buildout (sq. ft.)	8,774,000	1,668,000	10,442,000
% of total	84%	16%	100%

Comparison of floor area in harbor/pier area to commercial zones City-wide (sq. ft.)



Development caps in commercial areas are generally set at a higher level than what is actually likely to occur. This allows enough flexibility and incentive for a number of properties to be recycled, while other properties are likely to remain unchanged. When a specific new development is proposed, it is subject to a public hearing process for determining compliance with all development standards and design criteria and is subject to the environmental review process.

If development to the maximum proposed cap did eventually occur in the harbor area, what might this amount of development look like? The staff report indicated that it would not have the mass and bulk of tall 1-story big box development with large surface parking areas such as at the Plaza El Segundo (a 380,000 sq. ft. development on a 37 acre site).

A more appropriate comparison of mass and bulk is provided by the pedestrian-scaled development in downtown Manhattan Beach. Although the harbor area will not be a "downtown", it is intended under the General Plan for development to be reconfigured to "create a unified seaside "village", siting buildings adjacent to one another and orienting them along common pedestrian promenades and public plazas." A mix of 1-3 story pedestrian-oriented buildings in the harbor area would have more in common with the character of downtown Manhattan Beach than with Plaza El Segundo (furthermore, development in the harbor area would be broken up horizontally to provide appropriate view corridors).

The table below indicates that downtown Manhattan Beach contains almost as much development as Plaza El Segundo on about 41% of the site area of Plaza El Segundo. Properties in downtown Manhattan Beach have about 23% of the site area of the harbor/pier area as described in the table below. The table further indicates that existing development in downtown Manhattan Beach has an FAR of 0.56 (with a 2 story development limit) and the permitted FAR is 1.5. The existing FAR in downtown Manhattan Beach is about the same as

the average FAR that would result in the harbor area if full buildout occurred under the proposed development cap.

BUILDOUT COMPARISONS

	Harbor/Pier area Redondo Beach*	Downtown Manhattan Beach**
Land Area:		
Sq. Ft.	2,864,000	660,000
Acres	65.7	15.2
Existing Sq. Ft.	920,000	368,000
Existing F.A.R.	0.32	0.56
Max. F.A.R.	0.58 (avg.)	1.5
Max. floor area increase	750,000	622,000
Buildout	1,670,000	990,000

*Including Pier Plaza, Pier, International Boardwalk, Crowne Plaza, and Seaside Lagoon.
** Area zoned CD Commercial Downtown

The Metlox development in downtown Manhattan Beach has been cited as an example of an attractive, pedestrian-scaled development with ample public open space. This development includes 63,850 square feet of floor area on a 2.2 acre site, for an FAR of about 0.67. Even with this intensity, the City of Manhattan Beach provided major subsidies of parking and public amenities. The zoning for the site permits an FAR of 1.5 and a development of 141,000 square was originally proposed. The project size was reduced through the discretionary public hearing process.

For additional perspective, the R-1 single family zone allows an FAR of 0.65 (not including bonuses for certain design features). If the harbor area and Pier Plaza were developed as R-1 single family, this would permit a maximum net increase of 975,000 square feet of floor area in these portions of the area (see table below). The table also shows buildout comparisons using FAR standards for the other typical commercial zones in the City.

BUILDOUT COMPARISONS (area west of Harbor Drive and Pier Plaza only)

	Harbor/Pier Plaza area only Redondo Beach*	R-1	C-2	C-3	C-4
Land Area (Acres)	51.3	51.3	51.3	51.3	51.3
Existing Sq. Ft.	476,000				
Existing F.A.R.	0.21				
Max. F.A.R.	0.55 (avg.)	0.65	0.5	0.7	1.0
Max. floor area increase	741,000**	975,000	641,000	1,087,000	1,757,000
Buildout	1,217,000	1,451,000	1,117,000	1,563,000	2,233,000

*includes only area west of Harbor Drive and Pier Plaza
** excludes increase permitted on the Pier

3. Context and issues relating to the proposed FAR

Excluding the harbor and pier area, maximum commercial floor area ratios permitted under the zoning code are 0.35 for the C-1 zone, 0.5 for the C-2 zone, 0.7 for the C-3 and C-5 zone, and 1.0 for the C-4 and mixed use zones. About 2% of the commercial land area is zoned C-1 and about 40% is zoned C-2. If all commercial areas, excluding the harbor and pier area, were developed to the maximum, the average FAR would be about 0.75.

Currently the existing General Plan, LUP, and Harbor Civic Center Specific Plan have no floor area limit for specific sites in the harbor area. The existing zoning allows a 1.0 FAR for the harbor and Pier Plaza, with no limit for the portion of the harbor designated "Village Core".

While precise numbers would require more research, good approximations have been developed of existing FAR for some of the major leaseholds in the harbor as shown in the table below. A map of leasehold areas is attached.

Leasehold	Approximate Land Area (sq. ft.)	Approximate existing floor area (sq. ft.)	Approximate existing FAR
Bascom/Harbor Cove Apts. (apartments and Chart House)	150,000	90,000	0.60
Marina Cove Ltd. (much of Basin 1 area and Blue Water Grille)	600,000	115,000	0.19
City property—Venezia Restaurant	60,000	11,000	0.18
Jackbilit Inc. (Cheesecake Factory)	95,000	22,000	0.23
Portofino Partners	240,000	126,000	0.53
Pier Plaza	180,000	60,000	0.33

Language relating to applicablility of FAR to master leasehold areas

A concern was raised that the zoning text relates FAR to master leaseholds in the CC-4 zone and that there are some areas owned by the City that are not master leaseholds. Staff recommends the applicable sentence be changed as follows:

"The floor area ratio (F.A.R.) of all buildings within a master leasehold area, or on a site that is not a master leasehold area, shall not exceed 0.65."

FAR bonuses for inclusion of public amenities and public space

One suggestion made at the public hearing is to allow FAR bonuses for providing increased open space. Developing a formula for this concept is not a simple matter. An alternative approach is to utilize and perhaps tweak the existing language that is already in the General Plan and Harbor/Civic Center Specific Plan for review of specific development projects through the public hearing process. This language provides that development proposals be considered relative to their ability to fulfill the urban and architectural objectives specified in the General Plan.

Staff recommends that the language in the Harbor/Civic Center Specific Plan be modified in each of the applicable subarea sections as follows:

"Maximum Building Density

- The floor area ratio (F.A.R.) of all buildings in sub-area 2 shall not exceed 0.65. The future intensity of new development which may be allowed to occur within the area will be determined

on a case-by-case review basis, through the established public review process, as individual proposals are received.

- Harbor development proposals shall be reviewed and considered relative to their individual parcel size, configuration, and location, as well as their compatibility with adjacent uses and their ability to attain and fulfill the urban and architectural design objectives specified in Policies 1.45.5 to 1.45.11 of the General Plan. Within the maximum FAR permitted, the actual FAR granted should take into account the degree to which the project meets objectives for reconfiguration of development and siting buildings along common pedestrian promenades and public plazas and the degree to which the project provides high quality public amenities, public spaces, and/or other public improvements. Projects that meet these objectives to a high level may be granted a higher FAR than projects that meet the objectives to a lesser extent.
- Cumulative development for Harbor/Pier sub-areas 1-3 shall not exceed the limits established in the Coastal Land Use Plan."

Should the maximum FAR be increased to allow for more variation on individual sites in the harbor area or should it be set to the average FAR allowed by the development cap?
Staff recommends setting a higher maximum FAR than the average that could occur under the development cap in order to allow opportunities for reconfiguration of development and accomplishing the public objectives. Not all sites are likely to be redeveloped and not all development will be able to accomplish the General Plan objectives to the same extent.

A comment was received suggesting the proposed maximum FAR may be too low. For the harbor area west of Harbor Drive, maximum buildout under the maximum development cap would result in an average FAR of about 0.57. The staff recommendation of a maximum of 0.65 was intended to allow some flexibility to accomplish the General Plan objectives while still ensuring some level of balance in the amount of development that could occur throughout the harbor area. A higher maximum FAR may make feasible a higher level of public benefits in conjunction with projects in some areas, which must be weighed against the loss of development potential in other portions of the harbor.

Do parking structures count towards the FAR limits?
The zoning ordinance does not count areas used exclusively for vehicle parking and loading as floor area in non-residential zones.

4. Is a marketing study necessary?
Decisions on development limits in General Plan and zoning amendments are typically made without preparing market studies. It is appropriate to set the development cap based on factors including the vision for the area, providing capacity for reinvestment, providing feasibility for reconfiguring development to create a pedestrian-active character, providing economic return to the community, making feasible public improvements to the area, and environmental impacts.

In the harbor area, the proposed types of permitted uses (including restaurants, retail, hotels, marina-related uses, offices, and public uses) would be the same regardless of the overall development cap. It may be that the City is only able to attract one new hotel. While attracting one new hotel would be a good first step toward revitalization, a more fully envisioned revitalization may not occur with a single development even if the capacity is provided to attract greater investment. However, a high enough development cap is necessary to be able to take advantage of opportunities for investment that could occur over the next 20 year period. A market study of conditions today would not provide the answer for setting a development cap

that enables the city to be competitive in the market for overnight visitors and shopping over the next 20 years.

5. Do time share, fractional interest, and condominium hotels provide room availability for visitors and conference use?

These types of visitor accommodations provide various levels of having units available to the public on a daily basis. Such accommodations are generally proposed because they are easier to finance than traditional hotels.

The draft ordinance reflects language required by the Coastal Commission in other jurisdictions. It should be noted that because of variations in existing conditions in different communities, the Coastal Commission does not have a uniform standard for permitted percentages of these types of hotel units.

The draft ordinance was intended to include language that is in the draft LUP limiting such types of "limited use visitor accommodations" to no more than 40% of total new guestrooms. Each specific type of use has additional restrictions that further require availability of rooms (described below). The draft zoning language is proposed to add subsection (2) to subsection (b) of Section 10-5.811 as follows:

> "(2) Limited Use Overnight Visitor Accommodations shall be limited to no more than 40% of total new guestrooms (units) developed within a leasehold after the effective date of adoption of this Section. "

Condominium hotels typically have a high percentage of units sold in separate ownership. However, each separately owned unit must be available to the public in the transient, overnight room pool 275 days per year (or 76% of the year) with additional limitations of no more than 30 consecutive days in any 60 day period and no more than 30 days during the summer. Combined with the 40% limitation above, typically over 90% of new hotel rooms on a leasehold with a traditional hotel and a condominium hotel would be available on a daily basis.

Units in Fractional Ownership Hotels may be sold for up to 3-month periods. At least 25% of the guestrooms are required to be available to the general public on a daily basis (with additional limitations of no more than 30 consecutive days in any 60 day period and no more than 30 days during the summer). Combined with the 40% limitation above, at least 70% of new hotel rooms on a leasehold with a traditional hotel and a Fractional Ownership Hotel would be available on a daily basis.

Timeshares typically provide ownership intervals of one to two weeks. At least 25% of the units would be required to be permanently reserved for transient overnight accommodations during the summer. No person could occupy any unit or units in the facility for more than 60 days, and no more than 30 days during the summer. Contacts with other agencies suggests that 10-20% of timeshare units would be available for transient overnight accommodations during non-summer months. Combined with the 40% limitation above, at least 70% of new hotel rooms on a leasehold with a traditional hotel and a timeshare hotel would be available on a daily basis during the summer and assuming 10% availability the remainder of the year at least 64% of new units would be available the remainder of the year.

Type of "Limited Use Visitor Accommodation" (no more than 40% of total hotel units on a leasehold)	Percent of new hotel rooms available to the public on leaseholds on a daily basis*
Condominium Hotel	90%
Fractional Ownership Hotel	70%
Timeshare Hotel	70% (summer) Est. 64% or more (remainder of the year)

* under standards in the draft land use amendments

6. Other issues to be addressed

Are additional parking structure design requirements necessary?
How much office development can be supported in the area?
For areas with a height limit of 45 feet, could a 4th story be permitted within the height limit to increase opportunities for open space and view corridors?
Does the City-owned parking lot in the north part of the harbor need to be rezoned if a bicycle path is proposed through that area?

Attachment B

September 12, 2011 Harbor Commission
Resolution No. 2011-09-HC-002.

RESOLUTION NO. 2011-09-HC-002

A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH GRANTING AND APPROVING THE REQUESTS FOR A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW (INCLUDING SIGN REVIEW AND LANDSCAPE AND IRRIGATION PLAN REVIEW), AND COASTAL DEVELOPMENT PERMIT TO ALLOW THE CONSTRUCTION AND OPERATION OF A 45-ROOM HOTEL WITH ANCILLARY EVENT SPACE ("SHADE HOTEL REDONDO PROJECT") ON PROPERTY LOCATED WITHIN A COASTAL COMMERCIAL (CC-4) ZONE AT 655 N. HARBOR DRIVE (CASE NO. 2011-09-HC-001)

WHEREAS, applications were filed on behalf of Redondo Beach Hospitality Company, LLC for property located at 655 N. Harbor Drive for a Conditional Use Permit, Harbor Commission Design Review (including sign review and landscape and irrigation plan review), and Coastal Development Permit to allow the construction and operation of a 45-room hotel with ancillary event space on property located within a Coastal Commercial (CC-4) zone; and

WHEREAS, notice of the City of Redondo Beach Harbor Commission's ("Harbor Commission") public hearing, intent to adopt a MND, and the public review period for the MND was initially published, mailed, and posted on August 4, 2011; and

WHEREAS, revised notice was released on August 11, 2011, which extended the MND comment period to September 1, 2011, and addressed: (1) notice of public hearing before the Harbor Commission of the City of Redondo Beach (including the date, time, and location of the hearing), (2) notice of intent to adopt/certify a Mitigated Negative Declaration, (3) notice of public review period and circulation of the Initial Study, (4) notice of impending action on an application for a Coastal Development Permit, (5) notice of public hearing to consider an application for Harbor Commission design review and conditional use permit; and

WHEREAS, this revised notice was published in the Beach Reporter, posted on the subject property, and mailed to property owners within 300 feet of the exterior boundaries of the subject property, in compliance with applicable state and local laws; and

WHEREAS, following a public hearing on September 12, 2011, the Harbor Commission adopted and certified a Mitigated Negative Declaration ("MND"; No. 2011-05-MND-002), Initial Study (No. 2011-05-IES-002), and a Mitigation Monitoring Program in Resolution No. 2011-09-HC-001; and

WHEREAS, the Harbor Commission has reviewed and considered evidence presented by the applicant, the Planning Department, and other interested parties at the public hearing held on the 12th day of September, 2011, with respect to the Shade Hotel Redondo Project and the associated applications.

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

1. In accordance with Municipal Code Sections 2-9.711, 10-2.2512, 10-2.2506(b), and 10-5.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the following reasons:

   a) The proposed 45-room hotel with ancillary event space is conditionally permitted in the CC-4 (Coastal Commercial) zone, in which the site is located, and the site is adequate in size and shape to accommodate the use including all setbacks, spaces, walks and fences, parking, loading, landscaping and other features, and the project is consistent with the requirements of Chapters 2 and 5, Title 10 of the Redondo Beach Municipal Code.

   b) As substantiated in IES 2011-05-IES-002 and the Traffic Impact Study (prepared by Fehr & Peers, July 2011,) the site has adequate access to public streets of adequate width to carry the kind and quantity of traffic generated by the 45-room hotel with ancillary event space with the implementation of traffic Mitigation Measures T1 through T4 in the adopted Mitigation Monitoring Program/Conditions of Approval.

   c) The proposed 45-room hotel with ancillary event space will have no adverse effect on abutting property or the permitted use thereof, subject to the adopted Mitigation Monitoring Program and Conditions of Approval.

   d) The proposed 45-room hotel with ancillary event space conforms to all of the requirements of the Coastal Zoning Ordinance and the Coastal Land Use Plan, and is therefore consistent with the Local Coastal Program.

   e) The proposed 45-room hotel with ancillary event space is consistent and in conformance with (1) the General Plan including the "CC Coastal Commercial" designation, (2) the Harbor/Civic Center Specific Plan including the "Harbor/Pier Zone 3 - Sub Area 3a" designation, (3) and the Certified Coastal Land Use Plan including the "CR Commercial Recreation" and "Commercial Recreation Sub-Area 3a" designations.

   f) This project is not subject to the Residential Design Guidelines as adopted by resolution of the City Council.

g) The Mitigation Monitoring Program and Conditions of Approval adopted in Resolution 2011-09-HC-001 and this resolution are deemed necessary to protect the public health, safety, and general welfare.

h) The proposed 45-room hotel with ancillary event space qualifies for the floor area ratio (FAR) bonus of 0.15 because the project includes hotels above the ground floor (RBMC § 10-5.815(a)(1)a.). The proposed 45-room hotel with ancillary event space qualifies for an additional FAR bonus of 0.15 (RBMC § 10-5.815(a)(1)b.) because the project includes the equivalent of 20% (approximately 7,928 square feet) of high quality open space including a public courtyard and a new promenade. The public courtyard will be finished with custom paving, designed around a mariner's compass point and anchored on each end with a water feature. It will be furnished with tables, chairs and other seating as well as lighting and landscaping that will add ambience to the area and make it useable during the evening hours. The new 16-foot wide promenade will also be furnished with seating areas, plantings and lighting. This allows for a total permissible FAR of .65. The Shade Hotel Project would therefore be consistent with this requirement; the Project would result in a FAR of .648. The proposed uses for the Shade Hotel Project include a hotel, hotel lounge, hotel ballroom, hotel conference room with support and ancillary facilities (including a bar and restaurant) which are conditionally permitted uses in the CC-4 zone (RBMC Section 10-5.810).

2. In accordance with Municipal Code Sections 10-2.2512, 10-2.2502(b), 10-5.2512, and 10-5.2502(b), 10-2.1802, 10-5.1802, and 10-5.1900 of the Redondo Beach Municipal Code, the applicant's request for Harbor Commission Design Review (including Sign Review and Landscape and Irrigation Plan Review) is consistent with the criteria set forth therein for the following reasons:

a) The design of the proposed 45-room hotel with ancillary event space considers the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.

b) The natural terrain was removed from the project site more than 60 years ago when the first development took place. Therefore, there is no natural terrain or natural landscape features that can be integrated into the project. Furthermore, it would not be feasible to preserve the existing landscaping because the existing landscaping is not draught tolerant and

would not conform to the City's landscaping regulations for new development.

c) The final design of the proposed 45-room hotel with ancillary event space is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment subject to the conditions of approval.

d) The surrounding built environment includes a wide variety of structures in terms of architecture, design style, building height, mass, bulk and scale, such that the architecture, design style, building height, mass, bulk and scale of proposed 45-room hotel with ancillary event space is consistent within the existing framework.

e) The design of the proposed 45-room hotel with ancillary event space provides innovation, variety, and creativity in the proposed design solution and serves to minimize the appearance of flat facades and box-like construction subject to the conditions of approval.

f) The signage proposed in the Application for Harbor Commission Design Review (Section 6) is consistent with sign regulation criteria in RBMC Sections 10-5.1802 and 10-5.1810.

g) The use of specific design elements, such as decorative channel glass, which will be featured at both ends of the east-facing elevation of Building A, are permitted to exceed the maximum 45-foot building height restriction because they do not contain habitable floor area and are deemed as being design elements that are integral to the overall architectural style of the project and that other structures such as mechanical equipment, the elevator penthouse, solar panels are also permitted to exceed the building height restriction because they are necessary to the overall functioning of the project and will in some cases, such as in the case of the solar panels, contribute to make the project more environmentally sustainable. (RBMC Sections 10-2.1522(b) and 10-5.1522(b).)

h) The landscape and irrigation plans proposed in the application for Harbor Commission Design Review is consistent with RBMC Sections 10-5.1900 (b) and (c).

3. In accordance with Section 10-5.2218(c) 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:

a) That the proposed 45-room hotel with ancillary event space is in conformity with the Certified Local Coastal Program because it will preserve and enhance public views of the water/marina and increase the on-site public-serving amenities by providing the following: public accessibility from Harbor Drive through to the water's edge/marina via a furnished public courtyard; a new public promenade with additional resting and viewing opportunities; bicycles racks at numerous locations on the site; landscaping that will create a new aesthetic on the property; and custom designed lighting that will add ambience to the area and make it useable during the evening hours. Most importantly, the proposed project provides new visitor-serving and local-serving hotel and event space that is strongly encouraged in the Coastal Land Use Plan. As also outlined in the findings above for the Design Review and the Conditional Use Permit, the Project would be consistent with the FAR, height limits, and permissible uses laid out in in the Coastal Zoning for the CC-4 zone.

b) That the proposed 45-room hotel with ancillary event space will also improve the quality of the storm water runoff and reduce the pollution that may contribute to adverse impacts on recreational access to beaches, coastal resources or coastal waters through the incorporation of all the Beast Management Practices (BMPs) required in the SUSMP.

c) That the proposed 45-room hotel with ancillary event space, which is located between the sea 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) and that the Coastal Act interpretative guidelines have been reviewed. As outlined in greater detail in the Initial Study/Mitigated Negative Declaration, page 92, and the associated 2011 Fehr and Peers Traffic Report, public access to the waterfront and the associated esplanade would be maintained through the central "Public Courtyard" as shown in Attachment 11 to the Initial Study/Mitigated Negative Declaration. The project would also widen the existing public esplanade and provide bicycle related amenities, including bicycle racks, availability of bicycles to overnight guests, and a fair share contribution to convert the existing Class II bicycle path to a Class I bicycle path, that would provide a physical barrier between motorists and cyclists.

d) That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project in Harbor Commission Resolution 2011-09-HC-001, and 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. The project has been evaluated for environmental impacts through the preparation of an Initial Environmental Study and a Mitigated Negative Declaration both of which detail all of the required feasible mitigation measures that shall be incorporated into the project.

4. That the RBMC Sections 10-5.813(a), 10-5.814(a), 10-5.815(a), 10-5.816(a), state that "cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008." The Harbor Commission finds that the Shade Hotel Project would provide a gross floor area of 38,871 square feet, which would replace the existing 13,211 square foot restaurant and related facilities on the project site (constructed before April 22, 2008). The Harbor Commission further finds that the project will result in a net increase of 25,660 square feet of development in the CC Coastal commercial zones. The Harbor Commission further finds that this allows for an additional 371,638 square feet of development in the CC coastal commercial zones after accounting for the net construction of 2,702 square feet for the Harbor Patrol Facility currently under construction. These findings are not intended to limit development (in the event that these municipal code/coastal zoning ordinance sections are revised), but rather to catalogue increases in gross floor area that fall under these municipal code sections.

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

Section 1. The Harbor Commission hereby find that the above recitals and findings are true and correct and are incorporated herein by reference as if set forth in full.

Section 2. That based on the above findings, the Harbor Commission does hereby grant and approve the Conditional Use Permit, Harbor Commission Design Review (including Sign Review and Landscape and Irrigation Plan review), and Coastal Development Permit pursuant to the plans,applications, specifications and drawings considered by the Harbor Commission at its meeting of the 12th day of September, 2011.

Section 3. These permits and approvals shall be void in the event that the applicant does not comply with the adopted Mitigation Monitoring Program or the following conditions:

1. That the approval granted herein for the development and operation of a 45-room hotel with ancillary event space shall be in substantial compliance with

the plans reviewed in conjunction with the applications approved by the Harbor Commission on September 12, 2011.

2. That the facilities shall be operated as a hotel at all times with no guest occupancies exceeding a 29-day continuous period.

3. That prior to engaging in any "entertainment" as defined in RBMC Section 4-17.01 and 4-17.02, the hotel operator shall be required to obtain an entertainment permit approved by the City of Redondo Beach in accordance with the requirements of Title 4, Chapter 17, of the Municipal Code.

4. That the hotel and subject property shall be required to maintain the approximately 7,928 square feet of high quality, public open space that consists of a public courtyard and a new public promenade. The public courtyard is to be finished with custom paving, designed around a mariner's compass point and anchored on each end with a water feature. It will be furnished with tables, chairs and other seating as well as lighting and landscaping that will add ambience to the area and make it useable during the evening hours. The new 16-foot wide promenade will also be furnished with seating areas, plantings and lighting.

5. That the following AIR QUALITY Mitigation Measures shall be implemented in order to comply with the requirements of CEQA:

A1: Fugitive Dust Control.
The following shall be implemented during construction to minimize fugitive dust emissions:

- Direct construction traffic over established haul routes or, if not available, stabilize all haul routes by applying gravel/paving as soon as possible to all future roadway areas. Barriers can be used to ensure vehicles are only used on established parking areas/haul routes.
- Water trucks must be used during construction to keep all areas of vehicle movements damp enough to prevent dust from leaving the site. At a minimum, this will require three daily applications (once in the morning, once at midday and once at the end of the workday). Increased watering is required whenever wind speed exceeds 15 mph. Grading must be suspended if wind gusts exceed 25 mph.
- Soil with 5% or greater silt content that is stockpiled for more than two days must be covered, kept moist, or treated with soil binders to prevent dust generation.
- Trucks transporting material must be tarped from the point of origin or must maintain at least two feet of freeboard.

- Soil stabilizers must be applied to unpaved roads to prevent excess amounts of dust.
- All material excavated or graded must be treated with soil binders or must be sufficiently watered at least three times daily with complete coverage, preferably in the morning, midday and after work is done for the day.
- Ground cover must be replaced in disturbed areas as quickly as possible.
- All clearing, grading, earth moving, or excavation activities must cease during periods of high winds (i.e., greater than 20 mph averaged over one hour) so as to prevent excessive amounts of dust.
- The contractor must provide adequate loading/unloading areas that limit track-out onto adjacent roadways through the utilization of wheel washing, rumble plates, or another method achieving the same intent.
- All material transported off-site must be securely covered to prevent excessive amounts of dust.
- Face masks must be used by all employees involved in grading or excavation operations during dry periods to reduce inhalation of dust which may contain the fungus which causes San Joaquin Valley Fever.
- All residential units located within 500 feet of the construction site must be sent a notice regarding the construction schedule of the proposed project. A sign legible at a distance of 50 feet must also be posted in a prominent and visible location at the construction site, and must be maintained throughout the construction process. All notices and the signs must indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.
- Visible dust beyond the property line emanating from the project must be prevented to the maximum extent feasible.
- Preventative measures shall be undertaken to minimize emissions on marine activity and surrounding marine improvement.
- These control techniques will be indicated in project specifications and compliance with the measures shall be subject to periodic site inspections by the City.

Responsible Agency:	City of Redondo Beach, Building, Engineering and Planning Departments
Completion Date:	Certificate of Occupancy

6. That the following HYDROLOGY AND WATER QUALITY Mitigation Measures shall be implemented in order to comply with the requirements of CEQA:

H1: The finish floor building elevations of the lowest habitable levels of the structures shall be designed to be a minimum of two feet above the FEMA flooding requirement for the project site.

Responsible Agency: City of Redondo Beach, Building, Engineering and Planning Departments

Completion Date: Certificate of Occupancy

H2: Development in the Pier and Harbor area shall provide, in advance of approval, erosion and wave uprush studies, based upon projections of the range of sea level rise that can be expected (at rates ranging from 5 to 15 mm/yr) within the reasonable economic life of the structure (normally 75 years). The Director may waive such studies on the basis of information contained in a certified EIR for the Pier and Harbor area, if such EIR includes maps of all areas in the City potentially impacted by storm waves and sea level rise and such maps include elevations of such impacts and estimation of likelihood of such events. All structures shall be sited and designed to minimize destruction of life and property during likely inundation events. In this case, the project would be sited on the property 16 feet back from the bulkhead and would be designed with a minimum three (3) foot wall along the building base. Openings in the wall would be constructed with "blow-out" screening that would lessen the impact of the wave uprush.

Responsible Agency: City of Redondo Beach, Building, Engineering and Planning Departments

Completion Date: All necessary studies have been performed for the project. All design requirements shall be completed prior to issuance of the Certificate of Occupancy

H3: All development located within the tsunami inundation zone as identified by the most recent state or local California Emergency Management maps or, below elevation 15 feet above mean sea level shall provide information concerning the height and force of likely tsunami run-up on the property. The subject property could be impacted by a maximum wave height of 14 feet according to most recent studies. The Director may waive this requirement if he or she determines that accurate maps concerning the extent, velocity and depth of likely tsunami run-up is available in a certified EIR that addresses all pier, harbor, and beach areas of the City. The Director shall require all development located within a possible tsunami run-up zone to install, as appropriate, warning systems and other measures to minimize loss of life due to a tsunami. The hotel will be included in the City's disaster warning notification system upon occupancy and information on evacuation routes will be provided to guests, management and staff.

Responsible Agency: City of Redondo Beach, Building and Engineering Departments in coordination Fire and Police Departments

Completion Date: All applicable information has been provided. Tsunami preparations are underway to complete a signage and warning system installation on a Harbor-wide basis separate and apart from this project; On-going.

7. That the following NOISE Mitigation Measures shall be implemented in order to comply with the requirements of CEQA:

N1: The construction contractor shall implement the use of sound blankets on the perimeter of proposed project's property line. The sound blanket shall be at least ten feet high, and capable of blocking 15 dBA of construction noise. The blankets shall be placed such that the line-of sight between the ground-level construction activity and sensitive land uses is blocked.

Responsible Agency: City of Redondo Beach, Building Department
Completion Date: Upon commencement of demolition and throughout construction

N2: The construction contractor shall implement the use of residential-grade mufflers on all construction equipment.

Responsible Agency: City of Redondo Beach, Building Department
Completion Date: Upon commencement of demolition and throughout construction

N3: Phase demolition, earthmoving and ground-impacting operations so as not to occur in the same period.

Responsible Agency: City of Redondo Beach, Building Department
Completion Date: Upon commencement of demolition and throughout construction

N4: Prohibit all demolition, earthmoving and ground-impacting operations from occurring outside of the permitted construction hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, 9:00 a.m. and 5:00 p.m. on Saturday with no work permitted on Sunday or holidays. (See also Condition No. 32.)

Responsible Agency: City of Redondo Beach, Building Department
Completion Date: Upon commencement of demolition and throughout construction

N5: Select demolition and construction methods with the lowest possible vibration levels.

Responsible Agency: City of Redondo Beach, Building Department
Completion Date: Upon commencement of demolition and throughout construction

8. That the following TRANSPORTATION/TRAFFIC Mitigation Measures shall be implemented in order to comply with the requirements of CEQA:

T1: The proposed project shall operate two guest shuttle vehicles, one between the project site and the Los Angeles International Airport (LAX), and another between the project site and Shade Hotel Manhattan Beach, between the hours of 4:30 AM and 12:30 PM. Guest shuttle service shall be available upon request of the hotel guests.

Responsible Agency: City of Redondo Beach, Planning Department
Completion Date: On-going

T2: The proposed project shall construct and improve a public promenade across the full width of the property along the water's edge (between Port Royal Marina and the subject property). Said promenade shall be designed in accordance with all Planning and Engineering Department requirements, and shall incorporate a minimum paved width of 12-feet with 2-foot clear shoulder width on both sides for a total width of 16 feet. The design of the promenade shall be adequate to support a multi-use design standard as determined appropriate by the City. All improvements shall be completed prior to issuance of the final Certificate of Occupancy.

(See also Condition No. 20.)

Responsible Agency: City of Redondo Beach, Planning Department
Completion Date: Certificate of Occupancy

T3: The proposed project shall provide on-site bicycle parking facilities for hotel guests as well as the general public that are readily visible and accessible from both North Harbor Drive and the public promenade. The specific number, design and placement of the bicycle parking facilities shall be subject to final review and approval of the Planning and Engineering Departments. Said improvements shall be installed prior to issuance of the final Certificate of Occupancy.

Responsible Agency: City of Redondo Beach, Planning and Engineering Departments

Completion Date: Certificate of Occupancy

T4: The proposed project shall fund the full fair-share cost of constructing a Cycle Track (Class I Bike Path) along North Harbor Drive. For purposes of this mitigation measure, the fair-share cost shall be determined to be the full cost of the Engineer's Cost Estimate for construction of the North Harbor Drive Cycle Track divided proportionally by lineal feet of frontage on North Harbor Drive. All funding shall be provided prior to issuance of the final Certificate of Occupancy.

Responsible Agency: City of Redondo Beach, Engineering Department
Completion Date: Certificate of Occupancy

9. That the following UTILITIES AND SERVICE SYSTEMS Mitigation Measures shall be implemented in order to comply with the requirements of CEQA:

U1: The project applicant, builder and/or contractor shall submit to the City of Redondo Beach for review and approval by the Planning Department in conjunction with the Public Works Department a "Construction Waste Management Plan" that shall document the proposed program for the diversion of solid waste from the landfill for the demolition waste and the construction waste, providing details as to the types and amounts of methods of waste diversion from the landfill, as well as a monitoring program.

Responsible Agency: City of Redondo Beach, Public Works Department
Completion Date: Certificate of Occupancy

10. That according to Section 10-5.811(b) (6) of the City's Coastal Zoning Implementation Ordinance, prior to issuance of a Coastal Development Permit for any type of hotel facility the landowner(s) of the property (ies) or hotel owner on a leasehold upon which the existing and/or approved traditional hotel units/rooms (i.e.) transient hotel rooms are or will be developed shall execute and record a deed restriction(s) subject to the review and approval of the Harbor Director and the Executive Director of the Coastal Commission which prohibits the conversion of traditional hotel units/rooms to any other type of ownership (e.g. limited use overnight visitor accommodations). The deed restriction(s) shall run with the land shall be executed and consented to by the existing lessee(s) of the affected property (is) and shall be binding on the landowner(s), lessee(s) and on all successors and assigns of the landowner(s) and lessee(s) including without limitation any future lienholders. The deed restriction(s) shall not be removed or changed without approval of an amendment to the LCP by the Coastal Commission and to the underlying Coastal Development Permit.

Responsible Agency: City of Redondo Beach, Planning and Harbor Departments
Completion Date: Issuance of Coastal Development Permit

11. That according to Section 10-5.811(b) (7) of the City's Coastal Zoning Implementation Ordinance, if the hotel owner and the hotel operator at any point become separate entities the hotel owner and the hotel operator shall be jointly and severally responsible for ensuring compliance with the requirements identified above.

Responsible Agency: City of Redondo Beach, Planning and Harbor Departments
Completion Date: On-going

12. 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 1 through December 31.
(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 anytime in the last five 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

36" box size), planting specifications and a five 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 Harbor Director and maintained on file as public information.

(4) Tree trimming or removal during the non-breeding and non-nesting season October 1 through December 31 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 Harbor Department. Tree trimming or removal may proceed if a nest is found but has not been used within the prior 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 1 through December 31), trimming shall not take place until a qualified biologist has assessed the site determined and 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 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 Harbor 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 Harbor 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 US Fish and Wildlife Service of the intent to commence tree trimming or removal.

13. That the landscaping, irrigation and planting plans shall meet the criteria for landscaping as specified under Section 10-5.1900 of the City's Coastal Zoning Implementation Ordinance.

14. That the landscape, irrigation and planting plans shall meet the criteria for landscaping as specified as specified by the State of California Water Conservation legislation known as AB 1881.

15. That the landscape, irrigation and planting plans shall be in substantial compliance with the plans presented to and approved by the Harbor Commission at the public hearing with the condition that the chosen tree specimen, Agonis flexuosa (also known as an "After Dark" Peppermint Tree), be replaced with Platanus racemosa, also known as a California sycamore and/or another non-disingenous tree suitable to the local environment and climate. Plantings for the public courtyard shall be shown on the final landscape and irrigation plans. These specifications will be required on the final landscape and irrigation plans during plan check process prior to the issuance of building permits.

16. That an "In Lieu Fee" shall be required as per the amended requirements of Section 10-5.811(b) (8) of the Coastal Zone Implementing Ordinance which states that: 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 one-time fee shall be $30,000 per room that mitigation is required for. 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.
An in-lieu fee shall be required for new development of overnight visitor accommodations in the coastal zone that are not low or moderate cost facilities. These in-lieu fee(s) shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. The fee shall apply to 25% of the total number of proposed units that are high-cost overnight visitor accommodations or limited use overnight visitor accommodations.

When referring to any overnight visitor accommodations, lower cost facilities shall be defined as any facility with room rates that are below 75% of the statewide average room rate, and higher cost facilities shall be defined as any facility with room rates that are 125% above the statewide average room rate. Statewide average room rates can be calculated by the Smith Travel Research website (www.visitcalifornia.com) or other analogous method used to arrive at an average statewide room rate value.

Prior to issuance of the coastal development permit, and upon execution of an appropriate agreement between the City and the designated recipient that assures use of the in-lieu fee to assist in the creation of lower cost overnight visitor accommodations within the nearby coastal region, the applicant shall transfer the fee to the entity designated by the agreement.

17. That the project applicant shall be responsible for the closure of the northerly driveway off of Harbor Drive and the reconstruction of the curb, gutter, sidewalk and parkway as per the specifications and approval of the Engineering Department prior to the final inspection and issuance of a Certificate of Occupancy.

18. The project applicant shall be responsible for the arrangements and costs associated with the relocation and/or undergrounding of all public and private utilities as required as a result of the project, due to public safety requirements or aesthetic qualities.

19. As is illustrated on Sheet A1.4 of the Conceptual Plans approved by the Harbor Commission, the proposed project provides an enhanced public view of the water/marina looking from 150'-3" linear feet at Harbor Drive through a view corridor of 83'-2" at the edge of the project site and the new public

promenade. The project owner/operator shall be required to maintain this public view corridor as a minimum and shall not be permitted to reduce it or encroach into it as a result of the construction of future buildings.

20. That the applicant shall fund, and construct, a minimum 12-foot wide public promenade with 2-foot additional shoulders on both sides for a total width of 16-feet along the waters edge for the full width of the property. Said improvements shall include all paving, railings, lighting, landscaping and furnishings required by the City. The final design of the public promenade shall be reviewed and approved by the Planning Department, Harbor, Business and Transit Department and the City Engineer prior to issuance of building permits. All improvements shall be constructed prior to final inspection. Public use and access shall also specifically be permitted across the full width of the lot with connections to the public promenade and shall provide for lateral access and connection to the public promenade from Harbor Drive.

21. That the three (3) benches, two existing and one re-located, along Harbor Drive, as shown on Sheet A1.0 the Conceptual Plans for the Project, shall not be required to remain and/or be installed so as to accommodate a 16-foot wide public promenade, which will shift the entire site plan by two (2) feet towards the east, namely Harbor Drive.

22. The City of Redondo Beach Fire Department requires that the project applicant to provide the following fire prevention and suppression equipment and that it shall be shown on the construction plans prior to the issuance of building permits and that it shall be installed, tested and inspected by the Fire Department prior to the issuance of a Certificate of Occupancy: a) a fire sprinkler system; b) a class 3 standpipe system; c) a fire department access and turnaround to the front of the building; d) a fire department control room; e) a note on the plans stating that separate plans and permits are required for alterations to automatic fire sprinkler, fire alarm, or fire extinguishing systems.

23. That further refinement the design specifications of the solid waste and recycling facilities shall be required during the plan check process prior to the issuance of building permits.

24. That the project site shall be required to provide 92 on-site spaces, on an on-going basis, as follows: 73 standard spaces and 19 compact spaces with 51 parking spaces provided in the surface parking lot and another 45 spaces provided in the underground parking garage. Of the 73 standard spaces, two (2) will be designated as accessible spaces, one (1) as an accessible van space, four (4) as clean air vehicle spaces, and two (2) as electric vehicle charging stations.

25. The site shall be fully fenced prior to the start of construction. A minimum of 30% of the total vertical area of the construction fence shall be made available to the City of Redondo Beach for the display of branding and identity signage. The City of Redondo Beach shall have the first right to select such display locations.

26. All on-site litter and debris shall be collected daily.

27. Construction work shall occur only between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday, between 9:00 a.m. and 5:00 p.m. on Saturday, with no work occurring on Sunday and holidays.

28. Construction work related to the installation of pilings shall occur only between the hours of 9:00 a.m. and 5:30 p.m. on Monday through Friday. The project applicant shall provide a minimum of one week notice to all surrounding leaseholders and property owners prior to the installation of pilings. Proof that notices were given to the appropriate leaseholders and property owners in a timely fashion shall be provided to the City.

29. Material storage on public streets shall not exceed 48-hours per load.

30. 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. Barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.

32. Streets and sidewalks adjacent to job sites shall be clean and free of debris.

33. The Planning Department shall be authorized to approve minor changes.

34. In the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Harbor Commission for a decision prior to the issuance of a building permit. The decision of the Harbor Commission shall be final.

Section 4. That the approved Conditional Use Permit, Harbor Commission Design Review (including Sign Review and Landscape and Irrigation Plan Review), and Coastal Development Permit shall become null and void if not vested within 36 months after the Harbor Commission's approval of the project.

Section 5. That, prior to seeking judicial review of this resolution, the applicant is required to exhaust the City's appeal procedures. A Conditional Use Permit, a Coastal Development Permit, and Harbor Commission Design Review may be appealed to the City Council for a fee. These items must be appealed to the City Council by 5:00 pm of the tenth (10th) day following such decision (or of the next working day if the tenth (10th) day falls on a weekend or holiday). The following exceptions apply to this appeal period, (1) Local appeals to the City Council for the Coastal Development Permit may be bypassed and the action appealed directly to the Coastal Commission if a fee is required for the local appeal. (2) Decisions for the approval of uses permitted subject to conditional use permits, and similar denial of any application by the Harbor Commission, within the prescribed period, shall be final and conclusive unless appealed to the City Council, within twenty (20) days of the date of such decision. The system of appeals is described in greater detail in the Redondo Beach Municipal Code, including 2-9.712, 10-2.2506(g), 10-5.2222(b), 10-2.2502(g), and 10-5.2216(b).

A decision on the Coastal Development Permit is appealable to the Coastal Commission. (Public Resources Code Section 30603.) The grounds for an appeal shall be limited to an allegation that the development does or does not conform to the standards set forth in the certified local coastal program or the public access standards set forth in Division 20 of the Public Resources Code. (Public Resources Code Section 30603(b).) The procedures governing such appeals are outlined in Title 14, California Code of Regulations, Section 13111. The appeal to Coastal Commission must be received in the Commission district office with jurisdiction over the local government on or before the tenth (10th) working day after receipt of the notice of the permit decision by the executive director.

FINALLY RESOLVED, that the Harbor Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Harbor Commission.

PASSED, APPROVED AND ADOPTED this 12th day of September, 2011.

Blaise Tracy, Chair
Harbor Commission
City of Redondo Beach

ATTEST:

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

I, Pete Carmichael, Director of Harbor, Business, and Transit of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 2011-09-HC-002 was duly passed, approved and adopted by the Harbor Commission of the City of Redondo Beach, California, at a regular meeting of said Harbor Commission held on the 12th day of September, 2011, by the following roll call vote:

AYES:

NOES:

ABSENT:

Pete Carmichael, HBT Director

APPROVED AS TO FORM:

City Attorney's Office

Attachment C

April 24, 2008 Email from Jim Light to Mayor Mike Gin, Steve Aspel, Chris Cagle, Matt Kilroy, Pat Aust, and Steven Diels.

From: "Light, Jim" <jim.light@linquest.com>
Date: April 24, 2008 8:13:08 AM PDT
To: <mike.gin@redondo.org>, <Steve.aspel@redondo.org>, <chris.cagle@redondo.org>, "'Matt Kilroy'" <Matt.Kilroy@redondo.org>, <pat.aust@redondo.org>, <steven.diels@redondo.org>
Subject: Harbor Rezoning

Mayor and Councilmen,

I applaud your compromise on the development cap on the pier and harbor rezoning. It resolves the compliance issues and provides a stable environment with reasonable growth for developers to make investment decisions.

I remain disappointed in the Council and staff with regard to reuse of the HOC EIR. Remember, you are signing off that the entire HOC EIR is accurate and honest. Staff is not being entirely honest with you. I am sure you are interested in honest and accurate documents and would not sacrifice integrity, honesty and accuracy to expediency.

If you are truly interested in honesty and accuracy, ask staff the following questions:

1. Does HCM describe a process for reducing lane capacity due to parking, bus stops, heavy vehicle traffic, pedestrian and bike traffic and businesses? (the accurate answer is yes)
1a). Based on Redondo conditions is it not appropriate to apply these reductions to HOC Calculations? (the accurate answer is yes)
1b) If the calculations did not use these reductions, would the calculations under predict realistic LOS expectations? (the accurate answer is yes)
1b). If you used 1600 vehicles per lane per hour as the lane capacity in HOC's HCM calculations, would they yield significantly different results from those of other city studies using ICU calculations? (the accurate answer is no)

2. Since we would expect pier and harbor upgrades to increase traffic down Torrance Blvd to the parking lot and pier as well as other intersections accessing the harbor area, why was future traffic not increased in for these movements?
2a) Would reallocation of these movements negatively impact the LOS of intersections like Torrance and PCH? (the accurate answer is yes)

3. HOC EIR alternative 6 clearly states traffic impacts could be worse due to concentration of development in the waterfront. Did HOC EIR include any calculations specific to this scenario? (if they are consistent with their response to my California Public Records Request, the answer will be no.)

Honest answers to these questions will reveal the inadequacies of the HOC EIR and the fact that it did not evaluate concentrated development at the waterfront other than their professional opinion that traffic could be worse. So you are presented with a conundrum. If you approve the IES which in essence says the EIR is accurate and ignore the statement that conditions could be worse. Nor can you say the EIR is inaccurate on this specific matter and approve the IES that depends on it.

In the interest of honesty and integrity, I ask you to ask the questions above of staff and act accordingly. I am having a bit of a conundrum myself. I fully support the Council's compromise cap, but it is difficult for me to stomach approval of such a flawed document as the impact assessment – especially since it could be used to raise the cap or put development at the AES area. I am weighing my options. I really wish you would take the high ground of honesty and integrity in Redondo Beach products and redo this thing correctly. I know it's a cost. If we would have done it right the first time, we would not be faced with this dilemma.

I know that staff argues that any subsequent development will be subject to an IES. But they have a horrible track record of including the right intersections and including the impact of other developments in the vicinity. Most of our IES's are pencil whipped negative decs like theTorrance Blvd fiasco.

As to the characterizations of Council pertaining to BBR, I am disappointed at the inaccuracy of many of the statements. We are not anti-development. In fact the initiative was initiated due to conversion of business properties to residential. We are for reasonable development. We are against extreme overdevelopment. We have not fought every development in the City. You only see us when development proposals are extreme. To characterize everyone that spoke against the proposed development caps as anti-development was a disservice to those of us that are for revitalization and development in our harbor but just did not like the extreme cap. By that characterization Chris Cagle is against all development.

None of our leadership is on the Southbay Parkland Conservancy Board of Directors. Some of our supporters support the Parkland Conservancy. Both issues resonate with the general public in Redondo as we are both overdeveloped and park poor. By the same token City appointees that are pro development have been placed on multiple committees. Like Lenore Bloss and Sandra Buchan. Should we accuse Council of predetermining the outcome of the committees by the selection of its members?

The slanders, overgeneralizations, misinformation, and mischaracterizations of several of the council aimed at concerned and involved residents only serve to keep the split between the City and residents alive. I would hope in the future that you would at least keep your insults honest and accurate.

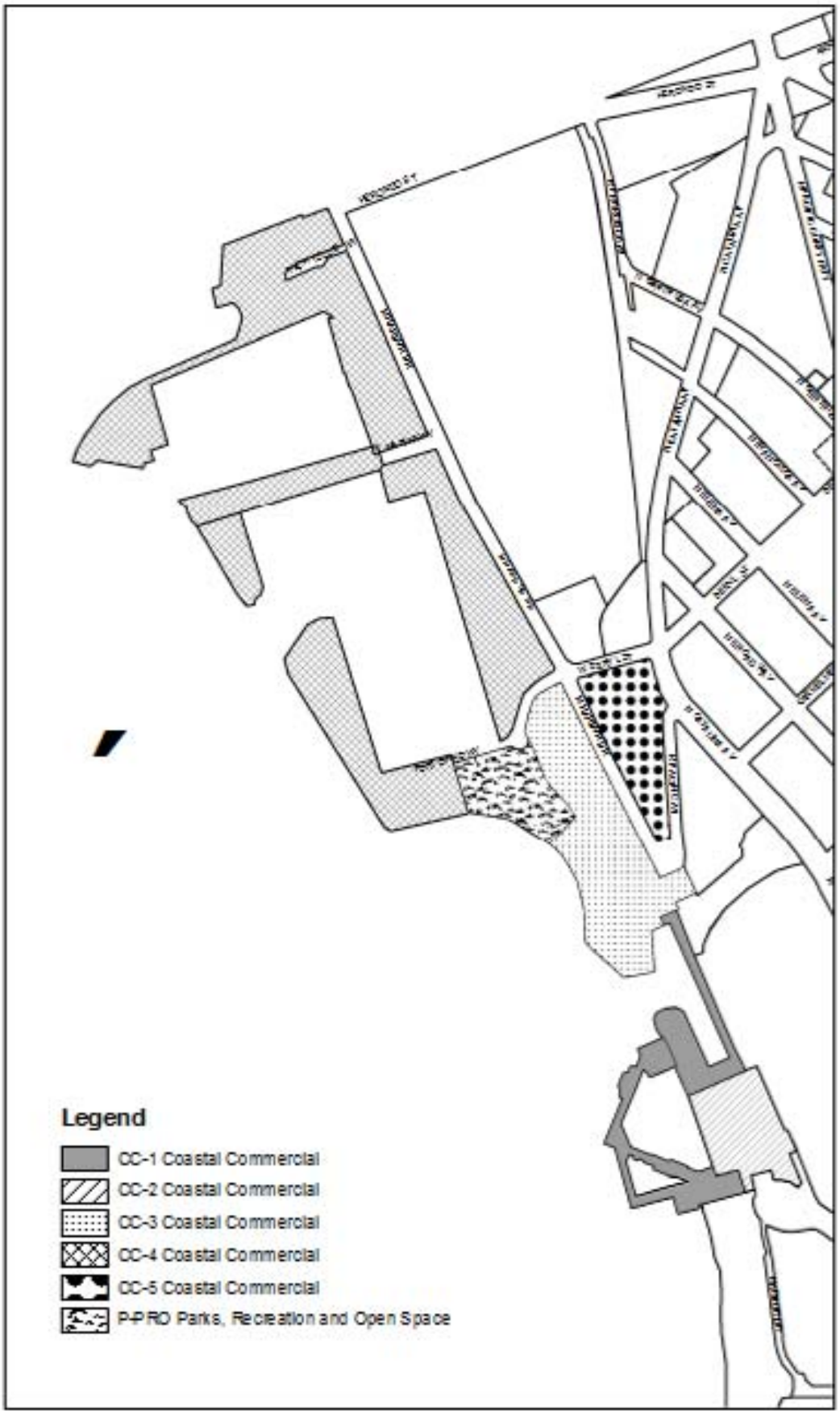
Jim Light
VP/GM New & Emerging Programs

310-410-2490

Attachment D

Current Coastal Zone Map, which includes zones CC-1 through CC-5 and the P-Pro zone.

Harbor and Pier Zoning Map Amendments



CalEEMod Output Files - Staff Recommended Alternative

Redondo Beach

Revised Operational Emissions if Joe's Crab Shack is not removed.

Criteria Pollutants

Unmitigated Regional Criteria Pollutant Emissions

	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
	lbs/day					
Proposed Project	20.69	8.42	55.74	0.32	16.63	4.70
Joe's Crab Shack	3.27	5.98	24.86	0.04	2.46	0.74
Net Increase W/ Joe's	***23.96***	***14.40***	***80.60***	***0.36***	***19.09***	***5.44***
Threshold	55	55	550	150	150	55
Significant	No	No	No	No	No	No

LSTs

Unmitigated Localized Operational Emissions

	NO_X	CO	PM_{10}	$PM_{2.5}$
	lbs/day			
Proposed Project	5.64	7.89	1.33	0.65
Joe's Crab Shack	0.86	1.76	0.17	0.08
Net Increase W/ Joe's	***6.51***	***9.66***	***1.50***	***0.73***
Threshold	197	1823	4	2
Significant	No	No	No	No

GHG's ***GHG Emissions Summary***

Total Project Emissions	5,072.66	MTCO2e/yr
Joe's Crab Shack	735.79	MTCO2e/yr
Net Increase w/ Joes	**5,808.45**	MTCO2e/yr
Exceed 25,000 MT CO_2e/Year	No	
Service Population (SP) (Net)[c]	1,438	SP
Joe's Service Population	82	SP
Net SP w/Joes	**1,520.00**	SP
Project Emissions per SP	3.53	(MTCO2e/yr/SP)
Emissions per SP W/Joe's	***3.82***	(MTCO2e/yr/SP)
Threshold	4.6	(MTCO2e/yr/SP)
Significant?	No	

4.04 (0 employees)

Water Front - Joe's Crab Shack

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Quality Restaurant	8.20	1000sqft	0.19	8,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2014
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Determine Emissions if Joe's Crab Shack remains rather than being demolished. Therefore uses the "Existing" assumptions

Land Use - Operational only so Lot acerage is unimportant

Construction Phase - No Construction

Off-road Equipment - No Const

Energy Use - *Provided by CDM

Water And Wastewater - *Based on project information* 1000 gallons per KSF per day for indoor and 6.38% of indoor equals outdoor useage.

Solid Waste - Based on project specifics = 0.91 tons per year per KSF

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	1.00
tblEnergyUse	LightingElect	8.58	9.20
tblEnergyUse	T24E	10.64	11.27
tblEnergyUse	T24NG	82.67	83.70
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblSolidWaste	SolidWasteGenerationRate	7.48	7.46
tblWater	IndoorWaterUseRate	2,488,976.44	2,870,000.00
tblWater	OutdoorWaterUseRate	158,870.84	183,192.10

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0950	0.0000	3.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	5.1500e-003	5.1500e-003	0.0000	0.0000	5.1500e-003
Total	**0.0950**	**0.0000**	**3.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**5.1500e-003**	**5.1500e-003**	**0.0000**	**0.0000**	**5.1500e-003**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0950	0.0000	3.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	5.1500e-003	5.1500e-003	0.0000	0.0000	5.1500e-003
Total	**0.0950**	**0.0000**	**3.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**5.1500e-003**	**5.1500e-003**	**0.0000**	**0.0000**	**5.1500e-003**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0391	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-004	2.0000e-004	0.0000	0.0000	2.2000e-004
Energy	0.0117	0.1063	0.0893	6.4000e-004		8.0800e-003	8.0800e-003		8.0800e-003	8.0800e-003	0.0000	210.9470	210.9470	6.6000e-003	3.0300e-003	212.0239
Mobile	0.4753	0.9324	4.1097	5.9900e-003	0.3892	0.0129	0.4021	0.1042	0.0119	0.1161	0.0000	504.1388	504.1388	0.0262	0.0000	504.6882
Waste						0.0000	0.0000		0.0000	0.0000	1.5143	0.0000	1.5143	0.0895	0.0000	3.3937
Water						0.0000	0.0000		0.0000	0.0000	0.9105	11.2766	12.1871	0.0940	2.3200e-003	14.8797
Total	**0.5261**	**1.0387**	**4.1991**	**6.6300e-003**	**0.3892**	**0.0210**	**0.4102**	**0.1042**	**0.0199**	**0.1242**	**2.4248**	**726.3626**	**728.7874**	**0.2163**	**5.3500e-003**	**734.9857**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0391	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-004	2.0000e-004	0.0000	0.0000	2.2000e-004
Energy	0.0117	0.1063	0.0893	6.4000e-004		8.0800e-003	8.0800e-003		8.0800e-003	8.0800e-003	0.0000	210.9470	210.9470	6.6000e-003	3.0300e-003	212.0239
Mobile	0.4753	0.9324	4.1097	5.9900e-003	0.3892	0.0129	0.4021	0.1042	0.0119	0.1161	0.0000	504.1388	504.1388	0.0262	0.0000	504.6882
Waste						0.0000	0.0000		0.0000	0.0000	1.5143	0.0000	1.5143	0.0895	0.0000	3.3937
Water						0.0000	0.0000		0.0000	0.0000	0.9105	11.2766	12.1871	0.0940	2.3100e-003	14.8782
Total	**0.5261**	**1.0387**	**4.1991**	**6.6300e-003**	**0.3892**	**0.0210**	**0.4102**	**0.1042**	**0.0199**	**0.1242**	**2.4248**	**726.3626**	**728.7874**	**0.2163**	**5.3400e-003**	**734.9843**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.01**	**0.19**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	6/15/2017	6/15/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,300; Non-Residential Outdoor: 4,100 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0950					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0950**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	3.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	5.1500e-003	5.1500e-003	0.0000	0.0000	5.1500e-003
Total	**0.0000**	**0.0000**	**3.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**5.1500e-003**	**5.1500e-003**	**0.0000**	**0.0000**	**5.1500e-003**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0950					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0950**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	3.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	5.1500e-003	5.1500e-003	0.0000	0.0000	5.1500e-003
Total	**0.0000**	**0.0000**	**3.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**5.1500e-003**	**5.1500e-003**	**0.0000**	**0.0000**	**5.1500e-003**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4753	0.9324	4.1097	5.9900e-003	0.3892	0.0129	0.4021	0.1042	0.0119	0.1161	0.0000	504.1388	504.1388	0.0262	0.0000	504.6882
Unmitigated	0.4753	0.9324	4.1097	5.9900e-003	0.3892	0.0129	0.4021	0.1042	0.0119	0.1161	0.0000	504.1388	504.1388	0.0262	0.0000	504.6882

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Quality Restaurant	737.59	773.75	591.71	1,027,743	1,027,743
Total	737.59	773.75	591.71	1,027,743	1,027,743

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.535275	0.058759	0.178478	0.127034	0.038632	0.006246	0.015618	0.028471	0.002426	0.003171	0.003696	0.000547	0.001645

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	95.2238	95.2238	4.3800e-003	9.1000e-004	95.5964
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	95.2238	95.2238	4.3800e-003	9.1000e-004	95.5964
NaturalGas Mitigated	0.0117	0.1063	0.0893	6.4000e-004		8.0800e-003	8.0800e-003		8.0800e-003	8.0800e-003	0.0000	115.7233	115.7233	2.2200e-003	2.1200e-003	116.4275
NaturalGas Unmitigated	0.0117	0.1063	0.0893	6.4000e-004		8.0800e-003	8.0800e-003		8.0800e-003	8.0800e-003	0.0000	115.7233	115.7233	2.2200e-003	2.1200e-003	116.4275

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Quality Restaurant	2.16857e+006	0.0117	0.1063	0.0893	6.4000e-004		8.0800e-003	8.0800e-003		8.0800e-003	8.0800e-003	0.0000	115.7233	115.7233	2.2200e-003	2.1200e-003	116.4275
Total		**0.0117**	**0.1063**	**0.0893**	**6.4000e-004**		**8.0800e-003**	**8.0800e-003**		**8.0800e-003**	**8.0800e-003**	**0.0000**	**115.7233**	**115.7233**	**2.2200e-003**	**2.1200e-003**	**116.4275**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Quality Restaurant	2.16857e+006	0.0117	0.1063	0.0893	6.4000e-004		8.0800e-003	8.0800e-003		8.0800e-003	8.0800e-003	0.0000	115.7233	115.7233	2.2200e-003	2.1200e-003	116.4275
Total		**0.0117**	**0.1063**	**0.0893**	**6.4000e-004**		**8.0800e-003**	**8.0800e-003**		**8.0800e-003**	**8.0800e-003**	**0.0000**	**115.7233**	**115.7233**	**2.2200e-003**	**2.1200e-003**	**116.4275**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Quality Restaurant	332756	95.2238	4.3800e-003	9.1000e-004	95.5964
Total		**95.2238**	**4.3800e-003**	**9.1000e-004**	**95.5964**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Quality Restaurant	332756	95.2238	4.3800e-003	9.1000e-004	95.5964
Total		**95.2238**	**4.3800e-003**	**9.1000e-004**	**95.5964**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0391	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-004	2.0000e-004	0.0000	0.0000	2.2000e-004
Unmitigated	0.0391	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-004	2.0000e-004	0.0000	0.0000	2.2000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	9.5000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0296					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-004	2.0000e-004	0.0000	0.0000	2.2000e-004
Total	**0.0391**	**0.0000**	**1.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-004**	**2.0000e-004**	**0.0000**	**0.0000**	**2.2000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	9.5000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0296					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-004	2.0000e-004	0.0000	0.0000	2.2000e-004
Total	**0.0391**	**0.0000**	**1.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-004**	**2.0000e-004**	**0.0000**	**0.0000**	**2.2000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	12.1871	0.0940	2.3100e-003	14.8782
Unmitigated	12.1871	0.0940	2.3200e-003	14.8797

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Quality Restaurant	2.87 / 0.183192	12.1871	0.0940	2.3200e-003	14.8797
Total		**12.1871**	**0.0940**	**2.3200e-003**	**14.8797**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Quality Restaurant	2.87 / 0.183192	12.1871	0.0940	2.3100e-003	14.8782
Total		**12.1871**	**0.0940**	**2.3100e-003**	**14.8782**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.5143	0.0895	0.0000	3.3937
Unmitigated	1.5143	0.0895	0.0000	3.3937

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Quality Restaurant	7.46	1.5143	0.0895	0.0000	3.3937
Total		**1.5143**	**0.0895**	**0.0000**	**3.3937**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Quality Restaurant	7.46	1.5143	0.0895	0.0000	3.3937
Total		**1.5143**	**0.0895**	**0.0000**	**3.3937**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Water Front - Joe's Crab Shack

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Quality Restaurant	8.20	1000sqft	0.19	8,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2014
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Determine Emissions if Joe's Crab Shack remains rather than being demolished. Therefore uses the "Existing" assumptions

Land Use - Operational only so Lot acerage is unimportant

Construction Phase - No Construction

Off-road Equipment - No Const

Energy Use - *Provided by CDM

Water And Wastewater - *Based on project information* 1000 gallons per KSF per day for indoor and 6.38% of indoor equals outdoor useage.

Solid Waste - Based on project specifics = 0.91 tons per year per KSF

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	1.00
tblEnergyUse	LightingElect	8.58	9.20
tblEnergyUse	T24E	10.64	11.27
tblEnergyUse	T24NG	82.67	83.70
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblSolidWaste	SolidWasteGenerationRate	7.48	7.46
tblWater	IndoorWaterUseRate	2,488,976.44	2,870,000.00
tblWater	OutdoorWaterUseRate	158,870.84	183,192.10

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	190.0390	5.0700e-003	0.0629	1.5000e-004	0.0112	1.0000e-004	0.0113	2.9600e-003	9.0000e-005	3.0600e-003	0.0000	11.8303	11.8303	6.2000e-004	0.0000	11.8433
Total	**190.0390**	**5.0700e-003**	**0.0629**	**1.5000e-004**	**0.0112**	**1.0000e-004**	**0.0113**	**2.9600e-003**	**9.0000e-005**	**3.0600e-003**	**0.0000**	**11.8303**	**11.8303**	**6.2000e-004**	**0.0000**	**11.8433**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	190.0390	5.0700e-003	0.0629	1.5000e-004	0.0112	1.0000e-004	0.0113	2.9600e-003	9.0000e-005	3.0600e-003	0.0000	11.8303	11.8303	6.2000e-004	0.0000	11.8433
Total	**190.0390**	**5.0700e-003**	**0.0629**	**1.5000e-004**	**0.0112**	**1.0000e-004**	**0.0113**	**2.9600e-003**	**9.0000e-005**	**3.0600e-003**	**0.0000**	**11.8303**	**11.8303**	**6.2000e-004**	**0.0000**	**11.8433**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2145	1.0000e-005	8.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.7900e-003	1.7900e-003	1.0000e-005		1.9100e-003
Energy	0.0641	0.5825	0.4893	3.4900e-003		0.0443	0.0443		0.0443	0.0443		698.9757	698.9757	0.0134	0.0128	703.2295
Mobile	2.7886	5.1400	23.0942	0.0365	2.3372	0.0758	2.4130	0.6248	0.0695	0.6943		3,384.3257	3,384.3257	0.1700		3,387.8947
Total	**3.0672**	**5.7225**	**23.5843**	**0.0400**	**2.3372**	**0.1201**	**2.4573**	**0.6248**	**0.1138**	**0.7386**		**4,083.3032**	**4,083.3032**	**0.1834**	**0.0128**	**4,091.1261**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2145	1.0000e-005	8.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.7900e-003	1.7900e-003	1.0000e-005		1.9100e-003
Energy	0.0641	0.5825	0.4893	3.4900e-003		0.0443	0.0443		0.0443	0.0443		698.9757	698.9757	0.0134	0.0128	703.2295
Mobile	2.7886	5.1400	23.0942	0.0365	2.3372	0.0758	2.4130	0.6248	0.0695	0.6943		3,384.3257	3,384.3257	0.1700		3,387.8947
Total	**3.0672**	**5.7225**	**23.5843**	**0.0400**	**2.3372**	**0.1201**	**2.4573**	**0.6248**	**0.1138**	**0.7386**		**4,083.3032**	**4,083.3032**	**0.1834**	**0.0128**	**4,091.1261**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	6/15/2017	6/15/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,300; Non-Residential Outdoor: 4,100 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	190.0350					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**190.0350**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.0000e-003	5.0700e-003	0.0629	1.5000e-004	0.0112	1.0000e-004	0.0113	2.9600e-003	9.0000e-005	3.0600e-003		11.8303	11.8303	6.2000e-004		11.8433
Total	**4.0000e-003**	**5.0700e-003**	**0.0629**	**1.5000e-004**	**0.0112**	**1.0000e-004**	**0.0113**	**2.9600e-003**	**9.0000e-005**	**3.0600e-003**		**11.8303**	**11.8303**	**6.2000e-004**		**11.8433**

3.2 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	190.0350					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**190.0350**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.0000e-003	5.0700e-003	0.0629	1.5000e-004	0.0112	1.0000e-004	0.0113	2.9600e-003	9.0000e-005	3.0600e-003		11.8303	11.8303	6.2000e-004		11.8433
Total	**4.0000e-003**	**5.0700e-003**	**0.0629**	**1.5000e-004**	**0.0112**	**1.0000e-004**	**0.0113**	**2.9600e-003**	**9.0000e-005**	**3.0600e-003**		**11.8303**	**11.8303**	**6.2000e-004**		**11.8433**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.7886	5.1400	23.0942	0.0365	2.3372	0.0758	2.4130	0.6248	0.0695	0.6943		3,384.3257	3,384.3257	0.1700		3,387.8947
Unmitigated	2.7886	5.1400	23.0942	0.0365	2.3372	0.0758	2.4130	0.6248	0.0695	0.6943		3,384.3257	3,384.3257	0.1700		3,387.8947

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Quality Restaurant	737.59	773.75	591.71	1,027,743	1,027,743
Total	737.59	773.75	591.71	1,027,743	1,027,743

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.535275	0.058759	0.178478	0.127034	0.038632	0.006246	0.015618	0.028471	0.002426	0.003171	0.003696	0.000547	0.001645

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0641	0.5825	0.4893	3.4900e-003		0.0443	0.0443		0.0443	0.0443		698.9757	698.9757	0.0134	0.0128	703.2295
NaturalGas Unmitigated	0.0641	0.5825	0.4893	3.4900e-003		0.0443	0.0443		0.0443	0.0443		698.9757	698.9757	0.0134	0.0128	703.2295

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Quality Restaurant	5941.29	0.0641	0.5825	0.4893	3.4900e-003		0.0443	0.0443		0.0443	0.0443		698.9757	698.9757	0.0134	0.0128	703.2295
Total		**0.0641**	**0.5825**	**0.4893**	**3.4900e-003**		**0.0443**	**0.0443**		**0.0443**	**0.0443**		**698.9757**	**698.9757**	**0.0134**	**0.0128**	**703.2295**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Quality Restaurant	5.94129	0.0641	0.5825	0.4893	3.4900e-003		0.0443	0.0443		0.0443	0.0443		698.9757	698.9757	0.0134	0.0128	703.2295
Total		**0.0641**	**0.5825**	**0.4893**	**3.4900e-003**		**0.0443**	**0.0443**		**0.0443**	**0.0443**		**698.9757**	**698.9757**	**0.0134**	**0.0128**	**703.2295**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2145	1.0000e-005	8.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.7900e-003	1.7900e-003	1.0000e-005		1.9100e-003
Unmitigated	0.2145	1.0000e-005	8.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.7900e-003	1.7900e-003	1.0000e-005		1.9100e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0521					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1624					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	8.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.7900e-003	1.7900e-003	1.0000e-005		1.9100e-003
Total	**0.2145**	**1.0000e-005**	**8.8000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.7900e-003**	**1.7900e-003**	**1.0000e-005**		**1.9100e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0521					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1624					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	8.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.7900e-003	1.7900e-003	1.0000e-005		1.9100e-003
Total	**0.2145**	**1.0000e-005**	**8.8000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.7900e-003**	**1.7900e-003**	**1.0000e-005**		**1.9100e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Water Front - Joe's Crab Shack

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Quality Restaurant	8.20	1000sqft	0.19	8,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2014
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Determine Emissions if Joe's Crab Shack remains rather than being demolished. Therefore uses the "Existing" assumptions

Land Use - Operational only so Lot acerage is unimportant

Construction Phase - No Construction

Off-road Equipment - No Const

Energy Use - *Provided by CDM

Water And Wastewater - *Based on project information* 1000 gallons per KSF per day for indoor and 6.38% of indoor equals outdoor useage.

Solid Waste - Based on project specifics = 0.91 tons per year per KSF

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	1.00
tblEnergyUse	LightingElect	8.58	9.20
tblEnergyUse	T24E	10.64	11.27
tblEnergyUse	T24NG	82.67	83.70
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblSolidWaste	SolidWasteGenerationRate	7.48	7.46
tblWater	IndoorWaterUseRate	2,488,976.44	2,870,000.00
tblWater	OutdoorWaterUseRate	158,870.84	183,192.10

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	190.0392	5.6200e-003	0.0588	1.4000e-004	0.0112	1.0000e-004	0.0113	2.9600e-003	9.0000e-005	3.0600e-003	0.0000	11.1654	11.1654	6.2000e-004	0.0000	11.1783
Total	**190.0392**	**5.6200e-003**	**0.0588**	**1.4000e-004**	**0.0112**	**1.0000e-004**	**0.0113**	**2.9600e-003**	**9.0000e-005**	**3.0600e-003**	**0.0000**	**11.1654**	**11.1654**	**6.2000e-004**	**0.0000**	**11.1783**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	190.0392	5.6200e-003	0.0588	1.4000e-004	0.0112	1.0000e-004	0.0113	2.9600e-003	9.0000e-005	3.0600e-003	0.0000	11.1654	11.1654	6.2000e-004	0.0000	11.1783
Total	**190.0392**	**5.6200e-003**	**0.0588**	**1.4000e-004**	**0.0112**	**1.0000e-004**	**0.0113**	**2.9600e-003**	**9.0000e-005**	**3.0600e-003**	**0.0000**	**11.1654**	**11.1654**	**6.2000e-004**	**0.0000**	**11.1783**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2145	1.0000e-005	8.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.7900e-003	1.7900e-003	1.0000e-005		1.9100e-003
Energy	0.0641	0.5825	0.4893	3.4900e-003		0.0443	0.0443		0.0443	0.0443		698.9757	698.9757	0.0134	0.0128	703.2295
Mobile	2.9955	5.3956	24.3705	0.0349	2.3372	0.0768	2.4141	0.6248	0.0705	0.6953		3,233.7896	3,233.7896	0.1702		3,237.3629
Total	**3.2741**	**5.9780**	**24.8607**	**0.0384**	**2.3372**	**0.1211**	**2.4583**	**0.6248**	**0.1148**	**0.7396**		**3,932.7670**	**3,932.7670**	**0.1836**	**0.0128**	**3,940.5944**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2145	1.0000e-005	8.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.7900e-003	1.7900e-003	1.0000e-005		1.9100e-003
Energy	0.0641	0.5825	0.4893	3.4900e-003		0.0443	0.0443		0.0443	0.0443		698.9757	698.9757	0.0134	0.0128	703.2295
Mobile	2.9955	5.3956	24.3705	0.0349	2.3372	0.0768	2.4141	0.6248	0.0705	0.6953		3,233.7896	3,233.7896	0.1702		3,237.3629
Total	**3.2741**	**5.9780**	**24.8607**	**0.0384**	**2.3372**	**0.1211**	**2.4583**	**0.6248**	**0.1148**	**0.7396**		**3,932.7670**	**3,932.7670**	**0.1836**	**0.0128**	**3,940.5944**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	6/15/2017	6/15/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,300; Non-Residential Outdoor: 4,100 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	190.0350					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**190.0350**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.1500e-003	5.6200e-003	0.0588	1.4000e-004	0.0112	1.0000e-004	0.0113	2.9600e-003	9.0000e-005	3.0600e-003		11.1654	11.1654	6.2000e-004		11.1783
Total	**4.1500e-003**	**5.6200e-003**	**0.0588**	**1.4000e-004**	**0.0112**	**1.0000e-004**	**0.0113**	**2.9600e-003**	**9.0000e-005**	**3.0600e-003**		**11.1654**	**11.1654**	**6.2000e-004**		**11.1783**

3.2 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	190.0350					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**190.0350**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.1500e-003	5.6200e-003	0.0588	1.4000e-004	0.0112	1.0000e-004	0.0113	2.9600e-003	9.0000e-005	3.0600e-003		11.1654	11.1654	6.2000e-004		11.1783
Total	**4.1500e-003**	**5.6200e-003**	**0.0588**	**1.4000e-004**	**0.0112**	**1.0000e-004**	**0.0113**	**2.9600e-003**	**9.0000e-005**	**3.0600e-003**		**11.1654**	**11.1654**	**6.2000e-004**		**11.1783**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.9955	5.3956	24.3705	0.0349	2.3372	0.0768	2.4141	0.6248	0.0705	0.6953		3,233.7896	3,233.7896	0.1702		3,237.3629
Unmitigated	2.9955	5.3956	24.3705	0.0349	2.3372	0.0768	2.4141	0.6248	0.0705	0.6953		3,233.7896	3,233.7896	0.1702		3,237.3629

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Quality Restaurant	737.59	773.75	591.71	1,027,743	1,027,743
Total	737.59	773.75	591.71	1,027,743	1,027,743

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.535275	0.058759	0.178478	0.127034	0.038632	0.006246	0.015618	0.028471	0.002426	0.003171	0.003696	0.000547	0.001645

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0641	0.5825	0.4893	3.4900e-003		0.0443	0.0443		0.0443	0.0443		698.9757	698.9757	0.0134	0.0128	703.2295
NaturalGas Unmitigated	0.0641	0.5825	0.4893	3.4900e-003		0.0443	0.0443		0.0443	0.0443		698.9757	698.9757	0.0134	0.0128	703.2295

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Quality Restaurant	5941.29	0.0641	0.5825	0.4893	3.4900e-003		0.0443	0.0443		0.0443	0.0443		698.9757	698.9757	0.0134	0.0128	703.2295
Total		**0.0641**	**0.5825**	**0.4893**	**3.4900e-003**		**0.0443**	**0.0443**		**0.0443**	**0.0443**		**698.9757**	**698.9757**	**0.0134**	**0.0128**	**703.2295**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Quality Restaurant	5.94129	0.0641	0.5825	0.4893	3.4900e-003		0.0443	0.0443		0.0443	0.0443		698.9757	698.9757	0.0134	0.0128	703.2295
Total		**0.0641**	**0.5825**	**0.4893**	**3.4900e-003**		**0.0443**	**0.0443**		**0.0443**	**0.0443**		**698.9757**	**698.9757**	**0.0134**	**0.0128**	**703.2295**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2145	1.0000e-005	8.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.7900e-003	1.7900e-003	1.0000e-005		1.9100e-003
Unmitigated	0.2145	1.0000e-005	8.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.7900e-003	1.7900e-003	1.0000e-005		1.9100e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0521					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1624					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	8.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.7900e-003	1.7900e-003	1.0000e-005		1.9100e-003
Total	**0.2145**	**1.0000e-005**	**8.8000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.7900e-003**	**1.7900e-003**	**1.0000e-005**		**1.9100e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0521					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1624					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	8.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.7900e-003	1.7900e-003	1.0000e-005		1.9100e-003
Total	**0.2145**	**1.0000e-005**	**8.8000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.7900e-003**	**1.7900e-003**	**1.0000e-005**		**1.9100e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Master Response #7 – Weekend Analysis Tables

TABLE 1

Redondo Waterfront Project Trip Generation Estimates (Staff Recommended Alternative)

LAND USE	SIZE	UNITS	ITE Land Use Code/Source [a]	Trip Generation Rates							Estimated Trip Generation						
				Daily	AM PEAK HOUR			PM PEAK HOUR			Daily	AM PEAK HOUR TRIPS			PM PEAK HOUR TRIPS		
				Rate	RATE	IN	OUT	RATE	IN	OUT	Trips	IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project																	
Retail	97.0	KSF	820	Equation	Equation	62%	38%	Equation	48%	52%	6,658	95	58	153	282	305	587
Movie Theater	700	Seats	444 [b]	1.80	0.00	0%	0%	0.07	55%	45%	1,260	0	0	0	27	22	49
Quality Restaurant [e]	136.0	KSF	931	89.95	0.81	55%	45%	7.49	67%	33%	12,234	61	49	110	683	336	1,019
High Turnover Restaurant	45.0	KSF	932	127.15	10.81	55%	45%	9.85	60%	40%	5,722	267	219	486	266	177	443
Hotel	130.0	Rooms	310	8.17	0.53	59%	41%	0.60	51%	49%	1,062	41	28	69	40	38	78
Office	60.0	KSF	710	11.03	1.56	88%	12%	1.49	17%	83%	662	83	11	94	15	74	89
Subtotal Project Trips (base ITE rates)											27,598	547	365	912	1,313	952	2,265
MXD model calibration of base ITE rates reflecting project & site specific characteristics											-4,938	-93	-62	-155	-439	-319	-758
Boat Launch Ramp	40.000	Stalls									160	8	4	12	4	8	12
Project Vehicle Trips (Total)											**22,820**	**462**	**307**	**769**	**878**	**641**	**1,519**
Existing Active Uses [c]																	
Restaurant (High Turnover) [d]	30.1	KSF	932	127.15	10.81	55%	45%	9.85	60%	40%	3,825	179	146	325	178	118	296
Restaurant (Quality Restaurant) [d] [e]	45.1	KSF	931	89.95	0.81	55%	45%	7.49	67%	33%	4,056	20	17	37	226	112	338
Office	71.2	KSF	710	11.03	1.56	88%	12%	1.49	17%	83%	785	98	13	111	18	88	106
Retail [f]	31.0	KSF	820	Equation	Equation	62%	38%	Equation	48%	52%	3,172	47	29	76	131	142	273
Subtotal Existing Trips (base ITE rates)											11,838	344	205	549	553	460	1,013
MXD model calibration of base ITE rates reflecting site specific characteristics											-2,154	-81	-49	-130	-175	-145	-320
Existing Site Vehicle Trips											**9,684**	**263**	**156**	**419**	**378**	**315**	**693**
NET NEW PROJECT VEHICLE TRIPS											***13,136***	***199***	***151***	***350***	***500***	***326***	***826***

Notes:

[a] Trip generation rates/ fitted curve equations from *Trip Generation* , 9th Edition, Institute of Transportation Engineers, 2012

[b] For a worst-case weekday analysis, ITE Friday trip generation rates for the movie theater use have been used. For the daily trip rate, the weekday daily rate was obtained from SANDAG's Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (SANDAG, April 2002).

[c] Gross leasable area that was occupied at the time baseline traffic counts were collection (Summer 2013, Spring 2014). Because fewer spaces were occupied in Summer 2013, and therefore the trip generation credit for existing uses would be smaller) the summer 2013 GLA data were used.

[d] Existing restaurant uses at the project site include a variety of types, include quality restaurant (typically closed for breakfast on weekdays), and high-turnover restaurant (typically open for breakfast). Assumed 60% quality restaurant and 40% high turnover restaurant. Quality restaurant's generate fewer trips than high-turnover restaurants, so applying this 60/40 split for the existing uses results in a smaller existing trip generation credit applied to future uses.

[e] Under the staff recommended alternative, Joe's Crab Shack would remain. The GLA for this use (8,014 sf of GLA) is accounted for in the existing occupied Quality Restaurant sf, as well as in the Quality Restaurant project trip generation estimates.

[f] Existing retail includes the existing arcade.

Table 2
Redondo Waterfront Project - Staff Alternative Peak Hour Analysis

Int	Street 1	Street 2	Cumulative Base		Cumulative plus Project		V/C Change	Impact?	Cumulative Base		Cumulative plus Project with Mitigation		V/C Change	Impact?
			LOS	V/C	LOS	V/C			LOS	V/C	LOS	V/C		
4	Harbor Dr/Hermosa Ave	Herondo St	A	0.528	A	0.563	0.035	NO	--	--	--	--	--	--
			A	0.504	B	0.630	0.126	NO	--	--	--	--	--	--
7	Pacific Coast Hwy/Catalina Ave	Herondo St/Anita St	E	0.918	E	0.936	0.018	**YES**	E	0.918	E	0.919	0.001	NO
			F	1.022	F	1.074	0.052	**YES**	F	1.022	E	0.981	-0.041	NO
8	Prospect Ave	Anita St	B	0.689	C	0.701	0.012	NO	--	--	--	--	--	--
			B	0.678	B	0.696	0.018	NO	--	--	--	--	--	--
9	Harbor Dr	Yacht Club Way	A	0.358	A	0.392	0.034	NO	--	--	--	--	--	--
			A	0.488	A	0.584	0.096	NO	--	--	--	--	--	--
10	Pacific Coast Hwy	Catalina Ave	D	0.878	D	0.889	0.011	NO	--	--	--	--	--	--
			E	0.912	E	0.935	0.023	**YES**	E	0.912	D	0.884	-0.028	NO
11	Harbor Dr	Marina Way	A	0.286	A	0.320	0.034	NO	--	--	--	--	--	--
			A	0.471	A	0.566	0.095	NO	--	--	--	--	--	--
12	Catalina Ave	Gertruda Ave	A	0.377	A	0.390	0.013	NO	--	--	--	--	--	--
			A	0.551	B	0.602	0.051	NO	--	--	--	--	--	--
15	Harbor Dr	Portofino Way/Beryl St	A	0.321	A	0.408	0.087	NO	--	--	--	--	--	--
			B	0.602	C	0.753	0.151	NO	--	--	--	--	--	--
16	Catalina Ave	Beryl St	A	0.384	A	0.410	0.026	NO	--	--	--	--	--	--
			A	0.598	B	0.648	0.050	NO	--	--	--	--	--	--
19	Pacific Coast Hwy	Beryl St	C	0.777	C	0.787	0.010	NO	--	--	--	--	--	--
			E	0.932	E	0.961	0.029	**YES**	E	0.932	E	0.939	0.007	NO
21	Catalina Ave	Carnelian St	A	0.445	A	0.416	-0.029	NO	--	--	--	--	--	--
			A	0.472	A	0.412	-0.060	NO	--	--	--	--	--	--
22	Catalina Ave	Diamond St	A	0.438	A	0.410	-0.028	NO	--	--	--	--	--	--
			A	0.451	A	0.386	-0.065	NO	--	--	--	--	--	--
23	Catalina Ave	Emerald St	A	0.459	A	0.432	-0.027	NO	--	--	--	--	--	--
			A	0.465	A	0.400	-0.065	NO	--	--	--	--	--	--
24	Pacific Coast Hwy	Garnet St	C	0.711	C	0.712	0.001	NO	--	--	--	--	--	--
			B	0.686	B	0.689	0.003	NO	--	--	--	--	--	--
25	Catalina Ave	Torrance Blvd	A	0.431	A	0.458	0.027	NO	--	--	--	--	--	--
			A	0.483	A	0.525	0.042	NO	--	--	--	--	--	--
26	Pacific Coast Hwy	Torrance Blvd	D	0.848	D	0.860	0.012	NO	--	--	--	--	--	--
			D	0.892	E	0.928	0.036	**YES**	D	0.892	D	0.893	0.001	NO
27	Helberta Ave/Camino Real	Torrance Blvd	A	0.487	A	0.493	0.006	NO	--	--	--	--	--	--
			A	0.534	A	0.547	0.013	NO	--	--	--	--	--	--
28	Prospect Ave	Torrance Blvd	D	0.834	D	0.838	0.004	NO	--	--	--	--	--	--
			C	0.755	C	0.765	0.010	NO	--	--	--	--	--	--
29	Catalina Ave	Pearl St	A	0.392	A	0.396	0.004	NO	--	--	--	--	--	--
			A	0.379	A	0.387	0.008	NO	--	--	--	--	--	--
31	Pacific Coast Hwy	Sapphire St/Francisca Ave	B	0.635	B	0.644	0.009	NO	--	--	--	--	--	--
			B	0.678	B	0.693	0.015	NO	--	--	--	--	--	--
34	Pacific Coast Hwy	Knob Hill Ave	B	0.682	B	0.691	0.009	NO	--	--	--	--	--	--
			C	0.736	C	0.751	0.015	NO	--	--	--	--	--	--
35	Harbor Ave	Pacific Ave	--	--	A	0.277	--	--	--	--	--	--	--	--
			--	--	A	0.406	--	--	--	--	--	--	--	--
36	Pacific Coast Hwy	Palos Verdes Blvd	D	0.878	D	0.888	0.010	NO	--	--	--	--	--	--
			E	0.997	F	1.021	0.024	**YES**	E	0.997	E	0.907	-0.090	NO
37	Pacific Coast Hwy	2nd St	C	0.707	C	0.714	0.007	NO	--	--	--	--	--	--
			C	0.717	C	0.738	0.021	NO	--	--	--	--	--	--
38	Pacific Coast Hwy	10th/Aviation	C	0.792	C	0.798	0.006	NO	--	--	--	--	--	--
			C	0.757	C	0.777	0.020	NO	--	--	--	--	--	--
39	Pacific Coast Hwy	Pier/14th St	A	0.574	A	0.581	0.007	NO	--	--	--	--	--	--
			C	0.717	C	0.738	0.021	NO	--	--	--	--	--	--
40	Pacific Coast Hwy	16th St	A	0.536	A	0.543	0.007	NO	--	--	--	--	--	--
			B	0.647	B	0.668	0.021	NO	--	--	--	--	--	--
41	Pacific Coast Hwy	Prospect Ave	C	0.723	C	0.729	0.006	NO	--	--	--	--	--	--
			C	0.793	D	0.805	0.012	NO	--	--	--	--	--	--

Table 3
Redondo Waterfront Project Trip Generation Estimates (Weekend Analysis)

LAND USE	SIZE	UNITS	ITE Land Use Code/Source [a]	Trip Generation Rates				Estimated Trip Generation			
				Daily Rate	WEEKEND MIDDAY PEAK HOUR			Daily Trips	WEEKEND MIDDAY PEAK HOUR		
					RATE [a]	IN	OUT		IN	OUT	TOTAL
Proposed Project											
Retail	97.0	KSF	820	Equation	Equation	52%	48%	9,064	410	379	789
Movie Theater	700	Seats	444	2.24	0.21	56%	44%	1,568	82	65	147
Quality Restaurant	136.0	KSF	931	94.36	6.28	59%	41%	12,834	504	350	854
High Turnover Restaurant	45.0	KSF	932	158.37	12.28	53%	47%	7,127	293	259	552
Hotel	130.0	Rooms	310	8.19	0.51	56%	44%	1,065	37	29	66
Office	60.0	KSF	710	2.46	0.34	54%	46%	148	11	10	21
Subtotal Project Trips (base ITE rates)								31,806	1,337	1,092	2,429
MXD model calibration of base ITE rates reflecting project & site specific characteristics								-5,691	-447	-365	-812
Boat Launch Ramp	40.000	Stalls						160	4	8	12
Project Vehicle Trips (Total)								**26,275**	**894**	**734**	**1,628**
Existing Active Uses [b]											
Restaurant (High Turnover) [c]	30.1	KSF	932	158.37	12.28	53%	47%	4,764	196	173	369
Restaurant (Quality Restaurant) cd]	45.1	KSF	931	94.36	6.28	59%	41%	4,255	167	116	283
Office	71.2	KSF	710	2.46	0.34	54%	46%	175	13	11	24
Retail [d]	31.0	KSF	820	Equation	Equation	52%	48%	4,418	195	181	376
Subtotal Existing Trips (base ITE rates)								13,612	571	481	1,052
MXD model calibration of base ITE rates reflecting site specific characteristics								-2,477	-181	-151	-332
Existing Site Vehicle Trips								**11,135**	**390**	**329**	**720**
NET NEW PROJECT VEHICLE TRIPS								***15,140***	***504***	***405***	***909***

Notes:

[a] Trip generation rates/ fitted curve equations from *Trip Generation* , 9th Edition, Institute of Transportation Engineers, 2012 generally for Saturday daily and Saturday peak hour of the generator. Peak hour of generator trip rates/fitted curve equation were adjusted using ULI shared parking hourly variations in parking demand factors for each land use to reflect a more realistic weekend midday peak hour analysis. Since land uses peak at different times, applying peak hour of generator uses for all land uses would result in an unrealistically high trip generation estimate.

[b] Gross leasable area that was occupied at the time baseline traffic counts were collection (Summer 2013, Spring 2014). Because fewer spaces were occupied in Summer 2013, and therefore the trip generation credit for existing uses would be smaller) the summer 2013 GLA data were used.

[c] Existing restaurant uses at the project site include a variety of types, include quality restaurant (typically closed for breakfast on weekdays), and high-turnover restaurant (typically open for breakfast). Assumed 60% quality restaurant and 40% high turnover restaurant. Quality restaurant's generate fewer trips than high-

[d] Existing retail includes the existing arcade.

[f] Average trip length of 6.88 miles calculated for the project site using an enhanced version of the Southern California Association of Government's (SCAG) Travel Demand Model.

Table 4
Redondo Waterfront Project - Saturday Midday Peak Hour Analysis

Int	Street 1	Street 2	Existing		Existing plus Project		V/C Change	Impact?	Cumulative Base		Cumulative plus Project		V/C Change	Impact?	Cumulative Base		Cumulative plus Project with Mitigation		V/C Change	Impact?
			LOS	V/C	LOS	V/C			LOS	V/C	LOS	V/C			LOS	V/C	LOS	V/C		
4	Harbor Dr/Hermosa Ave	Herondo St	A	0.481	B	0.625	0.144	NO	A	0.495	B	0.639	0.144	NO	--	--	--	--	--	--
7	Pacific Coast Hwy/Catalina Ave	Herondo St/Anita St	C	0.791	D	0.846	0.055	**YES**	D	0.821	D	0.877	0.056	**YES**	D	0.821	C	0.798	-0.023	NO
10	Pacific Coast Hwy	Catalina Ave	C	0.751	C	0.780	0.029	NO	C	0.778	D	0.807	0.029	NO	--	--	--	--	--	--
11	Harbor Dr	Marina Way	A	0.398	A	0.495	0.097	NO	A	0.407	A	0.503	0.096	NO	--	--	--	--	--	--
12	Catalina Ave	Gertruda Ave	A	0.445	A	0.471	0.026	NO	A	0.453	A	0.478	0.025	NO	--	--	--	--	--	--
15	Harbor Dr	Portofino Way/Beryl St	A	0.487	B	0.606	0.119	NO	A	0.496	B	0.613	0.117	NO	--	--	--	--	--	--
16	Catalina Ave	Beryl St	A	0.454	A	0.523	0.069	NO	A	0.488	A	0.555	0.067	NO	--	--	--	--	--	--
19	Pacific Coast Hwy	Beryl St	C	0.750	C	0.784	0.034	NO	C	0.778	D	0.812	0.034	NO	--	--	--	--	--	--
22	Catalina Ave	Diamond St	A	0.368	A	0.349	-0.019	NO	A	0.374	A	0.353	-0.021	NO	--	--	--	--	--	--
25	Catalina Ave	Torrance Blvd	A	0.462	A	0.571	0.109	NO	A	0.470	A	0.579	0.109	NO	--	--	--	--	--	--
26	Pacific Coast Hwy	Torrance Blvd	D	0.856	D	0.886	0.030	**YES**	D	0.900	E	0.930	0.030	**YES**	D	0.900	D	0.855	-0.045	NO
29	Catalina Ave	Pearl St	A	0.368	A	0.378	0.010	NO	A	0.373	A	0.384	0.011	NO	--	--	--	--	--	--
34	Pacific Coast Hwy	Knob Hill Ave	B	0.638	B	0.661	0.023	NO	B	0.672	B	0.695	0.023	NO	--	--	--	--	--	--
36	Pacific Coast Hwy	Palos Verdes Blvd	E	0.957	E	0.983	0.026	**YES**	E	0.997	F	1.024	0.027	**YES**	E	0.997	E	0.910	-0.087	NO
39	Pacific Coast Hwy	Pier/14th St	B	0.657	B	0.678	0.021	NO	B	0.669	B	0.690	0.021	NO						

2015 Boat Launch Data – Marina del Rey and Cabrillo Beach

Marina del Rey Boat Launch Facility*

Item	Month	Year	Global Pay Station Entries	MPI Staff Entries	Total Entries per Month
1	January	2015	357	194	551
2	February	2015	372	211	583
3	March	2015	579	420	999
4	April	2015	438	264	702
5	May	2015	412	314	726
6	June	2015	436	359	795
7	July	2015	541	446	987
8	August	2015	630	639	1269
9	September	2015	504	601	1105
10	October	2015	664	288	952
11	November	2015	516	114	630
12	December	2015	396	0	396
		Total:	5845	3850	9695

Source: Correspondence from Carol Baker, Division Chief, Community & Marketing Services Division, Los Angeles County Beaches and Harbors, to Stephen Proud, Director, Waterfront & Economic Development Department, April 27, 2016.

* The data associated with the Marina Parking facility was based upon parking entries; however, this parking data included two subsets of information "Global Pay Station Entries" and "MPI Staffed Entries." The MPI Staffed entries are not boat launches and are not indicative of boat launch trailered parking space demand, and instead are associated with staffing and film shoot activates (which can enter multiple times in one day). Consequently, trailered parking demand was based upon "Global Pay Station Entries." Utilizing the "Global Pay Station Entries" annual data from 2015 of 5,845 provides an average rate of 16.01 launches per day. While the Marina Del Rey is an eight-lane facility, boarding floats are only offered adjacent to six lanes.

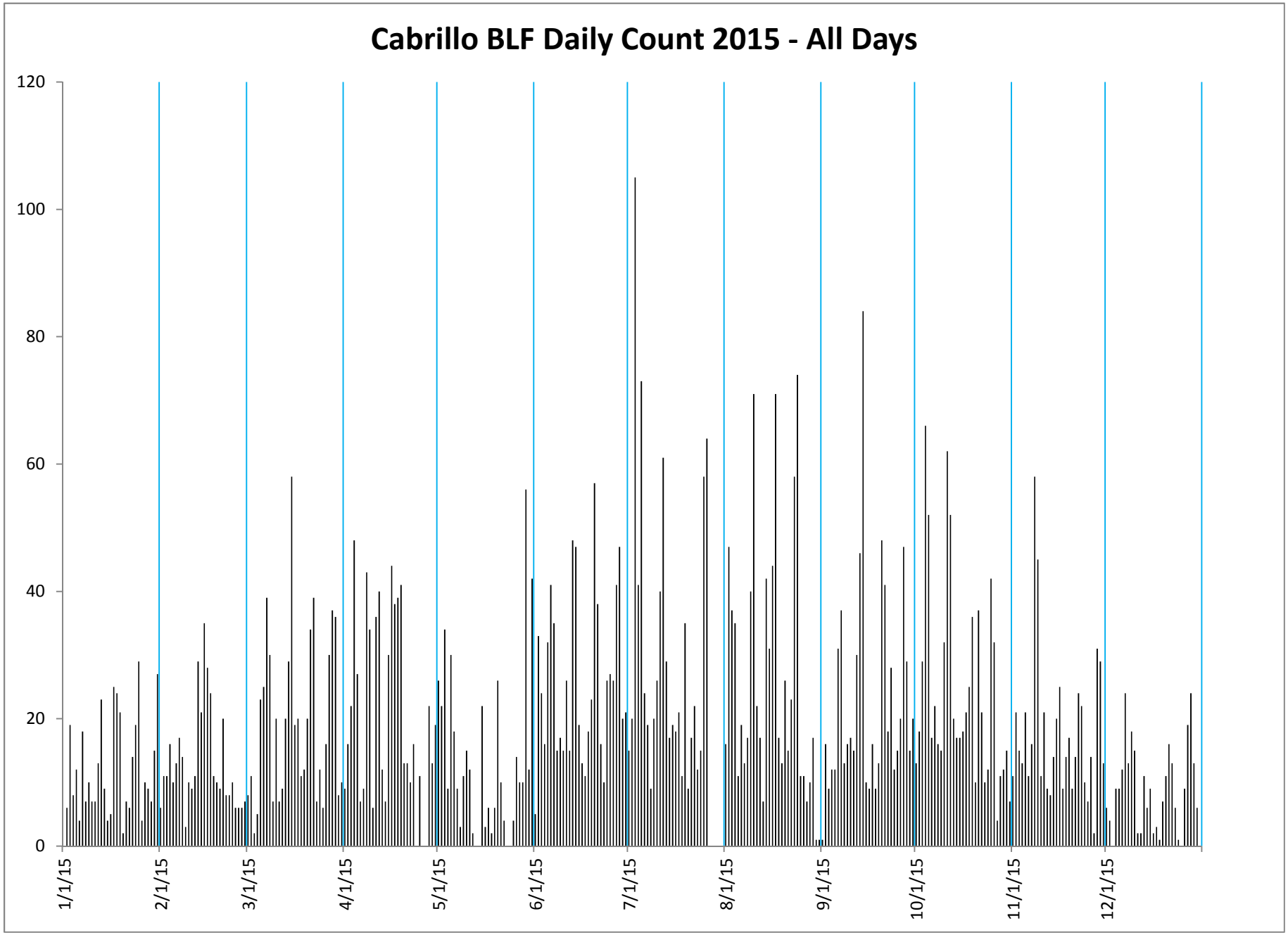
PRESENTATION

Cabrillo Boat Launch Facility - 2015 daily vehicle counts by month

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Totals
January	50	39	43	24	50	97	68	371
February	50	55	42	37	57	65	63	369
March	52	64	29	60	95	139	171	610
April	32	51	105	129	66	134	108	625
May	27	52	54	29	111	48	97	418
June	75	94	76	87	96	187	167	782
July	62	53	65	70	167	150	233	800
August	254	85	52	59	80	104	190	824
September	191	57	89	54	51	75	172	689
October	172	51	87	79	76	101	195	761
November	126	45	55	61	30	75	142	534
December	70	54	36	19	12	27	53	271
Totals	1,161	700	733	708	891	1,202	1,659	7,054

Cabrillo Boat Launch Facility - 2015 BLF average daily occupancy by month

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Totals
January	11%	9%	10%	6%	9%	18%	16%	11%
February	11%	13%	10%	8%	13%	15%	14%	12%
March	10%	12%	7%	14%	22%	32%	31%	18%
April	7%	12%	19%	24%	15%	31%	25%	19%
May	6%	12%	12%	7%	20%	9%	18%	12%
June	14%	17%	17%	20%	22%	43%	38%	24%
July	19%	16%	15%	16%	38%	34%	53%	28%
August	47%	19%	12%	14%	18%	19%	35%	24%
September	44%	10%	16%	12%	12%	17%	39%	21%
October	39%	12%	20%	14%	14%	19%	45%	23%
November	23%	10%	13%	14%	7%	17%	26%	16%
December	16%	10%	7%	3%	3%	6%	12%	8%
Totals	21%	13%	13%	13%	16%	21%	29%	18%


Cabrillo BLF Daily Count 2015 - All Days
120
100
80
60
40
20
0
1/1/15
2/1/15
3/1/15
4/1/15
5/1/15
6/1/15
7/1/15
8/1/15
9/1/15
10/1/15
11/1/15
12/1/15

Month	Day	Date	Count	% Occupany
1	4	1/1/2015		
1	5	1/2/2015	6	5.5%
1	6	1/3/2015	19	17.4%
1	7	1/4/2015	8	7.3%
1	1	1/5/2015	12	11.0%
1	2	1/6/2015	4	3.7%
1	3	1/7/2015	18	16.5%
1	4	1/8/2015	7	6.4%
1	5	1/9/2015	10	9.2%
1	6	1/10/2015	7	6.4%
1	7	1/11/2015	7	6.4%
1	1	1/12/2015	13	11.9%
1	2	1/13/2015	23	21.1%
1	3	1/14/2015	9	8.3%
1	4	1/15/2015	4	3.7%
1	5	1/16/2015	5	4.6%
1	6	1/17/2015	25	22.9%
1	7	1/18/2015	24	22.0%
1	1	1/19/2015	21	19.3%
1	2	1/20/2015	2	1.8%
1	3	1/21/2015	7	6.4%
1	4	1/22/2015	6	5.5%
1	5	1/23/2015	14	12.8%
1	6	1/24/2015	19	17.4%
1	7	1/25/2015	29	26.6%
1	1	1/26/2015	4	3.7%
1	2	1/27/2015	10	9.2%
1	3	1/28/2015	9	8.3%
1	4	1/29/2015	7	6.4%
1	5	1/30/2015	15	13.8%
1	6	1/31/2015	27	24.8%
2	7	2/1/2015	6	5.5%
2	1	2/2/2015	11	10.1%
2	2	2/3/2015	11	10.1%
2	3	2/4/2015	16	14.7%
2	4	2/5/2015	10	9.2%
2	5	2/6/2015	13	11.9%
2	6	2/7/2015	17	15.6%
2	7	2/8/2015	14	12.8%
2	1	2/9/2015	3	2.8%
2	2	2/10/2015	10	9.2%
2	3	2/11/2015	9	8.3%
2	4	2/12/2015	11	10.1%
2	5	2/13/2015	29	26.6%
2	6	2/14/2015	21	19.3%
2	7	2/15/2015	35	32.1%

2	1	2/16/2015	28	25.7%
2	2	2/17/2015	24	22.0%
2	3	2/18/2015	11	10.1%
2	4	2/19/2015	10	9.2%
2	5	2/20/2015	9	8.3%
2	6	2/21/2015	20	18.3%
2	7	2/22/2015	8	7.3%
2	1	2/23/2015	8	7.3%
2	2	2/24/2015	10	9.2%
2	3	2/25/2015	6	5.5%
2	4	2/26/2015	6	5.5%
2	5	2/27/2015	6	5.5%
2	6	2/28/2015	7	6.4%
3	7	3/1/2015	8	7.3%
3	1	3/2/2015	11	10.1%
3	2	3/3/2015	2	1.8%
3	3	3/4/2015	5	4.6%
3	4	3/5/2015	23	21.1%
3	5	3/6/2015	25	22.9%
3	6	3/7/2015	39	35.8%
3	7	3/8/2015	30	27.5%
3	1	3/9/2015	7	6.4%
3	2	3/10/2015	20	18.3%
3	3	3/11/2015	7	6.4%
3	4	3/12/2015	9	8.3%
3	5	3/13/2015	20	18.3%
3	6	3/14/2015	29	26.6%
3	7	3/15/2015	58	53.2%
3	1	3/16/2015	19	17.4%
3	2	3/17/2015	20	18.3%
3	3	3/18/2015	11	10.1%
3	4	3/19/2015	12	11.0%
3	5	3/20/2015	20	18.3%
3	6	3/21/2015	34	31.2%
3	7	3/22/2015	39	35.8%
3	1	3/23/2015	7	6.4%
3	2	3/24/2015	12	11.0%
3	3	3/25/2015	6	5.5%
3	4	3/26/2015	16	14.7%
3	5	3/27/2015	30	27.5%
3	6	3/28/2015	37	33.9%
3	7	3/29/2015	36	33.0%
3	1	3/30/2015	8	7.3%
3	2	3/31/2015	10	9.2%
4	3	4/1/2015	9	8.3%
4	4	4/2/2015	16	14.7%
4	5	4/3/2015	22	20.2%

4	6	4/4/2015	48	44.0%
4	7	4/5/2015	27	24.8%
4	1	4/6/2015	7	6.4%
4	2	4/7/2015	9	8.3%
4	3	4/8/2015	43	39.4%
4	4	4/9/2015	34	31.2%
4	5	4/10/2015	6	5.5%
4	6	4/11/2015	36	33.0%
4	7	4/12/2015	40	36.7%
4	1	4/13/2015	12	11.0%
4	2	4/14/2015	7	6.4%
4	3	4/15/2015	30	27.5%
4	4	4/16/2015	44	40.4%
4	5	4/17/2015	38	34.9%
4	6	4/18/2015	39	35.8%
4	7	4/19/2015	41	37.6%
4	1	4/20/2015	13	11.9%
4	2	4/21/2015	13	11.9%
4	3	4/22/2015	10	9.2%
4	4	4/23/2015	16	14.7%
4	5	4/24/2015	0	0.0%
4	6	4/25/2015	11	10.1%
4	7	4/26/2015	0	0.0%
4	1	4/27/2015	0	0.0%
4	2	4/28/2015	22	20.2%
4	3	4/29/2015	13	11.9%
4	4	4/30/2015	19	17.4%
5	5	5/1/2015	26	23.9%
5	6	5/2/2015	22	20.2%
5	7	5/3/2015	34	31.2%
5	1	5/4/2015	9	8.3%
5	2	5/5/2015	30	27.5%
5	3	5/6/2015	18	16.5%
5	4	5/7/2015	9	8.3%
5	5	5/8/2015	3	2.8%
5	6	5/9/2015	11	10.1%
5	7	5/10/2015	15	13.8%
5	1	5/11/2015	12	11.0%
5	2	5/12/2015	2	1.8%
5	3	5/13/2015	0	0.0%
5	4	5/14/2015	0	0.0%
5	5	5/15/2015	22	20.2%
5	6	5/16/2015	3	2.8%
5	7	5/17/2015	6	5.5%
5	1	5/18/2015	2	1.8%
5	2	5/19/2015	6	5.5%
5	3	5/20/2015	26	23.9%

5	4	5/21/2015	10	9.2%
5	5	5/22/2015	4	3.7%
5	6	5/23/2015	0	0.0%
5	7	5/24/2015	0	0.0%
5	1	5/25/2015	4	3.7%
5	2	5/26/2015	14	12.8%
5	3	5/27/2015	10	9.2%
5	4	5/28/2015	10	9.2%
5	5	5/29/2015	56	51.4%
5	6	5/30/2015	12	11.0%
5	7	5/31/2015	42	38.5%
6	1	6/1/2015	5	4.6%
6	2	6/2/2015	33	30.3%
6	3	6/3/2015	24	22.0%
6	4	6/4/2015	16	14.7%
6	5	6/5/2015	32	29.4%
6	6	6/6/2015	41	37.6%
6	7	6/7/2015	35	32.1%
6	1	6/8/2015	15	13.8%
6	2	6/9/2015	17	15.6%
6	3	6/10/2015	15	13.8%
6	4	6/11/2015	26	23.9%
6	5	6/12/2015	15	13.8%
6	6	6/13/2015	48	44.0%
6	7	6/14/2015	47	43.1%
6	1	6/15/2015	19	17.4%
6	2	6/16/2015	13	11.9%
6	3	6/17/2015	11	10.1%
6	4	6/18/2015	18	16.5%
6	5	6/19/2015	23	21.1%
6	6	6/20/2015	57	52.3%
6	7	6/21/2015	38	34.9%
6	1	6/22/2015	16	14.7%
6	2	6/23/2015	10	9.2%
6	3	6/24/2015	26	23.9%
6	4	6/25/2015	27	24.8%
6	5	6/26/2015	26	23.9%
6	6	6/27/2015	41	37.6%
6	7	6/28/2015	47	43.1%
6	1	6/29/2015	20	18.3%
6	2	6/30/2015	21	19.3%
7	3	7/1/2015	15	13.8%
7	4	7/2/2015	20	18.3%
7	5	7/3/2015	105	96.3%
7	6	7/4/2015	41	37.6%
7	7	7/5/2015	73	67.0%
7	1	7/6/2015	24	22.0%

7	2	7/7/2015	19	17.4%
7	3	7/8/2015	9	8.3%
7	4	7/9/2015	20	18.3%
7	5	7/10/2015	26	23.9%
7	6	7/11/2015	40	36.7%
7	7	7/12/2015	61	56.0%
7	1	7/13/2015	29	26.6%
7	2	7/14/2015	17	15.6%
7	3	7/15/2015	19	17.4%
7	4	7/16/2015	18	16.5%
7	5	7/17/2015	21	19.3%
7	6	7/18/2015	11	10.1%
7	7	7/19/2015	35	32.1%
7	1	7/20/2015	9	8.3%
7	2	7/21/2015	17	15.6%
7	3	7/22/2015	22	20.2%
7	4	7/23/2015	12	11.0%
7	5	7/24/2015	15	13.8%
7	6	7/25/2015	58	53.2%
7	7	7/26/2015	64	58.7%
7	1	7/27/2015		
7	2	7/28/2015		
7	3	7/29/2015		
7	4	7/30/2015		
7	5	7/31/2015		
8	6	8/1/2015	16	14.7%
8	7	8/2/2015	47	43.1%
8	1	8/3/2015	37	33.9%
8	2	8/4/2015	35	32.1%
8	3	8/5/2015	11	10.1%
8	4	8/6/2015	19	17.4%
8	5	8/7/2015	13	11.9%
8	6	8/8/2015	17	15.6%
8	7	8/9/2015	40	36.7%
8	1	8/10/2015	71	65.1%
8	2	8/11/2015	22	20.2%
8	3	8/12/2015	17	15.6%
8	4	8/13/2015	7	6.4%
8	5	8/14/2015	42	38.5%
8	6	8/15/2015	31	28.4%
8	7	8/16/2015	44	40.4%
8	1	8/17/2015	71	65.1%
8	2	8/18/2015	17	15.6%
8	3	8/19/2015	13	11.9%
8	4	8/20/2015	26	23.9%
8	5	8/21/2015	15	13.8%
8	6	8/22/2015	23	21.1%

8	7	8/23/2015	58	53.2%
8	1	8/24/2015	74	67.9%
8	2	8/25/2015	11	10.1%
8	3	8/26/2015	11	10.1%
8	4	8/27/2015	7	6.4%
8	5	8/28/2015	10	9.2%
8	6	8/29/2015	17	15.6%
8	7	8/30/2015	1	0.9%
8	1	8/31/2015	1	0.9%
9	2	9/1/2015	1	0.9%
9	3	9/2/2015	16	14.7%
9	4	9/3/2015	9	8.3%
9	5	9/4/2015	12	11.0%
9	6	9/5/2015	12	11.0%
9	7	9/6/2015	31	28.4%
9	1	9/7/2015	37	33.9%
9	2	9/8/2015	13	11.9%
9	3	9/9/2015	16	14.7%
9	4	9/10/2015	17	15.6%
9	5	9/11/2015	15	13.8%
9	6	9/12/2015	30	27.5%
9	7	9/13/2015	46	42.2%
9	1	9/14/2015	84	77.1%
9	2	9/15/2015	10	9.2%
9	3	9/16/2015	9	8.3%
9	4	9/17/2015	16	14.7%
9	5	9/18/2015	9	8.3%
9	6	9/19/2015	13	11.9%
9	7	9/20/2015	48	44.0%
9	1	9/21/2015	41	37.6%
9	2	9/22/2015	18	16.5%
9	3	9/23/2015	28	25.7%
9	4	9/24/2015	12	11.0%
9	5	9/25/2015	15	13.8%
9	6	9/26/2015	20	18.3%
9	7	9/27/2015	47	43.1%
9	1	9/28/2015	29	26.6%
9	2	9/29/2015	15	13.8%
9	3	9/30/2015	20	18.3%
10	4	10/1/2015	13	11.9%
10	5	10/2/2015	18	16.5%
10	6	10/3/2015	29	26.6%
10	7	10/4/2015	66	60.6%
10	1	10/5/2015	52	47.7%
10	2	10/6/2015	17	15.6%
10	3	10/7/2015	22	20.2%
10	4	10/8/2015	16	14.7%

10	5	10/9/2015	15	13.8%
10	6	10/10/2015	32	29.4%
10	7	10/11/2015	62	56.9%
10	1	10/12/2015	52	47.7%
10	2	10/13/2015	20	18.3%
10	3	10/14/2015	17	15.6%
10	4	10/15/2015	17	15.6%
10	5	10/16/2015	18	16.5%
10	6	10/17/2015	21	19.3%
10	7	10/18/2015	25	22.9%
10	1	10/19/2015	36	33.0%
10	2	10/20/2015	10	9.2%
10	3	10/21/2015	37	33.9%
10	4	10/22/2015	21	19.3%
10	5	10/23/2015	10	9.2%
10	6	10/24/2015	12	11.0%
10	7	10/25/2015	42	38.5%
10	1	10/26/2015	32	29.4%
10	2	10/27/2015	4	3.7%
10	3	10/28/2015	11	10.1%
10	4	10/29/2015	12	11.0%
10	5	10/30/2015	15	13.8%
10	6	10/31/2015	7	6.4%
11	7	11/1/2015	11	10.1%
11	1	11/2/2015	21	19.3%
11	2	11/3/2015	15	13.8%
11	3	11/4/2015	13	11.9%
11	4	11/5/2015	21	19.3%
11	5	11/6/2015	11	10.1%
11	6	11/7/2015	16	14.7%
11	7	11/8/2015	58	53.2%
11	1	11/9/2015	45	41.3%
11	2	11/10/2015	11	10.1%
11	3	11/11/2015	21	19.3%
11	4	11/12/2015	9	8.3%
11	5	11/13/2015	8	7.3%
11	6	11/14/2015	14	12.8%
11	7	11/15/2015	20	18.3%
11	1	11/16/2015	25	22.9%
11	2	11/17/2015	9	8.3%
11	3	11/18/2015	14	12.8%
11	4	11/19/2015	17	15.6%
11	5	11/20/2015	9	8.3%
11	6	11/21/2015	14	12.8%
11	7	11/22/2015	24	22.0%
11	1	11/23/2015	22	20.2%
11	2	11/24/2015	10	9.2%

11	3	11/25/2015	7	6.4%
11	4	11/26/2015	14	12.8%
11	5	11/27/2015	2	1.8%
11	6	11/28/2015	31	28.4%
11	7	11/29/2015	29	26.6%
11	1	11/30/2015	13	11.9%
12	2	12/1/2015	6	5.5%
12	3	12/2/2015	4	3.7%
12	4	12/3/2015	0	0.0%
12	5	12/4/2015	9	8.3%
12	6	12/5/2015	9	8.3%
12	7	12/6/2015	12	11.0%
12	1	12/7/2015	24	22.0%
12	2	12/8/2015	13	11.9%
12	3	12/9/2015	18	16.5%
12	4	12/10/2015	15	13.8%
12	5	12/11/2015	2	1.8%
12	6	12/12/2015	2	1.8%
12	7	12/13/2015	11	10.1%
12	1	12/14/2015	6	5.5%
12	2	12/15/2015	9	8.3%
12	3	12/16/2015	2	1.8%
12	4	12/17/2015	3	2.8%
12	5	12/18/2015	1	0.9%
12	6	12/19/2015	7	6.4%
12	7	12/20/2015	11	10.1%
12	1	12/21/2015	16	14.7%
12	2	12/22/2015	13	11.9%
12	3	12/23/2015	6	5.5%
12	4	12/24/2015	1	0.9%
12	5	12/25/2015	0	0.0%
12	6	12/26/2015	9	8.3%
12	7	12/27/2015	19	17.4%
12	1	12/28/2015	24	22.0%
12	2	12/29/2015	13	11.9%
12	3	12/30/2015	6	5.5%
12	4	12/31/2015	0	0.0%

Max	105	96.3%
Min	0	0.0%
Ave	20	18.0%
Stan Dev	15.7	0.1

January		**February**		
Day	# Oversize	Day	# Oversize	Day
1	n/a	1	6	1
2	6	2	11	2
3	19	3	11	3
4	8	4	16	4
5	12	5	10	5
6	4	6	13	6
7	18	7	17	7
8	7	8	14	8
9	10	9	3	9
10	7	10	10	10
11	7	11	9	11
12	13	12	11	12
13	23	13	29	13
14	9	14	21	14
15	4	15	35	15
16	5	16	28	16
17	25	17	24	17
18	24	18	11	18
19	21	19	10	19
20	2	20	9	20
21	7	21	20	21
22	6	22	8	22
23	14	23	8	23
24	19	24	10	24
25	29	25	6	25
26	4	26	6	26
27	10	27	6	27
28	9	28	7	28
29	7			29
30	15			30
31	27			31

January Total	February Total
# Oversize	# Oversize
371	369

March		**April**		**M**
# Oversize	Day	# Oversize	Day	# Oversize
8	1	9	1	26
11	2	16	2	22
2	3	22	3	34
5	4	48	4	9
23	5	27	5	30
25	6	7	6	18
39	7	9	7	9
30	8	43	8	3
7	9	34	9	11
20	10	6	10	15
7	11	36	11	12
9	12	40	12	2
20	13	12	13	0
29	14	7	14	0
58	15	30	15	22
19	16	44	16	3
20	17	38	17	6
11	18	39	18	2
12	19	41	19	6
20	20	13	20	26
34	21	13	21	10
39	22	10	22	4
7	23	16	23	0
12	24	0	24	0
6	25	11	25	4
16	26	0	26	14
30	27	0	27	10
37	28	22	28	10
36	29	13	29	56
8	30	19	30	12
10			31	42

March Total	April Total	May
#Oversize	#Oversize	# Oversize
610	625	418

2015 Year Oversize Number and Revenue

ay	June		July	
	Day	# Oversize	Day	# Oversize
	1	5	1	15
	2	33	2	20
	3	24	3	105
	4	16	4	41
	5	32	5	73
	6	41	6	24
	7	35	7	19
	8	15	8	9
	9	17	9	20
	10	15	10	26
	11	26	11	40
	12	15	12	61
	13	48	13	29
	14	47	14	17
	15	19	15	19
	16	13	16	18
	17	11	17	21
	18	18	18	11
	19	23	19	35
	20	57	20	9
	21	38	21	17
	22	16	22	22
	23	10	23	12
	24	26	24	15
	25	27	24	58
	26	26	25	64
	27	41	26	n/a
	28	47	27	n/a
	29	20	28	n/a
	30	21	29	n/a
			30	n/a
			31	

Total	June Total		July Total
	# Oversize		# Oversize
	782	$8,155	800

2015 Total

Number of Oversize

7,054

August		September	
Day	# Oversize	Day	# Oversize
1	16	1	1
2	47	2	16
3	37	3	9
4	35	4	12
5	11	5	12
6	19	6	31
7	13	7	37
8	17	8	13
9	40	9	16
10	71	10	17
11	22	11	15
12	17	12	30
13	7	13	46
14	42	14	84
15	31	15	10
16	44	16	9
17	71	17	16
18	17	18	9
19	13	19	13
20	26	20	48
21	15	21	41
22	23	22	18
23	58	23	28
24	74	24	12
25	11	25	15
26	11	26	20
27	7	27	47
28	10	28	29
29	17	29	15
30	1	30	20
31	1		

August Total	September Total
# Oversize	# Oversize
824	689

October		November		
Day	# Oversize	Day	# Oversize	Day
1	13	1	11	1
2	18	2	21	2
3	29	3	15	3
4	66	4	13	4
5	52	5	21	5
6	17	6	11	6
7	22	7	16	7
8	16	8	58	8
9	15	9	45	9
10	32	10	11	10
11	62	11	21	11
12	52	12	9	12
13	20	13	8	13
14	17	14	14	14
15	17	15	20	15
16	18	16	25	16
17	21	17	9	17
18	25	18	14	18
19	36	19	17	19
20	10	20	9	20
21	37	21	14	21
22	21	22	24	22
23	10	23	22	23
24	12	24	10	24
25	42	25	7	25
26	32	26	14	26
27	4	27	2	27
28	11	28	31	28
29	12	29	29	29
30	15	30	13	30
31	7			31

October Total	November Total
# Oversize	# Oversize
761	534

December

Oversize
6
4
0
9
9
12
24
13
18
15
2
2
11
6
9
2
3
1
7
11
16
13
6
1
0
9
19
24
13
6
0

December Total

Oversize
271

April 2016 Water Quality Results

APPLIED ENVIRONMENTAL TECHNOLOGIES INC.
18429 Bryant St • Northridge, CA 91325 • Phone: (805) 650-1400 Fax: (805) 650-1576

April 20, 2016
Job No. 1650-03Q

Noble Consultants, Inc.
2201 Dupont Drive, Suite 830
Irvine, California 92612-7509

Attention: Mr. Jon Moore

Water Quality Monitoring for Seaside Lagoon Re-Development project
April 5, 2016 Event
Redondo Beach for City of Redondo Beach

At the request of the Noble Consultants, Applied Environmental Technologies, Inc. monitored water quality conditions on the morning of April 5, 2016. The monitoring was conducted to access the current conditions in the lagoon compared to the larger portion of the King Harbor.

The water quality conditions were monitored at the four stations (A, B, C and D), as shown on Plate 1. The stations were located in the project area.

Water quality parameters included pH, dissolved oxygen (D.O.), temperature, and turbidity. The parameters were sampled at 2.0-meter increments throughout the water column. The parameters were measured with a Horiba U-52 Water Quality meter. Grab samples were collected mid depth at Stations A, B, C and D and were analyzed for oil and grease, total suspended solids (TSS), RCRA metals, organochlorine pesticides and coliform bacteria (total and fecal). Data sheets of information, meteorological and extraliminal observations recorded on April 5, 2016 are attached to this report.

A summary of water quality measurements during this episode is presented in the following table:

Station	Dissolved Oxygen (mg/l)	pH	Temperature °C	Depth (meters)
A	8.74-14.39	8.39-8.55	13.02-16.74	10
B	10.43-13.30	8.50-8.54	13.51-16.96	10
C	11.53-12.29	8.49-8.50	16.32-16.70	4
D	13.00-16.23	8.51-8.52	16.77-16.86	2

Should you have any questions or require additional information, please contact us.

Very truly yours,
Applied Environmental
Technologies, Inc.

Erik A. Storey
Environmental Scientist

Harry C. Finney, REA
Senior Marine Professional

HCF/EAS

Attachment A—Monitoring Data
Attachment B— Site Location Map
Attachment C— Site Location Photos
Attachment D— Oil and grease, total suspended solids (TSS), RCRA metals, organochlorine pesticides and coliform bacteria (total and fecal) results

Attachment A—Monitoring Data

WATER QUALITY MONITORING DATA
SEASIDE LAGOON RE-DEVELOPMENT PROJECT
REDONDO BEACH, CALIFORNIA

Date: 4/5/16 **Tide Stage:** Flow **Time:** 930 hrs

Sampling Station: A **Wind Speed:** 4 MPH **Direction:** SW

Current Speed: variable **Direction:** variable

General Weather Conditions: Sunny

Appearance of trash, floatable material, grease, oil, or other objectionable materials: No floating material

Discoloration and/or turbidity: none

Odors: none

Water Quality Parameters

Depth	Dissolved Oxygen (mg/L)	pH	Turbidity (NTU)	Temperature (^{B}C)
Surface	14.39	8.39	0.0	16.74
2 m	12.01	8.50	0.0	16.51
4 m	11.64	8.53	0.0	15.63
6 m	10.88	8.55	0.0	14.33
8 m	9.34	8.53	0.0	13.47
10 m	8.74	8.50	0.0	13.02

Analytical results

Oil and Grease:	ND< 5.00 mg/L
Total Suspended Solids (TSS):	ND< 11.4 mg/L
RCRA Metals:	ND< 0.0050-0.0100 mg/L
Organochlroine pesticides:	ND< 0.0500-10.0 mg/L
Coliform Bacteria (total):	86 CFU/ 100mL
Coliform Bacteria (fecal):	ND< 1 CFU/100ml

Total Depth: 10 m
Sample Taken: 5 m

NR = Not Required
NM = Not Measured
ND = Not Detected

Note: Oil and grease, total suspended solids (TSS), RCRA metals, organochlorine pesticides and coliform bacteria (total and fecal) were collected at mid depth.

WATER QUALITY MONITORING DATA
SEASIDE LAGOON RE-DEVELOPMENT PROJECT
REDONDO BEACH, CALIFORNIA

Date: 4/5/16 **Tide Stage:** Flow **Time:** 1030 hrs

Sampling Station: B **Wind Speed:** 4 MPH **Direction:** SW

Current Speed: variable **Direction:** variable

General Weather Conditions: Sunny

Appearance of trash, floatable material, grease, oil, or other objectionable materials: No floating material

Discoloration and/or turbidity: none

Odors: none

Water Quality Parameters

Depth	Dissolved Oxygen (mg/L)	pH	Turbidity (NTU)	Temperature (^{B}C)
Surface	13.30	8.50	0.0	16.96
2 m	12.04	8.52	0.0	16.66
4 m	11.28	8.52	0.0	16.12
6 m	11.41	8.54	0.0	15.05
8 m	10.78	8.53	0.0	13.74
10 m	10.43	8.53	0.0	13.51

Analytical results

Oil and Grease:	ND< 5.00 mg/L
Total Suspended Solids (TSS):	ND< 12.0 mg/L
RCRA Metals:	ND< 0.0050-0.0100 mg/L
Organochlroine pesticides:	ND< 0.0500-10.0 mg/L
Coliform Bacteria (total):	68 CFU/ 100 mL
Coliform Bacteria (fecal):	ND< 1 CFU/100mL

Total Depth: 10 m
Sample Taken: 5 m

NR = Not Required
NM = Not Measured
ND = Not Detected

Note: Oil and grease, total suspended solids (TSS), RCRA metals, organochlorine pesticides and coliform bacteria (total and fecal) were collected at mid depth.

WATER QUALITY MONITORING DATA
SEASIDE LAGOON RE-DEVELOPMENT PROJECT
REDONDO BEACH, CALIFORNIA

Date: 4/5/16 **Tide Stage:** Flow **Time:** 1100 hrs

Sampling Station: C **Wind Speed:** 4 MPH **Direction:** SW

Current Speed: variable **Direction:** variable

General Weather Conditions: Sunny

Appearance of trash, floatable material, grease, oil, or other objectionable materials: No floating material

Discoloration and/or turbidity: none

Odors: none

Water Quality Parameters

Depth	Dissolved Oxygen (mg/L)	pH	Turbidity (NTU)	Temperature (^{B}C)
Surface	12.29	8.49	0.0	16.66
2 m	11.72	8.49	0.0	16.70
4 m	11.53	8.50	NR	16.32
6 m	NM	NM	NM	NM
8 m	NM	NM	NM	NM
10 m	NM	NM	NM	NM

Analytical results

Oil and Grease:	ND< 5.00 mg/L
Total Suspended Solids (TSS):	ND< 13.1 mg/L
RCRA Metals:	ND< 0.0050-0.0100 mg/L
Organochlroine pesticides:	ND< 0.0500-10.0 mg/L
Coliform Bacteria (total):	163 CFU/ 100 mL
Coliform Bacteria (fecal):	1 CFU/100 mL

Total Depth: 4 m
Sample Taken: 2 m

NR = Not Required
NM = Not Measured
ND = Not Detected

Note: Oil and grease, total suspended solids (TSS), RCRA metals, organochlorine pesticides and coliform bacteria (total and fecal) were collected at mid depth.

WATER QUALITY MONITORING DATA
SEASIDE LAGOON RE-DEVELOPMENT PROJECT
REDONDO BEACH, CALIFORNIA

Date: 4/5/16 **Tide Stage:** Flow **Time:** 1130 hrs

Sampling Station: D **Wind Speed:** 4 MPH **Direction:** SW

Current Speed: variable **Direction:** variable

General Weather Conditions: Sunny

Appearance of trash, floatable material, grease, oil, or other objectionable materials: No floating material

Discoloration and/or turbidity: none

Odors: none

Water Quality Parameters

Depth	Dissolved Oxygen (mg/L)	pH	Turbidity (NTU)	Temperature (^{B}C)
Surface	16.23	8.51	0.0	16.86
2 m	13.00	8.52	0.0	16.77
4 m	NM	NM	NM	NM
6 m	NM	NM	NM	NM
8 m	NM	NM	NM	NM
10 m	NM	NM	NM	NM

Analytical results

Oil and Grease:	ND< 5.00 mg/L
Total Suspended Solids (TSS):	ND< 28.0 mg/L
RCRA Metals:	ND< 0.0050-0.0100 mg/L
Organochlroine pesticides:	ND< 0.0500-10.0 mg/L
Coliform Bacteria (total):	147 CFU/ 100 mL
Coliform Bacteria (fecal):	ND< 1 CFU/ 100 mL

Total Depth: 2 m
Sample Taken: 1 m

NR = Not Required
NM = Not Measured
ND = Not Detected

Note: Oil and grease, total suspended solids (TSS), RCRA metals, organochlorine pesticides and coliform bacteria (total and fecal) were collected at mid depth.

Attachment B— Site Location Map

0 150
FEET

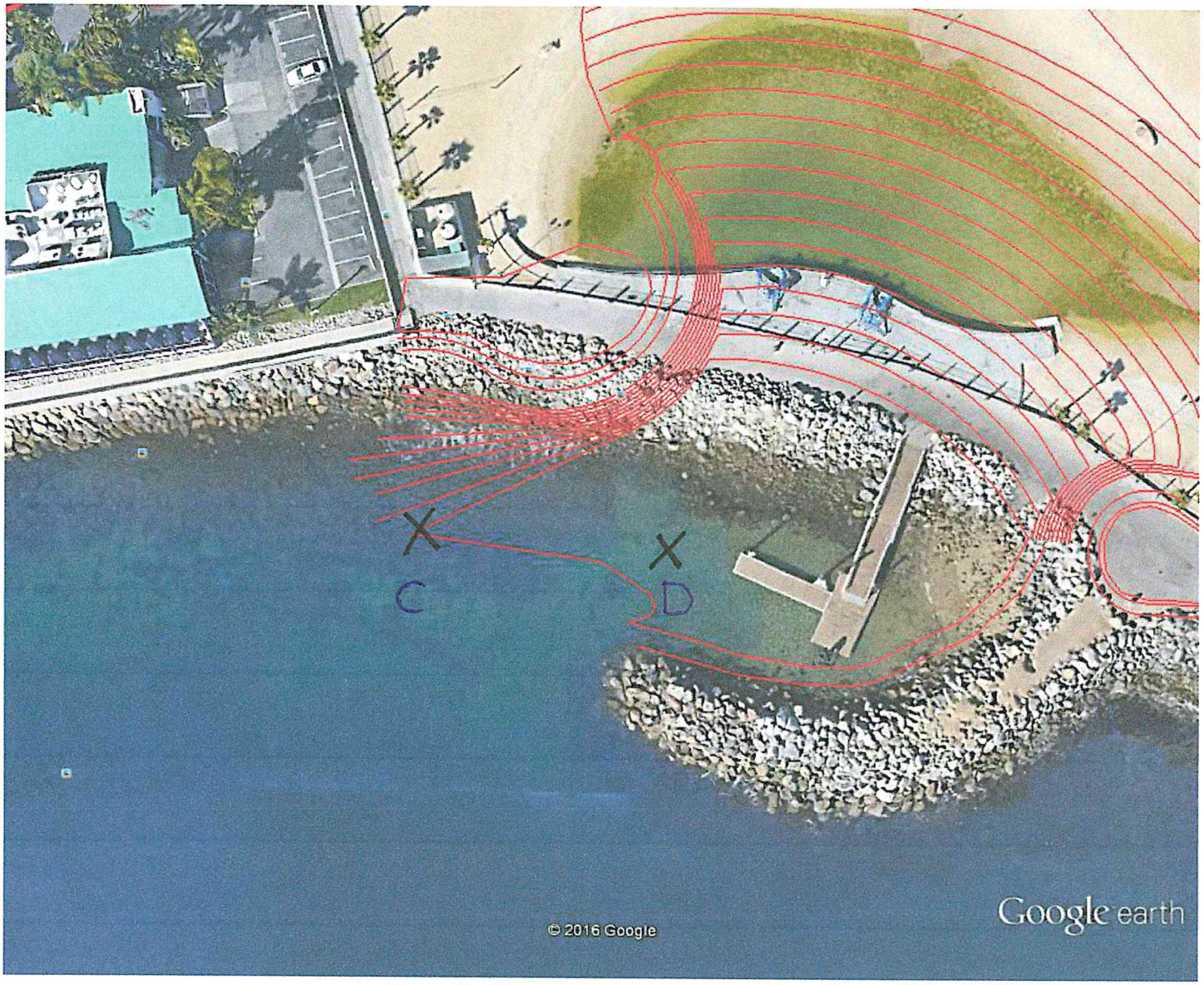
REVISIONS
DATE DESCRIPTION

CITY OF REDONDO BEACH
CALIFORNIA
WATERFRONT and ECONOMIC DEVELOPMENT HARBOR DIVISION
KING HARBOR

WATER QUALITY MONITORING

DRAWN CHECKED SCALE AS SHOWN
APPROVED BY DATE
CITY ENGINEER - R.C.E.
PROJECT NO. SHEET NO. ___ DRAWING NO.
OF ___ SHEETS

Prepared by:
NOBLE CONSULTANTS | GEC
2201 DUPONT DRIVE, SUITE 830
IRVINE, CA 92715
(949) 752-1530
(949) 752-8381 (FAX)



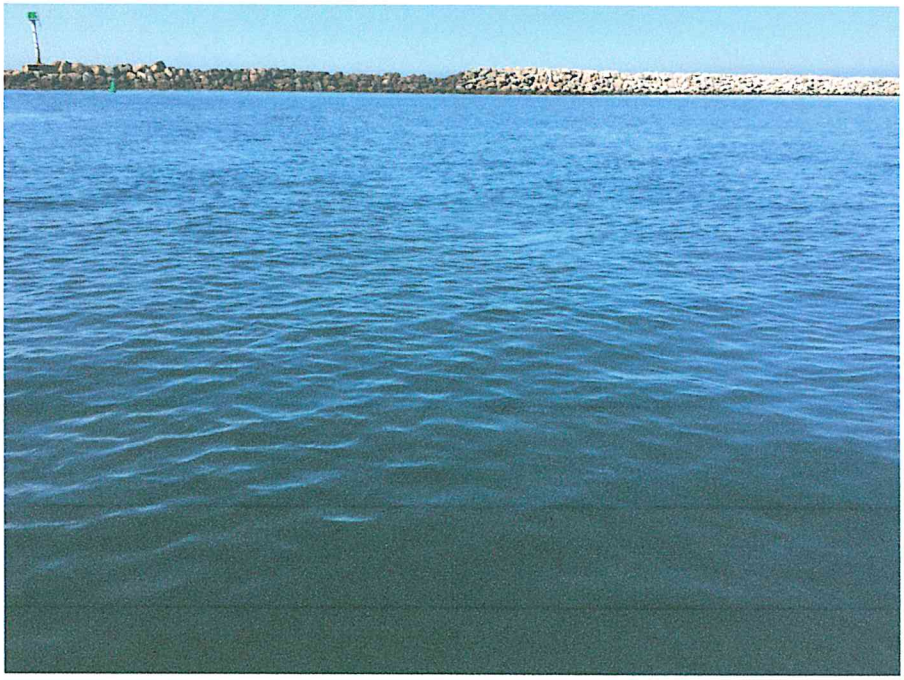
Google earth

feet 200

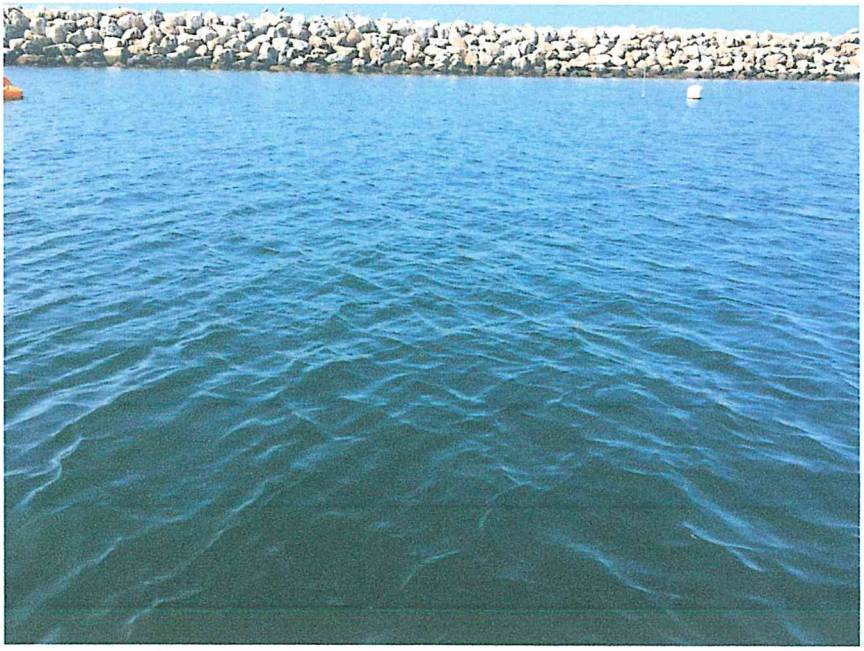
meters 70

Attachment C— Site Location Photos

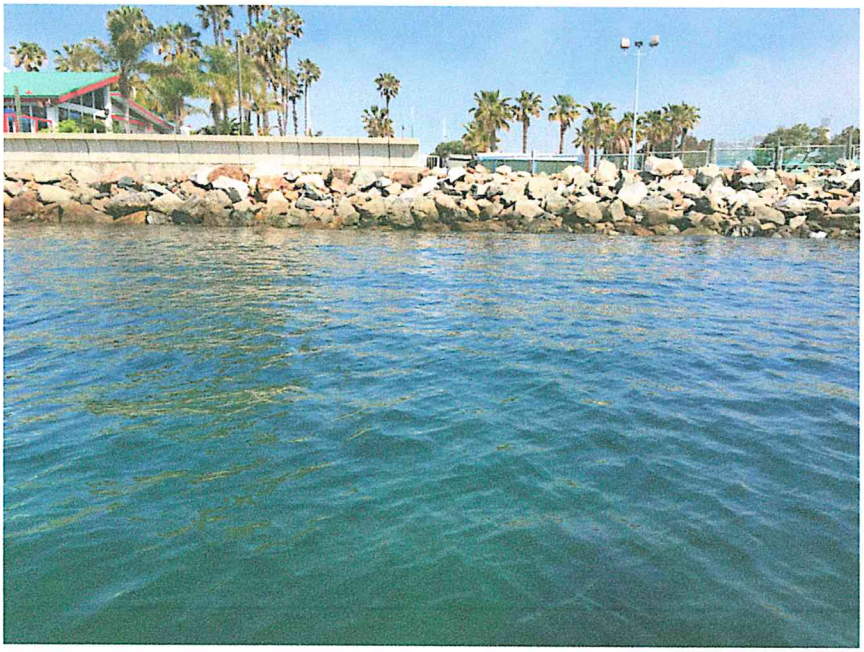
Kings Harbor
April 5, 2016



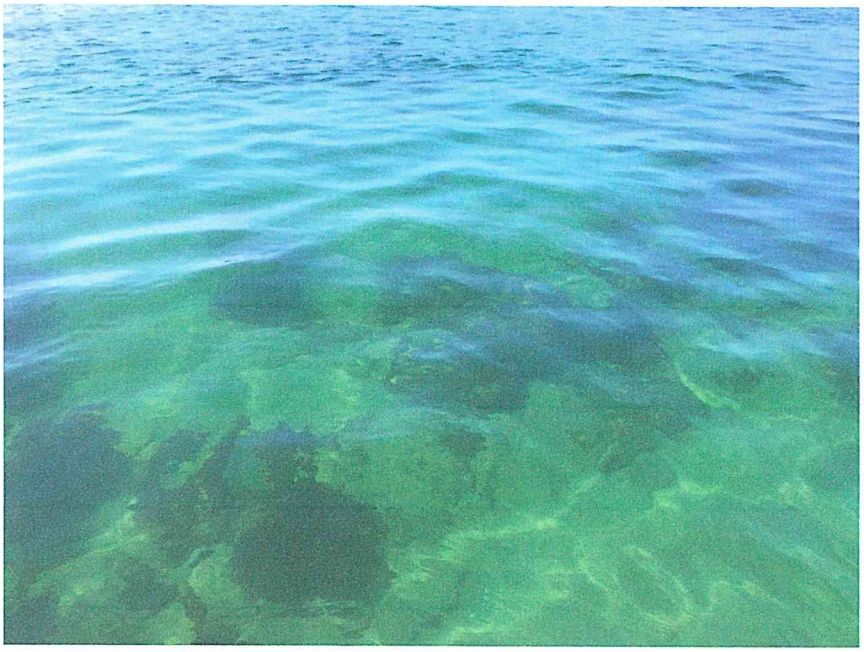
Station A



Station B



Station C



Station D

Attachment D— Oil and grease, total suspended solids (TSS), RCRA metals, Organochlorine pesticides and coliform bacteria (total and fecal) results

AMERICAN SCIENTIFIC LABORATORIES, LLC
Environmental Testing Services
2520 N. San Fernando Rd., Los Angeles, CA 90065 Tel: (323) 223-9700 Fax: (323) 223-9500

Ordered By

Applied Enviro. Technologies, Inc.
18429 Bryant Street
Northridge, CA 91325-

Telephone (805)650-1400
Attn Harry Finney

Number of Pages 6
Date Received 04/07/2016
Date Reported 04/14/2016

Job Number	Ordered	Client
67375	04/07/2016	AET

Project ID: 1650-030
Project Name: Kings Harbor

Enclosed are the results of analyses on 4 samples analyzed as specified on attached chain of custody.

Wendy Lu
Organics Supervisor

ASL JOB # 67375

JOB NO.	TASK	PROJECT NAME	PROJECT MANAGER	SAMPLER	LABORATORY	GLOBAL I.D.
1650-030	36W	Kings Harbor	HCF	EAS	ASL	

Sample Identification	Date	Time	Sample Container (Size/Material)	Sample Type (Liquid, Soil, etc.)	Preservative	Analyses Requested A	B	C	D	E	F	Laboratory ID#	Comments
S-1	4/5/16	9:30	(2) 1L ambers (2) 500mL Plastic (1) 125mL Plastic	Water	ICE	X	X	X	X	X		344867	Email Results to Harry
S-2	"	10:30	"	"	"	X	X	X	X	X		344868	
S-3	"	11:00	"	"	"	X	X	X	X	X		344869	
S-4	"	11:30	"	"	"	X	X	X	X	X		344870	

Relinquished By (Signature)	Date	Time	Received By (Signature)
Emil Stern	4-7-16	10:15	Alex
Maria Tan	4-7-16	10:15	Alex

Analyses:
A oil and grease
B total suspended solids
C RCRA metals
D organochlorine pesticides
E coliform bacteria (total and fecal)
F

CHAIN OF CUSTODY RECORD

Applied Environmental Technologies, Inc.

(805) 650-1400 • FAX (805) 650-1576 • 4561 MARKET ST., SUITE B, VENTURA, CA 93003

AMERICAN SCIENTIFIC LABORATORIES, LLC
Environmental Testing Services
2520 N. San Fernando Rd., Los Angeles, CA 90065 Tel: (323) 223-9700 Fax: (323) 223-9500

ANALYTICAL RESULTS

Ordered By

Applied Enviro. Technologies, Inc.
18429 Bryant Street
Northridge, CA 91325-

Telephone: (805)650-1400
Attn: Harry Finney

Page: 2

Project ID: 1650-030
Project Name: Kings Harbor

ASL Job Number	Submitted	Client
67375	04/07/2016	AET

Method: 1664, Revision A, Oil and Grease (HEM)

QC Batch No: 041116-1

Our Lab I.D.		344867	344868	344869	344870	
Client Sample I.D.		S-1	S-2	S-3	S-4	
Date Sampled		04/05/2016	04/05/2016	04/05/2016	04/05/2016	
Date Prepared		04/11/2016	04/11/2016	04/11/2016	04/11/2016	
Preparation Method						
Date Analyzed		04/11/2016	04/11/2016	04/11/2016	04/11/2016	
Matrix		Water	Water	Water	Water	
Units		mg/L	mg/L	mg/L	mg/L	
Dilution Factor		1	1	1	1	
Analytes	**PQL**	**Results**	**Results**	**Results**	**Results**	
Conventionals						
Oil and Grease	5.00	ND	ND	ND	ND	

QUALITY CONTROL REPORT

QC Batch No: 041116-1

Analytes	LCS % REC	LCS DUP % REC	LCS RPD % REC	LCS/LCSD % Limit	LCS RPD % Limit					
Conventionals										
Oil and Grease	88	90	2.2	80-120	<20					

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Environmental Testing Services
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ANALYTICAL RESULTS

Ordered By

Applied Enviro. Technologies, Inc.
18429 Bryant Street
Northridge, CA 91325-

Telephone: (805)650-1400
Attn: Harry Finney

Page: 3

Project ID: 1650-030
Project Name: Kings Harbor

ASL Job Number	Submitted	Client
67375	04/07/2016	AET

Method: 6010B/7470A, RCRA 8 Metals (TTLC)

QC Batch No: 040816-2

Our Lab I.D.		344867	344868	344869	344870	
Client Sample I.D.		S-1	S-2	S-3	S-4	
Date Sampled		04/05/2016	04/05/2016	04/05/2016	04/05/2016	
Date Prepared		04/08/2016	04/08/2016	04/08/2016	04/08/2016	
Preparation Method						
Date Analyzed		04/11/2016	04/11/2016	04/11/2016	04/11/2016	
Matrix		Water	Water	Water	Water	
Units		mg/L	mg/L	mg/L	mg/L	
Dilution Factor		1	1	1	1	
Analytes	**PQL**	**Results**	**Results**	**Results**	**Results**	
AA Metals						
Mercury	0.0020	ND	ND	ND	ND	
ICP Metals						
Arsenic	0.0100	ND	ND	ND	ND	
Barium	0.0100	ND	ND	ND	ND	
Cadmium	0.0100	ND	ND	ND	ND	
Chromium	0.0100	ND	ND	ND	ND	
Lead	0.0050	ND	ND	ND	ND	
Selenium	0.0100	ND	ND	ND	ND	
Silver	0.0100	ND	ND	ND	ND	

QUALITY CONTROL REPORT

QC Batch No: 040816-2

Analytes	LCS % REC	LCS DUP % REC	LCS RPD % REC	LCS/LCSD % Limit	LCS RPD % Limit					
AA Metals										
Mercury	112	100	11.3	80-120						
ICP Metals										
Arsenic	101	102	<1	80-120						
Barium	97	98	1.4	80-120						
Cadmium	101	101	<1	80-120						
Chromium	105	106	<1	80-120						
Lead	104	104	<1	80-120						
Selenium	101	102	<1	80-120						
Silver	103	104	<1	80-120						

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2520 N. San Fernando Rd., Los Angeles, CA 90065 Tel: (323) 223-9700 Fax: (323) 223-9500

ANALYTICAL RESULTS

Ordered By

Applied Enviro. Technologies, Inc.
18429 Bryant Street
Northridge, CA 91325-

Telephone: (805)650-1400
Attn: Harry Finney

Project ID: 1650-030
Project Name: Kings Harbor

ASL Job Number	Submitted	Client
67375	04/07/2016	AET

Method: 8081A, Organochlorine Pesticides

QC Batch No: 041116-1

Our Lab I.D.		344867	344868	344869	344870
Client Sample I.D.		S-1	S-2	S-3	S-4
Date Sampled		04/05/2016	04/05/2016	04/05/2016	04/05/2016
Date Prepared		04/06/2016	04/06/2016	04/06/2016	04/06/2016
Preparation Method					
Date Analyzed		04/11/2016	04/11/2016	04/11/2016	04/11/2016
Matrix		Water	Water	Water	Water
Units		ug/L	ug/L	ug/L	ug/L
Dilution Factor		1	1	1	1
Analytes	**PQL**	**Results**	**Results**	**Results**	**Results**
Aldrin	0.0400	ND	ND	ND	ND
alpha-Hexachlorocyclohexane (Alpha-BHC)	0.120	ND	ND	ND	ND
Beta-Hexachlorocyclohexane (Beta-BHC)	0.110	ND	ND	ND	ND
Gamma-Chlordane	0.400	ND	ND	ND	ND
alpha-Chlordane	0.400	ND	ND	ND	ND
4,4'-DDD (DDD)	0.100	ND	ND	ND	ND
4,4'-DDE (DDE)	0.0900	ND	ND	ND	ND
4,4'-DDT (DDT)	0.0400	ND	ND	ND	ND
delta-Hexachlorocyclohexane (Delta-BHC)	0.110	ND	ND	ND	ND
dieldrin	0.0500	ND	ND	ND	ND
Endosulfan I	0.0600	ND	ND	ND	ND
Endosulfan II	0.0900	ND	ND	ND	ND
Endosulfan sulfate	0.0700	ND	ND	ND	ND
Endrin	0.0800	ND	ND	ND	ND
Endrin aldehyde	0.0900	ND	ND	ND	ND
Endrin ketone	0.0700	ND	ND	ND	ND
gamma-Hexachlorocyclohexane (Gamma-BHC, Lindane)	0.0600	ND	ND	ND	ND
Heptachlor	0.0300	ND	ND	ND	ND
Heptachlor epoxide	0.0700	ND	ND	ND	ND
Methoxychlor	0.100	ND	ND	ND	ND
Toxaphene	10.0	ND	ND	ND	ND
Chlordane, Total	10.0	ND	ND	ND	ND

Our Lab I.D.		344867	344868	344869	344870
Surrogates	**% Rec.Limit**	**% Rec.**	**% Rec.**	**% Rec.**	**% Rec.**
Surrogate Percent Recovery					
Decachlorobiphenyl	43-169	56	61	68	53

AMERICAN SCIENTIFIC LABORATORIES, LLC
Environmental Testing Services
2520 N. San Fernando Rd., Los Angeles, CA 90065 Tel: (323) 223-9700 Fax: (323) 223-9500

ANALYTICAL RESULTS

Project ID: 1650-030
Project Name: Kings Harbor

ASL Job Number	Submitted	Client
67375	04/07/2016	AET

Method: 8081A, Organochlorine Pesticides

QUALITY CONTROL REPORT

QC Batch No: 041116-1

Analytes	LCS % REC	LCS DUP % REC	LCS RPD % REC	LCS/LCSD % Limit	LCS RPD % Limit					
Aldrin	89	93	4.4	42-122	<30					
4,4'-DDT (DDT)	104	108	3.8	25-160	<30					
dieldrin	89	92	3.3	36-146	<30					
Endrin	106	111	4.6	30-147	<30					
gamma-Hexachlorocyclohexane (Gamma-BHC, Lindane)	111	115	3.5	32-127	<30					
Heptachlor	90	92	2.2	34-111	<30					

AMERICAN SCIENTIFIC LABORATORIES, LLC
Environmental Testing Services
2520 N. San Fernando Rd., Los Angeles, CA 90065 Tel: (323) 223-9700 Fax: (323) 223-9500

ANALYTICAL RESULTS

Ordered By

Applied Enviro. Technologies, Inc.
18429 Bryant Street
Northridge, CA 91325-

Telephone: (805)650-1400
Attn: Harry Finney

Page: 6

Project ID: 1650-030
Project Name: Kings Harbor

ASL Job Number	Submitted	Client
67375	04/07/2016	AET

Method: SM2540-D, Total Suspended Solids (TSS)

QC Batch No: 040716-1

Our Lab I.D.		344867	344868	344869	344870	
Client Sample I.D.		S-1	S-2	S-3	S-4	
Date Sampled		04/05/2016	04/05/2016	04/05/2016	04/05/2016	
Date Prepared		04/07/2016	04/07/2016	04/07/2016	04/07/2016	
Preparation Method						
Date Analyzed		04/07/2016	04/07/2016	04/07/2016	04/07/2016	
Matrix		Water	Water	Water	Water	
Units		mg/L	mg/L	mg/L	mg/L	
Dilution Factor		1	1	1	1	
Analytes	**PQL**	**Results**	**Results**	**Results**	**Results**	
Conventionals						
Solids, Total Suspended (TSS)	10.0	11.4	12.0	13.1	28.0	

QUALITY CONTROL REPORT

QC Batch No: 040716-1

Analytes	LCS % REC	LCS DUP % REC	LCS RPD % REC	LCS/LCSD % Limit	LCS RPD % Limit					
Conventionals										
Solids, Total Suspended (TSS)	104	101	2.9	80-120	20					

LA Testing, Inc.

520 Mission Street South Pasadena, CA 91030
Phone:(800) 303-0047, Fax: (323) 254-9982

Client: American Scientific Labs
2520 N. San Fernando Road
Los Angeles, CA 90065
Attn. Alen Hosepians
Project: 67375

LA Testing Order ID#: 321607477
Date/Time Received: 4/5/16 9:30AM
Date Analyzed: 04/12/16
Date Reported: 04/15/16

M114 Total Coliform & *Escherichia coli* Enumeration

Most Probable Number Methods: SM 9223/IDEXX Quanti-Tray 2000™

Sample	Location	Sampling Date & Time	Total Coliform CFU/100 ml	E. coli CFU/100 ml
344867		4/5/16 9:30AM	86	
344868		4/5/16 10:30AM	68	
344869		4/5/16 11:00AM	163	
344870		4/5/16 11:30AM	147	

CFU=Colony forming unit

Hold time exceeded, results invalid, request new sample. Client requested analysis.

Approved LA TESTING Signatory
Regina Norman, Microbiology Laboratory Manager

LA Testing
520 Mission Street, South Pasadena, CA 91030
Phone/Fax: (323) 254-9960 / (323) 254-9982
http://www.LATesting.com pasadenalab@latesting.com

LA Testing Order: 321607477
CustomerID: 32AMSC62
CustomerPO:
ProjectID:

Attn: **Alen Hoespian**
American Scientific Labs
2520 North San Fernando Road
Los Angeles, CA 90065

Phone: (323) 223-9700
Fax:
Received: 04/07/16 12:00 PM
Analysis Date: 4/12/2016
Collected: 4/5/2016

Project: **67375**

Test Report: Fecal Coliform (Membrane Filtration Technique)

Method: SM-9222 D for Water Samples

Sample	Sampling Location Date/Time Collected	Amount Received mL	Amount Sampled mL	Fecal Coliform CFU/100ml
321607477-0001		100	100	<1
344867	4/5/2016 9:30 AM			
	Hold time exceeded, results invalid, request new sample. Client requested analysis.			
321607477-0002		100	100	<1
344868	4/5/2016 10:30 AM			
	Hold time exceeded, results invalid, request new sample. Client requested analysis.			
321607477-0003		100	100	1
344869	4/5/2016 11:00 AM			
	Hold time exceeded, results invalid, request new sample. Client requested analysis.			
321607477-0004		100	100	<1
344870	4/5/2016 11:30 AM			
	Hold time exceeded, results invalid, request new sample. Client requested analysis.			

Analyst(s)

Kary Calderon (4)

Regina Norman, Laboratory Manager
or other approved signatory

The level of detection is equal to 1 CFU/100 ml of sample analyzed. CFU = colony forming unit; NA = not applicable; TNTC = too numerous to count
Samples analyzed by LA Testing South Pasadena, CA CA ELAP 2283

Initial report from 04/15/2016 20:08:00

OrderID: 321607477

Microbiology Chain of Custody

LA Testing Order Number *(Lab Use Only)*:

321607477

LA TESTING
520 MISSION STREET
S. PASADENA, CA 91030
PHONE: (323) 254-9960
FAX: (323) 254-9982

Company: American Scientific Labs		**LA Testing-Bill to:** ☐ Same ☐ Different **If Bill to is Different please note in Comments**** *Third Party Billing requires written authorization from third party*	
Street: 2520 N. San Fernando Road			
City: Los Angeles	**State/Province:** CA	**Zip/Postal Code:** 90065	**Country:**
Report To (Name): Alen Hasepians		**Fax #:**	
Telephone #: 323 223 9700		**E-mail Address:** alen@asllab.com	
Project Name/ Number: 67375			
Please Provide Results: ☐ Fax ☒ E-mail	**PO#**	**State Samples Taken:**	

Turnaround Time (TAT) Options* - Please Check Standard TAT

☐ 3 Hour	☐ 6 Hour	☐ 24 Hour	☐ 48 Hour	☐ 72 Hour	☐ 96 Hour	☐ 1 Week	☑ 2 Week

**Analysis completed in accordance with LA Testing's Terms and Conditions located in the Analytical Price Guide. TATs are subject to methodology requirements*

Non Culturable Air Samples (Spore Traps)

• **M001** Air-O-Cell • **M049** BioSIS • **M030** Micro 5	• **M173** Allegro M2 • **M003** Burkard • **M174** MoldSnap	• **M004** Allergenco • **M043** Cyclex • **M176** Relle Smart	• **M032** Allergenco-D • **M002** Cyclex-d • **M130** Via-Cell	• **M172** Versa Trap

Other Microbiology Test Codes

• **M041** Fungal Direct Examination • **M005** Viable Fungi ID and Count • **M006** Viable Fungi ID and Count (Speciation) • **M007** Culturable Fungi • **M008** Culturable Fungi (Speciation) • **M009** Gram Stain Culturable Bacteria • **M010** Bacterial Count and ID – 3 Most Prominent • **M011** Bacterial Count and ID – 5 Most Prominent • **M013** Sewage Contamination in Buildings	• **M014** Endotoxin Analysis • **M015** Heterotrophic Plate Count • **M180** Real Time Q-PCR-ERMI 36 Panel • **M018** Total Coliform (Membrane Filtration) • **M020** Fecal *Streptococcus* (Membrane Filtration) • **M210-215** *Legionella* Detection • **M026** Recreational Water Screen • **M027** Mycotoxin Analysis	• **M029** *Enterococci* • **M019** Feca Coliform • **M133** MRSA Analysis • **M028** *Cryptococcus neoformans* Detection • **M120** *Histoplasma capsulatum* Detection • **M033-39** Allergen Testing • **M044** Group Allergen (Cat, Dog, Cockroach, Dustmites) • **Other** See Analytical Price Guide

Preservation Method (Water):

Name of Sampler: **Signature of Sampler:**

Sample #	Sample Location	Sample Type	Test Code	Volume/Area	Date/Time Collected
344867		W	Total Coliform Fecal Coliform	2-100mL	4-5-16 @ 9:30
344868		W	"	↓	4-5-16 @ 10:30
344869		W	"		4-5-16 @ 11:00
344870		W	"		4-5-16 @ 11:30

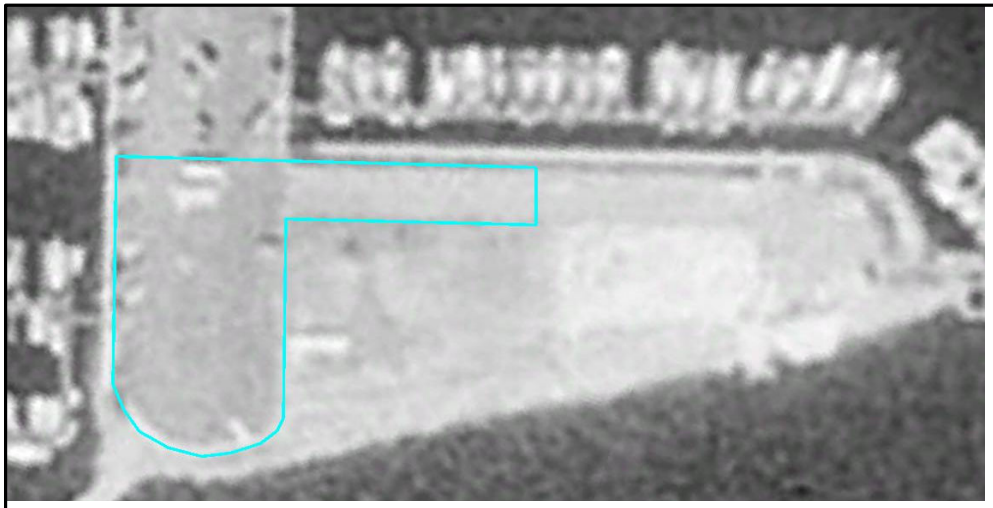
Client Sample # (s): - **Total # of Samples:**

Relinquished (Client): **Date:** 4-7-16 **Time:** 11:55

Received (Lab): **Date:** 4-7-16 **Time:** 12 PM

Comments: Analysis: Total & Fecal Coliform (Absence/Presence)

Historical Aerial Imagery – Mole B – Staff Recommended Alternative



May 30, 1994

November 30, 2003

April 28, 2004

Summer 2005

Source: Google Earth Pro, various years; NAIP, various years; CDM Smith, 2016.

Historical Aerial Imagery - Mole B - Staff Recommended Alternative

December 3, 2005

March 15, 2006

April 24, 2007

July 30, 2007

Source: Google Earth Pro, various years; NAIP, various years; CDM Smith, 2016.

January 8, 2008

May 24, 2009

Summer 2009

November 14, 2009

Source: Google Earth Pro, various years; NAIP, various years; CDM Smith, 2016.

Historical Aerial Imagery - Mole B - Staff Recommended Alternative

Summer 2010

March 7, 2011

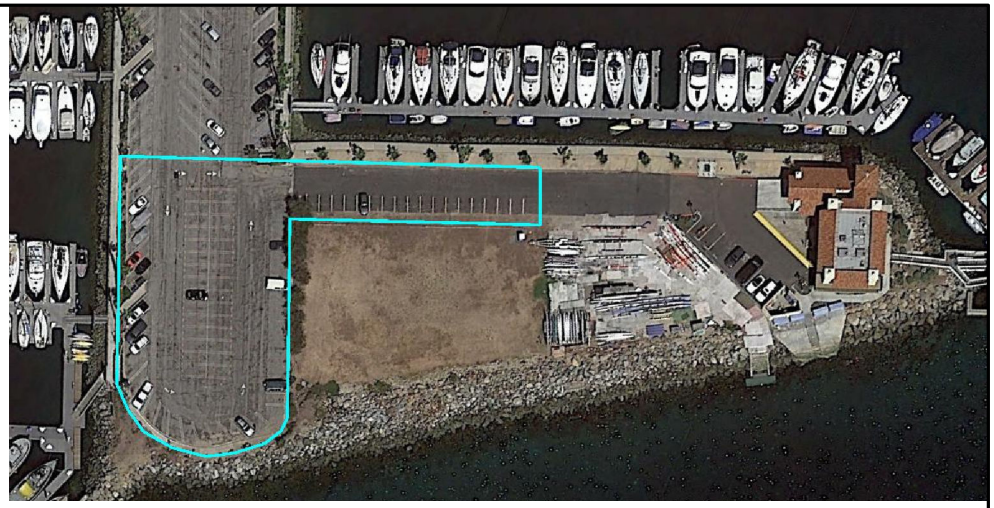
Summer 2012

October 13, 2012

Source: Google Earth Pro, various years; NAIP, various years; CDM Smith, 2016.

Historical Aerial Imagery - Mole B - Staff Recommended Alternative

April 16, 2013



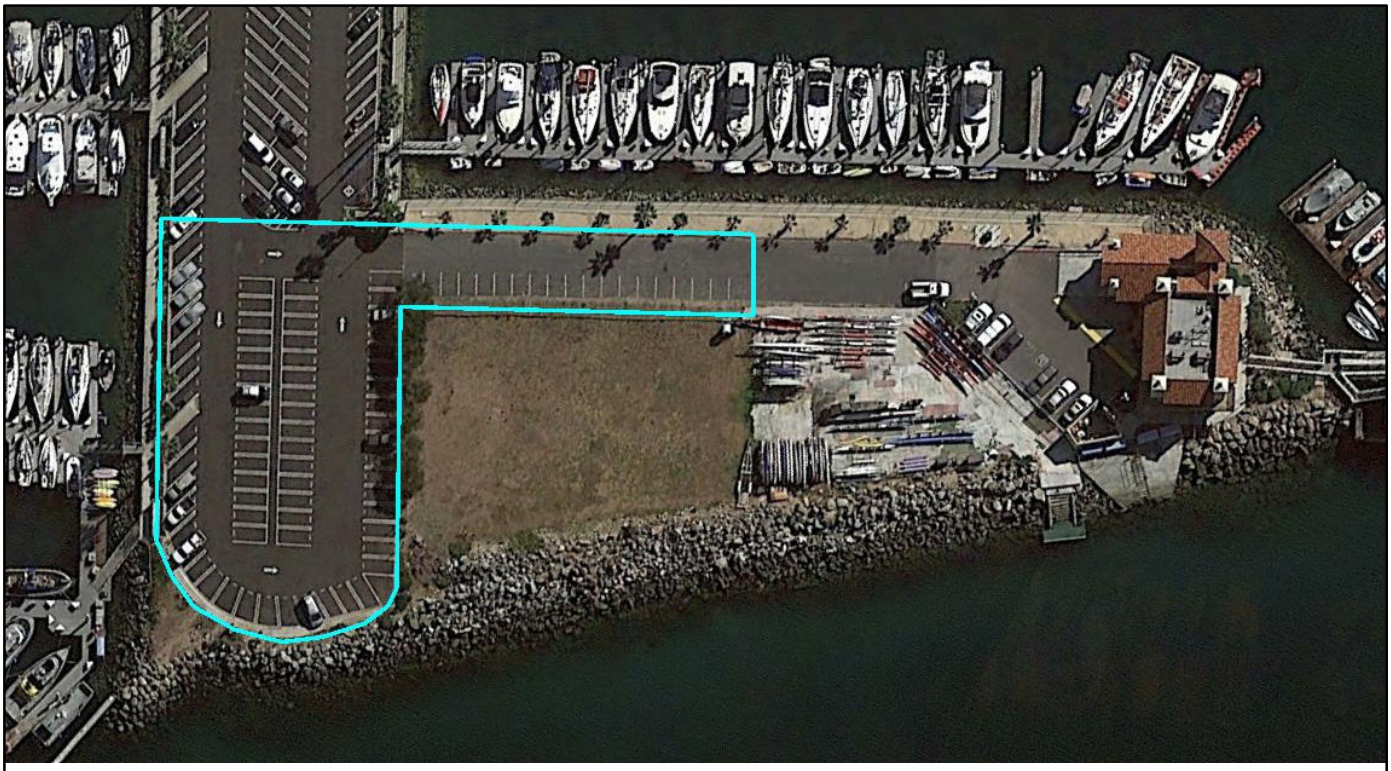
April 23, 2014

Summer 2014

February 18, 2015

Source: Google Earth Pro, various years; NAIP, various years; CDM Smith, 2016.

Historical Aerial Imagery - Mole B - Staff Recommended Alternative



March 23, 2015

February 2, 2016

Source: Google Earth Pro, various years; NAIP, various years; CDM Smith, 2016.