

Introduction

This document addresses modifications to the Final EIR for the Waterfront project (proposed project) in the City of Redondo Beach. It presents all revisions related to public comments, as determined necessary by the lead agency, and any revisions to supporting documentation. The following areas of the Final EIR included modifications and clarifications:

- Chapter 2 Responses to Comments
- Chapter 3 Modifications to the Draft EIR

It should be noted that most of the changes were editorial in nature. Some mitigation measures were strengthened. None of these edits result in changes to significance findings.

This section is meant to be an erratum to the Final EIR that identifies revisions since the release of the Final EIR to incorporate clarifications or minor errors corrected through subsequent review. This erratum provides changes to the EIR in revision-mode text (i.e., deletions are shown with ~~strike through~~ and additions are shown with underline). Where existing text has been omitted and not shown in ~~strike through~~, this omitted text shall be considered retained in its current state in the Final EIR (such omitted text may be shown as "..."). These notations are meant to provide clarification, corrections, or minor revisions as needed as a result of public comments or because of changes in the proposed project since the release of the Final EIR.

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

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

Chapter 2 Response to Comments

Section 2.3.5, Public Comment - Beginning Page 2-216

Response to Comment PC085-1

Section 3.3, Biological Resources of the Draft EIR details the existing wildlife and vegetation (on land as well as in the water). Specifically, in Section 3.3.2.3 (beginning on page 3.3-22), special-status species that occur at the project site (state and federal) are discussed and listed in

Table 3.3-2 (page 3.3-23). Impacts on special-status species associated with the implementation of the proposed project are detailed in the analysis in Section 3.3.4.3.2 (beginning on page 3.3-37). As it specifically relates to the Great Blue Herons, they are special-status species ~~only with greater protection afforded~~ when they are nesting. There were no heron colonies in the terrestrial (land) area of the project site that would be affected. While the Great Blue Heron is not called out specifically as nesting at the project site, these birds fall under the discussion of nesting migratory birds (refer to Section 3.3.4.3.2). Should a heron or any nesting bird be found at the project site during construction, as detailed throughout the Draft EIR, Section 10-5.1900 of the Coastal Land Use Plan Implementing Ordinance (within the Redondo Beach Municipal Code), prohibits trimming or disturbance of trees that have been used for breeding and nesting by bird species listed pursuant to the Federal or California Endangered Species Acts, California bird species of special concern, and wading birds (herons or egrets) within the previous five years, as determined by a qualified biologist, unless a health and safety danger exists, and prohibiting tree trimming and removal during the breeding and nesting season (January through September) unless a tree is determined to be a danger to public health and safety.

Humpback whales are addressed in Section 3.3 of the Draft EIR under marine mammals. The California Brown Pelican is specifically noted as occurring within the project site (Table 3.3-2).

The Draft EIR (as detailed in Section 3.3, Biological Resources) found that a significant impact to special-status species and sensitive habitats could occur during construction (due to the potential for mortality or injury from contact with construction equipment, or behavioral effects and effects on hearing from the noise of pile driving activities if marine mammals are nearby), but with implementation of mitigation measures (MM BIO-1 and MM BIO-2), the impacts would be reduced to less than significant.

Chapter 3 Modifications to the Draft EIR

Section 3.2.1, Executive Summary - Beginning Page 3-7

Further revise mitigation measure MM TRA-2 (Section ES.7.2, Table ES-5, Page ES-67), under Impact TRA-1, to clarify additional possible locations for replacement parking that is within the general geographic area. [Text added to this section has been underlined/*italicized* to highlight the change to the larger text added in Chapter 3 of the Final EIR].

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

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Traffic and Transportation				
Proposed Project	TRA-1: The proposed project could exceed the applicable significance thresholds	Significant - operation	<p>...</p> <p>MM TRA-2: Pacific Coast Highway & Herondo/Anita Street (Intersection 7): An additional westbound and eastbound through lane would be added. For the westbound approach, the center-raised median would be narrowed or eliminated. The two westbound left turn lanes would be shifted to the south to accommodate the additional westbound through lane. An additional westbound receiving lane would be added extending for a minimum of half a block length to the west of Intersection 7. The on-street angled parking on Herondo Street conflicts with the additional eastbound and westbound lane, and will require their removal. Parking will be replaced at 1:1 ratio to the satisfaction of the City Engineer, <u>which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive, and/or parking at the project site over and above the ULI Parking Demand of 2,147 parking spaces.</u> In addition, the on-street bike lanes would be shifted from their current location, but can be accommodated with the addition of the two through lanes.</p> <p>...</p>	Less than significant

Section 3.2.16, Section 3.12 Recreation - Page 3-32

Revise as follows [text added to this section has been underlined/*italicized* to highlight the change to the larger text added]:

~~There are no modifications associated with this section.~~

Section 3.12 Recreation, Page 3.12-38

Revise the text of the Draft EIR, under Operation, as follows to add clarification:

Operation

As discussed above and in Chapter 2 Project Description of this Draft EIR, and in Section 3.12.4.3.1, the proposed project would include various new or enhanced recreational amenities such as modified Seaside Lagoon, new small craft boat launch ramp, improved site connectivity with new pedestrian and bicycle paths, and high quality open space (e.g., waterfront promenade, public seating, landscaped areas, gathering spaces, and pathways). This would result in enhanced recreational facilities available to the community and visitors. The accessible shoreline throughout the project site would grow from approximately 3,500 linear feet to approximately 4,450 linear feet, which is a 27 percent increase in accessibility (for a 100 percent accessibility of the project site). This increase is due to providing pathways and not a physical change in the shoreline. For example, the modified network of pedestrian

and bike pathways would improve connections to off-site trails and pathways, including a link of the California Coastal Trail, and would also enhance the bicycle and pedestrian experience within the site, thereby increasing the recreational enjoyment of coastal resources.

Section 3.2.17, Section 3.13 Traffic and Transportation, Beginning Page 3-32

Revise as follows [text added to this section has been underlined/*italicized* and not underlined to highlight the change to the larger text added]:

SUMMARY to Section 3.13 – Page 3.13-3

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

MM TRA-2: Pacific Coast Highway & Herondo/Anita Street (Intersection 7): An additional westbound and eastbound through lane would be added. For the westbound approach, the center-raised median would be narrowed or eliminated. The two westbound left turn lanes would be shifted to the south to accommodate the additional westbound through lane. An additional westbound receiving lane would be added extending for a minimum of half a block length to the west of Intersection 7. The on-street angled parking on Herondo Street conflicts with the additional eastbound and westbound lane, and will require their removal. Parking will be replaced at 1:1 ratio to the satisfaction of the City Engineer, which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive, and/or parking at the project site over and above the ULI Parking Demand of 2,147 parking spaces. In addition, the on-street bike lanes would be shifted from their current location, but can be accommodated with the addition of the two through lanes.

Section 3.2.17, Section 3.13 Traffic and Transportation – Page 3-43

Section 3.13.4.3 - Page 3.13-69

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

MM TRA-2: Pacific Coast Highway & Herondo/Anita Street (Intersection 7): An additional westbound and eastbound through lane would be added. For the westbound approach, the center-raised median would be narrowed or eliminated. The two westbound left turn lanes would be shifted to the south to accommodate the additional westbound through lane. An additional westbound receiving lane would be added extending for a minimum of half a block length to the west of Intersection 7. The on-street angled parking on Herondo Street conflicts with the additional eastbound and westbound lane, and will require their removal. Parking will be replaced at 1:1 ratio to the satisfaction of the City Engineer, which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive, and/or parking at the project site over and above the ULI Parking Demand of 2,147 parking spaces. In addition, the on-street bike lanes would be shifted from their current location, but can be accommodated with the addition of the two through lanes.

Section 3.2.17, Section 3.13 Traffic and Transportation – Page 3-48

Section 3.13.4.13, Page 3.13-100

Add clarification to mitigation measure MM TRA-2, which provides a possible location for

replacement parking that is within the general geographic area, as follows:

MM TRA-2: Pacific Coast Highway & Herondo/Anita Street (Intersection 7): An additional westbound and eastbound through lane would be added. For the westbound approach, the center-raised median would be narrowed or eliminated. The two westbound left turn lanes would be shifted to the south to accommodate the additional westbound through lane. An additional westbound receiving lane would be added extending for a minimum of half a block length to the west of Intersection 7. The on-street angled parking on Herondo Street conflicts with the additional eastbound and westbound lane, and will require their removal. Parking will be replaced at 1:1 ratio to the satisfaction of the City Engineer, which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive, and/or parking at the project site over and above the ULI Parking Demand of 2,147 parking spaces. In addition, the on-street bike lanes would be shifted from their current location, but can be accommodated with the addition of the two through lanes.

Under Section 3.3 Additional Appendices, Section 3.3.3, Page 3-87

Modify to clarify as follows:

**3.3.3 ~~Master Response #7 - Final EIR Weekend and Staff~~
Recommended Alternative Traffic Analysis Tables**

Attached are the weekend traffic analysis results/tables associated with the proposed project (as detailed in Master Response #6) and Staff Recommended Alternative.