

1.1 Final EIR – Intended Use and Organization

This Final Environmental Impact Report (Final EIR) for The Waterfront project (hereafter referred to as the “proposed project” or ‘project’) has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970,¹ as amended, and Sections 15089 and 15132 of the State CEQA Guidelines.² The City of Redondo Beach is the lead agency for the project, and has prepared this Final EIR. The Final EIR is finalized upon certification by the City’s decision-making body, consequently, additional modifications to the Final EIR may be provided up until the time of certification.

This chapter of the Final EIR presents an overview of the proposed project and alternatives analyzed in the Draft EIR and provides details associated with the Staff Recommended Alternative. A DVD copy of the Draft EIR is included at the end of the Final EIR Volume I.

Accordingly, this document incorporates The Waterfront Draft EIR (State Clearinghouse No. 2014061071) by reference, in its entirety, as revised by the Modifications contained in Chapter 3 of the Final EIR. The Draft EIR is available for review at the City of Redondo Beach, Planning Division, 415 Diamond Street, Redondo Beach, California 90277, and on the City’s website (www.redondo.org).

This Final EIR will support the permitting process of all agencies, including the Redondo Beach Harbor Commission, whose discretionary approvals must be obtained for particular elements of this project.³

The contents of this Final EIR include:

Chapter 1: Introduction

This chapter includes a summary of the contents of the Final EIR, a summary of the proposed project, a summary of the Staff Recommended Alternative, and analysis of the Staff Recommended Alternative.

Chapter 2: Response to Comments

The City published a Notice of Availability and circulated a Draft EIR for public review and comment, for a 63-day period from November 17, 2015 through January 19, 2016. A total of

¹ California Public Resources Code (PRC) 21000 et seq.

² California Code of Regulations (CCR) 15000 et seq.

³ The Final EIR contained in this document is not yet certified and is therefore subject to change up until the time of certification by the City of Redondo Beach, pursuant to State CEQA Guidelines Section 15090.

568 different pieces of correspondence were submitted to the City during the review period. Additional means for public involvement during the Draft EIR review and comment period were provided through three public meetings, held during the comment period on November 21, 2015, December 9, 2015, and January 9, 2016. One hundred and fifteen (115) oral comments were received during the public meetings and are included as public meeting transcripts. This chapter includes a list of all correspondence submitted to the City of Redondo Beach on the Draft EIR, each identified by a letter for later reference, together with the authors or agencies name. Because of the large number of comment letters received that had similar concerns, a set of master responses were developed to address common topics in a comprehensive manner. These master responses are followed by all of the letters, each comment (numbered to highlight specific comments) is typed followed by a written response. An appendix is included at the end of Chapter 2 that includes all correspondence submitted with corresponding assigned numbering and bracketing.

Chapter 3: Modifications to the Draft EIR

This section identifies revisions to the Draft EIR to incorporate clarifications developed in response to comments on the Draft EIR. Additions to the text are underlined and deletions have been stricken through. The City finds that these modifications do not trigger recirculation.

Following is a brief summary of the key elements associated with the proposed project and alternatives to the proposed project analyzed in the Waterfront Draft EIR:

1.2 Summary of the Proposed Project and Alternatives

1.2.1 Background

The harbor has been a focal point for the City since incorporation in 1892 and it is a valuable amenity and attraction for residents and visitors, as well as a key economic engine for the City. Thus, the waterfront area has been the focus of comprehensive and intensive land use and planning analysis, and has been studied and comprehensively planned from as early as 1959. These past and recent efforts have enabled the informed adoption of site-specific zoning and property development standards, Coastal Land Use Plan and Specific Plan policies and other standards and regulations prescribing a precise plan guiding all future development of the harbor and pier area and its surroundings. Based on this long history of planning, there are consistent and comprehensive standards in place for the project site that have been considered and approved by the Redondo Beach Harbor Commission, Redondo Beach Planning Commission, the Redondo Beach City Council, the voters of Redondo Beach (Measure G), and the California Coastal Commission.

1.2.2 Project Location

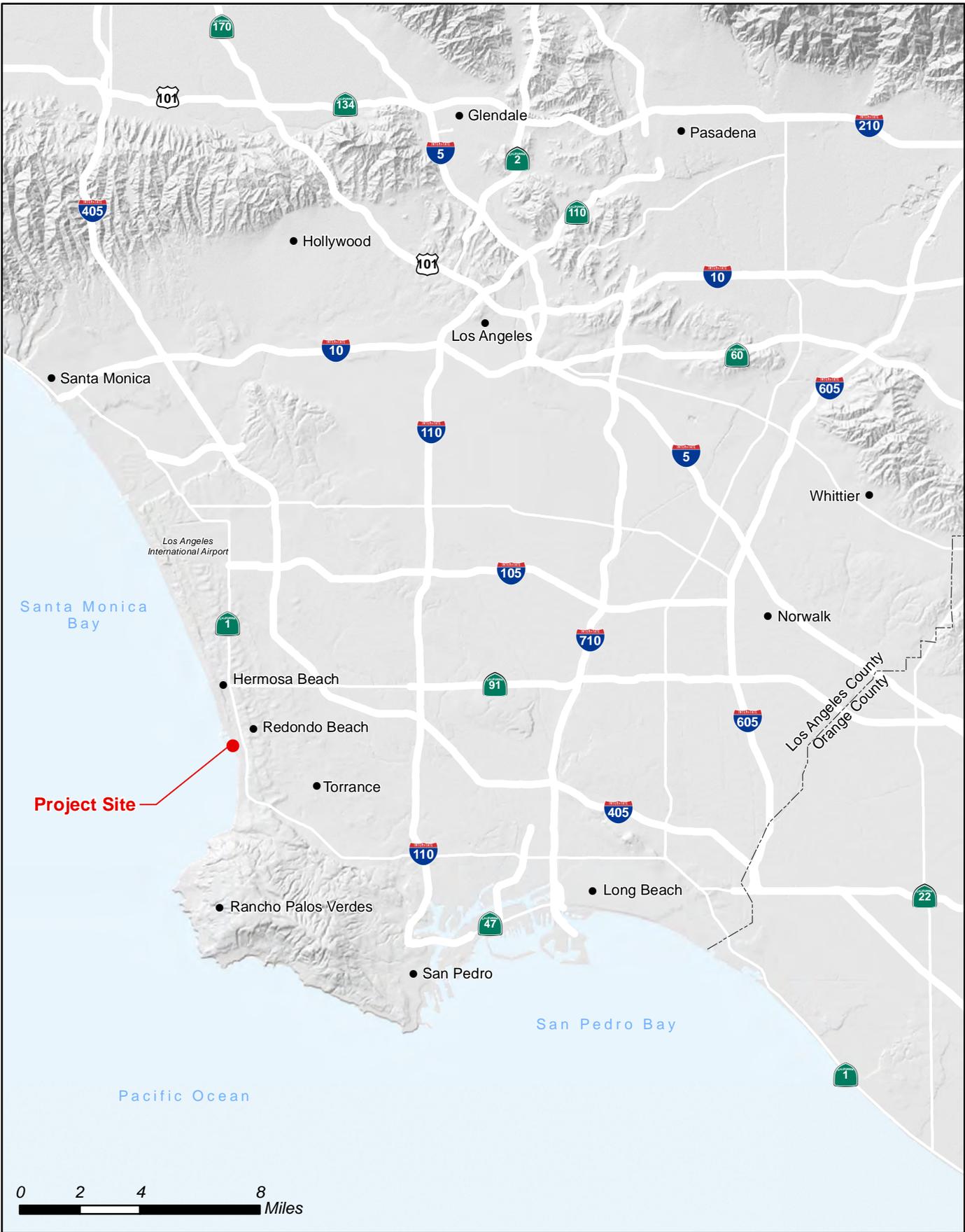
The proposed project is located within the City of Redondo Beach, which is approximately 20 miles southwest of downtown Los Angeles. The project site is located along the waterfront, west of Catalina Avenue, south of Portofino Way, and north of Torrance Boulevard. The project site (Longitude 33° 50' 30.9" N/Latitude 118° 23' 30.7" W) is bounded by the Pacific Ocean on the west, the high-density residential development (commonly referred to as "The Village" or "Seascape") on the east, the Port Royal Marina and Portofino Marina to the north, and the Redondo Beach Landing and the Los Angeles County Beach on the south. The Torrance Boulevard Traffic Circle is included in the project site. The northern portion of the project site is currently accessed from Harbor Drive including feeder arterials of Herondo

Street and Pacific Avenue and the southern portion is accessed from Torrance Boulevard. The project site is entirely within the City's Coastal Zone, and certain portions are seaward of the mean high tide line (Tidelands). Final EIR Figures 1-1 and 1-2 shows the location of the site in a regional and local context, respectively.

1.2.3 Overview

The proposed project would revitalize approximately 36 acres of the 150-acre waterfront, as part of a City-wide waterfront revitalization effort initiated by the City. The main components of the proposed project are demolition of approximately 207,402 square feet of existing buildings (which includes demolition of all buildings/structures with the exception of Kincaid's and the restroom facility at the Seaside Lagoon, which equals approximately 12,479 square feet), demolition of the existing Pier Parking Structure (approximately 495,000 square feet), and construction of up to 511,460 square feet of new buildings for a total of 523,929 square feet of development (304,058 square feet of net new development) to include retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel, and construction of two new parking structures. The new parking structure in the northern portion of the project site would be approximately 261,000 square feet and three stories with parking on four levels, including the roof. The replacement parking structure on the southern portion of the project site would be two stories with five levels of parking, including two levels of parking underground and rooftop parking. This structure would have approximately 347,340 square feet. The proposed project also includes public recreation enhancements including but not limited to a new small craft boat launch ramp, improvements to Seaside Lagoon (which includes the opening of the lagoon to King Harbor as a protected beach), new surface parking facilities, expanded boardwalk along the water's edge, enhanced open space, pedestrian and bicycle pathways, and new landscaping and lighting. The proposed project includes two options related to the Sportfishing Pier: 1) replacement of the pier and building; and, 2) not replacing the pier but relocating the building square footage into the northern landside development.

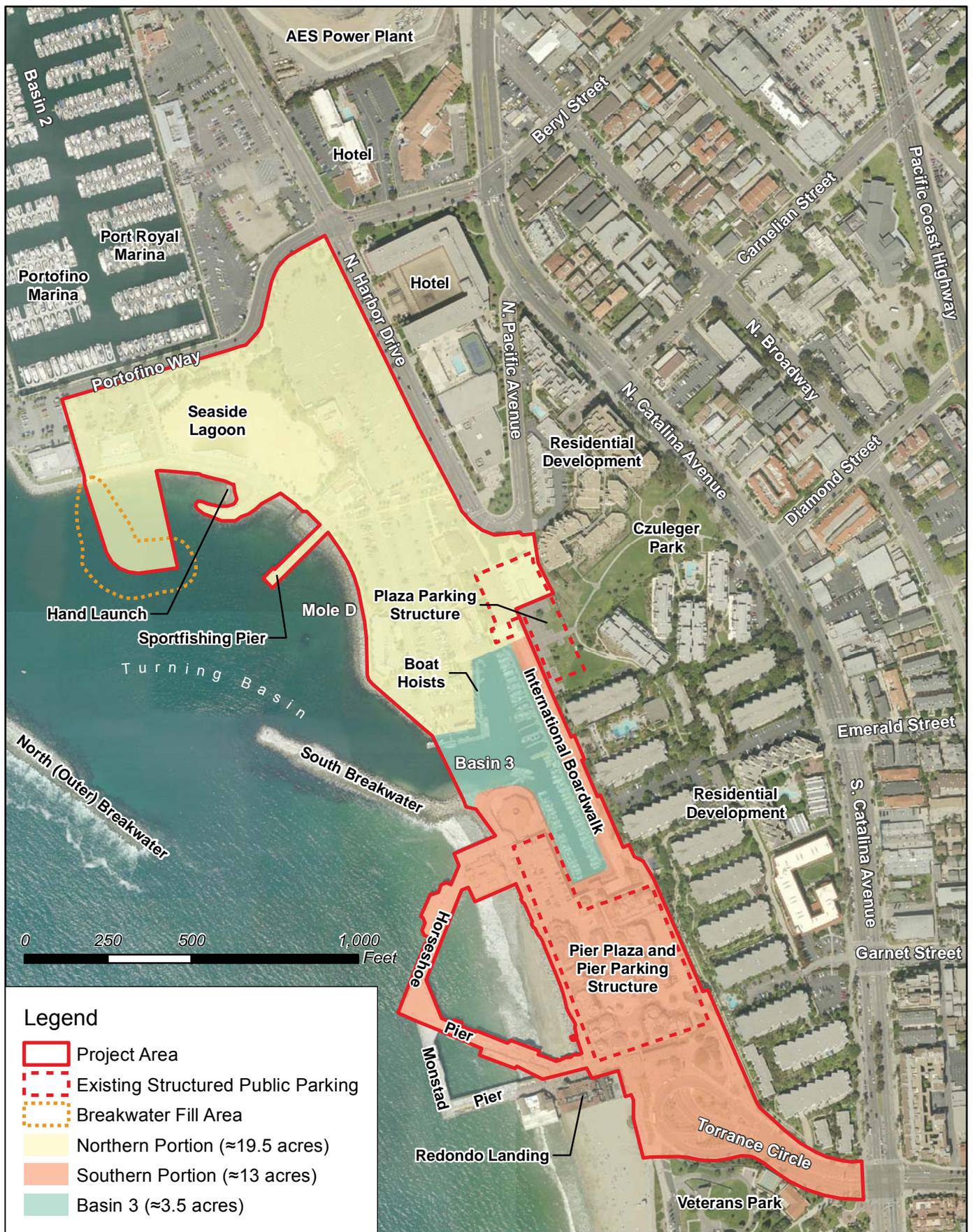
Site connectivity and public access to and along the water would be improved by the establishment of a new pedestrian bridge across the Redondo Beach Marina/Basin 3 entrance. A new main street flanked by commercial uses and public walkways would traverse the northern portion of the project site from north to south, approximately parallel to Harbor Drive, and the project includes the reconnection of Pacific Avenue. Final EIR Table 1-1 provides a summary of the existing and proposed development square footage.



Source: U.S. Census Bureau, Geography Division, 2010



Figure 1-1
Regional Location



Source: City of Redondo Beach, 2008; Psomas, 2014; Noble Consultants, Inc., 2015



Table 1-1: Existing CEQA Baseline and Proposed Development Square Footage

	Existing CEQA Baseline Development	Existing Development to be Demolished	Existing Development to Remain	New Construction	Total Square Footage (Existing to Remain plus New Construction)	Net New Square Footage (Overall increase in square footage as compared to existing development)
North	48,399	46,286	2,113	288,184	290,297	241,898
South	171,482	161,116	10,366	223,276	233,642	62,160
Total	219,881	207,402	12,479	511,460	523,939	304,058

Note: Existing CEQA Baseline square footage consists of the building square footage existing when the NOP/IS was prepared in June 2014.

Measure G Allocation

As shown in Final EIR Table 1-1, above the CEQA Baseline square footage is 219,881 square feet, which, pursuant to CEQA Guidelines Section 15125, is the amount of existing building square footage at the time the NOP/IS was published (June 2014). The top rows of Final EIR Table 1-2 below show the CEQA Baseline square footage for the project areas within the CC coastal commercial zones (the existing and proposed square footage within the P-PRO zone [Seaside Lagoon] is not included). As shown in Final EIR Table 1-2, the existing gross floor area square footage within the project site under the CEQA Baseline in the CC zones is 217,768 square feet.

As approved by the voters by Measure G, Zoning Code Sections 10-5.812, 10-5.813, 10-5.814, 10-5.815, and 10-5.816 allow for a net increase of 400,000 square feet of floor area within all areas in the City that are zoned CC coastal commercial, based on existing land use on April 22, 2008. As shown in the middle portion of Final EIR Table 1-2 below, the existing gross floor area square footage within the project site in the CC zones on April 22, 2008 was 231,713 square feet. Within this EIR, this is referred to as the Coastal Zoning Baseline square footage. The table is different from a similar table provided in the Draft EIR. This is because the Draft EIR incorrectly included existing and proposed square footage for the entire project site, including the P-PRO zone square footage, in the Coastal Zoning Baseline.

As shown in Final EIR Table 1-2, the difference between the CEQA Baseline square footage and the Coastal Zoning Baseline square footage is 13,945 square feet. This difference is accounted for by the demolition of the “Octagon” Building at Parcel 10 to the north of the Pier Parking Structure in 2013. The Coastal Zoning Baseline square footage is presented herein for informational purposes, and for purposes of the Land Use analysis relative to consistency of the proposed project with the Measure G allocation and Local Coastal Plan (refer to Section 3.9 Land Use and Planning in the Draft EIR for details). All other analyses within the Draft EIR (e.g., existing traffic generation, air emissions associated with building demolition, existing utility use, and calculations of net new building square footage), use the CEQA Baseline square footage of 219,881 square feet based on existing square footage within both the CC and P-PRO zones.

Table 1-2: Comparison of Existing CEQA Baseline and Existing Coastal Zoning Baseline Square Footage within the CC Coastal Commercial Zones Only

	Existing Development	Existing Development to be Demolished	Existing Development to Remain	New Construction	Total Square Footage (Existing to Remain plus New Construction)	Net New Square Footage (Overall increase in square footage as compared to existing development)
CEQA Baseline Square Footage						
North	46,286	46,286	0	273,859	273,859	227,573
South	171,482	161,116	10,366	223,276	233,642	62,160
Total	217,768	207,402	10,366	497,135	507,501	289,733
Existing CEQA Baseline square footage consists of the building square footage existing when the Notice of Preparation/Initial Study was prepared in June 2014. This does <i>not</i> include the 13,945 square foot "Octagon Building" on Parcel 10 that was demolished in 2013.						
This table has been modified from the table presented in Chapter 2 of the Draft EIR to eliminate existing and proposed square footage that is located in the P-PRO zone (Seaside Lagoon), which was incorrectly included in the cumulative development cap calculations in the Draft EIR. (The P-PRO zone includes 2,113 square feet of existing development to remain and 14,325 square feet of new development.)						
Coastal Zoning Baseline Square Footage						
North	46,286	46,286	0	273,859	273,859	227,573
South	185,427	175,061	10,366	223,276	233,642	48,215
Total	231,713	221,347	10,366	497,135	507,501	275,788
Existing Coastal Zoning Baseline square footage consists of the building square footage existing at the project site on April 22, 2008. This includes the 13,945 square foot "Octagon Building" on Parcel 10 that was demolished in 2013.						
This table has been modified from the table presented in Chapter 2 of the Draft EIR to eliminate existing and proposed square footage that is located in the P-PRO zone (Seaside Lagoon), which was incorrectly included in the cumulative development cap calculations in the Draft EIR. (The P-PRO zone includes 2,113 square feet of existing development to remain and 14,325 square feet of new development.)						
CEQA Baseline as compared to Coastal Zoning Baseline Square Footage						
North	Same	Same	Same	Same	Same	Same
South	- 13,945	- 13,945	Same	Same	Same	+ 13,945
Total	- 13,945	- 13,945	Same	Same	Same	+ 13,945

As shown in Final EIR Table 1-3 below, the net new construction under the proposed project in the areas zoned Coastal Commercial is within the cap of 400,000 square feet of net new floor area allowed within all CC zones based on existing land use on April 22, 2008. Redondo Beach Resolution No. 2011-09-HC-002 (Shade Hotel) states that there are approximately 371,638 remaining square feet⁴ of allowed development under the City’s 400,000 square foot limit (Redondo Beach Municipal Code [RBMC] Sections 10-5.813(a), 10-5.814(a), 10-5.815(a), and 10-5.816(a)). Subsequent to the adoption of this resolution, there was an amendment to the Shade Hotel Project approval, which increased the square footage of that

⁴ These calculations included the additional square footage from the Harbor Patrol Facility.

project by 8,649 square feet (allowing for an additional 362,989 square feet under the City's 400,000 square foot limit).

With the additional 275,788 square feet of net new construction that would occur in the CC zones under the proposed project under the Coastal Zoning Baseline, the total net new development within the CC zones since April 22, 2008 would be 312,799 square feet. This is within the 400,000 square foot maximum. As shown in Final EIR Table 1-3, after buildout of the proposed project, 87,201 square feet of remaining net new development would be allowed within the CC zones. This calculation has been revised in the Final EIR to remove existing and proposed square footage within the Public Recreation P-PRO zone, to which the cap of 400,000 net new square feet does not apply (the P-PRO zone includes 2,113 square feet of existing development to remain and 14,325 square feet of new development).

Table 1-3: 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 in 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 (excluding P-PRO zone)	231,713	507,501	275,788	
Total			312,799	87,201

1.2.4 Existing Conditions

Northern Portion of Project Site

The 19.5-acre northern portion of the project site is located adjacent to the Turning Basin, south of the Port Royal and Portofino Marinas in Basin 2 and along the northern half of Basin 3. It includes large surface parking lots with several building pads consisting primarily of restaurants. Other features include Seaside Lagoon, the Sportfishing Pier, a hand launch (non-motorized/hand carried boats only) and dinghy dock, a splash wall on top of the rock revetment, two boat hoists, a portion of the Plaza Parking Structure, public areas west of the Plaza Parking Structure, and an approximately 1.5 acre portion of the Turning Basin. There is approximately 48,399 square feet of existing development on the northern portion of the project site (not including the parking structure).

Southern Portion of Project Site

The approximately 13-acre southern portion of the project site encompasses the Horseshoe Pier and retail and restaurant buildings located on the pier, the Pier Parking Structure, and Pier Plaza (the two-level commercial and office development on the upper level of the parking structure), as well as the commercial development located along Basin 3 (i.e., International Boardwalk), including restaurants and an arcade. The Torrance Circle south of Catalina Avenue is also included in the southern portion of the project site.

There is approximately 171,482 square feet of existing development within the southern portion of the project site (not including the parking structure). The existing square footage includes the Paddle House located on the north edge of Basin 3, and does not include the former 13,945 square feet octagon-shaped building (the Octagon building) next to the pier that was demolished in February 2013 due to structural issues. The Octagon building is not considered existing square footage under the CEQA Baseline. However, it is included for purposes of determining net new development consistent with the cumulative development cap in the CC coastal commercial zones.

Basin 3

Basin 3 is an approximately 3.5 acre water area occupied by the Redondo Beach Marina. It has approximately 61 vessel slips utilized for long-term moorage by recreational, commercial, fishing, tourism, and excursion vessels that range in size from 15 to 68 feet in length. There are approximately six residents living aboard vessels (referred to as “liveboards”) in Basin 3.

1.2.5 Project Objectives

The waterfront and its surroundings have been the subject of numerous land use, master planning and specific planning studies over a long period of years. The latest planning efforts have been taken into account in the formation of objectives and purpose of the proposed project. The definition of the project objectives is important as it aids the lead agency in formulating a reasonable range of alternatives to the proposed project that also can achieve, at least in part, the objectives of the proposed project. The objectives and purpose of the proposed project, and how they would be met, are described below:

- Optimize the full potential of approximately 36 acres of the Redondo Beach Waterfront by providing a distinctive high quality mixed-use environment to support the City's ongoing economic and recreational revitalization of the Waterfront, reducing seasonality, and renewing a source of pride for the community that honors Redondo Beach's rich history and family-friendly beach culture.
- Reestablish a vibrant Waterfront destination that serves the local community and attracts residents and visitors by providing a viable and cohesive mix of distinctive first class water and landside amenities that support and augment a variety of year-round coastal-oriented recreational opportunities.
- Increase net financial return to provide for the repair and replacement of aging and obsolete infrastructure (e.g., Pier Parking Structure), improvements to operational on-site water quality, adaptation to address sea level rise, enhancement of public safety, public amenities, and an upgrade of the deteriorated visual character of the Waterfront.
- Effectuate the goals and objectives of the City's Local Coastal Program, which provide for the development of up to 400,000 net new square feet of commercial development in the Waterfront area.
- Leverage a public-private partnership that generates sufficient revenues to support a coordinated revitalization of the Waterfront.
- Create a project with readily accessible and easily identifiable pedestrian connections, transit connections, and conveniently located parking facilities providing access by foot, bike, bus and car to a synergistic mix of commercial and recreational uses.

- Restore and enrich the community's connection to the Waterfront by providing improved connectivity to and along the Waterfront via enhanced pedestrian, bicycle, and motorized vehicle access, including the completion of a missing link in the California Coastal trail.
- Continue to preserve the tidelands and submerged lands granted to the City of Redondo Beach for the benefit of all citizens of California for purposes consistent with the Public Trust Doctrine.

1.2.6 Project Elements

The proposed project is intended to revitalize approximately 36 acres of land and water by redeveloping and expanding local and visitor serving commercial uses, enhancing public access and recreational opportunities and facilities, and improving the aging support infrastructure and parking facilities. The proposed project also proposes substantial improvements in site connectivity, enhanced public open space, and public access to and along the waterfront. The main components of the proposed project include the proposed demolition of approximately 207,402 square feet of existing structures, replacement of the existing Pier Parking Structure, and construction of up to approximately 511,460 square feet resulting in approximately 304,058 square feet of net new development (the proposed project includes retention of approximately 12,479 square feet of existing structures, which consists of Kincaid's restaurant and the restroom facility at the Seaside Lagoon),⁵ to include retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel. The proposed project would incorporate strategies for Crime Prevention Through Environmental Design, which is design aimed at deterring criminal behavior by design of physical environment in ways that reduce identifiable crime rates. In addition, a new/replacement police sub-station would also be established within the proposed development; however, the precise location has not been determined. The number of employees anticipated under the proposed project would be approximately 2,832. This is an increase of 1,438 over existing conditions. Enhancements to public recreation and open space include a new small craft boat launch ramp, the opening of Seaside Lagoon to King Harbor as a protected beach (currently the lagoon is not open to the ocean), new and expanded pedestrian and bicycle pathways, as well as new and enhanced public open spaces. Site connectivity and coastal access would be increased by the establishment of a new pedestrian/bicycle bridge across the Redondo Beach Marina/Basin 3 entrance, a new contiguous pedestrian boardwalk along the water's edge from the base of the pier to Seaside Lagoon, and the Pacific Avenue Reconnection. Project elements also include water quality benefits, measures to accommodate sea level rise projections, and replacement or upgrades to aging infrastructure. Final EIR Table 1-1 (above) provides a summary of the existing and proposed development square footage and Final EIR Table 1-4 (below) provides a summary of the key project elements.

⁵ There is an existing 2,233 square foot open air pavilion located at Seaside Lagoon that would be converted to an enclosed structure under the proposed project. This structure is considered new square footage.

Table 1-4: Elements of Proposed Project

Project Elements	Existing Conditions	Proposed Project
Northern Portion of Project Site		
Development	Approximately six stand-alone restaurants (totaling approximately 38,000 square feet) generally located on the edges of the project site, and restaurant and sportfishing charter business located on the Sportfishing Pier. ^a	241,898 net new square feet of new development to include retail, restaurant, creative office, approximately 700 seat specialty cinema, and accessory recreational uses.
Sportfishing Pier	243-foot long and 30-foot wide wooden (timber) pier with a building (approximately 2,704 square feet) that includes a restaurant, sportfishing charter business and restroom.	Two project element options are associated with the Sportfishing Pier: removal or removal/replacement. If the pier were not replaced, the square footage associated with the buildings on the pier would be relocated into the northern landside development. If replaced, a new pier (concrete or timber) and building would be constructed in a similar configuration as currently exists.
Seaside Lagoon	Non-tidal chlorinated saltwater, sand-bottom swimming facility with beach, picnic area, concession building and other recreational amenities open only during summer months.	Opening of lagoon to waters of King Harbor to provide sheltered natural beach open year-round (eliminates the use of chlorine) with access for small boats, kayaks and paddle boards and accessory uses/concessions.
Boat Launch Facilities	Hand launch and dinghy dock located along Mole D and a private boat launch facility in Basin 3 consisting of two 5-ton boat hoists.	<p>Removal of the private boat hoist facility.</p> <p>Relocation of the hand launch to within the modified Seaside Lagoon (stand-up paddle boards, kayaks, outriggers, canoes, etc. would be launched from inside the lagoon, once the lagoon has been open tidally to the harbor).</p> <p>Relocation of the dinghy dock within or adjacent to Basin 3.</p> <p>Construction and operation of a small craft boat launch ramp at the Turning Basin.</p>
Parking	Approximately 332-stall Plaza Parking Structure (which is a three-level structure with the lower two levels being available for parking and the top plaza level only open to pedestrians) and surface parking lots with 775 single stalls and 67 double length (trailer) stalls.	<p>New four-level approximately 757-stall parking garage at the northeast corner.</p> <p>Provision of approximately 109 parking stalls along the new main street (a roadway that transects through the center of the northern portion of the site approximately parallel to Harbor Drive) and surface lot.</p> <p>Surface parking lot for boat trailer and single car parking adjacent to the proposed small craft boat launch ramp.</p> <p>Reconfiguration of Plaza Parking Structure stairwell and elevator shaft and elimination of below ground parking in the area under the proposed development would result in an</p>

Table 1-4: Elements of Proposed Project

Project Elements	Existing Conditions	Proposed Project
		approximately 32-stall parking reduction (from approximately 332 stalls to 300 stalls). Minor refurbishment of the structure, which may include repaving, restriping, and new lighting. The upper level of the parking structure, which is considered the lower portion Czuleger Park, would not be altered.
Southern Portion of Project Site		
Development	Shops and restaurants along Horseshoe Pier (approximately 81,300 square feet), the International Boardwalk (including Paddle House) (approximately 22,464 square feet), Pier Plaza (approximately 70,000 square feet) and miscellaneous space such as storage, basement, restroom, and maintenance offices within the Pier Parking Structure (approximately 20,000 square feet of the approximately 495,000 square foot parking structure.)	62,160 net new square feet of commercial development to include replacement of most of the existing and former retail and restaurant buildings on the Horseshoe Pier and new approximately 130-room boutique hotel with retail uses on the ground floor.
Pier Plaza	Approximately 70,000 square foot office complex, located on top of the Pier Parking Structure and approximately 20,000 of associated square feet (storage, basement, restroom, and maintenance offices) within the Pier Parking Structure.	Removal of Pier Plaza Development.
International Boardwalk	Narrow strip of small shops and restaurants (approximately 22,464 square feet) located along a paved access road (accessible to pedestrians, delivery, service, and emergency vehicles only), subject to flooding and deteriorating condition.	Removal of the International Boardwalk and establishment of a new limited throughway that would accommodate vehicular, bicycle, and pedestrian traffic. Improvements would address the existing flooding and accommodate sea level rise concerns through the removal of existing structures.
Horseshoe Pier	1,550-foot long horseshoe-shaped pier with restaurants and shops and two currently empty building pads. The pier has a concrete deck, except for a portion of the southern segment, which retains a wooden deck constructed in approximately 1930.	On the northern segment, Kincaids would be retained and a new building would be constructed on a currently vacant building pad (Pad 2). On the southern segment, the wooden portion of the pier and existing buildings would be reconstructed.
Parking	1,018-stall Pier Parking Structure (which is a three-level approximately 495,000 square foot structure with approximately 70,000 square feet of commercial development [Pier Plaza] and parking on the roof), portions of which are in poor condition.	Replace existing Pier Parking Structure with a new five-level approximately 1,157-stall parking structure.

Table 1-4: Elements of Proposed Project

Project Elements	Existing Conditions	Proposed Project
Torrance Circle	Terminus of Torrance Boulevard used to access Pier Parking Structure and for taxi and bus layover, service vehicle loading/unloading zone, and passenger drop off/pick up.	Minor modifications near the entrance to the new parking structure and Pacific Avenue Reconnection.
Basin 3		
Marina Reconstruction/Redevelopment and Bulkhead Rehabilitation	Approximate 61-slip marina (with slips that range in size from 15 to 68 feet) used by recreational, commercial, and excursion vessels.	Reconstruction/redevelopment of the entire floating dock complex and appurtenant facilities within the marina. The number of slips being considered range within the marina range from 33-slips and eight side-ties to a maximum of approximately 60-slips and eight side-ties of various sizes. Timber docks would be replaced with concrete docks. In addition, additional gangways would be constructed within the marina and entrance to Basin 3 for side ties for transient mooring of vessels, which includes the relocation of the existing dinghy dock to this area. Complete replacement of the concrete bulkhead cap and minor repair of bulkhead.
Pedestrian/Bicycle Bridge	None. Access road and elevated walkway between the International Boardwalk and Basin 3 provides only pedestrian access from the northern and southern portion of the site.	New pedestrian/bicycle moveable bridge spanning the mouth of Basin 3. Two supporting piers would be placed within the basin entrance.
Other Improvements		
Circulation	<p>Vehicles must use Catalina Avenue to travel between northern and southern portions of the site.</p> <p>Access road between the International Boardwalk and Basin 3 provides pedestrian, and emergency and service vehicle access.</p> <p>Pedestrian and bicycle paths are located throughout site, including an elevated walkway, bicycle paths pass through the Pier Parking Structure.</p>	<p>Replacement of the International Boardwalk with the Pacific Avenue Reconnection including separated roadway, walkway, and bicycle path, and a new retaining wall located in front of the existing retaining wall.</p> <p>A bicycle path that would improve connection within the project site (including elimination of pathway through the Pier Parking Structure) and to bicycle paths to the north and south of the project site.</p> <p>New/upgraded pedestrian walkways throughout the site, including a boardwalk along the water's edge.</p>
On-site Security	A police sub-station is located within the Pier Plaza office complex.	A new/replacement police sub-station would be established on-site in one of the proposed new buildings in either the northern or southern portion of the site (the precise location has not yet been determined). The

Table 1-4: Elements of Proposed Project

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

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

1.2.7 Alternatives to the Proposed Project

The Draft EIR analyzed a *No Project-No Build Alternative* and *No Project-Necessary Infrastructure Improvement Alternative*, as well as five additional alternatives (for a total of seven alternatives) that would reduce at least one of the significant environmental impacts of the proposed project and meet most of the proposed project's objectives. The seven alternatives to the proposed project are as follows:

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

In addition to the seven alternatives to the proposed project, an 'alternative' to analyze various small craft boat launch ramp facility locations throughout King Harbor, along with impacts from developing the proposed project, are included in the analysis of Alternative 8.

- Alternative 8 – Alternative Small Craft Boat Ramp Facilities Within King Harbor

All eight alternatives are summarized below and described in detail in Section 4.4 of Chapter 4 Analysis of Alternatives in the Draft EIR.

Alternative 1 – No Project – No Build

Under this alternative, the project site would retain the existing physical conditions with future regional growth occurring, such as changes in area-wide traffic. The project site is currently developed with approximately 219,881 square feet of existing structures (not including the parking structures) which would remain. Further, under Alternative 1, no new infrastructure or other site improvements would occur.

Alternative 2 – No Project – Necessary Infrastructure Improvements

Under Alternative 2, project components would include improvements reasonably expected to occur in the foreseeable future if the proposed project was not approved. Such improvements would respond to existing infrastructure and public safety needs. Replacement in kind of some existing development would occur, but the amount of square footage at the project site would remain 219,881 square feet (not including the parking structures) or less if some structures were removed and not replaced.

Alternative 3 – Landside Construction Only (No Federal Action)

Under this alternative, no project elements requiring a U.S. Army Corps of Engineers (USACE) permit (i.e., waterside project elements) would be implemented. As with the proposed project, a maximum of 304,058 square feet of net new development would be

constructed, that includes retail, restaurant, creative office, an approximately 700-seat specialty cinema, and hotel, however, some of the square footage would be relocated under Alternative 3 as compared to the proposed project.

Alternative 4 – No Property Exchange with the State

Alternative 4 would not include any property exchange that would require State Lands Commission approval. Therefore, under Alternative 4, the proposed change in designation of approximately 86,000 square feet of Tidelands on Mole D to Uplands, and in exchange for Basin 3 becoming subject to the Public Trust would not occur. All uses on the Tidelands need to be consistent with Public Trust Doctrine and meet certain criteria including allowable uses and time restrictions on leases in tidelands. As described in Section 2.2.1, Chapter 2 Project Description in the Draft EIR, the Tidelands held in trust by the City are based on the mean high tide line (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. Alternative 4 would be identical to the proposed project with the exception of a reconfiguration of the conceptual site plan at Mole D.

Alternative 5 – No Pacific Avenue Reconnection

Alternative 5 would include all the proposed project elements except there would be no reconnection of Pacific Avenue as a roadway. The International Boardwalk and elevated walkway would be retained; however, the shops at the International Boardwalk may be closed in the future if the frequency of flooding at that location increases with a predicted rise in sea levels. Should this occur, the building would be walled off, although the access road and elevated walkway would remain open to the public.

Alternative 6 – Alternative Construction Phasing

Under this alternative, the overall amount and type of development on the site would be similar to the proposed project; however, this alternative would occur in phases. The proposed Tidelands Exchange would also occur (subject to approval by the CSLC). Construction would begin in 2017 with construction commencing in the northern portion of the project site. Construction of the northern portion of the site is expected to take approximately 24 months (two years), and thus buildout of the northern portion of the site is anticipated in 2019. Initial construction would include the removal or reconstruction of the Sportfishing Pier and the opening of the Seaside Lagoon to the tidal influences of the harbor. Construction staged on-site where feasible. If it is found to be infeasible to stage all construction on-site, the project may need to explore agreements with adjacent businesses for shared use of existing nearby parking areas.

Construction of the southern portion of the project site would include the Redondo Beach Marina in Basin 3 (including bulkhead repairs), Pacific Avenue Reconnection with associated pedestrian and bicycle connectivity, and the pedestrian/bicycle bridge. Construction in the southern portion of the project site could begin as early as 2018, or as late as 2028. If construction begins in 2018, there could be up to approximately one year of overlap with construction of the northern portion of the project site. However, if construction in the southern portion of the project site begins after 2019, it is anticipated that the northern portion of the project site would be completed and operational while the southern portion of the site is under construction. Construction of the southern portion of the project site would take approximately 24 months (two years) with construction to be staged on the project site where feasible. If it is found to be infeasible to stage all construction on-site, the project may need to explore agreements with adjacent businesses for shared use of existing nearby parking

areas. Under Alternative 6, operation of the southern portions of the project site could occur as early as 2020, or as late as 2030.

Construction of the small craft boat launch ramp facility would be completed soon after the development of the northern portion of the site, subject to agreements with California Coastal Commission and taking into account the land assembly constraints of the selected location. Construction associated with the small craft boat launch ramp facility would take approximately 180 days (approximately six months) with construction staged from the proposed ramp site and from the water. Construction of the other waterside elements could occur independently or at the same time other phases of construction are being implemented.

During the phased the construction period under Alternative 6, portions of the project that are not underdoing construction would be open to the public (i.e., if no construction activities are occurring at the southern portion of the project site, it would remain open while the northern portion of the project site is under construction, and vice versa while the southern portion of the site is under construction).

Alternative 7 – Reduced Density

Under this alternative, the amount of net new development on the site would be reduced by 50 percent (152,029 square feet). This would result in a total of 371,910 square feet of development at the project site (which equals an approximately 29 percent reduction in total square footage as compared to the proposed project). The proposed uses of retail, restaurant, creative office, hotel, and specialty cinema would be the same under Alternative 7 and the conceptual site plan would be similar to the proposed project, but some buildings would be eliminated or reduced in size. The other main elements of the proposed project, including improvements in site connectivity and modification of Seaside Lagoon, would be implemented.

Alternative 8 – Alternative Small Craft Boat Ramp Facilities Within King Harbor

A public boat launch ramp facility has been contemplated for King Harbor for many years, and is required to be implemented under the City's Local Coastal Program. Alternative 8 includes most elements of the proposed project with an alternate location and/or design for the proposed small craft boat launch ramp facility. In developing Alternative 8, multiple locations and boat ramp designs were considered. Several possible locations were identified as potential locations for a boat ramp within King Harbor, considering navigational safety, existing site constraints (such location of existing boat slips and other physical features), and others factors such as typical wave patterns and storm conditions: Mole A, Mole C, and Mole D.

Boat launch facilities located at Mole C and Mole D are located within the project site, while Mole A is located to the north. Mole A is located along the North (Outer) Breakwater at the existing King Harbor Yacht Club. There are existing docks as well as parking and Yacht Club facilities at this site.

Several different boat launch designs were selected for consideration in the Draft EIR, resulting in six options analyzed under Alternative 8. The six small craft boat ramp design options by location are described below, as well as a description of any difference between each option and the proposed project. Each of the boat launch ramp facility options include either one-lane or two-lane ramps with 20- or 40-stall parking lots. Each facility would have a wash down space or stall with a stormwater interceptor or other water treatment system that would treat runoff water before discharging it to the storm drain or sewer system.

Mole A

There are three small craft boat launch ramp facilities proposed at Mole A. Because the Mole A options would not develop a small craft boat launch ramp facility at Joe's Crab Shack site, no redevelopment of that portion of the project site would occur should a Mole A option be approved. Under these options, the existing Yacht Club facilities would remain at Mole A, although the existing parking spaces would need to be reconfigured. Following are the three Mole A options:

Option 1: One-lane boat ramp with boarding float and 20 head-in parking stalls (vehicle/trailer spaces)

Option 2: One-lane boat ramp with boarding float, hand launch ramp, and 20 drive-through parking stalls (vehicle/trailer spaces)

Option 3: Two-lane boat ramp with boarding float and 40 parking stalls (vehicle/trailer spaces)

Mole C – One-lane boat ramp with boarding float and 20 parking stalls (vehicle/trailer spaces) and no breakwater

The Mole C option under Alternative 8 would be at the same location as the small craft boat launch ramp facility proposed as part of the project; however, the Mole C option under Alternative 8 would be a one-lane boat ramp with boarding float and 20 parking stalls (vehicle/trailer spaces) and no breakwater.

Mole D

There are two small craft boat launch ramp facilities proposed at Mole D. Because the Mole D options would not develop a small craft boat launch ramp facility at Joe's Crab Shack site, no redevelopment of that portion of the project site would occur should a Mole D option be approved. Following are the two Mole D options:

Option 1: One-lane boat ramp with boarding float and 20 parking stalls (vehicle/trailer spaces)

Option 2: Two-lane boat ramp with boarding float and 40 parking stalls (vehicle/trailer spaces)

The parking lot for the small craft boat launch ramp would be located in the southern area of the Mole D (in the northern portion of the project site) and accessed from Harbor Drive. The Mole D - Option 1 would encompass a prime portion of the area available for redevelopment and would limit the opportunity to link the northern and southern portions of the project site under a "village" concept. In addition, the amount of development would be reconfigured to accommodate the boat ramp facility at Mole D. No pedestrian/bicycle bridge would be constructed. In addition, no new development, including enhancement of the walkway along the water, would occur at the Joe's Crab Shack site. No Pacific Avenue Reconnection would occur and the International Boardwalk and elevated walkway would remain. Existing infrastructure would be upgraded to serve the redevelopment. Some modest improvements to pedestrian and bicycle paths, as well as landscaping would also occur; however, the retention of the International Boardwalk and possible increased density in the northern portion of the project site could result in constraints on pedestrian and bicycle path design and linkages. Additionally, given the additional site constraints, open space and public spaces would be reduced compared to the proposed project.

1.3 Staff Recommended Alternative

1.3.1 Background

Following completion of The Waterfront Draft EIR (hereafter referred to as ‘the Draft EIR’), and receipt and review of public comments on the Draft EIR, City staff has worked with the applicant to develop several minor modifications to the proposed project in response to community concerns. City staff has identified the revised plans as a recommended alternative that consists of minor modifications in the footprints and placements of the proposed new parking structure, buildings adjacent to the parking structure, and accessory buildings at Seaside Lagoon, which are located in the northern portion of the project site.

The Draft EIR analyzed two options associated with the Sportfishing Pier and the Redondo Beach Marina/Basin 3, as follows:

Sportfishing Pier

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

Redondo Beach Marina/Basin 3

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

The Staff Recommended Alternative includes the reconstruction of the Sportfishing Pier with approximately 1,836 square feet of commercial use on the pier and the reconstruction of a similar number of slips in Redondo Beach Marina/Basin 3. Both of these options were analyzed in the Waterfront Draft EIR analysis.

In addition, the Staff Recommended Alternative includes the proposed small craft boat launch facility at Mole B (without a breakwater) and removes the Mole C boat launch ramp site (Joe’s Crab Shack site) from the project site. Refer to Final EIR Figure 1-3 for changes in the proposed project boundary associated with the Staff Recommended Alternative. The key features of the Staff-Recommended Alternative are detailed below. The City finds that the Staff Recommended Alternative is not considerably different from the Alternatives analyzed in the Draft EIR. As noted under CEQA Guidelines Section 15126.6(a), “An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation.” The Draft EIR included a reasonable range of eight alternatives; with the last alternative including different boat launch ramp locations within the Redondo Beach Harbor. Alternative 8 informed the public and the decision-makers regarding the possibility for alternative locations for the boat launch ramp project component. Inclusion of a boat launch ramp at another Mole within the Redondo Beach Harbor is within the range of alternatives previously analyzed. Furthermore, this modification would only affect one out of the 27 project elements identified in Table 4-1 of the Draft EIR (and Final EIR Table 1-4 above). Similar to Alternative 4, the Staff Recommended Alternative also includes the reconfiguration of buildings in the northern portion of the project site.



Source: CDM Smith, 2016
 Note: For discussion purposes only. Actual development and placement details may vary.



Figure 1-3
 Changes in Proposed Project Boundary

The Staff Recommended Alternative would meet the project objectives as described in Section 1.2.5 above.

1.3.2 Modifications to the Proposed Project

The Staff Recommended Alternative consists of modifications to the project described in the Waterfront Draft EIR. The modifications have been made to address public suggestions provided during the Draft EIR public review period. Refer to Final EIR Figure 1-4a for an overview of the changes in the conceptual site plan between the proposed project and Staff Recommended Alternative.

The changes consist of a revised building layout in the northern portion of the project site as described below and shown in Final EIR Figures 1-4a through 1-4c. There would be no changes to the overall project design or the amount of square footage constructed (e.g., the amount of existing and new development constructed at the project site would be 523,939 square feet). The amount of demolition would be slightly less, as the 8,231 square foot restaurant at Mole C (Joe's Crab Shack) would remain in operation. The existing and proposed square footage is shown in Final EIR Table 1-5 below. The modifications to the proposed project, from what was described in Chapter 2, Project Description, of the Draft EIR are described below. The modified plans are provided in Final EIR Figures 1-4a (entire project site) and 1-4b and 1-4c (northern portion of the site). The project site under the Staff Recommended Alternative would be modified to exclude the Joe's Crab Shack site and include the western most portion of Mole B (see Final EIR Figures 1-3 and 1-7).

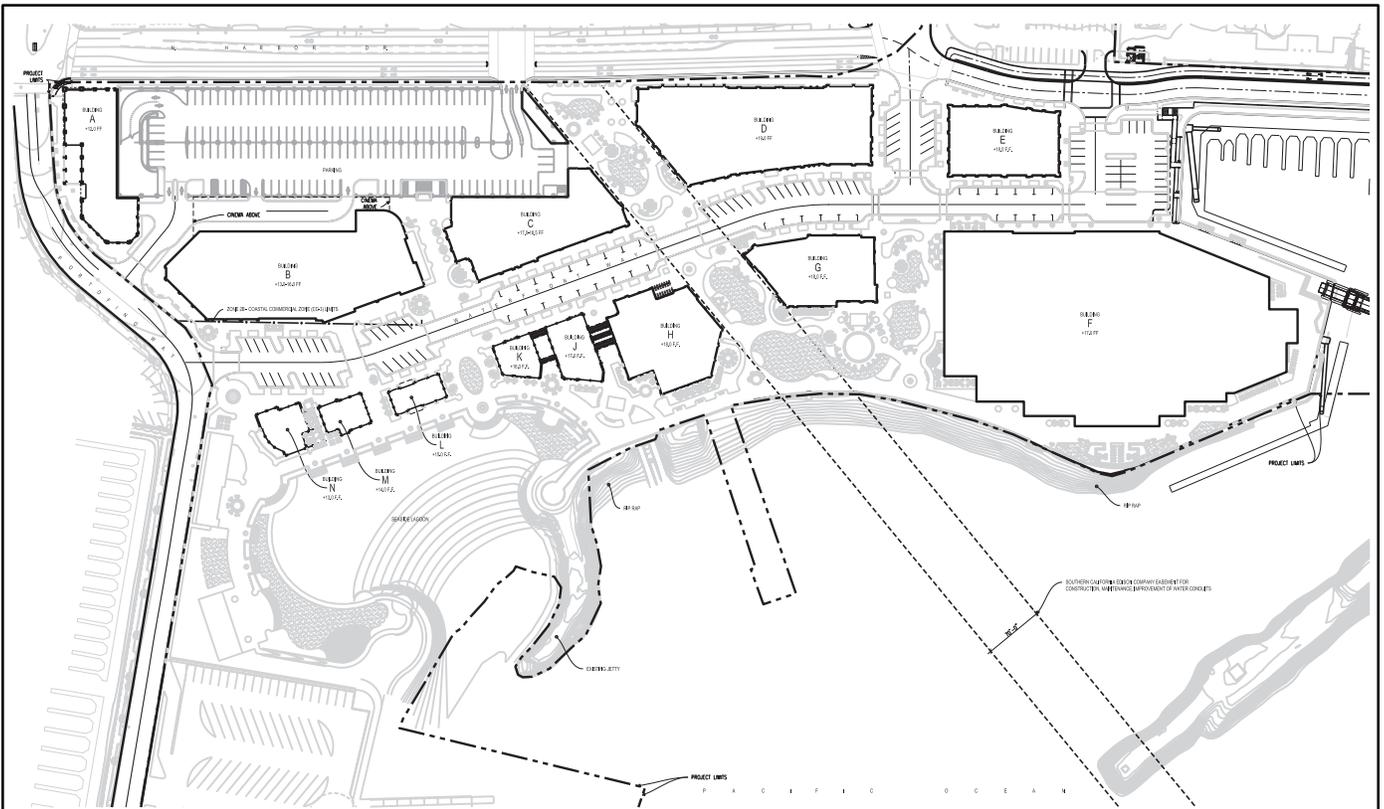
Should construction be phased (sequenced north and south), this will be outlined in the conditions of approval; however, phasing of development was considered in the Draft EIR. The Staff Recommended Alternative includes mitigation measure MM NOI-ALT-1: Temporary Relocation of Liveboards, which addresses phased construction.

Table 1-5: Existing and Staff Recommended Alternative Development Square Footage

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

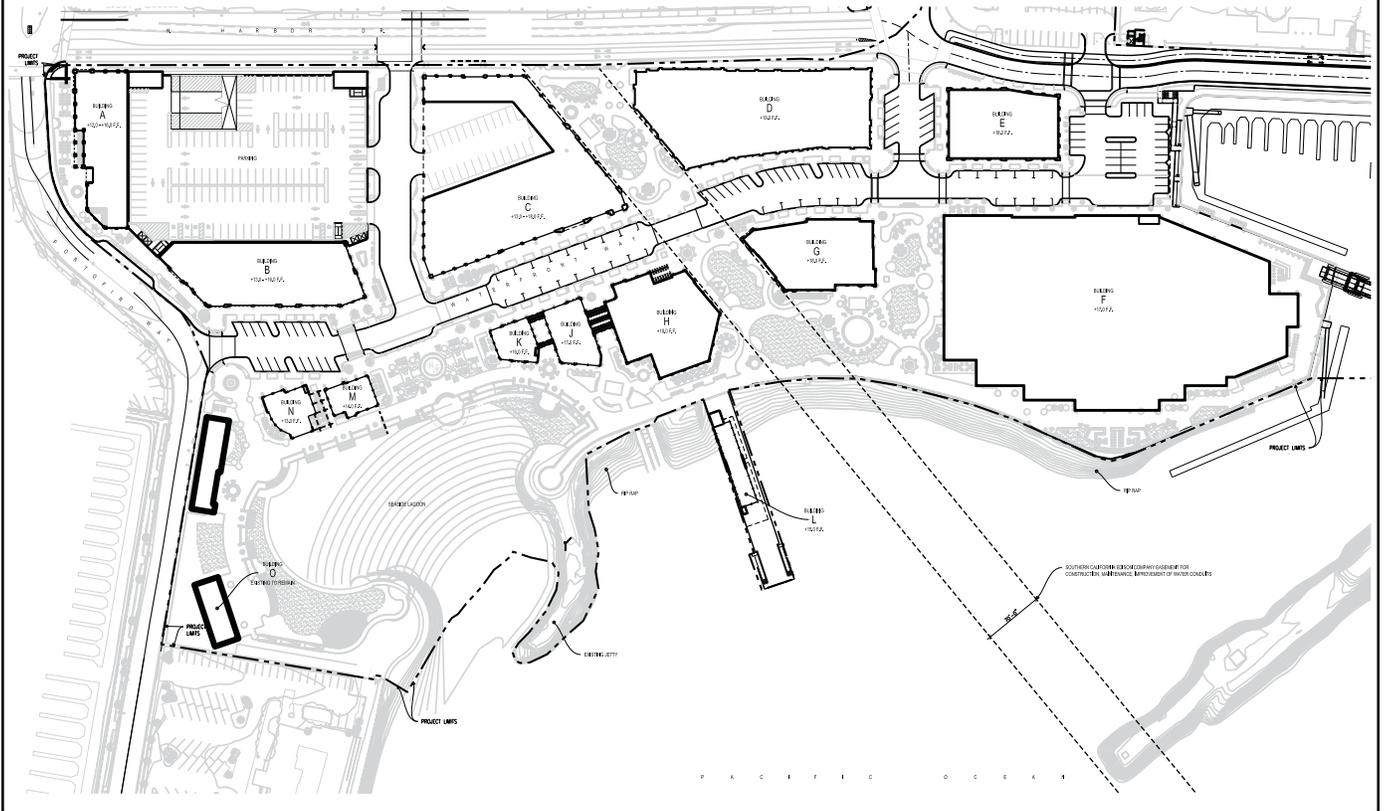
Notes: Existing square footage consists of the building square footage existing when the NOP/IS was prepared for the Draft EIR in June 2014.

The numbers in this table differ from the proposed project because it does not include one existing 8,231 square foot building at Mole C (Joe's Crab Shack Restaurant).



Draft EIR - Proposed Project

Final EIR - Staff Recommended Alternative



Source: Callison, 2015 & 2016

Note: For discussion purposes only. Actual development and placement details may vary.





Draft EIR - Proposed Project

Final EIR - Staff Recommended Alternative



Source: Callison, 2015 & 2016

Note: For discussion purposes only. Actual development and placement details may vary.



Reconfiguration in Building Layouts

Under the Staff Recommended Alternative, the layout of the parking structure and several buildings (Buildings A, B, and C) has been altered to increase the view corridor at the Portofino Way and Harbor Drive intersection, and to provide a new view corridor along Harbor Drive south of Portofino Way.

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

The footprint of the new parking structure at the northeast corner of the site would be reduced and reconfigured to provide a new view corridor along Harbor Drive (Final EIR Figure 1-4c). To accommodate a sufficient number of parking spaces to meet the parking demand, the modified project structure would have an additional level (five levels⁶ instead of four levels). The height of the structure would be 45 feet as measured from Harbor Drive, which is consistent with the maximum height allowed under the Coastal Zoning. The Draft EIR analyzed impacts associated with all new development (including the parking structure) being built to the maximum allowable height limits; therefore, the height of the redesigned structure is consistent with the parking structure height evaluated in the Draft EIR (Draft EIR, page 2-61).

Overall, the square footage of the parking structure would be slightly greater at 276,836 square feet, as compared to approximately 261,000 square feet.⁷ The number of spaces would be slightly less at 697 as compared to 757. An additional 26 parking stalls would be provided at the lowest level of Building C, immediately south of the parking structure. (For information on the overall square footage of the Staff Recommended Alternative, see Final EIR Table 1-5 above.)

The vehicle entry/exit for the modified parking structure would be located off of an access road immediately to the south of the structure; although access to the project site would remain along Portofino (with the addition of the new main street which would intersect with Portofino Way). This parking structure east-west access road connects directly to both Harbor Drive and the new main street. The Staff Recommended Alternative includes signalization at Harbor Drive and the new east-west street. The parking structure would also be modified to provide two retail spaces on the Harbor Drive frontage at the northern end and at the southern end of the structure. The two retail spaces total 1,440 square feet and are included in the amount of new commercial development that would be constructed at the project site. The retail spaces have been wrapped around to incorporate pedestrian-oriented features at the street level. Buildings B and C would also have modified designs to accommodate the redesign of the parking structure. The square footage of each building is different from under the proposed project, but overall the total square footage would remain similar (a total of 87,645 square feet as compared to 86,965 square feet). Under the Staff Recommended Alternative, the specialty

⁶ Under the California Building Code, which has been adopted by the City, parking levels are technically considered parking tiers.

⁷ The square footage of the parking structure under both the proposed project and the Staff Recommended Alternative is less the size of the parking structure assumed under the air quality analysis prepared for the Draft EIR, which conservatively assumed the square footage to be 367,600 square feet (see Appendix C of the Draft EIR).

cinema would be located in Building C (under the proposed project, the cinema was located in Building B). The cinema would continue to front the new main street. As previously described, 26 parking spaces would be provided in the lower level Building C. These would be accessed directly from the access road that separates the parking structure and Building C. Both Buildings B and C would be two-story buildings.

The design of Seaside Lagoon would also be modified by moving Building L from the P-PRO zone to the Sportfishing Pier. Additionally, Buildings N and M would be moved slightly to the south to accommodate an improved line of sight at Harbor Drive and Portofino Way. With the removal of Building L from Seaside Lagoon, the amount of new square footage of accessory uses in the P-PRO zone would decrease by 1,836 square feet from 12,092 square feet to 10,256 square feet. The total new and existing square footage in Seaside Lagoon (including the 2,113 square foot restroom building that would remain and 2,233 square foot open pavilion that would be enclosed), would be 14,602 square feet. The floor area ratio (FAR) at Seaside would be 0.084, which is below the maximum FAR of 0.25 allowed under the Coastal Zoning.

The reconfiguration of the parking structure and associated modifications (e.g., repositioning Buildings A, B, and C and relocating the cinema, relocating accessory use buildings along the lagoon, etc.) would create a new view corridor from Harbor Drive, as well as widen the line of sight to the harbor from Harbor Drive and Portofino Way.

As described above, the total number of parking spaces provided in the new parking structure and Building C would be 723. Other changes in parking under the modified project included a revised number of surface parking spaces provided in the northern portion of the site. This number would increase from 109 spaces to 115. Additionally, the number of parking spaces in the replacement structure in the southern portion of the project site has been refined from 1,157 to 1,158. The number of spaces in the existing Plaza Parking Structure would be 300, as analyzed under the Draft EIR. Thus, overall the number of parking spaces shown on the plans would change from 2,363 analyzed in the Draft EIR to 2,296 under the Staff Recommended Alternative. As detailed in the Master Response #7: Waterfront Parking, the shared parking model determined that a peak demand for 2,147 parking spaces would be needed to accommodate on-site parking.

Additionally, as discussed further below, the Mole C boat launch ramp site (Joe's Crab Shack site) has been removed from the Staff Recommended Alternative project site. The Joe's Crab Shack site would not be altered.

Updates to the Calculations Associated with the Cumulative Development Cap under the City's Zoning Regulations

The Staff Recommended Alternative results in the 1,836 square foot Building L being relocated from the P-PRO Zone (Seaside Lagoon) to the CC Coastal Commercial zone (Sportfishing Pier). Additionally, the square footage has been adjusted to reflect the removal of Joe's Crab Shack restaurant building (8,231 square feet) from the project site (which would no longer be demolished under the Staff Recommended Alternative). As shown in Final EIR Table 1-6 below, after buildout of the Staff Recommended Alternative, 77,134 square feet of remaining net new development would be allowed within the CC zones.

Table 1-6: Staff Recommended Alternative - Development within the CC Zones After April 22, 2008

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

This table has been modified from the table presented in Chapter 2 of the Draft EIR (1) to eliminate existing and proposed square footage that is located in the P-PRO zone (Seaside Lagoon), which was incorrectly included in the cumulative development cap calculations in the Draft EIR, and (2) to be consistent with the Staff Recommended Alternative. Additionally, the numbers in this table differs from the proposed project because it does not include one existing 8,231 square foot building at Mole C (Joe's Crab Shack Restaurant).

Small Craft Boat Launch Ramp Facility in King Harbor

As noted above, under Section 1.2.7, the Draft EIR included an alternative – Alternative 8: Alternative Small Craft Boat Ramp Facilities Within King Harbor – that included six boat ramp facilities within King Harbor (three at Mole A, one at Mole C and two at Mole D). At the time of the Draft EIR, a design was also considered for a boat launch ramp facility at Mole B with the placement and orientation of the launch ramp into Basin 2 on land that was controlled by the City, and not under lease. As shown in Final EIR Figure 1-5a and Figure 1-5b, based on the available space and layout of the area controlled by the City at Mole B it was determined that potential environmental impacts on emergency services associated with ingress/egress to the Fire Station 3/Harbor Patrol Headquarters and line-of-sight constraints (also associated with the Harbor Patrol) would be greater than the proposed project; therefore, the Basin 2 boat ramps at Mole B were eliminated from consideration in the Draft EIR. This discussion from the Draft EIR has since been clarified and can be found in Chapter 3 of the Final EIR (Modifications to the Draft EIR).

Although no location within King Harbor stands out as an ideal location, since the public review of the Draft EIR, the City has continued to work with the public and other interested parties regarding the location of the proposed boat ramp facility. During this continued effort, the City has worked with existing stakeholders and identified the most northwestern portion of Mole B, which is oriented toward Basin 1, as shown in Final EIR Figures 1-6 as a location to accommodate the boat ramp facility. By placing the small craft boat ramp facility at the northwestern portion of Mole B and directing the launch structure into Basin 1, rather than Basin 2, the proposed facility would provide the following components (see Final EIR Figures 1-7 and 1-8):



Source: Noble Consultants, Inc., 2015





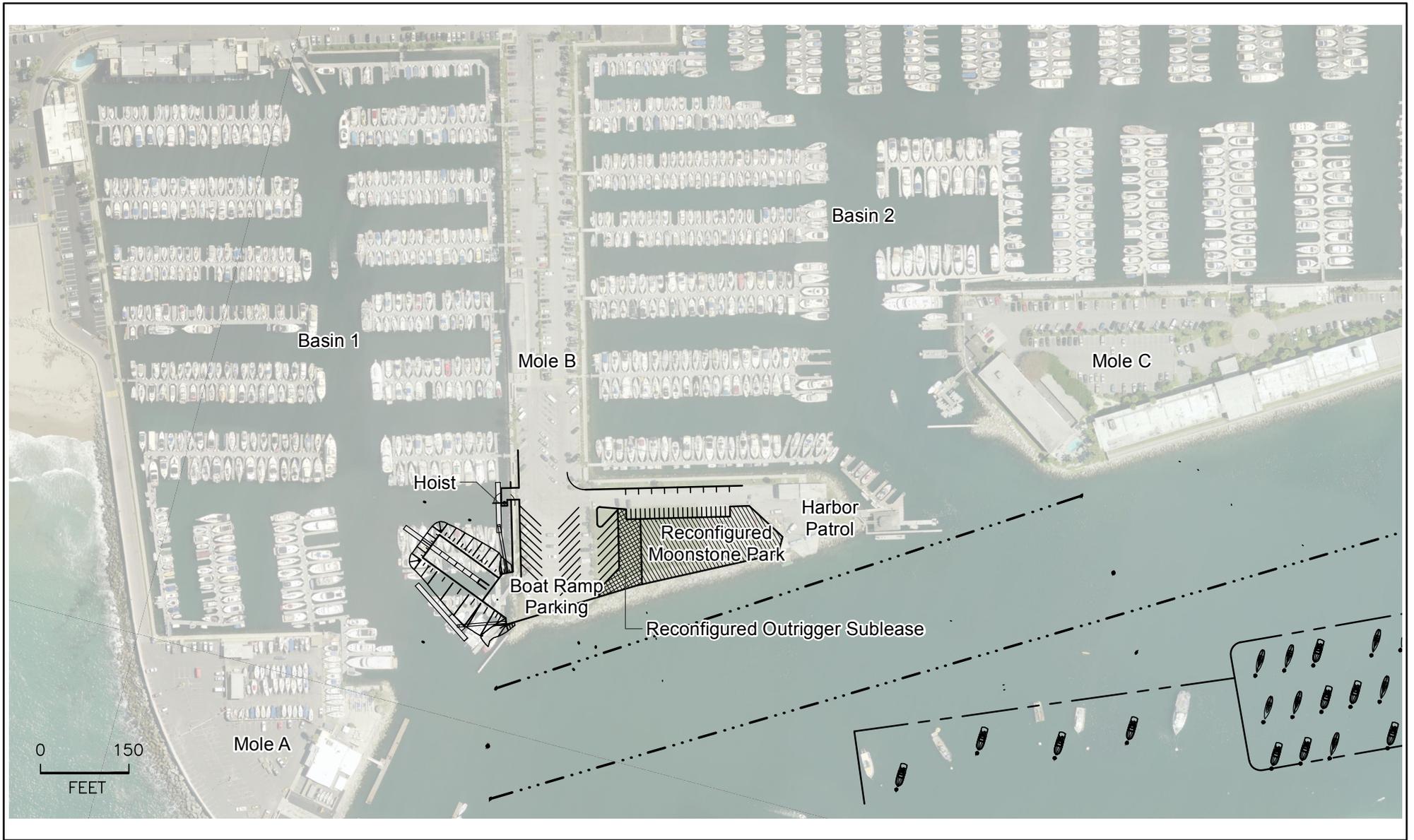
Source: Noble Consultants, Inc., 2015





Source: NAIP, 2014





Source: Noble Consultants, Inc., 2016
 For discussion purposes only. Actual development and placement details may vary.





Source: Noble Consultants, Inc., 2016
 For discussion purposes only. Actual development and placement details may vary.



- Two-lane (50-foot wide) boat ramp, with one side serving as the launch for trailered vessels and the other side serving as a hand launch ramp, serviced by 130-foot long and 125-foot long boarding floats. The latter would be accessible via an 80-foot long accessible gangway.
- Approximately twenty-two (22) vehicle/trailer spaces (the center eight spaces are pull-through, with the end rows being head in only), with at least one of those spaces dedicated to handicapped parking and another for boat washdown with a stormwater interceptor or other water treatment system that would treat runoff water.
- Placement of a five-ton jib crane hoist fitted with a 20-foot wide by 30-foot long fixed concrete launch pier to allow trailered boats to be backed into position and subsequently boats (or equipment) to be raised and lowered adjacent to the launch pier.
- Dedicated 85-foot long by 8-foot wide queue dock that would be accessed from an 80-foot long accessible gangway.
- Reconfiguration of Moonstone Park (to the south, toward the Harbor Patrol facility), maintaining open space (23,530 square feet) with the addition of single space parking stalls
- Reconfiguration of the outrigger club storage space

This reconfigured Mole B would remove approximately 26 marina boat slips of various sizes and 73 parking spaces as shown in Final EIR Figures 1-7 and 1-8. The seven parking spaces at the Harbor Patrol facility would not be removed. As the reconfigured Mole B is located further north than the original proposed boat ramp, and is situated with launching into Basin 1 (not Basin 2), the new Mole B boat ramp facility is safely within the line-of-site of the Harbor Patrol while not interfering with its operation. The Mole B boat launch ramp would not include a breakwater.

As described in Chapter 4, Analysis of Alternatives in the Draft EIR, for alternatives with no boat ramp at Mole C (Alternatives 1-3 and Alternative 8 Mole A Options 1-3 and Mole D Options 1-2), the Joe's Crab Shack site would not be altered and is not part of the project site under the Staff Recommended Alternative. The Mole B project site is a similar size, although slightly larger than the Mole C boat launch ramp facility site. Overall the total project site under the Staff Recommended Alternative would remain approximately 36 acres.

Mole B is located north of the project site and is accessed from Marina Way. Existing uses on Mole B include surface parking, Moonstone Park, a launch ramp and storage for outrigger canoes, and the Harbor Patrol facility. Surrounding uses include King Harbor Yacht Club at Mole A to the north, Basin 1 and King Harbor Marina to the north/northeast, the mouth of Basin 2 and Portofino Hotel on Mole C to the south, the main channel and outer breakwater to the west, and Marina Way and Basin 2 and the Portofino Marina to the east/southeast. The project site portion of Mole B includes approximately 1.62 acres of land area and 0.44 acres of water area (for a total of just over two acres). The proposed Mole B small craft boat launch facility would be a combination boat launch/ hand launch and hoist launch facility sited within a 0.9-acre footprint of the two acres site. The facility is intended to fit within space that would be vacated by King Harbor Marina's Docks K and L (approximately 26 boat slips) and their associated upland vehicle parking spaces. The 50-foot wide launching ramp would be dedicated to conventional trailer boat launching on the west side and hand launching of small paddle craft or personal watercraft on the east side. See Final EIR Figures 1-7 and 1-8 for the conceptual plan for the boat launch facility proposed at Mole B. During peak times of boat launch and retrieval activity, both lanes of the ramp may be used for trailer boat use. The

facility is augmented by a five-ton capacity motorized jib crane hoist that would allow for launching of boats by users who prefer not to ramp launch. The facility is sized to accommodate approximately 22 vehicle/trailer parking spaces (at least one of those spaces would be dedicated to handicapped parking and one for boat washdown). Parking would be a combination of head in and pull through orientation with a stall length of about 40 feet. Accordingly, drive aisles are widened to 30 feet for ease of maneuverability and to allow for a vehicle/trailer length of 45 feet. In addition, approximately 22 single stalls along the park and access road would also be provided.

It is anticipated that ramp launches would occur at no more frequent intervals than five to 15 minutes. Consequently, boats feeding into the Basin 1 fairway would be spaced sufficiently far enough apart so they would be smoothly introduced into arriving or departing Basin 1 boat traffic. Boater sight lines to outbound and inbound lanes of the fairway are at least 300 feet. At no wake boat speeds (as required within the marina), this would provide sufficient visibility to guide boaters to determine their right-of-way passage to avoid conflict with other boaters, SUPs, and other water users that may be navigating through the fairway. Existing fairway widths would be preserved between the ramp and M Dock and across to Mole A slips. Returning boaters would queue at the ramp and hoist boarding floats and within the fairway between M Dock and the ramp. Space for at least 13 boats is available during infrequent times of maximum peak use/ high demand. It is anticipated that the facility would be managed by City staff to ensure that safe operating conditions would be maintained, which may include the option for a reservation system. In addition, due to the direct line of sight and proximity to the Harbor Patrol, it is expected that interaction with watercraft would continue to be managed and enforced by Harbor Patrol as they do on a regular basis and especially the busier days of harbor use.

1.3.3 Relationship of the Staff Recommended Alternative to the Waterfront Draft EIR

As described above, the Staff Recommended Alternative represents the reconstruction of the Sportfishing Pier and associated building and the reconstruction of Redondo Beach Marina/Basin 3 with a similar configuration and number of slips, both of which were options analyzed in the Draft EIR (Draft EIR pages. 2-57 and 2-67), and the reconfiguration of the buildings in the northern portion of the project and the implementation of a two-lane boat launch ramp facility at Mole B, both of which are slight modifications to the proposed project and alternatives analyzed in the Draft EIR.

The environmental impacts of proposed project and alternatives were comprehensively identified and analyzed in the Draft EIR. The environmental impacts specific to the Staff Recommended Alternative are presented below in Section 1.3.4 of this Final EIR. This summary of impacts is a review of information included in the Draft EIR and an analysis if any new information, new significant environmental impacts, or a substantial increase in the severity of previously identified impact under project or cumulative conditions would occur with the Staff Recommended Alternative.

The features and components of the Staff Recommended Alternative are small modifications of the proposed project, and additionally, the modifications are similar to alternatives analyzed in the Chapter 4, Analysis of Alternatives, in the Draft EIR. The analysis associated with the reconfigured site layout is similar to the analysis of Alternative 4 – No Property Exchange with State, which addressed an alternate reconfiguration of the site layout in the northern portion of the project site, and the boat launch Alternative 8 – Alternative Small Craft Boat

Launch Ramp Facilities within King Harbor, which addressed options for various ramp configurations and locations, including locations inside and outside of the project site boundaries.

All mitigation measures and conditions of approval (COAs) that pertain to the Staff Recommended Alternative were previously identified in the Draft EIR, except for those that were modified as a result of responses to comments, and added to the Draft EIR through corrections and additions to that document, as identified in Chapter 3, Modifications to the Draft EIR within this Final EIR. The COAs are still subject to revision during the Conditional Use Permit and Entitlement process; therefore, refer to the final resolution associated with the project for the final COAs.

The Staff Recommended Alternative would not result in a new significant environmental impact beyond those described in the Draft EIR or result in a substantial increase in the severity of an environmental impact described in the Draft EIR, and does not represent an alternative or mitigation measure that is substantially different from others analyzed in the Draft EIR, as amended by corrections and additions as noted above. These conclusions are supported by the analysis below in Section 1.3.4. As many of the impact analyses associated with the Staff Recommended Alternative would be the same as the proposed project, this analysis should be read in conjunction with the impact analysis contained in Chapter 3 of the Draft EIR, and the associated modifications thereto, contained in Chapter 3 of the Final EIR.

1.3.4 Environmental Impact Analysis of the Staff Recommended Alternative

The “proposed project” refers to the project described in Section 1.2.6 above (and Chapter 2, Project Description of the Draft EIR). The Staff Recommended Alternative refers to the revised project with the modifications described in Section 1.3.2 above.

This section presents the environmental impacts of the Staff Recommended Alternative described in Section 1.3.2 above, as derived from the analysis presented in the Draft EIR as amended by corrections and additions to that document identified in Chapter 3 of this Final EIR. A description of the physical environment at and within the vicinity of the project that may be affected by the Staff Recommended Alternative is provided in Chapter 2 of the Draft EIR; however, the Mole C boat launch ramp site (Joe’s Crab Shack site) is removed from the project site under the Staff Recommended Alternative, and the Mole B site is included, as described in Section 1.3.2 above. Baseline conditions at Mole B are shown in Final EIR Figure 1-6, and are described in the individual resource areas below.

Each of the 14 main environmental resource topics addressed below are discussed in a separate section using a similar organization. Sections are numbered 1.3.4.1 through 1.3.4.14. The impacts analysis in this section is based upon the same methodology and thresholds of significance described for each resource area in Sections 3.1 through Section 3.14 of the Draft EIR. Unless otherwise noted, the impacts analysis for the Staff Recommended Alternative also assumes that the applicable mitigation measures and conditions of approval as described in detail in Sections 3.1 through Section 3.14 of the Draft EIR would be implemented as part of the Staff Recommended Alternative.

Within each environmental topic section, discussion of the following is provided:

- The Impacts Analysis section presents the analysis of impacts for the Staff Recommended Alternative. Impacts were compared to the thresholds of significance and methodology identified in Sections 3.1 through Section 3.14 of the Draft EIR to determine whether they would be, under CEQA, significant or less than significant. For purposes of determining significance, potential impacts were compared to the environmental baseline conditions and to the impact conclusions for the proposed project to determine if the Staff Recommended Alternative would result in a new significant environmental impact or a substantial increase in severity of an environmental impact beyond those identified in the Draft EIR.
- Mitigation Measures are specified procedures, plans, policies, or activities proposed for adoption by the lead agency to reduce or avoid the significant impacts identified in the analysis of environmental impacts. This section identifies mitigation measures proposed to address significant impacts that would occur with implementation of the Staff Recommended Alternative. Any mitigation measures identified in this section as being applicable to the Staff Recommended Alternative include any modifications to these measures identified in Final EIR Chapter 3. In accordance with the requirements of CEQA, a Mitigation Monitoring and Reporting Program would be adopted as part of the Waterfront project approvals, to ensure that implementation of mitigation measures is properly monitored and documented.
- Residual Impacts is a CEQA determination of the significance of a particular impact after implementation of the proposed mitigation measures. This section identifies any significant impacts that cannot be mitigated to a level that is less than significant and provides a brief comparison to the proposed project.
- Conclusion as to how the Staff Recommended Alternative is or is not considerably different from the proposed project or Alternatives analyzed in the Draft EIR and how it would or would not involve new significant environmental impacts or a substantial increase in the severity of previously identified impacts.

1.3.4.1 Aesthetics and Visual Resources

Impacts Analysis

Impacts related to aesthetics and visual resources are evaluated in Section 3.1 of the Draft EIR. The project would result in significant impacts to aesthetics and visual resources if it would:

- AES-1** Have a substantial adverse effect on a designated local valued view available to the general public (Visual Quality).
- AES-2** Substantially degrade the existing visual character or quality of the site and its surroundings (Visual Character).
- AES-3** Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area (Light and Glare).

The Staff Recommended Alternative would not result in a new significant impact or a substantial increase in severity of an environmental impact associated with Aesthetics and Visual Resources (AES-1, AES-2, and AES-3).

Based on an assessment of seven Key Observation Views, designated local valued views of primary visual resource, the harbor and Santa Monica Bay/Pacific Ocean would not be substantially blocked, diminished, or altered as a result of the project. While from some locations, views of the harbor and Santa Monica Bay/Pacific Ocean would be diminished, the project would also result in new opportunities for viewing the ocean, including the opening of Seaside Lagoon, the new Pacific Avenue Reconnection and the new main street in the northern portion of the project. There would also be viewing corridors and open space with water viewing opportunities.

The Staff Recommended Alternative includes the reconfiguration of the buildings in the northern portion of the project site in part to increase the views that would be provided from Harbor Drive, in addition to the view corridors provided under the proposed project. Similar to Alternative 4, with the reconfiguration, the amount of development on the site overall would be the same as the proposed project. As described in Section 1.3.2 above, because of the reduced footprint of the parking structure and the increased setback of the commercial building at the intersection of Portofino Way and Harbor Drive, an enhanced sight line to Seaside Lagoon and the harbor beyond would be provided at that intersection. Additionally, the redesign of the parking structure includes the provision of a new 60-foot view corridor from Harbor Drive to break up the building massing in this location. Therefore, the revised site plan reduces the amount of linear footage along Harbor Drive by approximately 60 feet. As shown in Final EIR Figure 1-9, the new view corridor (Updated Key Observation View 6) provides a view across the parking structure access roadway to a public plaza and Seaside Lagoon. A narrow view of the water is available beyond. As with the proposed project, the Updated Key Observation View 6 provides a representative view internal to the project site from east of the new main street. As with the proposed project, an increased view of the water is available at this location as compared to existing conditions as this portion of the site is elevated by several feet and the chain link fencing around Seaside Lagoon is removed as shown in Final EIR Figure 1-9. Further, the reduced footprint of the parking structure would provide a new view corridor from Harbor Drive that would increase the availability of views of water from Harbor Drive and thereby enhance the views as compared to the proposed project (see Final EIR Figure 1-10). As with the proposed project, the Staff Recommended Alternative would not have a substantial adverse effect on the designed local valued view at Key Observation View 6. Views from the other Key Observation View locations would not change from what was analyzed in the Draft EIR. Therefore, impacts would be similar, but reduced, as compared to the proposed project.

The modified parking structure would increase from four levels to five levels. However, the structure height would be 45-feet, which is consistent with the height assumed and analyzed in the Draft EIR (Draft EIR, page 2-61). Therefore, impacts associated with views (AES-1) would be similar to the proposed project, but reduced, given that the overall footprint of the structure has been reduced and an additional view corridor has been provided.

Regarding Visual Character (AES-2), while the northern portion of the project would be reconfigured under the Staff Recommended Alternative, similar to Alternative 4, the overall amount of development would be the same as the proposed project. However, the Staff Recommended Alternative would reduce the massing of the structures on the northern parcel



KEY PLAN

EXISTING VIEW CONDITION



PROPOSED DEVELOPMENT WITHOUT LANDSCAPING



PROPOSED DEVELOPMENT WITH LANDSCAPING



Source: Callison, 2016
 For discussion purposes only. Actual development and placement details may vary.





Source: Callison, 2016
For discussion purposes only. Actual development and placement details may vary.



by splitting the northern Parking Structure into two buildings and providing a wrap of pedestrian oriented retail wrap around the northeast and southeast corners of the northern parking structure, thereby improving Visual Character in comparison to the proposed project. Other pedestrian activated features along Harbor Drive include a pocket park, access roads with wide sidewalks and views of the harbor and the project site, a landscaped view corridor, buildings that incorporate high quality architectural features and retail storefronts to provide visual interest, activity and energy. Additionally, a recommended land use entitlement condition calls for incorporation of high quality architectural features including, but not limited to recesses, projections, materials changes and other design enhancements to add visual interest. Moreover, additional pedestrian-oriented features such as bicycle racks, public benches, public art and similar enhancements would be incorporated at the pedestrian level.

Further, similar design elements and architectural styles to the proposed project would be implemented and as such changes in visual quality and character would be similar. As with the proposed project, although the changes to the visual quality and character of the site would be noticeable, the addition of new design elements and improved public spaces would enhance the visual quality of the site. Further, the visual character of the site would remain as coastal commercial and recreation. The Staff Recommended Alternative would not substantially degrade the visual character or quality of the project site.

Mole B is located within King Harbor and is surrounded by marina and boating-related uses. The site is currently developed with public park, surface parking, and boating and marina-related facilities (i.e., outrigger storage and boat slips). Under the Staff Recommended Alternative, the uses and proposed boat launch facility would remain similar to the existing marine oriented uses and structures located there now. The visual elements of this alternative would be the ramp and the boat hoist, which would be visually consistent with the existing coastal and marina uses and surroundings, and would not substantially block a local valued view available to the general public (the Mole is relatively flat) and the proposed boat launch facilities would not block views given the limited massing of the boat launch structures. Consequently, impacts for AES-1 and AES-2 would be less than significant, as was identified for the proposed project.

As it relates to lighting, construction work associated with the Staff Recommended Alternative would typically be performed during daytime hours. Although not proposed on a regular basis, should construction be required (e.g., to perform utility connections) during nighttime hours, it would be performed in accordance with the RBMC (Section 4-24.701), which requires an afterhours construction permit. Nighttime construction activities, should they occur, would involve the use of on-site lighting. The lighting would include floodlights focused on the work area and not onto adjoining properties and would be limited in duration (short-term), and thus would not create a new source of substantial light that would adversely affect nighttime views; hence, as with the proposed project, impacts of the Staff Recommended Alternative on lighting during construction would be less than significant.

As with the proposed project, lighting associated with the operation of the Staff Recommended Alternative would be required to illuminate the project site and be reflected away from adjacent residential premises and streets. Although the lighting would continue to contribute to the overall ambient glow of the area, light spillover from the project site would not be allowed to occur. Lighting of the boat launch ramp facility at Mole B would be directed inward towards the facility and would be similar to existing lighting at the site. It would not create a new substantial source of light and glare. As with the proposed project,

COA AES-1 Lighting would be a condition of approval under the Staff Recommended Alternative as part of its Conditional Use Permit procedures.

Mitigation Measures

As with the proposed project, no mitigation is required.

Residual Impacts

As with the proposed project, impacts would be less than significant.

Conclusion

Therefore, the Staff Recommended Alternative would result in improvements associated with views and visual character in comparison to the proposed project. The Staff Recommended Alternative would not involve new significant environmental impacts or a substantial increase in the severity of previously identified impacts on aesthetics and visual resources (AES-1, AES-2, and AES-3) under project or cumulative conditions.

1.3.4.2 Air Quality

Impacts Analysis

Impacts related to air quality are evaluated in Section 3.2 of the Draft EIR. The project would result in significant impacts associated with air quality if it would:

- AQ-1** Violate any *ambient* air quality standard or contribute substantially to an existing or projected air quality violation.
- AQ-2** Expose sensitive receptors to substantial pollutant concentrations.
- AQ-3** Create objectionable odors during construction that affects a substantial number of people.

Project operations would result in the emission of criteria pollutants and Toxic Air Contaminant (TACs) from area sources associated with the development, as well as from the vehicle trips associated with employees and patrons. Regional thresholds established for the operational emissions of criteria air pollutants within the air district would not be exceeded. Since the operational conditions are the same under the Staff Recommended Alternative as with the proposed project, no new significant impacts relative to air quality during operations is anticipated. Therefore, the impact analysis below focuses on the potential impacts to air quality during construction activities.

The Staff Recommended Alternative would not result in a new significant impact or a substantial increase in severity of an environmental impact associated with Air Quality (AQ-1, AQ-2, and AQ-3).

The construction associated with the project site would be similar as under the proposed project with the exception of the Joe's Crab Shack portion of the site. Construction of a boat launch ramp at Mole B would result in the Joe Crab Shack site remaining intact; therefore, demolition of the 8,231 square-foot restaurant would not occur and Joe's would continue to be in business as under existing conditions. However, approximately 26 marina slips and associated docks and gangways (8,701 square feet) would be removed at Mole B. This would

not affect peak day emissions associated with construction activities identified in the Draft EIR. No buildings exist at the Mole B site.

Although the layout of the parking structure and several buildings would be reconfigured and Joe’s Crab Shack site would not be altered (i.e., the existing building would not be demolished), the overall amount of development and grading under the Staff Recommended Alternative would be similar to the proposed project (i.e., the amount of square footage demolished and constructed would be similar). Additionally, the size of the Mole B site is similar, although slightly larger, than the Mole C boat launch ramp site, and does not include the construction of a breakwater (and therefore slightly reduced construction activity). The Staff Recommended Alternative would not expose sensitive receptors to significant localized pollutant concentrations or create a substantial change in temporary construction odors during construction and would not result in operational odors. Additionally, construction emissions associated with the reconfiguration in building layouts and boat launch ramp facility would be similar to that of the proposed project and would not exceed South Coast Air Quality Management District’s (SCAQMD) regional thresholds for sulfur oxides (SOx), respirable particulate matter (PM10), and fine particulate matter (PM2.5); however, maximum daily construction emissions would still exceed regulatory thresholds for reactive organic gases (ROG), nitrogen oxides (NOx) and carbon monoxide (CO), as with the proposed project, resulting in a significant impact.

Operations associated with the Staff Recommended Alternative would include the continued operation of Joe’s Crab Shack. The following tables (Final EIR Tables 1-7 and 1-8) show that with Joe’s Crab Shack’s continued operation with the Staff Recommended Alternative, no regional or local thresholds would be exceeded.

Table 1-7: 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

Table 1-8: 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

Therefore, under the Staff Recommended Alternative, AQ-1 is considered significant and AQ-2 and AQ-3 are considered less than significant under project and cumulative conditions, as was identified for the proposed project. There would not be a substantial increase in severity of these impacts with implementation of the Staff Recommended Alternative under project or cumulative conditions.

Mitigation Measures

The Draft EIR identified two mitigation measures to be implemented - MM AQ-1: Fleet Modernization for Construction Equipment and MM AQ-2: Use of Low-VOC Coatings and Paints. Similar to the proposed project, the Staff Recommended Alternative would include implementation of these two mitigation measures (MM AQ-1 and MM AQ-2).

Residual Impacts

After mitigation, construction emissions of NO_x and CO would be lower, but would remain significant and unavoidable under project and cumulative conditions. No other feasible methods to reduce emissions were identified.

Conclusion

Therefore, the Staff Recommended Alternative would not result in any material difference in air quality impacts compared to those described for the proposed project in the Draft EIR. The Staff Recommended Alternative would not involve new significant environmental impacts or a substantial increase in the severity of previously identified impacts on air quality (AQ-1, AQ-2, and AQ-3) under project or cumulative conditions. Therefore, the Staff Recommended Alternative does not meet the standards for recirculation of an EIR with regard to air quality.

1.3.4.3 Biological Resources

Impacts Analysis

Impacts related to biological resources are evaluated in Section 3.3 of the Draft EIR. The project would result in significant impacts associated with biological resources if it would:

- BIO-1** 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 Section 15380.
- BIO-2** Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS.
- BIO-3** Have a substantial adverse effect on federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means.
- BIO-4** Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

BIO-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

The land area within the project site includes previously developed areas, devoid of any sensitive terrestrial biological resources. Similar to other areas of the project site, Mole B is a previously developed area devoid of sensitive terrestrial resources. Mole B consists of paved surfaces and non-native landscaping (turf at Moonstone Park.) There are approximately 16 ornamental trees (*Melaleuca nesophila* [pink melaleuca]) located between the northern portion of Moonstone Park and the existing parking lot that would be removed; however, the removal of the ornamental trees would be performed in compliance RBMC 10-5.1900(h) which regulates tree removal to occur outside of nesting and breeding seasons. There are also approximately 13 palm trees (*Washingtonia robusta*) located along the eastern edge of Mole B on the east side of the access road to the Harbor Patrol facility. While these are unlikely to be removed, should this be required, removal of these ornamental trees would also be performed in compliance RBMC 10-5.1900(h) cited above.

The amount of landside development would generally be the same as the proposed project analyzed in the EIR and as such, the impacts on terrestrial biological resources would be the same as the proposed project. Consequently, construction and operational project level and cumulative impacts to Terrestrial Resources and Nesting Migratory Birds would be less than significant under BIO-1, BIO-2, BIO-3, BIO-4, and BIO-5. Therefore, the analysis below focuses on marine resources associated with Mole B.

Similar to other areas of King Harbor, the marine habitat near Mole B, which was included in the interferometric sidescan sonar survey of King Harbor conducted for EIR, consists of unconsolidated soft bottom and rubble/cobble.

The Staff Recommended Alternative would not result in a new significant impact or a substantial increase in severity of an environmental impact associated with Biological Resources (BIO-1, BIO-2, BIO-3, BIO-4, and BIO-5).

Under BIO-1, as with the proposed project, the Staff Recommended Alternative 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. Special status species that may occur within the vicinity of Mole B would be the same as those that may occur near other marine areas within the project site. As discussed in greater detail below, the Staff-Recommended Alternative would result in a slight reduction of in-water construction activity as compared to the proposed project due to the absence of a breakwater component associated with Mole B. Several special-status species occur in the harbor and use the water surface and shoreline. California least terns are known to forage in the project area during the portion of the year when they are nesting and rearing young, generally between April 1 and September 15. The nearest least tern nesting colony is located at Marina del Rey, approximately nine miles north of Redondo Beach and there is a large area outside of the project site available for foraging, so it is unlikely that least terns would be foraging within the active construction site, and impacts are considered less than significant. In addition, as with the proposed project, impacts related to turbidity on least terns would be less than significant under the Staff Recommended Alternative. Further, as no breakwater would be constructed under the Staff Recommended Alternative, the impacts associated with turbidity would be similar to the proposed project, although slightly reduced.

As with the proposed project, Broomtail grouper are uncommon but may forage in the project area, particularly where kelp is present (particularly near the outer breakwater). As shown in Draft EIR Figure 3.3-2 the primary location of kelp in the project area is located near the existing north and south breakwaters, approximately 1,680 feet from the Mole B boat launch (further than the other components of the proposed project). As noted above, there would be a reduction of in-water construction activity in comparison to the proposed project due to the absence of the breakwater component at the proposed Mole B boat launch facility. 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 vibratory hammer, 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, as was identified for the proposed project.

Marine mammals, including harbor seal, and California sea lion, have the potential to occur in the project area. As part of the project, pier piles are proposed to be set at a number of locations using a number of driving methodologies. Noise and vibration associated with pile driving activities will occur in the immediate area from the piles. 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. Such effects would be a significant impact. The amount of pile driving would be similar to the proposed project under the Staff Recommended Alternative, and thus impacts on sensitive species would be similar.

As with the proposed project, project-related construction activities at Horseshoe Pier within sandy beach habitat could result in direct impacts, including mortality or injury, to grunion if they are present in the project area during their spawning season (March to August). In addition, construction within spawning areas would result in physical harm or disturbance of eggs during the 10-day incubation period following spawning. This would be a significant impact.

The proposed project and the Staff Recommended Alternative would alter the amount of square footage of overwater structures that provide surface cover. While the aquatic habitat still exists below an overwater structure (such as a bridge or a pier), surface cover reduces the amount of available open water foraging habitat for waterbirds, including special-status species such as California least tern, California brown pelican, and double-crested cormorant. Structures with high clearance above the water and few piles located within well-flushed environments (e.g., Horseshoe Pier and pedestrian bridge) would have less effects on limiting foraging habitat than structures that are at or near the water surface (small craft boat launch ramp). An increase in surface coverage is considered to be an adverse environmental change as it would reduce foraging area near the water surface. As shown in Final EIR Table 1-9 below, under the Staff Recommended Alternative, approximately 8,700 square feet of existing surface coverage (docks and gangways associated with marina slips at King Harbor Marina) would be removed at Mole B, while approximately 4,000 square feet of new surface cover would be constructed (including ramps, docks, boarding floats, and gangways). As shown in Final EIR Table 1-10, overall this results in a net reduction in surface coverage under the Staff Recommended Alternative, which is considered a benefit to biological resources (increases foraging habitat near the water surface). Therefore, the impact on foraging birds associated

with surface coverage would be less than significant for the Staff Recommended Alternative. This impact is reduced as compared to the proposed project, which was determined to be significant with the reconstruction of the Sportfishing Pier and With Basin 3 – Similar Slips.

Table 1-9: Summary of Exposure of Water for the Boat Launch Ramp Facility

Boat Launch Ramp Site Surface Cover	Mole C (Proposed Project)		Mole B (Staff Recommended Alternative)	
	ft ²	m ²	ft ²	m ²
Existing Surface Cover – Boarding Floats and Gangways	0.0	0.0	8,701	800.5
Proposed Surface Cover – Includes Boarding Floats and Gangways	2734.7	254.1	3,938	362.3
Surface Cover (Net Change)	2734.7	254.1	-4,763	-438.2

Table 1-10: Summary of Exposure of Water or Increase in Surface Cover for Each Project Element

Project Element	Proposed Project (with similar number of slips and reconstruction of Sportfishing Pier ft ² (m ²))	Staff Recommended Alternative Surface Cover Net Change ft ² (m ²)
Bulkhead Repair	0	0
Small Craft Boat Launch Ramp (ramp/floats only)	+2,734.7 (254.1) [Mole C]	-4,763 (-438.2) [Mole B]
Sportfishing Pier (Remove/Replace)	0	0
Seaside Lagoon ^a	0	0
Basin 3 – Similar Slips to Existing	-1,427.7 (-132.6)	-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)	+5,372.6 (+499.2)	-2,125 (-193.1)

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).

b. A minus (-) denotes exposure of surface water (gain in open water foraging habitat); a plus (+) denotes new cover over surface water (loss of open water foraging habitat)

As described for the proposed project, factors such as human activity, a constrained entrance, and availability of haul out locations more conducive to sea lions elsewhere in the harbor would be deterrents to pinniped (e.g., sea lions) presence in Seaside Lagoon. Under the Staff Recommended Alternative, the level of human activity near Seaside Lagoon would be reduced because there would be no boat launch ramp and breakwater located at Mole C; however, the lagoon and lagoon entrance would continue to be an active use area, there would continue to be a constrained entrance due to the existing breakwater and breakwall, and there would still be other more conducive sea lion haul outs in the harbor, thus, as with the proposed project, sea lions are not expected to use Seaside Lagoon as a haul out. Additionally, as with the proposed project, establishment of a marine mammal management program would be required to ensure that sea lions would not establish a presence at the lagoon (COA BIO-3: Marine Mammal Management Program).

The proposed modifications associated with the Staff Recommended Alternative would not modify the analysis associated with lighting and biological resources, which were determined to be less than significant.

As with the proposed project, for the Staff Recommended Alternative, the City is proposing as part of its Conditional Use Permit procedures the following Conditions of Approval during construction: COA BIO-1: California Least Tern and COA BIO-2: Permit Compliance. The following COA during operation: COA BIO-3: Marine Mammal Management Program.

Under BIO-2, the proposed project and Staff Recommended Alternative would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS. See Final EIR Table 1-11, which shows the amount of habitat that would be disturbed associated with the Mole B Boat Launch (see Draft EIR Table 3.3-7 for other project components that would remain the same as the proposed project). During construction, less benthic habitat would be disrupted as compared to the proposed project as no breakwater would be constructed. Similar to the proposed project, no eelgrass was detected during the baseline survey of the project area; therefore, an adverse effect on eelgrass habitat is not anticipated to occur. Further, in compliance with the Southern California Eelgrass Mitigation Policy (SCEMP) administered by the U.S. Fish and Wildlife Service, National Marine Fisheries Service (NMFS), and California Department of Fish and Wildlife, the City is proposing Condition of Approval COA BIO-4: Eelgrass as part of its Conditional Use Permit procedures. Similar to the proposed project, *Caulerpa taxifolia*, also an invasive species, was not detected during the baseline survey of the project area and therefore, an adverse impact associated with spreading of the alga would not occur. As with eelgrass, as part of the Conditional Use Permit process, the City (similar to with the proposed project) is proposing that Condition of Approval COA BIO-5: *Caulerpa* be a part of its Conditional Use Permit procedures for the Staff Recommended Alternative.

The project area is designated EFH for several species of Pacific groundfish and coastal pelagic organisms. Compliance with the Magnuson-Stevens Fishery Conservation and Management Act, including evaluation of adverse effects to marine habitats in consultation with NMFS, would be required.

As described under BIO-1 above, the net surface coverage would decrease under the Staff Recommended Alternative. Given the developed nature of the proposed project area, significant impacts to EFH would not occur. Furthermore, the creation of rocky subtidal habitat from the proposed project elements would benefit groundfish species and potentially

enhance ecological function within King Harbor. The species most benefited by the rocky subtidal habitat is the California scorpionfish, which would be positively affected by increased habitat availability. Impacts on EFH would therefore be less than significant. Further, although impacts on EFH are less than significant, as part of the Conditional Use Permit process, as with the proposed project, the City is proposing Condition of Approval COA BIO-6: Compliance with NMFS Guidelines for Overwater Structures as part of its Conditional Use Permit procedures.

Table 1-11: Approximate Amount of Marine Bottom Surface Area and Benthic Habitat Disturbed During Construction Associated with a Boat Ramp at Mole C as Compared to a Boat Ramp at Mole B

Habitat Type	Mole C (Proposed Project)		Mole B (Staff Recommended Alternative)	
	ft ²	m ²	ft ²	m ²
Upland Habitats: Revetment	256.7	23.8	0	0
Marine: Intertidal: Artificial Substrate: Riprap	972.2	90.3	0	0
Marine: Subtidal: Rock Bottom: Rubble/Cobble	5,772.7	536.3	357	32.8
Marine: Subtidal: Unconsolidated Bottom: Soft Bottom	61,896.6	5,750.4	14,410	1,325.7
Total	68,898.2	6,400.9	14,767	1,358.6

Under BIO-3, similar to implementation of the proposed project, permanent impacts from the Staff Recommended Alternative to federally protected waters would include the placement of fill in areas where the ramp and new pilings are installed. Unlike the proposed project analyzed in the Draft EIR, the Mole B boat ramp facility would not require the construction of a breakwater and consequently, as shown in Final EIR Table 1-12 below, the amount of fill would be substantially less, which is a reduced impact related to BIO-3. In addition, permanent alteration of marine habitat types would occur with the installation of the proposed in-water project elements. Assuming the U.S. Army Corps of Engineers (USACE) determines that Seaside Lagoon is jurisdictional waters, a net loss of jurisdictional marine habitat would occur, which is considered a significant impact.

Table 1-12: Change in Permanent Jurisdictional Habitat Loss/Creation Associated with a Boat Ramp at Mole C as Compared to a Boat Ramp at Mole B

Habitat Change at Boat Launch Ramp Site	Mole C (Proposed Project)		Mole B	
	ft ²	m ²	ft ²	m ²
Loss of Open Water Habitat Due to Fill	15,315.0	1,422.8	6,414	590.1
Habitat Conversion - Soft bottom to hard bottom habitat	67,669.2	6,286.7	14,767	1,358.6

Under BIO-4, the proposed project and Staff Recommended Alternative could interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. As noted above, there is the potential for California grunion spawning at the project site. The construction activities associated with the Horseshoe Pier in water near

the sandy beach has the potential to disturb the California grunion spawning if the grunion are present (spawning is between March to August). This impact would be significant, as was identified for the proposed project.

Under BIO-5, the proposed project and Staff Recommended Alternative would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Compliance with the Coastal Land Use Plan and City tree trimming and removal ordinances (such as RBMC Section 10-5.1900(h)), including removal of ornamental trees located at Mole B, would result in less than significant impacts to terrestrial resources. As detailed in BIO-2 above, no eelgrass or *Caulerpa taxifolia* have been identified with the project study area; therefore, there would not conflict with any local policies or ordinances protecting biological resources. Therefore, impacts are less than significant.

Therefore, BIO-1, BIO-3, and BIO-4 impacts are considered significant under project and cumulative conditions, as was identified for the proposed project. BIO-2 and BIO-5 impacts are considered less than significant under project and cumulative conditions, as was identified for the proposed project. There would not be a substantial increase in severity of these impacts with implementation of the Staff Recommended Alternative under project or cumulative conditions.

Mitigation Measures

The Draft EIR identified several mitigation measures. For BIO-1, mitigation measure MM BIO-1: Protection of Marine Mammals During Construction would reduce to less than significant the potential for noise and vibration from pile-driving associated with the in-water construction of the proposed project to negatively affect marine mammals, and the soft start would warn mobile aquatic species (including broomtail groupers), from pile-driving activities; therefore, impacts would be less than significant. Mitigation measure MM BIO-2 would reduce to less than significant for impacts associated with the potential for construction associated with the Horseshoe Pier at or near the sandy beach habitat of Horseshoe Beach to result in direct impacts (including mortality or injury) to grunion if they are present in the project area during their spawning season (March to August). Under the Staff Recommended Alternative, mitigation measure MM BIO-3: Mitigation for Increase in Surface Coverage would not be required as impacts associated with surface coverage relative to foraging birds would be less than significant. Under BIO-3, assuming the USACE determines that Seaside Lagoon is jurisdictional waters, there would be an adverse impact on federally protected waters and the impact would be significant and mitigation measure MM BIO-4: Fill in Waters of the U.S would be applied to reduce the impact to less than significant. Under BIO-4, implementation of mitigation measure MM BIO-2 (described under Impact BIO-1), which requires grunion monitoring should Horseshoe Pier construction that could disturb sandy beach occur during the grunion spawning season, would be applied to reduce impacts to less than significant.

Residual Impacts

As with the proposed project, application of mitigation measure MM BIO-1 would reduce to less than significant the potential for noise and vibration from pile-driving associated with the in-water construction of the proposed project to negatively affect marine mammals. In addition, although impacts to fish, including broomtail groupers, from pile-driving activities would be less than significant, mitigation measure MM BIO-1 would further reduce the

likelihood of impacts to fish (as well as marine mammals) as a result of pile-driving as a soft start would warn mobile aquatic species to leave the area as pile-driving is commenced.

Mitigation measure MM BIO-2 would reduce to less than significant the potential for construction associated with the Horseshoe Pier at or near the sandy beach habitat of Horseshoe Beach to result in direct impacts (including mortality or injury) to grunion if they are present in the project area during their spawning season (March to August).

With implementation of mitigation, significant impacts to special-status species during construction and operation would be reduced to less than significant.

Assuming the USACE determines that Seaside Lagoon is jurisdictional waters, with implementation of mitigation measure MM BIO-4, impacts associated with removal, filling, hydrological interruption, of federally protected waters would be less than significant. Should the USACE determine that Seaside Lagoon is not jurisdictional waters, MM BIO-4 is not required.

As with the proposed project, with application of mitigation measures, the potential impact from implementation of the Staff Recommended Alternative on the biological resources would be reduced to a less than significant level (not cumulatively considerable).

Conclusion

Therefore, the Staff Recommended Alternative would not result in any new or increased biological resource impacts compared to those described for the proposed project in the Draft EIR. The Staff Recommended Alternative would not involve new significant environmental impacts or a substantial increase in the severity of previously identified impacts on biological resources (BIO-1, BIO-2, BIO-4, BIO-4, and BIO-5) under project or cumulative conditions. Therefore, the Staff Recommended Alternative does not meet the standards for recirculation of an EIR with regard to biological resources.

1.3.4.4 Cultural Resources

Impacts Analysis

Impacts related to cultural resources are evaluated in Section 3.4 of the Draft EIR. The project would result in significant impacts associated with cultural resources if it would:

- CUL-1** Cause a substantial adverse change in the significance of a historical resource.
- CUL-2** Cause a substantial adverse change in the significance of an archaeological resource.
- CUL-3** Directly or indirectly destroy a unique paleontological resource.

Since the operation of the proposed project would not involve further destruction of potential historic buildings nor subsurface disturbance, no impact on cultural resources during operations is anticipated. Therefore, the impact analysis in the Draft EIR and below focuses on the potential impacts to cultural resources during construction activities and those activities at Mole B.

The Staff Recommended Alternative would not result in a new significant impact or a substantial increase in severity of an environmental impact associated with Cultural Resources (CUL-1, CUL-2, and CUL-3).

There are no previously recorded historical resources within either the Direct Area of Potential Effect (APE) or Indirect APE for the proposed project. The project-specific historical resources investigation resulted in the identification of the following structures that meet the eligibility criteria for City of Redondo Beach Landmark designation (although there is no official designation):

- 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)

This being the case, these properties are considered historical resources under CEQA. Because of their similar age, construction, purpose, and are physically joined together, the Horseshoe and Monstad Piers are considered a combined resource that makes up the Redondo Beach Pier Complex.

Based on literature review and archaeology survey, it was determined that unknown buried features or possible structural remnants may be present within the project site.

Based on a paleontological records search and preliminary geotechnical information, there is a low potential for scientifically important fossil remains or previously unrecorded fossil localities to be encountered or lost due to project-related earth-moving activities associated with construction of the proposed project. However, a stratigraphic sequence becomes progressively older with increasing depth below the ground surface. Consequently, there would be a potential at greater depths for remains old enough to be considered fossilized to be encountered or lost to those activities.

The Area of Potential Effect under the Staff Recommended Alternative would be increased to include the western most portion of Mole B. Mole B is located on man-made land of artificial fill built by the early 1960s. Development of a one-lane small craft boat launch ramp with boarding float, hand launch ramp, approximately 22 drive-through parking stalls (vehicle/trailer spaces), guest dock and boat hoist at Mole B facility would involve minimal grading and excavation. Unlike the Mole C facility analyzed in the Draft EIR, the Mole B location has no buildings; therefore, no potential for demolition of historic resources exist at Mole B. There is an extremely low potential for buried resources (archaeological and paleontological resources) to be found during construction of the proposed small craft boat ramp facility because the Mole B site is underlain with imported/modern fill (i.e., dredged material) and is paved or highly disturbed. Therefore, with construction on Mole B, no additional Cultural Resources would be impacted under project or cumulative conditions.

Similar to Alternative 4, the Staff Recommended Alternative includes the reconfiguration of buildings in the northern portion of the project site, the overall amount of grading and development on the site would be similar to the proposed project. Therefore, the potentially historic structures identified under the proposed project would be demolished and this would result in a significant impact. In addition, grading/excavation could result in a substantial

adverse change in the significance of an unknown archaeological resource in the northeastern and southeastern portions of the project site and/or have an adverse effect on unknown paleontological resources. Therefore, CUL-1, CUL-2, and CUL-3 impacts are considered significant under project and cumulative conditions, as was identified for the proposed project. There would not be a substantial increase in severity of these impacts with implementation of the Staff Recommended Alternative under project or cumulative conditions.

Mitigation Measures

The Draft EIR identified several mitigation measures as follows: MM CUL-1: Recordation, MM CUL-2: Interpretive Program, MM CUL-3: Protection of the Monstad Pier During Construction, MM CUL-4: Phase I Archaeological Work, and MM CUL-5: Potential to Encounter Unknown Paleontological Resources would be implemented. Similar to the proposed project, implementation of the Staff Recommended Alternative would result in the demolition of historic structures, as well as grading and excavation at the project site; therefore, these mitigation measures (MM CUL-1 to MM CUL-5) would be implemented.

Residual Impacts

While mitigation measures MM CUL-1, MM CUL-2, and MM CUL-3 are proposed, in the case of the full demolition of an historic property, residual impacts to historical resources are considered significant and unavoidable under project and cumulative conditions after implementation of mitigation measures. As with the proposed project, with application of mitigation measure MM CUL-4, the impact of excavation on unknown archaeological resources at the project site would be less than significant (not cumulatively considerable). In addition, as with the proposed project, with application of mitigation measure MM CUL-5, the potential impact of earth-moving activities from implementation of the Staff Recommended Alternative on the paleontological resources would be reduced to a less than significant level (not cumulatively considerable).

Conclusion

Therefore, the Staff Recommended Alternative would not result in any material difference in cultural resources impacts compared to those described for the proposed project in the Draft EIR. The Staff Recommended Alternative would not involve new significant environmental impacts or a substantial increase in the severity of previously identified impacts on cultural resources (CUL-1, CUL-2, and CUL-3) under project or cumulative conditions. Therefore, the Staff Recommended Alternative does not meet the standards for recirculation of an EIR with regard to cultural resources.

1.3.4.5 Geology and Soils

Impacts Analysis

Impacts related to geology and soils are evaluated in Section 3.5 of the Draft EIR. The project would result in significant impacts related to geology and soil if it would:

GEO-1: Expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault, strong seismic ground shaking, or seismic-related ground failure.

GEO-2: Result in substantial soil erosion or the loss of topsoil.

GEO-3: Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in a significant impact due to on-site or off-site lateral spreading, subsidence, liquefaction, corrosiveness, or collapse.

GEO-4: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code,⁸ creating substantial risks to life or property.

The Staff Recommended Alternative would not result in a new significant impact or a substantial increase in severity of an environmental impact associated with Geology and Soils (GEO-1, GEO-2, GEO-3, and GEO-4).

The project site does not fall within a designated State of California Earthquake Fault Zone. However, the location of the project site is within Southern California, which is an area of known seismic activity. With the exception of the International Boardwalk, the project site (including Mole C) and Mole B are located within a liquefaction hazard zone due to the combination of shallow groundwater and geologically recent deposits. In addition, given the presence of artificial fill, expansive soils may also be present in the project site and surrounding area.

Similar to Alternative 4, the Staff Recommended Alternative includes the reconfiguration of buildings in the northern portion of the project site. With the exception of not redeveloping the Joe's Crab Shack portion of the project site, the overall amount of development and grading would be similar to the proposed project. As with the proposed project, implementation of the Staff Recommended Alternative would include the replacement of older non-compliant buildings/structures throughout the project site with new facilities that comply with current buildings codes (including seismic requirements). Therefore, the Staff Recommended Alternative would be designed, located, and built in compliance with the most up-to-date building code requirements of the CBC applicable at the time of development. Similar to the proposed project, the Staff Recommended Alternative would not expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving rupture of a known earthquake fault, and impacts are less than significant (Impact GEO-1). As with the proposed project, the Staff Recommended Alternative would also be required to comply with the recommendations detailed in the approved project-specific geotechnical evaluation(s) and engineering analysis during the design phase, grading plan and any other relevant reports pertaining to construction criteria and specified seismic parameters (COA GEO-1, GEO-2, and GEO-3).

Because the overall amount of development on the site and Mole B would be similar to the proposed project, the ground-disturbing activities, such as demolition, excavation, trenching, grading, and landscaping would also be similar. As with the proposed project, implementation of the Staff Recommended Alternative would include compliance with existing regulatory requirements, such as implementation of best management practices (BMPs) and other erosion

⁸ As described under Section 3.5.3, above, the State of California provides minimum standards for building design through the CBC (Title 24, California Code of Regulations). The CBC is based on the International Building Code (formerly known as the Uniform Building Code), established by the International Code Council (formerly known as the International Council of Building Officials), which is used widely throughout the U.S. (generally adopted on a state-by-state or agency-by-agency basis), and has been modified for conditions within California. Therefore, this analysis assumes compliance with the CBC.

and sedimentation control measures that would enable project-related grading, excavation, and other earth-moving activities to avoid a significant impact (Impact GEO-2). Similar to the proposed project, the Staff Recommended Alternative would require implementation of a stormwater pollution prevention plan (SWPPP) for erosion and sedimentation control, as well as adherence to the state Construction General Permit and SCAQMD Rule 403 (Fugitive Dust); therefore, given compliance with existing rules and regulations and implementation of BMPs and erosion and sedimentation control measures during construction and operation, impacts related to soil erosion or the loss of topsoil would be less than significant. The impacts would be similar to the proposed project.

Similar to the proposed project, the Staff Recommended Alternative would replace the older non-compliant buildings/structures with new facilities, which comply with applicable design standards and current applicable building codes and would provide safety improvements in comparison to the existing conditions. As with all of the land within King Harbor, with the exception of the International Boardwalk area (proposed Pacific Avenue Reconnection), the Staff Recommended Alternative is located in an area mapped with liquefiable soil and there is potential for seismic-related (earthquake-induced) liquefaction at the project site and Mole B, which could lead to ground settlement and lateral spreading. However, as noted in the Draft EIR, existing structures at the project site are already subject to potential risk of liquefaction/ground settlement/lateral spreading. Similar to the proposed project, grading, compaction and individual foundations associated with the Staff Recommended Alternative would have to adhere to design- and project-specific standards and requirements of the current CBC using proven geotechnical engineering technologies to alleviate the liquefaction (and lateral spreading) potential at the site. As with the proposed project, the Staff Recommended Alternative would comply with applicable CBC requirements and site-specific geotechnical recommendations. This would result in safety improvements in comparison to existing conditions. The Staff Recommended Alternative would not result in on-site or off-site impacts associated with lateral spreading, subsidence, liquefaction, corrosiveness, or collapse due to being located on a geologic unit or soil that is unstable or that would become unstable as a result of the project. As with the proposed project, the Staff Recommended Alternative would not result in impacts associated with corrosive soils (conditions at Mole B would be the same as Mole C in this regard). Consequently, impacts would be less than significant, similar to the proposed project (Impact GEO-3).

Similar to the proposed project, mass grading would occur throughout the project site under the Staff Recommended Alternative. This work is expected to include the placement of new fill and the removal and re-compaction of unsuitable soil and backfill for utility trenches and other excavations. Likewise, the removal, re-compaction, and/or placement of new fill would occur based on a design- and project-specific evaluation of the expansion potential associated with on-site soils. It would include subsurface soil sampling, laboratory analysis of samples collected, and an evaluation of the laboratory testing results by a geotechnical engineer under direction and review by the City. Therefore, the Staff Recommended Alternative would not create a substantial risk to life or property due to the presence of expansive soil (Impact GEO-4). Similar to the proposed project, the impacts would be less than significant.

With implementation of applicable building codes, regulations and current applicable engineering and safety standards, construction and operation of the proposed project would not expose people and buildings/structures to potential substantial adverse effects, including the risk of loss, injury, or death, related to surface rupture, ground shaking, and liquefaction. Further, design and construction in accordance with applicable laws and regulations and current applicable engineering and safety standards would minimize risks associated with the

presence of expansive soil, corrosive soil, or unstable soil. Conditions of Approval that the City would impose (for approval of the proposed Conditional Use Permit) would require implementation of these codes, regulations and standards. The COAs would be applied to the implementation of the project through the project plans and the building permit process. The City is proposing as part of its Conditional Use Permit procedures three COAs: COA GEO-1: Geotechnical Report Per the Seismic Hazard Mapping Act, COA GEO-2: Seismic Design and Engineering Criteria, and COA GEO-3: Final Geotechnical Report Review and Approval.

Therefore, GEO-1, GEO-2, GEO-3, and GEO-4 impacts are not considered significant under project and cumulative conditions, as was identified for the proposed project. There would not be a substantial increase in severity of these impacts with implementation of the Staff Recommended Alternative under project or cumulative conditions.

Mitigation Measures

As with the proposed project, no mitigation is required.

Residual Impacts

As with the proposed project, impacts would be less than significant.

Conclusion

Therefore, the Staff Recommended Alternative would not result in any material difference in geology and soils impacts compared to those described for the proposed project in the Draft EIR. The Staff Recommended Alternative would not involve new significant environmental impacts or a substantial increase in the severity of previously identified impacts on geology and soils (GEO-1, GEO-2, GEO-3, and GEO-4) under project or cumulative conditions. Therefore, the Staff Recommended Alternative does not meet the standards for recirculation of an EIR with regard to geology and soils.

1.3.4.6 Greenhouse Gases

Impacts Analysis

Impacts related to greenhouse gases (GHGs) are evaluated in Section 3.6 of the Draft EIR. The project would result in significant impacts associated with GHG if it would:

- GHG-1** Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- GHG-2** Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs

The project site is currently developed with approximately 211,650 square feet of existing buildings⁹, consisting primarily of restaurants, retail, and office uses. These existing uses generate GHG emissions from both area sources and mobile sources. Area-source emissions are widely distributed on-site sources made of many small emissions sources (e.g., building heating and cooling units, landscaping equipment and consumer products etc.). Indirect source emissions are generated by electrical consumption, natural gas consumption, water and

⁹ This is less than the existing development identified in the Draft EIR because it does not include Joe's Crab Shack (8,231 square feet).

wastewater usage (transportation), and solid waste disposal. Direct sources consist of motor vehicles trips generated by residents and patrons of the existing uses. Operational GHG emissions associated with the existing on-site conditions are presented in Table 3.6-1 of the Draft EIR.

The Staff Recommended Alternative would not result in a new significant impact or a substantial increase in severity of an environmental impact associated with Greenhouse Gases (GHG-1 and GHG-2).

The reconfiguration of the parking structure/building layout and the construction of the Mole B boat ramp facility would not change the overall amount of development constructed on the site; as a result, the Staff Recommended Alternative would be similar to the proposed project. The estimated construction and operational GHG emissions from the Staff Recommended Alternative would be similar to that of the proposed project. As shown in the following table (Final EIR Table 1-13), the continued operational emissions from Joe's Crab Shack would not appreciably change operational GHG emissions.

Table 1-13: GHG Emissions Summary

Total Project Emissions	5,072.66	MTCO₂e/yr
Joe's Crab Shack	735.79	MTCO ₂ e/yr
Net Increase w/ Joes	5,808.45	MTCO ₂ e/yr
Exceed 25,000 MT CO ₂ e/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	(MTCO ₂ e/yr/SP)
Emissions per SP W/Joe's	3.82	(MTCO ₂ e/yr/SP)
Threshold	4.6	(MTCO ₂ e/yr/SP)
Significant?	No	

Therefore, the GHG emissions calculations and significance findings for the proposed project would be the same for the Staff Recommended Alternative. Similar to the proposed project, the Staff Recommended Alternative would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Additionally, as with the proposed project, the Staff Recommended Alternative would be consistent with the California Air Resources Board (CARB) Scoping Plan, SB 375, and the Redondo Beach Sustainable Development Strategic Plan. Therefore, the Staff Recommended Alternative would have a less than significant impact, similar to the proposed project.

Mitigation Measures

As with the proposed project, no mitigation is required.

Residual Impacts

As with the proposed project, impacts would be less than significant.

Conclusion

Therefore, the Staff Recommended Alternative would not result in any material difference in GHG impacts compared to those described for the proposed project in the Draft EIR. The Staff Recommended Alternative would not involve new significant environmental impacts or a substantial increase in the severity of previously identified impacts on GHGs (GHG-1 and GHG-2) under project or cumulative conditions. Therefore, the Staff Recommended Alternative does not meet the standards for recirculation of an EIR with regard to GHGs.

1.3.4.7 Hazards and Hazardous Materials

Impacts Analysis

Impacts related to hazards and hazardous materials are evaluated in Section 3.7 of the Draft EIR. The project would result in significant impacts associated with hazards and hazardous materials if it would:

- HAZ-1** Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction;
- HAZ-2** Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment; or
- HAZ-3** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The project site may have low concentrations of soil contamination in association with the former presence of six underground storage tanks (USTs) that have since been removed. In addition, the project site includes a site, and is in the vicinity of other sites, included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. A review of other regulatory databases identified several sites of past known or suspected contamination located approximately 0.25 mile of the project site, as well as within the project site. No sites located outside of the project site (including Mole B) are anticipated to significantly impact the project site during construction and operation based on the regulatory status and oversight and distance from the project site.

The Staff Recommended Alternative would not result in a new significant impact or a substantial increase in severity of an environmental impact associated with Hazards and Hazardous Materials (HAZ-1, HAZ-2, and HAZ-3).

Although the building layouts would be reconfigured, the Staff Recommended Alternative would be similar to the proposed project with respect to the level of construction activities and subsequent operational activities. Construction of the small craft boat launch facility on Mole B would involve a minor amount of grading and removal of existing docks. As with the proposed project, construction would still involve the use of certain hazardous materials, including vehicle fuels (both gasoline and diesel), oils, solvents, and transmission fluids. Inadvertent releases of hazardous materials on construction sites are typically localized and would be cleaned up in a timely manner. As with the proposed project, compliance with regulatory requirements (i.e., NPDES General Construction Permit), including the use of construction BMPs, would minimize the adverse effects to the general public and environment

associated with construction of the Staff Recommended Alternative. As such, the Staff Recommended Alternative would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction, and impacts would be less than significant, similar to the proposed project.

The Mole B site is not identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. There are no additional active sites compiled pursuant to Government Code Section 65962.5 within 0.25 mile of Mole B. Although construction would not occur in an area of any known contaminated soils, as with the proposed project, in the unlikely event that contaminated soils are encountered, the soils would be excavated, transported, and treated (or disposed of) in accordance with applicable regulatory agencies, which could include Redondo Beach Fire Department (Rbfd), Los Angeles County Fire Department (LACFD), LARWQCB, and/or Department of Toxic Substances Control (DTSC). As part of the Conditional Use Permit process, the City would require (similar to the proposed project) COA HAZ-1 Contamination Contingency Plan, should unknown contaminated soils be encountered during construction. Therefore, impacts associated with being located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 would be the same as the proposed project

Construction and operation of the Staff Recommended Alternative would occur on-site and is not expected to interfere with emergency responses or evacuation plans. The City's tsunami evacuation route includes roadways east of King Harbor, including Herondo Street (closest to Mole B), Beryl Street and Torrance Boulevard. As described above, adequate emergency vehicular access would be provided and maintained during construction, as required by the Rbfd. Therefore, as with the proposed project, the Staff Recommended Alternative would not conflict with the City's evacuation route during construction.

Construction and operation of the Staff Recommended Alternative would not interfere with emergency responses or evacuation plans. As with the proposed project, emergency access in and out of the site, including evacuation routes for construction workers, would remain the same as existing conditions during the construction process. The new Mole B boat ramp facility would be safely within the line-of-sight of the Harbor Patrol while not interfering with its operation. This issue is addressed in greater detail in Section 1.1.10 of the Final EIR below. As such, the Staff Recommended Alternative would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant, similar to the proposed project.

Mitigation Measures

As with the proposed project, no mitigation is required.

Residual Impacts

As with the proposed project, impacts would be less than significant.

Conclusion

Therefore, the Staff Recommended Alternative would not result in any material difference in hazards and hazardous materials impacts compared to those described for the proposed project in the Draft EIR. The Staff Recommended Alternative would not involve new significant environmental impacts or a substantial increase in the severity of previously identified impacts on hazards and hazardous materials (HAZ-1, HAZ-2, and HAZ-3) under project or cumulative

conditions. Therefore, the Staff Recommended Alternative does not meet the standards for recirculation of an EIR with regard to hazards and hazardous materials.

1.3.4.8 Hydrology and Water Quality

Impacts Analysis

Impacts related to hydrology and water quality are evaluated in Section 3.8 of the Draft EIR. The project would result in significant impacts associated with hydrology and water quality if it would:

- HWQ-1:** Violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.
- HWQ-2:** Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site.
- HWQ-3:** Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff that would require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects not already addressed as part of the proposed project.
- HWQ-4:** Place structures within a 100-year flood hazard area such that flood flows would be impeded or redirected or expose people or structures to a significant risk of loss, injury, or death involving flooding.
- HWQ-5:** Expose people and structures to substantial risk associated with inundation by seiche, tsunami, mudflow, or sea level rise.

The Staff Recommended Alternative would not result in a new significant impact or a substantial increase in severity of an environmental impact associated with Hydrology and Water Quality (HWQ-1, HWQ-2, HWQ-3, HWQ-4, and HWQ-5).

Similar to Alternative 4, the Staff Recommended Alternative includes the reconfiguration of buildings in the northern portion of the project site. With the exception of redeveloping Mole B and not redeveloping the Joe's Crab Shack portion of the project site, overall, the Staff Recommended Alternative includes the redevelopment of the site in a manner similar to what is proposed under the proposed project.

The aquatic portion of the project site is located in a water body that has identified water quality impairments (bacteria, toxics, and debris) under the Clean Water Act Section 303; however, as with the proposed project, construction and operation of the Staff Recommended Alternative, with compliance with applicable permitting measures, would not further contribute to degradation of water quality. During construction, impacts on groundwater, surface water (runoff from landside construction), and harbor water (associated with marine construction), similar to the proposed project, would be temporary, localized and in compliance with regulatory requirements, including implementation of BMPs, which would ensure that the Staff Recommended Alternative would reduce pollutant discharges and control

stormwater and not violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

During operations, runoff from the project site would reduce contamination associated with roadways, parking lots, landscaping, and accumulated atmospheric deposition on impervious surfaces in comparison to existing conditions. As with the proposed project, updates to the on-site stormwater system would be designed to comply with the City's low impact development (LID) Ordinance, which reflects the Los Angeles County LID standards, to treat both the quantity and quality of flow. Under the proposed project, the imperviousness of the site would decrease from 79 percent to 64 percent. Implementation of the Staff Recommended Alternative would reduce the imperviousness of the site from 79 percent to 75 percent. Although the reduction on paved areas would be less under the Staff Recommended Alternative, a decrease in the imperviousness would still occur and impacts would be less than significant. Furthermore, the project site would still be required to capture the first .75 inch of rain within a 24-hour period (Draft EIR page 3.8-48.)

The types of water quality impacts that could occur during construction for activities within the water under the Staff Recommended Alternative would be the same as the proposed project, and include short-term increase in turbidity, suspended sediments, and decreases in dissolved oxygen concentrations. These changes to water quality would be temporary and localized to the construction area. These impacts would be temporary and localized and would not result in violations of water quality standards or waste discharge requirements or otherwise substantially degrade water quality; therefore, impacts are less than significant. As no breakwater would be constructed under the Staff Recommended Alternative, the impacts would be slightly less under the Staff Recommended Alternative.

As with the proposed project, the Staff Recommended Alternative would open the Seaside Lagoon to King Harbor. The water exchange time for the area within the proposed breakwater entrance, including Seaside Lagoon and the area that is outside of the lagoon but inside of the breakwater entrance, would be approximately 20 hours, which would be much shorter than the exchange time for the three existing marina basins of King Harbor.

As with the proposed project, under the Staff Recommended Alternative, several new structures would be built in Zones AE, VE, and X. The finished floor elevation of the buildings located on the piers (i.e., the Sportsfishing Pier) would be a minimum of nine feet above the 100-year flood elevation and would not impede or redirect flows, nor would the new/rebuilt buildings expose people or structures to a significant risk of loss, injury, or death involving flooding. Mole B is located in Zone X. The Mole B boat launch ramp, boarding floats, and docks would be placed within the waters of King Harbor, which would not impede or redirect flood flows. Therefore, the Staff Recommended Alternative impacts would be less than significant, similar to the proposed project.

Proposed uses and level of development would be the same under the Staff Recommended Alternative as the proposed project. Relative to the risk and damage associated with inundation by wave uprush, seiche, tsunami, mudflow, or sea level rise, the exposure of buildings and people at the project site is considered to be a significant impact under the Staff Recommended Alternative, as with the proposed project.

Mitigation Measures

The Draft EIR identified mitigation measure MM HWQ-1: Tsunami/Seiche Awareness Notification Program, for impacts associated with people potentially being exposed to a tsunami or seiche at the project site. In addition, mitigation measures MM HWQ-2: Wave Uprush Protection, and MM HWQ-3: Sea Level Rise Adaptation Plan, would be implemented to reduce impacts associated with possible inundation associated with wave uprush and future sea level rise. Similar to the proposed project, implementation of the Staff Recommended Alternative could result in inundation of new buildings or facilities at the project site; therefore, these mitigation measures (MM HWQ-1 to MM HWQ-3) would be implemented.

Residual Impacts

As with the proposed project, with implementation of mitigation measure MM HWQ-1, impacts associated with people being exposed to a tsunami or seiche at the project site would be reduced; however, due to natural uncertainties of such an event occurring in the future, it is not possible to conclude that the associated risks would be fully mitigated. As such, the residual impact associated with tsunami or seiche exposure is considered to be significant and unavoidable, as identified for the proposed project.

MM HWQ-2 requires a four-foot high-recurved splash wall anchored at the seaward edge of the promenade landward of the northern portion of the Horseshoe Pier. The splash wall would redirect the up-rushed water back toward the ocean, thereby deflecting the water away from the promenade and preventing inundation from occurring. Installation of a splash wall along the revetment would be subject to Coastal Commission approval. Alternatively, as stated in MM HWQ-2, the Coastal Commission may recommend an alternative method to reduce potential for inundation to occur. As with the proposed project, with implementation of mitigation measure MM HWQ-2, impacts associated with possible inundation from wave uprush under current sea levels would be less than significant.

MM HWQ-3 requires that a plan be developed to address future sea level rise within the project area by instituting a monitoring program to assess sea level changes, and by identifying structural options to be implemented if necessary (subject to approval by the applicable regulatory agencies), that reduce risks to people and structures within the coastal zone. As with the proposed project, with implementation of mitigation measure MM HWQ-3, impacts associated with possible inundation from wave uprush under future sea level rise conditions would be less than significant.

Conclusion

Therefore, the Staff Recommended Alternative would not result in any material difference in hydrology and water quality impacts compared to those described for the proposed project in the Draft EIR. The Staff Recommended Alternative would not involve new significant environmental impacts or a substantial increase in the severity of previously identified impacts on hydrology and water quality (HWQ-1, HWQ-2, HWQ-3, HWQ-4, and HWQ-5) under project or cumulative conditions. Therefore, the Staff Recommended Alternative does not meet the standards for recirculation of an EIR with regard to hydrology and water quality.

1.3.4.9 Land Use and Planning

Impacts Analysis

Impacts related to land use and planning are evaluated in Section 3.9 of the Draft EIR. The project would result in significant impacts associated with land use and planning if it would:

- LUP-1** Conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, local coastal program, or zoning ordinance) and would result in a physical change to the environment not already addressed in the other resource chapters of this EIR.

The Staff Recommended Alternative would not result in a new significant impact or a substantial increase in severity of an environmental impact associated with Land Use and Planning (LUP-1).

Existing uses at the project site includes a mix of commercial, restaurant and office uses, as well as land and water recreational uses, parking, and a marina. Land uses at the Mole B project site currently include surface parking, public park, and marina boat slips. As discussed in detail in Chapter 2 Project Description of the Draft EIR, the proposed project would include a variety of uses, including commercial (restaurant, specialty cinema, hotel, and retail) uses, as well as enhancements to existing recreational and marine facility uses, including a modified Seaside Lagoon, improved non-vehicular circulation, and new boat launch facilities. Creative office uses would be allowed outside of the Tidelands.

The overall amount of development and grading of the Staff Recommended Alternative would be similar to the proposed project, although the Mole B site is slightly larger than the Mole C boat launch ramp site. Under the Staff Recommended Alternative, the proposed amount of development constructed (523,939 square feet of existing and new construction) and the proposed land uses would be the same as the proposed project. However, the amount of existing square footage to be demolished would be slightly less under the Staff Recommended Alternative given that the 8,231 square foot Joe's Crab Shack would remain. Consequently, the net new development on-site would be slightly greater at 312,289 square feet as opposed to 304,058 square feet.

As discussed above under Project Modifications, the amount of development within the CC Coastal Commercial zones would increase by 1,836 square feet as compared to the proposed project (the 1,836 Building L would be relocated from P-PRO zone to the CC-3 zone); as shown on Final EIR Table 1-6, the square footage within the CC zones under the Staff Recommended Alternative is within the allowable cumulative FAR development cap of 400,000 net new square feet in the CC zones after April 22, 2008.

The enhancement of the physical configuration of the trust land ownership by designating a navigable waterway (Basin 3) as Tidelands in place of a non-tidal area (Mole D) is still proposed in the same configuration under the Staff Recommended Alternative, as with the proposed project. As described in Chapter 3 of the Final EIR, the configuration of the tidelands parcel proposed for exchange has been modified slightly from the Draft EIR. This proposed exchange would be the same for the Staff Recommended Alternative.

Similar to Alternative 4, while the configuration of the northern portion of the project site would change, the proposed uses and overall development intensity would not change and the Staff Recommended Alternative would continue to be consistent with the relevant policies in

land use and planning documents similar to the proposed project, including the Public Trust Doctrine, Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Redondo Beach General Plan, Coastal Land Use Plan, Coastal Zoning, and Harbor/Civic Center Specific Plan. The reconfigured buildings and parking structure in the northern portion of the project site would continue to comply with applicable development standards, including building heights, number of stories, maximum floor area ratio (FAR), and other applicable development standards. The redesigned parking structure would have five levels, which is more than the four levels analyzed in the Draft EIR; however, the redesigned parking structure would continue to comply with the maximum height limit of 45 feet measured from Harbor Drive, as analyzed in the Draft EIR.¹⁰

Mole B is located within the City's tidelands and Mole B is designated as Coastal Commercial (CC) in the City's General Plan and zoned as Coastal Commercial CC-4. The proposed use as a boat launch facility is consistent with Public Trust Doctrine and the uses allowed under the City's General Plan, Coastal Land Use Plan, Coastal Zoning (with approval of a Conditional Use Permit), and the Harbor/Civic Center Specific Plan. More specifically, this facility would fall under the land use categories of commercial recreation, parks, recreation, and open space, and recreation facilities. Additionally, as discussed in Draft EIR Section 3.9, a boat launch facility is called for under Coastal Land Use Plan Policy 1. Further the slight relocation of Moonstone Park to the south, toward the Harbor Patrol facility (maintaining the open space requirement), would not conflict with applicable land use and planning documents, including allowable uses, and other applicable development standards.

Therefore, the Staff Recommended Alternative is consistent with the applicable state, regional, and local land use plans, including the Public Trust Doctrine, RTP/SCS, City of Redondo Beach General Plan, Coastal Land Use Plan, Coastal Zoning, and the Harbor/Civic Center Specific Plan. As with the proposed project, the Staff Recommended Alternative is consistent with the land use designations and zoning classifications for the project site; therefore, the impact would be less than significant.

Mitigation Measures

As with the proposed project, no mitigation is required.

Residual Impacts

As with the proposed project, impacts would be less than significant.

Conclusion

Therefore, the Staff Recommended Alternative would not result in any material difference in land use and planning impacts compared to those described for the proposed project in the Draft EIR. The Staff Recommended Alternative would not involve new significant environmental impacts or a substantial increase in the severity of previously identified impacts on land use and planning (LUP-1) under project or cumulative conditions. Therefore, the Staff Recommended Alternative does not meet the standards for recirculation of an EIR with regard to land use and planning.

¹⁰ Levels are not considered stories under RBMC 10-5.402(a)(174)

1.3.4.10 Noise

Impacts Analysis

Impacts related to noise are evaluated in Section 3.10 of the Draft EIR. The project would result in significant impacts associated with noise if it would:

- NOI-1** Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance.
- NOI-2** Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
- NOI-3** A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- NOI-4** A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

The existing ambient noise environment in the project vicinity is influenced by mostly vehicular traffic on local roadways, occasional aircraft overflights, coastal commercial and marina activities, and natural sources of sound (e.g., ocean waves breaking on the shore, wind blowing through trees/vegetation, and birds). Daytime and nighttime ambient noise levels in the overall project area ranged from 52 dBA (Leq) to 63 dBA (Leq) and from 49 dBA (Leq) to 56 dBA (Leq), respectively. With respect to ambient noise levels in the vicinity of Mole B, it is reasonable to assume that the existing ambient noise level at the Mole B site is approximately 63 dBA, comparable to that of Mole C, based on the similarity in land use setting between the Mole B site and the proposed project site (Mole C). Relative to groundborne vibration, such vibration induced from road traffic in the project vicinity is unlikely to be perceptible by people, given the very low volume, if any, of very heavy vehicles and the relatively smooth roadway conditions. Typical background velocity levels is usually 50 VdB or lower, or below the threshold of perception for humans.

Some land uses are considered more sensitive to ambient noise and groundborne vibration levels than others. Sensitive receptors in the vicinity of the overall project site include existing condominiums and apartment buildings to the east of the project site and liveaboards in the marinas within and to the north of the project site. Notably, school and recreational parks (e.g., Veterans Park and Czuleger Park to the south and east, respectively) are not considered as sensitive to noise as residential uses and places where people sleep. Relative to Mole B, the only notable noise sensitive uses nearby are the liveaboards in the marina area on the east side of Mole B and in the more distant marina areas to the north and south.

The Staff Recommended Alternative would not result in a new significant impact or a substantial increase in severity of an environmental impact associated with Noise (NOI-1, NOI-2, NOI-3 and NOI-4).

The Staff Recommended Alternative would generally be the same as the proposed project with respect to the overall level of construction activities and subsequent operational activities. Although a temporary activity, construction would continue to cause a substantial and periodic increase in ambient noise levels in the project vicinity above levels existing without the project (i.e., construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use). The typical noise levels associated

with different phases of construction range from approximately 75 dBA to 79 dBA at a distance of 100 feet, with additional details regarding noise levels associated with various construction activities at different distances provided in Table 3.10-5 of the Draft EIR. Impact would be comparable to that identified in the Draft EIR relative to development of a boat ramp facility at Mole C, which would result in significant temporary construction-related noise impacts to liveaboards within Basin 2. Construction impacts for the Staff Recommended Alternative are significant and unavoidable under NOI-4 for existing and cumulative conditions, as was identified for the proposed project. As with the proposed project, all construction activity, including construction of the boat launch ramp facility at Mole B, would be subject to, the requirements of the City's Noise Ordinance, including limitations on the days of the week and hours of the day when construction activities are allowed; consequently, impacts under NOI-1 would be less than significant.

Relative to potential operational noise impacts to sensitive noise receptors located near Mole B, specifically liveaboards within King Harbor Marina, the proposed boat launch facility and surface parking under the Staff Recommended Alternative would provide for activities with noise characteristics comparable to those that currently exist, and all of which would be subject to, and would comply with, the applicable requirements of the Noise Ordinance. Further, as part of the Conditional Use Permit process, as with the proposed project, the City is proposing Condition of Approval COA NOI-1: Parking Area/Structure Design. However, as with the proposed project, the Staff Recommended Alternative's operations-related increase in traffic and associated roadway noise on Torrance Circle/Boulevard between the project site and Catalina Avenue would be a significant noise impact (NOI-3).

In terms of groundborne vibration (NOI-2), construction of the boat launch ramp facility is unlikely to require the use of construction equipment with relatively high vibration levels, such as pile drivers and vibratory rollers. As such, no vibration-related potential structural damage or significant human annoyance impacts would occur related to the boat launch facility at Mole B. However, at other locations within the project site, vibration from construction activities associated with the Staff Recommended Alternative (including the reconfiguration of building layouts) would result in significant impacts relative to potential structural damage if pile drivers operate within 55 feet of non-engineered timber and masonry buildings or within 30 feet of structures or buildings constructed of reinforced-concrete, steel, or timber. The types of construction equipment likely to be involved would include bulldozers/loaders, excavators/track hoes, dump/haul trucks, redi-mix concrete delivery trucks, paving equipment, and the like. Additionally, short-term significant impacts related to human annoyance from vibration would occur during construction activities in close proximity to sensitive receptors. The impacts would be similar to the proposed project.

Mitigation Measures

As with the proposed project, mitigation measures MM NOI-1: Pile Driving Vibration, MM NOI-2: Equipment Mufflers, MM NOI-3: Stationary Equipment, MM NOI-4: Equipment Staging Areas, MM NOI-5: Electrically-Powered Tools and Facilities, and MM NOI-6: Sound Barriers, would be implemented to help reduce construction noise impacts, including the potential for vibration-related structural damage. However, as with the proposed project, no feasible mitigation is available relative to human annoyance from construction-related vibration, although short-term and periodic. If phased (sequenced north and south) construction occurs (which was analyzed in the Draft EIR), mitigation measure MM NOI-ALT-1: Temporary Relocation of Liveaboards, would be implemented. Therefore, as with the proposed project, construction of the Staff Recommended Alternative would result in an

unavoidable significant construction noise impact. Also, similar to the proposed project, a significant increase in the roadway noise level on Torrance Circle/Boulevard between project site and Catalina Avenue would occur with the Staff Recommended Alternative.

Residual Impacts

As with the proposed project, implementation of MM NOI-1 through MM NOI-6 would reduce most construction noise and vibration impacts to levels that would be less than significant. However, as with the proposed project, there are locations where temporary periods of construction noise that cannot be shielded/attenuated by construction noise barriers. Similar to the proposed project, implementation of the Staff Recommended Alternative would result in a significant and unavoidable impact relative to human annoyance from vibration-related activities, particularly pile-driving. Therefore, similar to the proposed project, implementation of the Staff Recommended Alternative would result in a significant and unavoidable construction noise and groundbourne vibration impacts.

As with the proposed project, the Staff Recommended Alternative's operations-related increase in traffic and associated roadway noise on Torrance Circle/Boulevard between the project site and Catalina Avenue would continue be a significant and unavoidable noise impact.

Conclusion

Therefore, the Staff Recommended Alternative would not result in any material difference in noise impacts compared to those described for the proposed project in the Draft EIR. The Staff Recommended Alternative would not involve new significant environmental impacts or a substantial increase in the severity of previously identified impacts on noise (NOI-1, NOI-2, NOI-3, and NOI-4) under project or cumulative conditions. Therefore, the Staff Recommended Alternative does not meet the standards for recirculation of an EIR with regard to noise.

1.3.4.11 Public Services

Impacts Analysis

Impacts related to public services are evaluated in Section 3.11 of the Draft EIR. The project would result in significant impacts related to public services if it would:

- PBS-1** Result in substantial adverse physical impacts associated with the construction of new or physically altered fire protection facilities (i.e., fire stations), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project, in order to maintain adequate services

- PBS-2** Result in substantial adverse physical impacts associated with the construction of new or physically altered police protection facilities (including land-based and maritime police protection/law enforcement), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project, in order to maintain adequate services

The Staff Recommended Alternative would not result in a new significant impact or a substantial increase in severity of an environmental impact associated with Public Services (PBS-1 and PBS-2).

The project site is currently served by the Redondo Beach Fire Department and Redondo Beach Police Department. As with the proposed project, current staffing levels and facilities are adequate to meet the anticipated needs of the Staff Recommended Alternative. Additionally, the Staff Recommended Alternative would be similar to the proposed project in terms of square feet of development, which would still include replacement of existing buildings that do not meet current fire code requirement with new construction that would meet all applicable state and local codes and ordinances related to fire protection.

Fire Station No. 3 (Harbor Patrol) is located at the southern end of Mole B, south of the proposed boat launch ramp facility and Moonstone Park. Fire Station No. 3 has limited fire suppression equipment and personnel and mainly serves as headquarters for the Harbor Patrol unit. The Harbor Patrol is charged with protecting the Harbor up to three miles offshore. The Harbor Patrol responsibilities include maintaining order and issuing citations for violations, and responding to waterborne emergencies (assisting people and vessels). Under the Staff Recommended Alternative, the Harbor Patrol station would not be relocated or altered. The vehicle entrances in and out of the Harbor Patrol would not be altered. The roadway access to the boat ramp has been designed such that emergency vehicles entering and exiting the Harbor Patrol facility would not be required to cross the paths with vehicles actively in the process of boat off-loading and on-loading. It is anticipated that there would be sufficient space for queuing of vehicles waiting for ramp access, such that sufficient space would remain for emergency vehicle ingress and egress. Further the drive aisles and roadways would be designed to meet requirements for providing sufficient emergency vehicle access. There is the potential that the boat launch ramp facility would be designed so it could be closed to public access during unsafe conditions (i.e., during storm warnings). While the method for closing the facility has not been determined, a means of emergency vehicle access (along with public park access) would be maintained at all times. Additionally, the ramp would be located in Basin 1, the opposite side of Mole B from the Harbor Patrol vessel and fire boat docks (located within Basin 2). Further, there is adequate space for vessel queueing in the main channel and Basin 2 such that Harbor Patrol vessel and fire boat access in and out of Basin 2 would not be hindered. Therefore, roadway emergency access to and from the Harbor Patrol facility would continue to be uninterrupted via Marina Way and water access to and from the Harbor Patrol facility docks in Basin 2 and into the main channel would continue to be uninterrupted.

The development of Mole B into a new boat ramp facility would provide the Harbor Patrol with a line-of-sight, while not interfering with its operation, and allow for closer monitoring of these facilities in comparison to the Mole C option.

As with the proposed project, security measures inherent in the design of the Staff Recommended Alternative increase site safety by incorporating CPTED strategies aimed at deterring criminal behavior by designing the physical environment in ways that reduce identifiable crime risks and provide an atmosphere of safety. Additionally, private security would be located on-site to supplement public safety resources. Further, as with the proposed project, a new police substation would be located on-site, to replace the existing sub-station.

No construction or expansion of facilities not already addressed as part of the project would be required. Therefore, the Staff Recommended Alternative is not expected to result in the need

for the construction of new or physically altered fire protection facilities (i.e., fire stations) or police protection facilities not already addressed as part of the EIR analysis in order to maintain adequate services; hence, the impact would be less than significant, similar to the proposed project.

Mitigation Measures

As with the proposed project, no mitigation is required.

Residual Impacts

As with the proposed project, impacts would be less than significant.

Conclusion

Therefore, the Staff Recommended Alternative would not result in any material difference in public services impacts compared to those described for the proposed project in the Draft EIR. The Staff Recommended Alternative would not involve new significant environmental impacts or a substantial increase in the severity of previously identified impacts on public services (PBS-1 and PBS-2) under project or cumulative conditions. Therefore, the Staff Recommended Alternative does not meet the standards for recirculation of an EIR with regard to public services.

1.3.4.12 Recreation

Impacts Analysis

Impacts related to recreation are evaluated in Section 3.12 of the Draft EIR. The project would result in significant impacts related to recreation if it would:

- REC-1** 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; or,
- REC-2** 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.

The Staff Recommended Alternative would not result in a new significant impact or a substantial increase in severity of an environmental impact associated with Recreation (REC-1 and REC-2).

There are numerous passive and active land and water recreational amenities at and near the project site, which are discussed in detail in Chapter 2 of the Draft EIR. Additionally, located at Mole B is Moonstone Park, a 1.64-acre public park. The park is an open turf area with minimal improvements. The park is situated between a surface parking and Harbor Patrol facility at Mole B. There is Outrigger Canoe Club storage and a ramp at the southern end of the park.

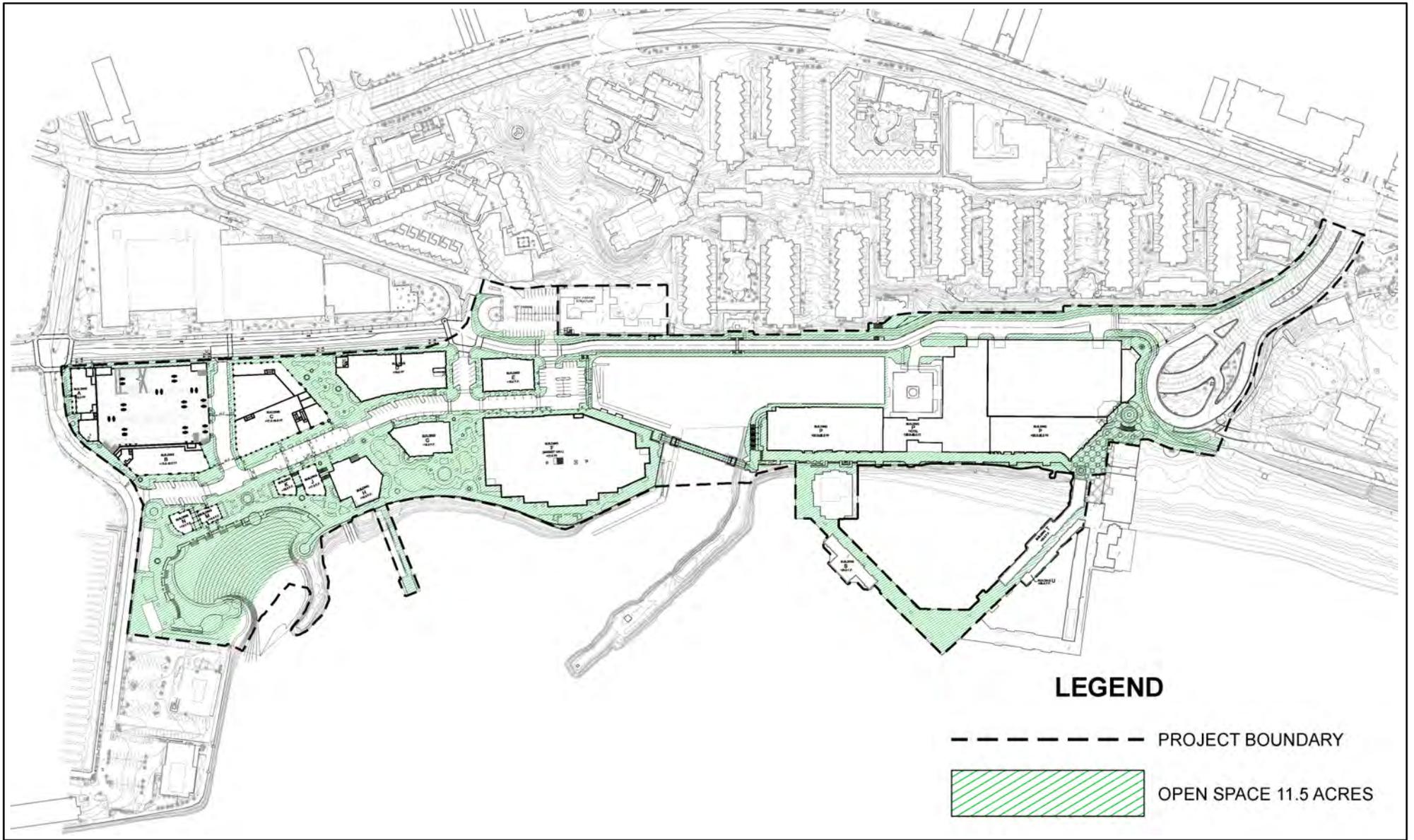
The overall amount of development under the Staff Recommended Alternative would be similar to the proposed project, including the enhancement of open space and recreational facilities. As with the proposed project, there would be a direct temporary loss of availability of on-site recreation during construction of the Staff Recommended Alternative. Recreational users that are temporarily displaced from Mole B (i.e., certain docks, Outrigger Canoe Club

operations and Moonstone Park) due to the construction associated with the new boat ramp facility would not cause a substantial increase in use at any particular recreational facility, but would instead be expected to disperse throughout the remaining Harbor Pier area (which is approximately 114 acres) with similar recreational options. Marine recreation opportunities at King Harbor would remain open for use by recreational watercraft. Access to the waterfront from Mole B via the hand launch dock (for launch of human-powered watercraft, such as stand-up paddleboards, kayaks, canoes, etc.) near the Outrigger Canoe Club storage space may be temporarily disrupted during construction of Mole B; however, if necessary, temporary outrigger storage and harbor access would be made available. Furthermore, as with the proposed project, as part of the Conditional Use Permit process, the City would require Conditions of Approval COA REC-1: Temporary Hand Launch and Dinghy Dock and COA REC-2: Redondo Beach Marina in Basin 3 Slip Transition/Temporary Relocation Plan, which would require, prior to construction, the temporary relocation of hand launch and dinghy facilities during the construction associated with opening the Seaside Lagoon to the harbor, as well as slip transition assistance for those vessels currently within the Redondo Beach Marina in Basin 3.

This reconfigured Mole B would remove approximately 26 marina boat slips of various sizes from Basin 1. By removing those slips, there would be an increase in public recreation and access relative to existing conditions. Currently, each of the four marinas in King Harbor have vacant slips of various sizes, with Port Royal and King Harbor marinas (of which Mole B/Basin 1 is situated) having the largest number.

As with the proposed project, the Staff Recommended Alternative includes the removal of large expanses of asphalt surface parking areas (approximately 12 acres of lot area under existing conditions and four acres of lot area upon implementation of the project) and the development and enhancement of high-quality public open space throughout the project site, including providing public seating, gathering, and passive and active recreational spaces. Refer to Figures 2-7 and 2-21 in Chapter 2 Project Description of this Draft EIR, for existing and conceptual open space plans, respectively, associated with the proposed project, and Final EIR Figure 1-11 below for the conceptual open space plan associated with the Staff Recommended Alternative. Such areas include, but are not limited to, the modified Seaside Lagoon, landscaped public spaces along the promenade adjacent to Horseshoe Beach, to the north of the market hall (Building F), and the open space corridor that extends from Harbor Drive to the waterfront on the northern portion of the project site, south of the proposed parking structure, and the Plaza at the entry of Seaside Lagoon at the intersection of the new main street. The proposed promenades and paths would enhance high-quality public open space. In addition, unlike the proposed project, the proposed boat launch facility at Mole B under the Staff Recommended Alternative would include a boat hoist, which would enhance the boat launch facilities usability.

During operations, as with the proposed project, the Staff Recommended Alternative would also not directly or indirectly result in population growth; as a result, it would not increase demand for recreational services. The Staff Recommended Alternative (as with the proposed project) would help with the local and regional demand for public boating facilities by providing expanded small craft boat launch ramp facility; thereby providing a benefit to the local community and region as a whole. The boat launch ramp facility at Mole B would be similar to the boat launch ramp facility at Mole C under the proposed project, including a boat hoist; however, one small beneficial difference is the addition of transient side ties for guest docking that would be provided at Mole B and not at Mole C. Access to the water area would be enhanced for a variety of sports and water recreational activities by providing hand



Source: Callison, 2016



launching, including a small craft boat launch ramp, which would accommodate a larger number of boat launches than the existing boat hoists.

Therefore, the Staff Recommended Alternative 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 impacts would be less than significant, as with the proposed project.

Mitigation Measures

As with the proposed project, no mitigation is required.

Residual Impacts

As with the proposed project, impacts would be less than significant.

Conclusion

Therefore, the Staff Recommended Alternative would not result in any material difference in recreation impacts compared to those described for the proposed project in the Draft EIR. The Staff Recommended Alternative would not involve new significant environmental impacts or a substantial increase in the severity of previously identified impacts on recreation (REC-1 and REC-2) under project or cumulative conditions. Therefore, the Staff Recommended Alternative does not meet the standards for recirculation of an EIR with regard to recreation.

1.3.4.13 Traffic and Transportation

Impacts Analysis

Impacts related to traffic and transportation are evaluated in Section 3.13 of the Draft EIR. The project would result in significant impacts related to traffic and transportation if it would:

- TRA-1** Exceed the applicable significance thresholds
- TRA-2** Conflict with an applicable congestion management program
- TRA-3** Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.

The overall project design, uses, and the amount of new and existing square footage would be the same as the proposed project (523,939 square feet); therefore, based on the same amount of gross floor area and uses, the net external trip generation for the Staff Recommended Alternative is the same as the proposed project as analyzed in the Draft EIR.

The Staff Recommended Alternative would not result in a new significant impact or a substantial increase in severity of an environmental impact associated with Traffic and Transportation (TRA-1, TRA-2, and TRA-3).

The primary traffic related change associated with the Staff Recommended Alternative is the retention of Joe's Crab Shack as an active use in the future, and the modification in access to the parking structure in the northern portion of the site.

Because Joe's Crab Shack will remain, trip generation calculations were performed to account for Joe's Crab Shack in both the existing trip generation credit (consistent with the proposed

project in the Draft EIR), as well as a future trip generating use that will be active (a net addition to the Quality Restaurant square feet on top of what was previously analyzed for the proposed project). Trip generation estimates for the Staff Recommended Alternative were prepared following the same methodologies as outlined in the Draft EIR, including updating the MXD model to include Joe's Crab Shack as an active use, resulting in an adjustment to the MXD trip calibration. Updated trip generation estimates for the Staff Recommended Alternative are shown in Final EIR Table 1-14. This alternative is estimated to generate 13,136 net new daily, 350 AM peak hour, and 826 PM peak hour trips, and increase of 586 daily, 6 AM peak hour, and 44 PM peak hour trips compared with the proposed project as analyzed in the Draft EIR.¹¹ The increased peak hour traffic due to Joe's Crab Shack remaining in active use would not result in a material change to the project-related roadways; therefore, air quality and noise level increases would not substantially change from the results detailed in the Draft EIR analysis.

As analyzed in the Draft EIR, the primary access point to the northern parking structure was located on Portofino Way, between Harbor Drive and the new main street, although the proposed project's northern parking structure also included an entrance/exit along Harbor Drive. As such, much of the traffic was expected to reach the northern parking structure by making a southbound right turn onto Portofino Way from Harbor Drive, or travel westbound through from Beryl Street onto Portofino Way.

While the parking structure can still be accessed from Portofino Way, via the new main street, under the Staff Recommended Alternative the more direct access will be via a new intersection at Harbor Drive and a new east-west internal roadway (similar to the location of the Harbor Drive entrance/exit under the proposed project). The effects of this circulation change are expected to re-route project trips at the intersection of Harbor Drive and Portofino Way/Beryl Street, but are not expected to change the distribution of project trips at any other study intersections. To evaluate how this access change would affect the level of service at the Harbor Drive and Portofino Way/Beryl Street intersection, the following modifications were made to project-only trips:

- 60 percent of project-only trips making a southbound right on Harbor Drive were routed to the southbound through movement to make a southbound right turn at the new east-west internal roadway intersection
- 60 percent of project-only trips making a westbound through movement on Portofino Way/Beryl Street were routed to the westbound left movement to also make a southbound right turn at the new east-west internal roadway intersection.
- 60 percent of project-only trips making an eastbound through movement on Portofino Way/Beryl Street were routed to make a northbound right movement onto Beryl Street from Harbor Drive (having made an eastbound left out of the new east-west internal roadway intersection).

¹¹ While the City does not believe a weekend analysis needs to be prepared to comply with CEQA (see Master Response #6: Summary of Traffic Impacts Associated with the Operation of the Proposed Project), a weekend analysis was completed in order to assess whether or not the Staff Recommended Alternative could potentially result in any additional significant traffic impacts during the weekend peak hour beyond those already identified in the Draft EIR.

Table 1-14: Redondo Waterfront Project Trip Generation Estimates (Staff Recommended Alternative)

LAND USE	SIZE	JNITS	ITE Land Use Code/ Source [a]	Trip Generation Rates							Estimated Trip Generation						
				Daily Rate	AM PEAK HOUR			PM PEAK HOUR			Daily Trips	AM PEAK HOUR TRIPS			PM PEAK HOUR TRIPS		
					RATE	IN	OUT	RATE	IN	OUT		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

Table 1-14: Redondo Waterfront Project Trip Generation Estimates (Staff Recommended Alternative)

LAND USE	SIZE	JNITS	ITE Land Use Code/ Source [a]	Trip Generation Rates							Estimated Trip Generation						
				Daily Rate	AM PEAK HOUR			PM PEAK HOUR			Daily Trips	AM PEAK HOUR TRIPS			PM PEAK HOUR TRIPS		
					RATE	IN	OUT	RATE	IN	OUT		IN	OUT	TOTAL	IN	OUT	TOTAL
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

Fehr & Peers, 2016

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 percent quality restaurant and 40 percent high turnover restaurant. Quality restaurants 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.

- 60 percent of project-only trips making an eastbound left movement on Portofino Way/Beryl Street were routed to make a northbound through movement on Harbor Drive (having made an eastbound left out of the new east-west internal roadway intersection).
- 50 percent of background traffic making a northbound left onto Portofino Way would instead make a northbound left at the new east-west internal roadway intersection.

In addition, boat launch ramp facility traffic would no longer use Portofino Way to use a ramp at the Mole C/Joe's Crab Shack site, but would use Marina Way to reach the proposed boat launch ramp facility at Mole B. The existing LOS at the signalized T-intersection of Harbor Drive and Marina Way (Intersection #11 in the Draft EIR) is LOS A for both the AM and PM peak hours. Once a vehicle/trailer has completed the turn onto Marina Way, it would be a direct route to the proposed boat launch facility.

Under TRA-1, as with the proposed project, the Staff Recommended Alternative could exceed the applicable significance thresholds at the same intersections as the proposed project (Intersections #7, #10, #19, #26, and #36). The Staff Recommended Alternative would include a similar level of development as the proposed project, but several of the structures in the northern portion of the project site would be reconfigured. Overall, traffic and transportation impacts would be similar between the Staff Recommended Alternative and the proposed project. As such, construction-related traffic impacts would be less than significant, which is similar to the proposed project. Notwithstanding, as with the proposed project, as part of the Conditional Use Permit process for the Staff Recommended Alternative, the City is proposing COA TRA-1: Construction Traffic as part of its Conditional Use Permit procedures, which includes specific construction traffic-related measures to be included in the Construction Management Plan for the project.

The Cumulative plus Project scenario was analyzed for both the AM and the PM peak hour at all signalized study intersections for the Cumulative plus Project scenario. This scenario was selected because it had the highest number of significant traffic impacts identified for the proposed project as documented in the Draft EIR, and therefore would represent the scenario with the greatest potential for additional impacts associated with the Staff Recommended Alternative. As shown in Final EIR Table 1-15, the following significant impacts were identified for the Staff Recommended Alternative, which are the same locations as those identified in the Draft EIR:

- Intersection 7: PCH/Catalina Avenue & Herondo Street/Anita Street
- Intersection 10: PCH & Catalina Avenue
- Intersection 19: PCH & Beryl Street
- Intersection 26: PCH & Torrance Boulevard
- Intersection 36: PCH & Palos Verdes Boulevard

As with the proposed project as analyzed in the Draft EIR, all locations would be fully mitigated by the same mitigation measures outlined in the Draft EIR.

Table 1-15 Redondo Waterfront Project - Staff Alternative Peak Hour Analysis

Int	Street 1	Street 2	Peak Hour	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	AM	A	0.528	A	0.563	0.035	NO	--	--	--	--	--	--
			PM	A	0.504	B	0.630	0.126	NO	--	--	--	--	--	--
7	Pacific Coast Hwy/Catalina Ave	Herondo St/Anita St	AM	E	0.918	E	0.936	0.018	YES	E	0.918	E	0.919	0.001	NO
			PM	F	1.022	F	1.074	0.052	YES	F	1.022	E	0.981	-0.041	NO
8	Prospect Ave	Anita St	AM	B	0.689	C	0.701	0.012	NO	--	--	--	--	--	--
			PM	B	0.678	B	0.696	0.018	NO	--	--	--	--	--	--
9	Harbor Dr	Yacht Club Way	AM	A	0.358	A	0.392	0.034	NO	--	--	--	--	--	--
			PM	A	0.488	A	0.584	0.096	NO	--	--	--	--	--	--
10	Pacific Coast Hwy	Catalina Ave	AM	D	0.878	D	0.889	0.011	NO	--	--	--	--	--	--
			PM	E	0.912	E	0.935	0.023	YES	E	0.912	D	0.884	-0.028	NO
11	Harbor Dr	Marina Way	AM	A	0.286	A	0.320	0.034	NO	--	--	--	--	--	--
			PM	A	0.471	A	0.566	0.095	NO	--	--	--	--	--	--
12	Catalina Ave	Gertruda Ave	AM	A	0.377	A	0.390	0.013	NO	--	--	--	--	--	--
			PM	A	0.551	B	0.602	0.051	NO	--	--	--	--	--	--
15	Harbor Dr	Portofino Way/Beryl St	AM	A	0.321	A	0.419	0.098	NO	--	--	--	--	--	--
			PM	B	0.602	C	0.782	0.180	NO	--	--	--	--	--	--
16	Catalina Ave	Beryl St	AM	A	0.384	A	0.410	0.026	NO	--	--	--	--	--	--
			PM	A	0.598	B	0.648	0.050	NO	--	--	--	--	--	--
19	Pacific Coast Hwy	Beryl St	AM	C	0.777	C	0.787	0.010	NO	--	--	--	--	--	--
			PM	E	0.932	E	0.961	0.029	YES	E	0.932	E	0.939	0.007	NO
21	Catalina Ave	Carnelian St	AM	A	0.445	A	0.416	-0.029	NO	--	--	--	--	--	--
			PM	A	0.472	A	0.412	-0.060	NO	--	--	--	--	--	--
22	Catalina Ave	Diamond St	AM	A	0.438	A	0.410	-0.028	NO	--	--	--	--	--	--
			PM	A	0.451	A	0.386	-0.065	NO	--	--	--	--	--	--

Table 1-15 Redondo Waterfront Project - Staff Alternative Peak Hour Analysis

Int	Street 1	Street 2	Peak Hour	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		
23	Catalina Ave	Emerald St	AM	A	0.459	A	0.432	-0.027	NO	--	--	--	--	--	--
			PM	A	0.465	A	0.400	-0.065	NO	--	--	--	--	--	--
24	Pacific Coast Hwy	Garnet St	AM	C	0.711	C	0.712	0.001	NO	--	--	--	--	--	--
			PM	B	0.686	B	0.689	0.003	NO	--	--	--	--	--	--
25	Catalina Ave	Torrance Blvd	AM	A	0.431	A	0.458	0.027	NO	--	--	--	--	--	--
			PM	A	0.483	A	0.525	0.042	NO	--	--	--	--	--	--
26	Pacific Coast Hwy	Torrance Blvd	AM	D	0.848	D	0.860	0.012	NO	--	--	--	--	--	--
			PM	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	AM	A	0.487	A	0.493	0.006	NO	--	--	--	--	--	--
			PM	A	0.534	A	0.547	0.013	NO	--	--	--	--	--	--
28	Prospect Ave	Torrance Blvd	AM	D	0.834	D	0.838	0.004	NO	--	--	--	--	--	--
			PM	C	0.755	C	0.765	0.010	NO	--	--	--	--	--	--
29	Catalina Ave	Pearl St	AM	A	0.392	A	0.396	0.004	NO	--	--	--	--	--	--
			PM	A	0.379	A	0.387	0.008	NO	--	--	--	--	--	--
31	Pacific Coast Hwy	Sapphire St/Francisca Ave	AM	B	0.635	B	0.644	0.009	NO	--	--	--	--	--	--
			PM	B	0.678	B	0.693	0.015	NO	--	--	--	--	--	--
34	Pacific Coast Hwy	Knob Hill Ave	AM	B	0.682	B	0.691	0.009	NO	--	--	--	--	--	--
			PM	C	0.736	C	0.751	0.015	NO	--	--	--	--	--	--
35	Harbor Ave	Pacific Ave	AM	--	--	A	0.277	--	--	--	--	--	--	--	--
			PM	--	--	A	0.406	--	--	--	--	--	--	--	--
36	Pacific Coast Hwy	Palos Verdes Blvd	AM	D	0.878	D	0.888	0.010	NO	--	--	--	--	--	--
			PM	E	0.997	F	1.021	0.024	YES	E	0.997	E	0.907	-0.090	NO

Table 1-15 Redondo Waterfront Project - Staff Alternative Peak Hour Analysis

Int	Street 1	Street 2	Peak Hour	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		
37	Pacific Coast Hwy	2nd St	AM	C	0.707	C	0.714	0.007	NO	--	--	--	--	--	--
			PM	C	0.717	C	0.738	0.021	NO	--	--	--	--	--	--
38	Pacific Coast Hwy	10th/Aviation	AM	C	0.792	C	0.798	0.006	NO	--	--	--	--	--	--
			PM	C	0.757	C	0.777	0.020	NO	--	--	--	--	--	--
39	Pacific Coast Hwy	Pier/14th St	AM	A	0.574	A	0.581	0.007	NO	--	--	--	--	--	--
			PM	C	0.717	C	0.738	0.021	NO	--	--	--	--	--	--
40	Pacific Coast Hwy	16th St	AM	A	0.536	A	0.543	0.007	NO	--	--	--	--	--	--
			PM	B	0.647	B	0.668	0.021	NO	--	--	--	--	--	--
41	Pacific Coast Hwy	Prospect Ave	AM	C	0.723	C	0.729	0.006	NO	--	--	--	--	--	--
			PM	C	0.793	D	0.805	0.012	NO	--	--	--	--	--	--

Based on this comparison of impacts, the Staff Recommended Alternative is expected to have similar impacts as the proposed project in the Draft EIR. Compared to the Existing (2013) baseline, the Existing plus Project scenario is expected to continue to have five significantly impacted intersections, and compared to the Cumulative (2019) baseline, the Cumulative plus Project is expected to have six significantly impacted intersections. One of the intersections is a CMP arterial monitoring intersection. For signalized intersections, the five intersections would be significantly impacted during the PM peak hour under Existing plus Project Conditions, and would also be significantly impacted during the AM peak hour and/or PM peak hour under Cumulative plus Project Conditions.

To evaluate how changes associated with the Staff Recommended Alternative would affect the future operations of the new intersection at Harbor Drive, the revised trip generation estimates and rerouted project-only volumes associated with the change in emphasis of garage entrances were analyzed using the 2010 Highway Capacity Manual methodology. To evaluate how the intersection would operate with the traffic signal proposed under the Staff Recommended Alternative, the location was also analyzed using the ICU methodology for signalized intersections. The intersection is expected to operate at LOS A (V/C ratio of 0.293) during the AM peak hour and LOS A (V/C ratio of 0.582) during the PM peak hour.

At Mole B, based on the number of parking spaces shifted from marina use (approximately 73 parking stalls and 26 marina slips would be removed) to boat launch (about 22 vehicle/trailer spaces provided), the Harbor Drive and Marina Way intersection would remain at LOS A, and would not result in a significant impact.

The Staff Recommended Alternative would not introduce any additional vehicle crossings for pedestrians or cyclists compared with the proposed project (as noted above, the new east-west street under the proposed project is replacing the Harbor Drive entrance/exit under the proposed project), so is not expected to result in a material difference in transportation impacts compared to those described for the proposed project in the Draft EIR for pedestrian and cycle modes. However, the circulation change described above is expected to shift some project traffic that accesses the project site on Portofino Way to Harbor Drive, because it will be the most direct vehicle path of travel. The intersection of Portofino Way and Harbor Drive is signalized, and has a southbound right turn lane that is signal controlled, so that potential vehicle/cyclist conflicts are controlled via the signal. Additionally, the Staff Recommended Alternative includes signalization at Harbor Drive and the new east-west street into the project site (for both vehicles and cyclist, which would control vehicle/cyclist conflicts at that location).

As addressed in the Draft EIR, the waterfront area is currently under-utilized with large expanses of surface parking lots surrounding isolated uses. Both the proposed project and Staff Recommended Alternative 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. Similar to the proposed project, implementation of the Staff Recommended Alternative includes the removal of the surface parking lot in the northern portion of the project site. Based on public comments, the northern parking structure and configuration of the adjacent buildings has been modified to create an additional view corridor. The number of parking spaces in the modified structure would be 697 with an additional 26 parking stalls provided at the lowest level of Building C, immediately south of the parking structure. The number of surface parking spaces would

increase from 109 spaces to 115. Additionally, the number of parking spaces in the replacement structure in the southern portion of the project site has been refined from 1,157 to 1,158. The number of spaces in the existing Plaza Parking Structure would be 300, as analyzed under the Draft EIR. Thus, overall the number of parking spaces shown on the plans would change from 2,363 analyzed in the Draft EIR to 2,296 under the Staff Recommended Alternative.

As detailed in the Master Response #7: Waterfront Parking in Chapter 2, Response to Comments within this Final EIR, a parking demand study was performed using a shared parking analysis. Based on this analysis, as with the proposed project, 2,147 parking spaces would be needed to provide on-site to meet parking demand. The demand of 2,147 spaces would occur during the busiest hour of the year.¹² As with the proposed project, the parking facilities under the Staff Recommended Alternative based on the shared parking analysis, which is considered to be more applicable to, and representative of, the project's parking characteristics, the parking impacts of the project would be less than significant without mitigation. However a Condition of Approval COA TRA-2: Promote Alternative Transportation Modes for Employees and Patrons would be applied to the implementation of the Staff Recommended Alternative, similar to the proposed project, through the project plans and the approval process (as part of its Conditional Use Permit procedures). 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, in Chapter 3 Modifications to the Draft EIR of this Final EIR.

The Staff Recommended Alternative also refines the boat launch location. Instead of Mole C, the boat launch ramp facility is proposed for the most northwestern portion of Mole B. There are currently approximately 73 parking stalls associated with the MCL leasehold area being considered for the Mole B launch facility. As part of the Staff Recommended Alternative, these 73 single parking stalls would be removed and approximately 22 vehicle/trailer spaces would be provided (the center eight spaces would be pull-through, with the end rows being head in only), with at least one of those spaces dedicated to boat washdown. In addition, approximately 22 single head-in parking spaces would be added along the eastern boundary of the Moonstone Park, and approximately eight parallel parking spaces would be provided across from the park. Per the leaseholder of the Mole B site (MCL), of the 789 parking spaces within their leasehold, which includes various types of uses (i.e., marina slips, yacht club, apartments, restaurants, health club, etc.) on Mole A and Mole B, using a shared parking approach (under an approved Coastal Commission Parking Management Operations Plan), overall, they have adequate parking. Because the proposed launch facility is on the western tip of Mole B, no displacement of parking within other areas of the MCL lease would be affected.

In August 2000, as part of the Heart of the City Draft EIR, parking surveys were conducted, which included Mole B. Based on the 2000 survey, the entire Mole B/Marina parking supply consisted of 271 parking spaces/stalls. Of these 271 spaces, average peak parking on the weekday was 45 percent occupancy (at 7:00 p.m.) and 65 percent occupancy on weekends (at noon). Using Google Earth Pro and NAIP, several years' worth of historical aerial photos were reviewed to also determine parking supply usage in the area of the proposed Mole B launch facility (e.g., western area of Mole B adjacent to Docks K and L, as well as adjacent to

¹² The ULI parking demand analysis performed for the proposed project did not include Joe's Crab Shack (as that portion of the project site included parking associated with the Mole C small craft boat launch facility). The Staff Recommended Alternative would not include the Joe's Crab Shack site. Joe's Crab Shack has its own parking (approximately 100 spaces), which would continue to serve as parking for the restaurant.

Moonstone Park). Within the proposed Mole B launch facility area there are currently approximately 90 spaces. Following is a list of historical aerial photos/imagery reviewed and the number of spaces occupied within the proposed launch area:

Date of Aerial	Number of Occupied Spaces	Percentage (%) of Occupancy (Parked Vehicles) - Based on ~90 Spaces
May 30, 1994	6	6.6
November 30, 2003	16	17.7
April 28, 2004	15	16.6
Summer '05	25	27.7
December 3, 2005	26	28.8
March 15, 2006	30	33.3
April 24, 2007	32	35.5
July 30, 2007	27	30.0
January 8, 2008	27	30.0
May 24, 2009	20	22.2
Summer '09	26	28.8
November 14, 2009	32	35.5
Summer '10	22	24.4
March 7, 2011	15	16.6
Summer '12	48	53.3
October 13, 2012	13	14.4
April 16, 2013	3	3.3
April 23, 2014	15	16.6
Summer '14	9	10.0
February 18, 2015	6	6.6
March 23, 2015	11	12.2
February 2, 2016	15	16.6

Source: Google Earth Pro & NAIP; CDM Smith

Based on the information above, as well as the average demand information per lane usage and average demand factors from Cabrillo and Marina Del Rey, both included in the Master Response #7: Waterfront Parking (in the Final EIR Chapter2), the parking at Mole B, including the area of the proposed launch facility, is over parked (underutilized) during most periods; therefore, impacts on parking would be less than significant.

In addition, the Staff Recommended Alternative would also remove approximately 26 marina slips adjacent to the Mole B facility, which would also reduce demand on the adjacent parking. As detailed above, the intersection of Marina Way and Harbor Drive is expected to operate at LOS A, and these changes are not expected to materially affect intersection operations.

Under TRA-2, as with the proposed project, the Staff Recommended Alternative would not conflict with an applicable congestion management program (CMP). As noted above, the Staff Recommended Alternative would have traffic generation and impacts similar to those of the proposed project. As such, similar to the proposed project, the Staff Recommended Alternative would not conflict with an applicable CMP and the impacts would be less than significant.

Under TRA-3, while no significant impacts would result under the proposed project, the Staff Recommend Alternative would have less of a substantial increase in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses than under the proposed project. Under the Staff Recommended Alternative, development of the new small boat launch ramp at Mole B would not have a breakwater nor would boat ramp traffic be located in proximity of the opened Seaside Lagoon. Hand launching could occur at Seaside Lagoon and the boat launch ramp facility. Please also see Final EIR Section 1.1.10 for additional discussion of Harbor Patrol facilities.

The Mole B location is located near the entrance of Basin 1, which has berthing for approximately 500 small craft (almost evenly divided between sail and power boats). This constitutes approximately 36 percent of the total vessels berthed within for King Harbor. Additionally, 26 slips would be removed as part of implementation of a boat launch ramp facility at Mole B. Although the boat ramp at Mole B would be available throughout the day for launching small craft for various water recreation (such as fishing and jet skiing), it is expected that the peak use of the ramp for outgoing boats would be early in the morning (around 6:00 am). This is expected to be outside of the period of busiest use of the harbor (i.e., when sailing lessons, peak SUP, kayak, outrigger, etc. use is occurring). It would be expected that approximately 10 percent of boats (or 140 boats) would leave the marinas on a busy day, and thus, even during the expected peak of boat ramp users returning to the facility (between noon and 2:00 pm for fishermen and 2:00 to 4:30 pm for other boating users), it is not expected that substantial conflicts with other boaters would occur. In addition, there would be sufficient space in the channel for boaters and other types of recreational watercraft. As also outlined in Draft EIR Table 3.13-8, the harbor has operated safely with a greater level of boat traffic. (See also Section 3.13.2.4.3 for discussion of the harbor's channel capacity.) Furthermore, it is not reasonable to expect all of the vessels in the marinas to leave or return at once, the approximately 22 boats (there would only be approximately 22 vehicle/trailer stalls) associated with the boat ramp facility, would also not leave or return all at once. The addition of approximately 22 or more boats associated with the boat ramp throughout the day would be a small increase in the overall amount of vessel traffic within the harbor, and as such would not be expected to create new use conflicts between the various users of the harbor. Depending upon the skill of the boater, launches would occur at a rate that is expected to vary between one every five to 15 minutes. Consequently, boats feeding into the Basin 1 fairway

would be spaced sufficiently far enough apart so they would smoothly introduce into arriving or departing Basin 1 boat traffic. Boater sight lines to outbound and inbound lanes of the fairway are at least 300 feet. At no wake boat speeds, this would provide sufficient visibility to guide boaters to determine their right-of-way passage to avoid conflict with other boaters, SUPs, and other water users that may be navigating through the fairway. Existing fairway widths would be preserved between the ramp and M Dock and across to Mole A slips. Returning boaters would queue at the ramp and hoist boarding floats and within the fairway between M Dock and the ramp. Space for at least 13 boats is available during infrequent times of maximum peak use/ high demand that may occur occasionally. This launch rate would introduce boat traffic into the Main Channel at a nominal increase and regulate safe separation distance between other vessels navigating the outbound channel lane. The Mole B ramp provides good site distance down the Basin 1 entrance channel, as well as the upper reach of the Main Channel that will allow boaters to estimate who has right-of-way and when to safely enter the outbound channel. Inbound traffic will likely navigate at a heading toward the ramp on final approach, which will allow for sufficient offset distance from the exit to Basin 1 and its outbound traffic that might be departing later in the day. It should be noted that the ramp will be introducing boat traffic at a trickle rate.

As for safe maneuvering and navigation of the boat ramp users at the Mole B site with youth sailing, the Yacht Club, SUP craft from Tarsan launch, and outrigger traffic off of channel side of Mole B as it exists today, in addition to varying times and numbers of boat ramp uses during any one time, there are navigational signage, aids, and rules for the safe use of the harbor by multiple users. In addition, sailing classes could move further down the mooring area to avoid ramp boaters. Most boat ramp launches may be done before sailing classes commence. Weekday traffic would be very low. The use of Mole B as a boat ramp facility could co-exist and not infringe upon existing boating activities or reduce safety in the proximity of Mole A and the channel. Hand launch from the proposed ramp could occur at the same time as boat ramp activity. Clear line of sight and no wake speeds would provide safe operations for both users of the ramp and hoist. In addition, as already occurs within the harbor, buoys with signage would be placed to delineate, and segregate, waterside boat lanes and personal recreational watercraft lanes.

It is anticipated that the facility would be managed by City staff to ensure that safe operating conditions would be maintained. In addition, due to the direct line of sight and proximity to the Harbor Patrol, it is expected that interaction with SUPs violating rules and other rules-of-the-road violators would continue to be managed and enforced by Harbor Patrol as they do on a regular basis and especially the more busy days of harbor use. Therefore, development of the proposed small boat launch ramp at Mole B under the Staff Recommended Alternative would not pose a significant safety hazard relative to boats at the launch ramp and personal recreational watercraft (e.g., paddle craft, kayaks, and peddle boats), and no mitigation is required as is under the proposed project.

Mitigation Measures

Under TRA-1, as with the proposed project, mitigation measures MM TRA-1 through MM TRA-6 presented in Section 3.13.4.2 of Section 3.13 Traffic and Transportation of the Draft EIR would be implemented under the Staff Recommended Alternative to address operational traffic. The location of the boat launch ramp facility at Mole B would eliminate conflicts between boaters and users of Seaside Lagoon and therefore mitigation measure MM TRA-8: Boat Launch Ramp/Personal Recreational Watercraft Interface Management would not be required.

Residual Impacts

As with the proposed project, implementation of MM TRA-1 through MM TRA-6 under the Staff Recommended Alternative would reduce operational traffic to less than significant at all intersections.

Conclusion

The Staff Recommended Alternative would not involve new significant environmental impacts or a substantial increase in the severity of previously identified impacts on traffic and transportation (TRA-1, TRA-2, and TRA-3) under project or cumulative conditions. Therefore, the Staff Recommended Alternative does not meet the standards for recirculation of an EIR with regard to traffic and transportation.

1.3.4.14 Utilities

Impacts Analysis

Impacts related to utilities are evaluated in Section 3.14 of the Draft EIR. The project would result in significant impacts related to utilities if it would:

- UTL-1** Exceed the capacity of local wastewater infrastructure and result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the proposed project.
- UTL-2** Exceed existing potable water supplies, entitlements and resources, or require and result in new and expanded entitlements; or
- UTL-3** Result in a net increase in project-related solid waste generation that could not be accommodated by existing or permitted regional landfills or other disposal facilities, or conflict with solid waste policies and objectives intended to help achieve federal, state or local waste statutes and regulations.
- UTL-4** Exceed the capacity of electricity or natural gas transmission facilities and result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the proposed project.

The Staff Recommended Alternative would not result in a new significant impact or a substantial increase in severity of an environmental impact associated with Utilities (UTL-1, UTL -2, UTL -3, and UTL -4).

With the reconfiguration of building layouts and relocation of the proposed boat ramp facility from Mole C to Mole B, the Staff Recommended Alternative would be the same as the proposed project with respect to the level of construction activities and generally the subsequent operational activities. Joe's Crab Shack restaurant would continue to operate and thus would continue to have a demand for utilities. However, this facility is no longer included in the project site. Therefore, the anticipated potable water and energy demand and amount of wastewater and solid waste generated under the Staff Recommended Alternative during construction would remain similar to the proposed project.

With on-site utility improvements and lift station upgrades, the implementation of the Staff Recommended Alternative, as described for the proposed project, would not exceed the capacity of local wastewater infrastructure or water supplies, entitlements and resources.

There would be adequate supply and capacity to handle the increases in water demand and wastewater generation, respectively.

The amount of development demolished and constructed would remain similar. Although, Joe's Crab Shack would not be demolished and existing docks and gangways at Mole B would be removed; therefore, overall the amount of demolition debris requiring disposal would be similar but slightly less under the Staff Recommended Alternative. Existing regional landfills or other disposal facilities in Los Angeles County have sufficient capacity available to adequately handle the waste and debris generated during construction and operations under the Staff Recommended Alternative, as with the proposed project. Compliance with waste diversion programs of the City, County, and Athens Services (the City's current contract provider for solid waste disposal) would continue under the Staff Recommended Alternative. The City's contractual agreement with Athens Services obligates Athens Services to guarantee that the City will exceed the diversion requirements set forth in AB 939. Thus, the Staff Recommended Alternative would not create a need for additional solid waste disposal facilities or conflict with solid waste policies and objectives intended to help achieve federal, state or local waste statutes and regulations. Similar to the proposed project, the impact is less than significant.

As with the proposed project, the Staff Recommended Alternative would not exceed the capacity of electricity or natural gas transmission facilities nor result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the proposed project, and impacts would be less than significant.

On-site connections needed for the new buildings and structures and the anticipated electricity and natural gas demand would not change due to building layout reconfiguration under the Staff Recommended Alternative. Therefore, as described for the proposed project, there are adequate electrical transmission and natural gas distribution systems available to serve the development, and the Staff Recommended Alternative would not exceed the capacity of these facilities or result in the construction of new off-site infrastructure that could cause significant environmental impacts not already addressed as part of the project. Impacts would be less than significant.

Therefore, UTL-1, UTL-2, UTL-3, and UTL-4 impacts are considered significant under project and cumulative conditions, as was identified for the proposed project. There would not be a substantial increase in severity of these impacts with implementation of the Staff Recommended Alternative under project or cumulative conditions.

Mitigation Measures

As with the proposed project, no mitigation is required.

Residual Impacts

As with the proposed project, impacts would be less than significant.

Conclusion

Therefore, the Staff Recommended Alternative would not result in any material difference in utilities impacts compared to those described for the proposed project in the Draft EIR. The Staff Recommended Alternative would not involve new significant environmental impacts or a substantial increase in the severity of previously identified impacts on utilities (UTL-1, UTL-2, UTL-3, and UTL-4) under project or cumulative conditions. Therefore, the Staff

Recommended Alternative does not meet the standards for recirculation of an EIR with regard to utilities.

1.3.5 Summary Of Staff Recommended Alternative Compared To The Proposed Project

As supported by the environmental analysis presented above, the Staff Recommended Alternative would not result in any new significant impacts under the project or cumulative conditions, which were not addressed in the Draft EIR, nor would it substantially increase the severity of previously identified significant impacts.

Based on the whole of the record, the Staff Recommended Alternative does not include a new significant environmental impact, nor does it include a substantial increase in the severity of an environmental impact, is not considerably different from others previously analyzed, and is fundamentally and basically adequate.

The Staff Recommended Alternative would not result in a new significant environmental impact beyond those described in the Draft EIR or result in a substantial increase in the severity of an environmental impact described in the Draft EIR, and does not represent an alternative or mitigation measure that is substantially different from others analyzed in the Draft EIR, as amended by corrections and additions as noted above. Therefore, the description of the Staff Recommended Alternative and the summary of its impacts is not significant new information.