Chapter 2
Project Description

CHAPTER SUMMARY

Chapter 2 Project Description provides the following:

- Background information and history related to the proposed project and project site;
- Project objectives and purpose;
- Description of the proposed project, including the proposed project elements and construction phasing;
- The precise location and boundaries of the proposed project on local and regional maps; and
- Intended use of the EIR.

The project description is intended, among other things, to serve as a general description of the project's technical, economic, and environmental characteristics, considering the principal engineering proposals if any and the supporting public services facilities. The proposed project's technical and engineering characteristics are detailed below in Section 2.4, Proposed Project. The objectives, purpose, and economic characteristics of the proposed project is detailed in Section 2.2, Project Objectives below.

The environmental and engineering characteristics of the proposed project specific to each environmental resource analyzed within this Draft EIR are detailed in the individual subsections (i.e., Sections 3.1 to 3.14) of Chapter 3 Environmental Analyses. Consideration of the supporting public services facilities associated with the proposed project is detailed in Section 3.11 Public Services, and includes relocation of the Police Sub-Station within the project site.

Key Points of Chapter 2:

The proposed project is intended to revitalize approximately 36 acres of the 150-acre waterfront, as part of a City-wide waterfront revitalization effort initiated by the City of Redondo Beach. The main components of the proposed project are demolition of approximately 207,402 square feet of existing structures, replacement of the existing Pier Parking Structure, retention of 12,479 square feet of existing development, and construction of up to 511,460 square feet to include retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel. The total amount of new and remaining development on-site would be 523,939 square feet (304,058 square feet of net new development). The proposed project also includes public recreation enhancements such as a new small craft boat launch ramp, improvements to Seaside Lagoon, new parking facilities, expanded boardwalk along the water's edge, enhanced public open space, and pedestrian and bicycle pathways. Site connectivity and public access to and along the water would be improved by the establishment of a new pedestrian bridge across the Redondo Beach Marina/Basin 3 entrance and the reconnection of Pacific Avenue.

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2.1 Introduction

The proposed project is specifically designed as a new waterfront village, which would provide 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. As such, the proposed project seeks to create a public-private partnership that generates sufficient revenues to support a coordinated revitalization of a waterfront providing broad coastal access and enjoyment. The proposed project would revitalize approximately 36 acres 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 includes substantial improvements in site connectivity, public access, and public views to and along the waterfront.

This chapter provides background information related to the proposed project, identifies the objectives of the project, and describes proposed project elements, including project construction and operation. This section also provides an overview of the environmental setting/baseline.

2.1.1 Background and Project Overview

2.1.1.1 City of Redondo Beach

Located in the coastal edge of Los Angeles County, approximately 20 miles southwest from downtown Los Angeles and eight miles south of Los Angeles International Airport (LAX), the City of Redondo Beach (or City) has been a preferred resort destination for more than a century and one of the most desirable areas to live in the country. Redondo Beach is a "charter city" governed by a council-manager form of government. The Mayor is elected at large, and one Council Member is elected from each of the five City districts. The Mayor and Council appoint the City Manager as the chief administrative officer of the City to guide day-to-day operations. The City is a full-service city with its own police, fire and public works departments, two public libraries, a performing arts center, fifteen parks, thirteen parkettes, a large recreational and commercial harbor including King Harbor, an over 1,400-slip private craft port; the Redondo Beach Pier (also referred to as the Horseshoe Pier or Municipal Pier) and Seaside Lagoon; and a bathing and surfing beach.

The City attracts residents due to its quality public services, beach location, family-oriented environmental, climate and small town feel. Approximately 35 percent of residents are between 35-54 years of age with an average household size of 2.3 persons per household. The City attracts residents who are well educated, active and care about the community. Approximately 51 percent of housing within the City is owned with approximately 49 percent rented. In 2014, approximately 43 percent of the City households earned more than $100,000 a year, with a median income of $86,119.

2.1.1.2 Redondo Beach Harbor

The project site is located entirely within the Redondo Beach Harbor area (harbor), with the exception of a small portion of the site at Torrance Circle (see Figure 2-1). 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

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

the City. The harbor is comprised of approximately 150 acres of City-owned or managed land and water developed with a variety of commercial and recreational uses, including marinas, hotels, retail, restaurants, office, beaches, and bicycle and pedestrian paths. Historically, much of the harbor has been leased to private developers and operators. All land occupied by private entities is done so through rights conveyed by ground leases managed by the City.

The harbor is divided into Uplands and Tidelands property. The Uplands are the lands located east of the Mean High Tide Line (MHTL) and the Tidelands are located seaward (west) of the MHTL. The Uplands are owned by the City and the Tidelands were granted by the State of California to the City of Redondo Beach in 1915 (amended by Senate Bill 1461 [1971]).

2.1.1.3 Management of the Harbor Area

The primary day-to-day operation of the harbor is managed by the City's Waterfront and Economic Development Department under the direction and oversight of the City Manager's Office. Other City departments, (e.g., Public Works, Community Development, Fire, Police, Recreation and Community Services Departments) also participate in ongoing harbor operations, including providing security, fire and safety services, maintaining facilities, and regulatory oversight.

2.1.1.4 History of the Harbor

Redondo Beach was established at the height of the Southern California real estate boom of the 1880s, showing promise as an industrial harbor and a resort. Transportation linkages between Redondo Beach, San Pedro, and Los Angeles formed early on. Redondo Beach was the terminus of the Santa Fe railroad, which connected the community with Los Angeles, handling passengers and freight. Two electric railways followed, which served tourists who came to the beach. Redondo became a destination for beach-goers, but also had a large residential community of working persons and their families.

The first port in Los Angeles was established at the project site to facilitate lumber trade with the Pacific Northwest. The first wharf was constructed in 1889 and two additional wharves were constructed in 1895 and 1903. However, port activities declined near the turn of the century as San Pedro became designated as the main port in the region. The last of the original three wharves was dismantled in 1926, which signified the end of the shipping industry focus of the harbor's operation.

With the decline of the shipping industry, tourism and recreation became the City's main focus. The early resort attractions included the Hotel Redondo, Pavilion (featuring shops, a theatre, restaurant and dance hall), the Plunge (an indoor salt-water pool), a tent city that provided affordable accommodations for visitors, and a midway with a carousel, roller coaster, and shooting galleries. The resort activities, along with the quick and convenient electric rail to Los Angeles, made Redondo a major resort destination, with as many as 20,000 people visiting on summer Sundays in 1913 (Historical Resources Management, 1995). However, major storms severely damaged property along the beach, impacting the businesses and eventually forcing the Hotel Redondo to close. However, the City continued to grow. In 1916, the first municipal "pleasure" pier was constructed as a V-shaped concrete and steel "Endless Pier" as a way to revive the tourist industry after a damaging storm that occurred in 1915. In 1925, a 300-foot private fishing pier, named the Monstad Pier, was constructed by H.C. Monstad adjacent to the Endless Pier. In 1928, the Endless Pier was removed due to structural damage and replaced with a wooden "Horseshoe Pier", at a similar location and configuration as the current pier (also known as the Redondo Beach Pier or Municipal Pier).

Figure 2-2 presents a map of Redondo Beach from 1927 and several historic photographs of the waterfront from the 1920s.

In recent decades, Redondo Beach has undergone many changes, especially along the waterfront. In 1956, construction of King Harbor in its current configuration began, and the official harbor dedication occurred in 1966. King Harbor replaced most of the early industrial area and associated small dwellings and resulted in the establishment of Basin 3 (see Photographs 2-1 and 2-2).

Photograph 2-1: Basin 3 Circa 1962

Photograph 2-2: King Harbor in 1968

Pacific Avenue (left) and El Paseo (right)

Aerial view of Project Area in 1920

Boardwalk

View of Pier and the Plunge

Source: CDM Smith, 2015

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Also in the late 1960s a development plan led to the demolition of the remaining historic commercial buildings and turn-of-the-century tourist structures downtown, as well as removal of public streets that connected the public to and along the waterfront. The original downtown business district was replaced with the International Boardwalk, Pier Plaza office complex, and the Village/Seascape condominiums and townhouses. Photograph 2-3 shows the project vicinity in 1970.

Photograph 2-3: Project Vicinity circa 1970 (prior to Pier Plaza and International Boardwalk)

Until the 1970s, when Pacific Avenue and El Paseo were removed, the past conditions consisted of connection of the public to the waterfront via Pacific Avenue, El Paseo, Harbor Drive and various other streets (see Figure 2-2 showing a map of the City from 1927 including the former configuration of Pacific Avenue and other waterfront roadway connections).

The last major revitalization of the pier and waterfront was in the 1970s. The characteristics (e.g., design, layout, and functionality) of many properties within the ocean-side area still reflect that time period of over 30 years ago. Although a number of buildings have since been constructed or modernized, many properties are aging and in need of renovation or reconstruction, including the Pier Parking Structure which likely has only five to ten years of service life remaining. In 1988, a major storm and subsequent fire on the Horseshoe Pier destroyed much of the pier as well as more than 22,000 square feet of leasehold commercial improvements. The damaged portions of the pier were subsequently reconstructed with the restored pier opening in 1995; however, patronage patterns to the pier and waterfront were significantly interrupted during that period of damage and reconstruction and have never fully recovered (City of Redondo Beach, 2010a).

The City's most recent investment in the pier area is the renovation of the common areas at the foot of the pier just outside the Redondo Landing building in 2012. The improvements included new hardscape, street lighting, street furniture, and landscaping.

2.1.1.5 History of Planning at the Project Site

The waterfront area has been the focus of comprehensive and intensive land use, planning analysis, and master planning for over 10 years, and was studied and comprehensively planned 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 approved by the elected officials of Redondo Beach, the voters of Redondo Beach, and the California Coastal Commission. Following is a summary of these planning efforts:

2.1.1.5.1 Early Master Planning- The Gruen Plan (1957-1959)

The first comprehensive evaluation of the waterfront area was accomplished by Victor Gruen and Associates from 1957 through January 1959. The plan included the geographic area from the breakwater to Pacific Coast Highway and from Herondo Street to Pearl Street. At this time Gruen and the community realized that public interest and economic strength stemming from the waterfront should spread inland and that social and commercial activities were best concentrated in a compact, integrated, varied and exciting waterfront. The Gruen Plan was never implemented as originally conceived.

2.1.1.5.2 Early Development-The Modern Waterfront and Urban Renewal (1959- late 1970s)

During the urban renewal period for the waterfront the area very little comprehensive planning and zoning was performed, instead the area was partitioned into numerous leaseholds without the benefit of site-specific standards and without provisions for access, linkage and circulation. The results of this fragmentation can be seen today in the existing development pattern. This was also the period of time that the City utilized Federal Urban Renewal and razed the City's central business district and eliminated roadway connections to and along the waterfront, replacing the downtown with high-density residential uses.

2.1.1.5.3 The Harbor and Civic Center Specific Plan (1992)

In conjunction with the adoption of comprehensive amendments to the City's General Plan in 1992, the City extensively studied and subsequently adopted the Harbor and Civic Center Specific Plan. This Specific Plan, which took over four years to develop, was most recently updated with the adoption of the Harbor and Pier Zoning and Land Use Plan amendments in 2008. The Specific Plan sets forth comprehensive policies and standards for the development of the Waterfront and its surroundings. The plan provides location specific details on allowable land uses, permitted density, urban and architectural design, supplemental design requirements, supplemental transportation and circulation requirements and supplemental infrastructure and utilities requirements. The Specific Plan area includes the same geographic area studied by the Gruen Plan and was developed with extensive public input. Over 50 public forums were held in developing and adopting the plan and a 33 member General Plan Advisory Committee (GPAC) volunteered to see the plan to completion and adoption. The Specific Plan is fully consistent with the Coastal Zoning Ordinance, Coastal Land Use Plan, General Plan and other controlling land use planning documents.

The Specific Plan serves to clarify the City's goals, objectives and expectations for the future of the area with respect to and in the context of the rights and overall expectations of the local

resident and the business community, local private property owners and the general public. The Specific Plan is implemented by the Coastal Zoning Ordinance.

2.1.1.5.4 The Urban Land Institute Advisory Panel (2000)

The announcement by the AES Corporation that they intended to downsize the footprint of the existing AES Redondo Beach Generating Station (AES power plant) and repower a new facility on as little as 12 to 14 acres of their existing 50-acre site led to much discussion throughout the community as to what uses should be allowed and what the appropriate density or intensity of development should be. At this time surrounding landowners and lease holders were also formulating development concepts for their properties.

In 2000, the City commissioned the Urban Land Institute (ULI) Advisory Panel to develop recommendations for land use and re-use in a study area that included the AES power plant site, the waterfront area, properties adjacent to Catalina Avenue, and public buildings and neighborhoods adjacent to Pacific Coast Highway. The ULI Advisory Panel recommendations included establishing a long-term development plan for the study area, along with a realistic business plan, that better realizes the study area's potential as a community asset.

Following the recommendations contained in the ULI Advisory Panel's final report, the City initiated a planning effort for the study area, which led to the Heart of the City Specific Plan.

2.1.1.5.5 The Heart of the City Planning (2000-2002)

The City embarked upon the process of developing the Heart of the City Specific Plan, as well as General Plan, Coastal Land Use Plan, and zoning for the study area identified in the ULI report in spring 2000. The Heart of the City Specific Plan allowed for the development of up to 2,998 new housing units and 657,000 square feet of commercial uses within the study area. This included 1,800 housing units planned for the AES site in conjunction with continuing operations of a modernized power plant. The planning process included extensive community workshops and public meetings/hearings. The City Council approved the Heart of the City Specific Plan in February 2002.

Subsequent to these approvals, a referendum qualified for the ballot to rescind the Heart of the City General Plan amendments and specific plan amendments. On June 4, 2002, the Redondo Beach City Council rescinded the Heart of the City Specific plan and General Plan amendments.

2.1.1.5.6 The Post Heart of the City Visioning Process and Advisory Vote (2004)

After the City Council rescinded the Heart of the City Specific Plan, the City commissioned a Visioning and Consensus Building Process to obtain better feedback from the community on the future for the former Heart of the City project area. Two visions for this area emerged from that process: Heart Park (including a coastal wetlands restoration component) and the Village Plan (including hotel, residential units, and commercial development). An advisory election was held and the Heart Park Alternative was selected as the preferred alternative, garnering 4,997 or 12 percent of the registered votes compared to 3,786 or 9 percent for the Village Plan Alternative.

2.1.1.5.7 The Harbor/Pier Area Guiding Principles (2006)

A City Manager's Harbor Working Group representing a diverse cross-section of stakeholders developed a set of principles as the foundation to focus and direct economic revitalization of the Harbor and Pier Area. These Guiding Principles were designed to provide a vision for the waterfront and assist in the prioritization of future projects and actions (City of Redondo Beach, 2006). Based on the Guiding Principles, the City Manager and Harbor Working Group developed a Task List in June 2006 that presented general findings and identified proposed long-term and short-term tasks to initiate revitalization of the waterfront.

2.1.1.5.8 The Harbor/Pier Area and Power Plant Zoning, Land Use Plan, and Specific Plan Amendments (2003-2010)

The rescinding of the Heart of the City Specific Plan left many inconsistencies between the various land use plans (Coastal Land Use Plan, Harbor/Civic Center Specific Plan, and the General Plan) and the Zoning Ordinance. Between 2003 and 2010, the City considered numerous amendments to the General Plan, Coastal Land Use Plan, and zoning in the Harbor Area. This included consideration of net new development, ranging from 324,000 square feet up to 750,000 square feet. The Planning Commission recommended a development cap in the Harbor Area (for net new development) of 557,000 square feet and the City Council later reduced this number to 400,000 net new square feet.

The amendments also eliminated residential uses as a permitted use in the Harbor Area and corrected inconsistencies between the zoning and various land use plans such as the maximum amount of allowable development, floor area ratio limits, standards related to office development, height standards and uses permitted on Mole B. These amendments were considered by Coastal Commission and conditionally certified on July 9, 2009. The City subsequently approved the recommendations made by Coastal Commission in 2010. The Local Coastal Plan (LCP) and General Plan amendments adopted by the City Council between 2005 and 2010 (including the 400,000 net new square foot development cap), were then submitted and approved by the voters of Redondo Beach in 2010 (Measure G). Measure G established with certainty all land use controls and property development standards for the waterfront.

2.1.1.5.9 The Harbor Enterprise Business Plan (2010)

Following the approval of the Guiding Principles, the City's Strategic Plan identified the development of a Harbor Enterprise Business Plan as a major Strategic Plan objective. A Business Plan was drafted in 2010 and was reviewed several times by the Harbor Commission. The City Council considered the recommendations of the Harbor Commission and adopted the Harbor Enterprise Business Plan in 2010 (City of Redondo Beach, 2010a). This plan serves as the blueprint for directing investment and revitalization. It identifies an approach to manage and operate the Harbor Enterprise in a manner that grows revenues and improves assets. The Harbor Enterprise Business Plan establishes goals supporting efficient and financially sound operation and improvement of the waterfront, and identifies methods to achieve those goals.

2.1.1.5.10 City of Redondo Beach Strategic Plan (2015)

The City of Redondo Beach Strategic Plan, which is regularly reviewed and revised by the City Council, establishes the major goals and objectives for the City. The City's current Strategic Plan for 2013 to 2016 identifies harbor revitalization as key strategic planning goal. Specifically, the Strategic Plan has a three-year goal to "Vitalize the waterfront, Artesia

Corridor, Riviera Village and the North Redondo Industrial Complex" (City of Redondo Beach, City Council, 2015).

2.1.1.5.11 Market Study of the Proposed Waterfront Revitalization Project (2015)

In February 2015, a market study was prepared for the City that evaluated the proposed waterfront revitalization at the project site (AECOM, 2015). The market study analyzed proposed program elements such as food and beverage offerings, a market hall, a small luxury movie theater, a boutique hotel, and creative office space. The report analyzed the market area for the proposed project based on the expected expenditure decisions of residents, workers, and visitors. The market area was further broken down based on various retail subareas including retail, hotel, and office areas. This development would be categorized as a mixed-use development with a strong retail, dining, entertainment (RDE) component with uses that are intended to complement each other, creating a multi-faceted leisure experience, thereby increasing the proposed project's overall attractiveness to visitors. In addition, the study determined that regional and local employment growth would provide a source of demand for the retail, office, and hotel components of the proposed project.

The study indicated that unlike regional shopping centers that rely on department store anchors, RDE rely on a mix of activities and expertise to drive business to the area. The study found that the proposed project is positioned well to compete with existing and proposed RDE developments and indirectly with traditional shopping centers. For example, the proposed specialty theater would offer a distinctive option for this area and could potentially generate sales volumes significantly higher than estimated in this study. Based on the market study, the anticipated capture of entertaining spending and market demographics for the proposed project, the proposed theater concept appears marketable. The proposed project offers other unique development components including a boutique hotel and creative office space that would provide companies and travelers a different option than those currently in the surrounding project area. Based on this study, there appears to be an opportunity for the proposed project to fill a potential gap in the market for retail, dining, and entertainment offerings in the South Bay.

2.1.1.5.12 Current Status of Planning and Environmental Review

The proposed project is a central feature of the City's harbor and as such is a key component of the waterfront revitalization effort. In 2012, the City selected CenterCal Properties LLC to develop a revitalization concept for the project site as part of a collaborative effort with the City. The City has been working towards the implementation of these plans in collaboration with CenterCal Properties LLC and in conformance with the standards adopted by the City. In July 2013, the City Council directed the initiation of an EIR based on the site plan presented by CenterCal Properties LLC. In April 2014, CenterCal Properties LLC filed an Application for an Environmental Assessment with the City for the proposed project. In accordance with the Memorandum of Understanding between the City and CenterCal Properties LLC, the application and other documents has been assigned to Redondo Beach Waterfront LLC, which is the affiliate of CenterCal Properties LLC.

2.2 Project Objectives

As summarized in Section 2.1.1.4 above, 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 (see Figure 2-3) 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.

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

2.3 Project Location and Setting

2.3.1 Regional Location

Redondo Beach (Longitude 33° 50' 30.9" N/Latitude 118° 23' 30.7" W) is located in Los Angeles County along the Pacific Ocean, approximately 20 miles southwest of downtown Los Angeles (see Figure 1-1 in Chapter 1 Introduction). It is within the area known as the "South Bay." Regional access is provided via the San Diego Freeway (I-405), the Harbor Freeway (I-105), State Route 1 (Pacific Coast Highway), and State Route 107 (Hawthorne Boulevard).

2.3.2 Local Setting

The City of Redondo Beach, established in 1892, is approximately 6.35 square miles and has a population of 67,815 based on 2013 U.S. Census Bureau estimates. It is located on the southern end of Santa Monica Bay and surrounded by rolling hills. It is adjacent to five cities; Hawthorne to the north, Lawndale to the east, Torrance to the east and south, and Manhattan Beach and Hermosa Beach to the west. The City has an irregular elongated shape and is configured into two definable areas of North Redondo and South Redondo, which is bisected by Anita Street/190th Street that runs east and west through the City.

As shown on Figure 2-1, the harbor, including the project site, is in South Redondo along the Santa Monica Bay. The harbor is comprised of approximately 150-acres, which are made up of approximately 62 acres of land area and approximately 88 acres of water area, owned or managed by the City. The harbor is developed with hotel, retail/commercial, and recreational amenities. King Harbor has four marinas with over 1,400 boat slips.

2.3.2.1 Existing Project Site and Surrounding Uses

As shown on Figure 1-2 (in Chapter 1 Introduction), the project site is an approximately 36-acre portion of the waterfront (approximately 31.2 acres is land, including Seaside Lagoon, and 4.8 acres is water area made up of Basin 3 [3.5 acres] and the proposed boat ramp area at Mole C [1.3 acres]).[1] The project site is located along the Pacific Ocean within the Santa Monica Bay, west of Catalina Avenue and low-rise medium-density residential development commonly referred to as "The Village" or "Seascape," south of Portofino Way, and north of Torrance Boulevard. The Torrance Boulevard Traffic Circle (Torrance Circle) is included in the project site. The project site is entirely within the City's Coastal Zone, and certain portions are seaward of the MHTL (Tidelands). The land portion of the project site is generally divided into two areas: northern and southern areas. The northern portion of the project site is accessed from Harbor Drive including feeder arterials of Herondo Street, Pacific Avenue, and Beryl Street, and the southern portion is accessed from Torrance Boulevard (see Figure 2-3).

As shown in Figure 2-3, the project site is in a developed area, surrounded by a variety of land

[1] During the process of selecting a developer for the proposed project, the site available for commercial development was identified as 15 acres. This figure was an estimate based on the size of the leaseholds and did not include areas that are within the project site boundary analyzed in the EIR. Specifically, the 15-acre estimate did not include the northwestern portion of the project site (Seaside Lagoon and the proposed boat launch ramp and boat launch ramp parking lot), the parking structures, the Pier Entry Plaza, and Torrance Circle, which are now included within the project site as shown on Figure 2-3. In addition, although the NOP identifies the project site as being approximately 35.5 acres, for the purpose of the EIR the acreage has been rounded up to be approximately 36 acres. Land and water acreages are also rounded for purposes of the EIR.

uses to the north, south, and east, and the King Harbor (Outer) Breakwater and Santa Monica Bay to the west. To the north, the surrounding uses are Basin 2 (including Basin 2 improvements such as a hotel, yacht club, apartments, fueling facility, conference facility and restaurant), marinas, and surface parking lots. The AES power plant is located approximately 0.09 mile to the northeast. To the east are a hotel, commercial uses, Czuleger Park[2], and high-density multi-family residential development. To the south are Veterans Park, the Redondo Landing commercial development, and the Monstad Pier.

The project site is currently developed with approximately 219,881 square feet of existing buildings (not including the parking structures), consisting primarily of restaurants, retail, and office uses. See Appendix B for the square footages of the existing buildings. There are approximately 1,289 employees at the project site. Recreation uses include an enclosed and contained public swimming and recreational facility known as the "Seaside Lagoon." Other existing uses include the Plaza Parking Structure and the Pier Parking Structure (which collectively provide 1,350 parking stalls), surface parking lots, the Sportfishing Pier, the Horseshoe Pier, and Basin 3 of King Harbor (the Redondo Beach Marina) which provides recreational and visitor-serving uses such as watercraft rentals, sightseeing, and slip rentals. The types of water-related recreation activities available within and surrounding the project site includes: fishing, sailing, and power boating, and non-motorized water activities such as kayaking, outrigger canoeing, stand up paddling and swimming. The peak boating season occurs between Memorial Day and Labor Day weekends.

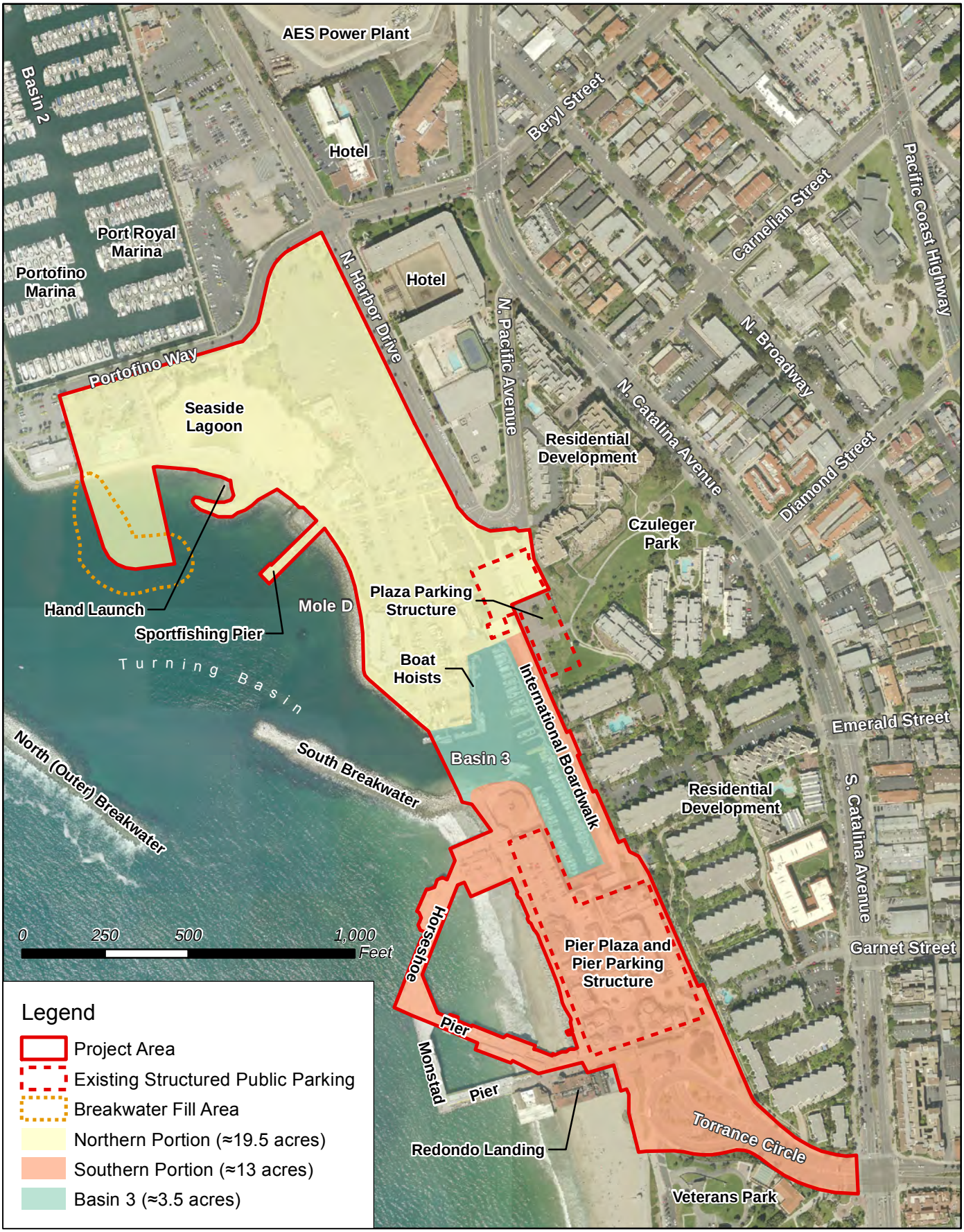
As shown on Figure 2-4, and described further below, the project site is defined in terms of three geographic areas, the northern portion (approximately 19.5 acres [including approximately 1.3 acres of water area for the proposed small craft boat launch ramp area near Mole D]), the southern portion (approximately 13 acres), and Basin 3 (approximately 3.5 acres of water area). Approximately one-acre of the southern portion of the project site is comprised of the International Boardwalk and the elevated walkway above the portion of the International Boardwalk behind Basin 3, which connects to the northern portion of the project site.

2.3.2.1.1 Northern Portion of Project Site

As shown on Figure 2-4, 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 (also known as "Polly's 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-site (not including the parking structure). See Appendix B for a breakdown of existing square footage at the project site.

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



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

Development

There are six stand-alone restaurants located throughout the site totaling approximately 38,000 square feet (Photograph 2-4). They are generally located near the surface parking lots, along the edges of the project site boundary. As discussed below, one restaurant and a sport fishing charter business are located on the Sportfishing Pier. Other development includes the Redondo Beach Marina office and the facilities associated with Seaside Lagoon (restroom and maintenance buildings).

Photograph 2-4: Commercial Development in Northern Portion of the Project Site

Sportfishing Pier

The Sportfishing Pier is an approximately 245-foot long and 30-foot wide wooden (timber) pier constructed in 1969 (Photograph 2-5). The pier extends from its landside concrete abutment, southward, over twelve timber bents. Each timber bent consists of three creosote treated timber piles driven approximately 23 feet minimum below the mud line at the time of construction. The pier has been used for loading and off-loading of charter sport fishing vessels; however, this use has declined over the past several years. There is a rectangular shaped structure located on the pier (2,704 square feet) that includes a restaurant, a sport fishing charter business, and public restroom. The pier is a popular site for fishing. Based on a visual survey conducted in 2015, the pier is suffering from deterioration, including damage of the piles and bracing (Noble, 2015a).

Photograph 2-5: Sportfishing Pier

Boat Launch Facilities

The boat launch facilities located within the project site consist of a hand launch (for hand-carried boats, such as kayaks, canoes and paddle boards/boats) and dinghy dock located along Mole D, near Seaside Lagoon, and a private boat launch facility (i.e., boat hoists) in Basin 3. The hand launch and dinghy dock is a floating dock located off a rock revetment and walkway that separates Seaside Lagoon from the harbor and west of a hook breakwall (Figure 2-3 and Photograph 2-6). The dinghy dock is used by boaters mooring at transient moorage located within the harbor west of Basin 2 to access the landside.

Photograph 2-6: Hand Launch and Dinghy Dock

The private boat launch facility consists of two 5-ton hoists located on the northwestern edge of Basin 3 (Figure 2-3 and Photograph 2-7). The hoists involve a trolley system along runway beams used to carry a boat (maximum of five tons and 30 feet in length) vertically and horizontally to or from the water. In addition to watercraft, the boat hoists are used for lifting large fish caught and pulling up equipment and vessels so minor repairs can be made. This is

the only public recreational boat hoist facility located within King Harbor.[3] The private boat launch facility is available for public use (for a fee) during weekday (7:00 AM to 5:00 PM) and weekend hours (6:00 AM to 6:00 PM). From 2012 to 2014, the facility handled approximately 1,134 to 1,225 lifts per year[4] (Redondo Beach Marina, 2015). Most of the use associated with the hoists occurs during the five-month period of May through September.

Since late 2014, the boat hoists had been inactive and shut down for safety reasons following an inspection that determined that the hoists' were "noticeably deficient." The results of a structural engineering report completed in January 2015 found the south hoist to be beyond repair, while the north hoist was in better condition. The repair of the north hoist was completed and that hoist reopened in October 2015.

Photograph 2-7: Boat Hoist

Seaside Lagoon

Seaside Lagoon is a 3.6-acre non-tidal saltwater, sand-bottom swimming facility that is open to the public during daytime hours during the summer months (Photograph 2-8). In addition to the swimming area, the Seaside Lagoon facility includes a sand area, two volleyball courts, concession building, snack bar facilities provided by Ruby's Restaurant, picnic area, barbeque pits (including stoves/sinks) for rental, beach shelter, children's play equipment (water slides), and a shower/restroom and administration building. The site is also utilized for special public and private events. Special events include the Redondo Beach Lobster Festival (which includes dinner and live music), the Fourth of July Fireworks show (which includes live music, and other recreational activities), International Surf Festival Medal of Valor Dinner (which includes cocktails and dinner), the Redondo Beach Chamber of Commerce Mixer, as well as other events. A rock revetment and walkway separate the lagoon from the harbor waters.

[3] The King Harbor yacht club operates two private hoists and the harbor has a heavy haul-out facility in association with the marine maintenance facility.

[4] Lifts are not identified by launches or retrievals and may include round trips or single use.

Water in the lagoon is supplied by cooling water used in the nearby AES power plant. The AES power plant pumps water from outside the breakwater to the AES power plant where it is used to cool the turbines. A portion of the heated water is then piped from the AES power plant to Seaside Lagoon where it is chlorinated on entry. The water is then de-chlorinated and returned to the harbor.

Current challenges to Seaside Lagoon include the tightening water restrictions relative to discharge from the lagoon (as detailed in Section 3.8, Hydrology and Water Quality) and the potential future loss of the heated water source as the AES power plant moves away from the use of ocean water cooling. State Water Resources Control Board adopted Resolution No. 2010-0020, which generally requires that the use of existing AES power plant cooling systems that rely on natural ocean waters be terminated throughout the State of California by 2020.

Photograph 2-8: Seaside Lagoon

The entrance area adjacent to the Seaside Lagoon features a landscaped sculpture court with bronze statues of local surfing and diving notables Bill and Bob Meistrell (also the founders of Body Glove, which is one of very few continuously family-owned surf/dive brands in the world), dedicated 2014.

Parking

Parking in the northern portion of the site consists of the surface parking lots and the Plaza Parking Structure. Surface parking lots include approximately 673 single stalls and 67 double stalls for trailers associated with the Redondo Beach Marina slips and approximately 102 stalls near Joe's Crab Shack. Surface parking makes up approximately 40 percent of the 19.5-acre northern portion of the project site.

The Plaza Parking Structure is a 332-stall structure constructed around 1981 (Photograph 2-9). The structure has three-levels. The lower two levels are available for parking and the top plaza level is only open to pedestrians and is considered the lower portion of Czuleger Park consisting of a public plaza and seating area. Vehicular access to the structure is provided from Pacific Avenue through the Plaza Driveway, with single entrance and exit lanes on the upper parking level. One third of the upper parking level is uncovered and the remaining two-

thirds are beneath the plaza level. A ramp on the northern end provides circulation to the lower parking level. The lower level provides direct pedestrian access to the International Boardwalk. A structural evaluation conducted in 2012 determined that the structure is in good condition and with maintenance and restoration cycles, has 30 to 40 years of useful service life remaining (Walker Restoration Consultants, 2012).

Photograph 2-9: Plaza Parking Structure

2.3.2.1.2 Southern Portion of Project Site

As shown on Figure 2-4, the approximately 13-acre southern portion of the project site encompasses the Horseshoe Pier and retail and restaurant buildings located on the pier, the Pier Parking Structure, and Pier Plaza (the two-level commercial and office development on the upper level of the parking structure) and commercial development located along Basin 3, including restaurants and an arcade. The Torrance Circle south of Catalina Avenue is also included in the southern portion of the project site.

As detailed in Appendix B, 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 Zoning Code Section 10-5.813 that permits cumulative development in all CC coastal commercial zones up to a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

Development

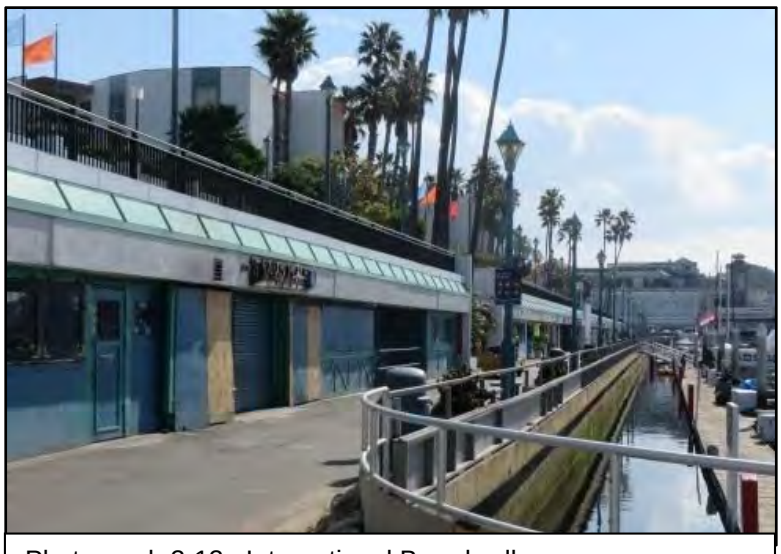
Existing commercial structures in the southern portion of the project site primarily consist of shops and restaurants along the Horseshoe Pier and Basin 3 (Photographs 2-10 and 2-11). After the fire of 1988, the amount of commercial space decreased by 22,000 square feet and patronage was severely disrupted and never fully recovered. The shops in this area tend to have weaker sales than other portions of the waterfront, which may be associated with difficult visibility, lack of access, irregular hours, deteriorating physical condition and seasonality of patronage, and lack of distinct destination attractions (City of Redondo Beach, 2010a).

Photograph 2-10: Commercial Development along Basin 3 in Southern Portion of the Project Site

Photograph 2-11: Commercial Development on Horseshoe Pier in Southern Portion of the Project Site

International Boardwalk

The International Boardwalk is a narrow strip of small shops and restaurants (approximately 22,464 square feet, including Paddle House) located along a paved access road east of Basin 3 (Photograph 2-12). The International Boardwalk, constructed in the 1960s, has a deteriorating physical condition and is subject to flooding during high tides and storm conditions. The paved access road fronting the shops and restaurants is accessible only to pedestrians, delivery, service, and emergency vehicles.



Photograph 2-12: International Boardwalk

Pier Plaza

Pier Plaza is an office complex located on top of the Pier Parking Structure (Photograph 2-13). It consists of approximately 70,000 square feet of building area. It opened in 1979-1980 as a retail center called Seaport Village. However, after lower than expected retail sales, the complex was largely converted to office uses by the end of the 1980s and it was renamed Pier Plaza.

Photograph 2-13: Pier Plaza

Horseshoe Pier

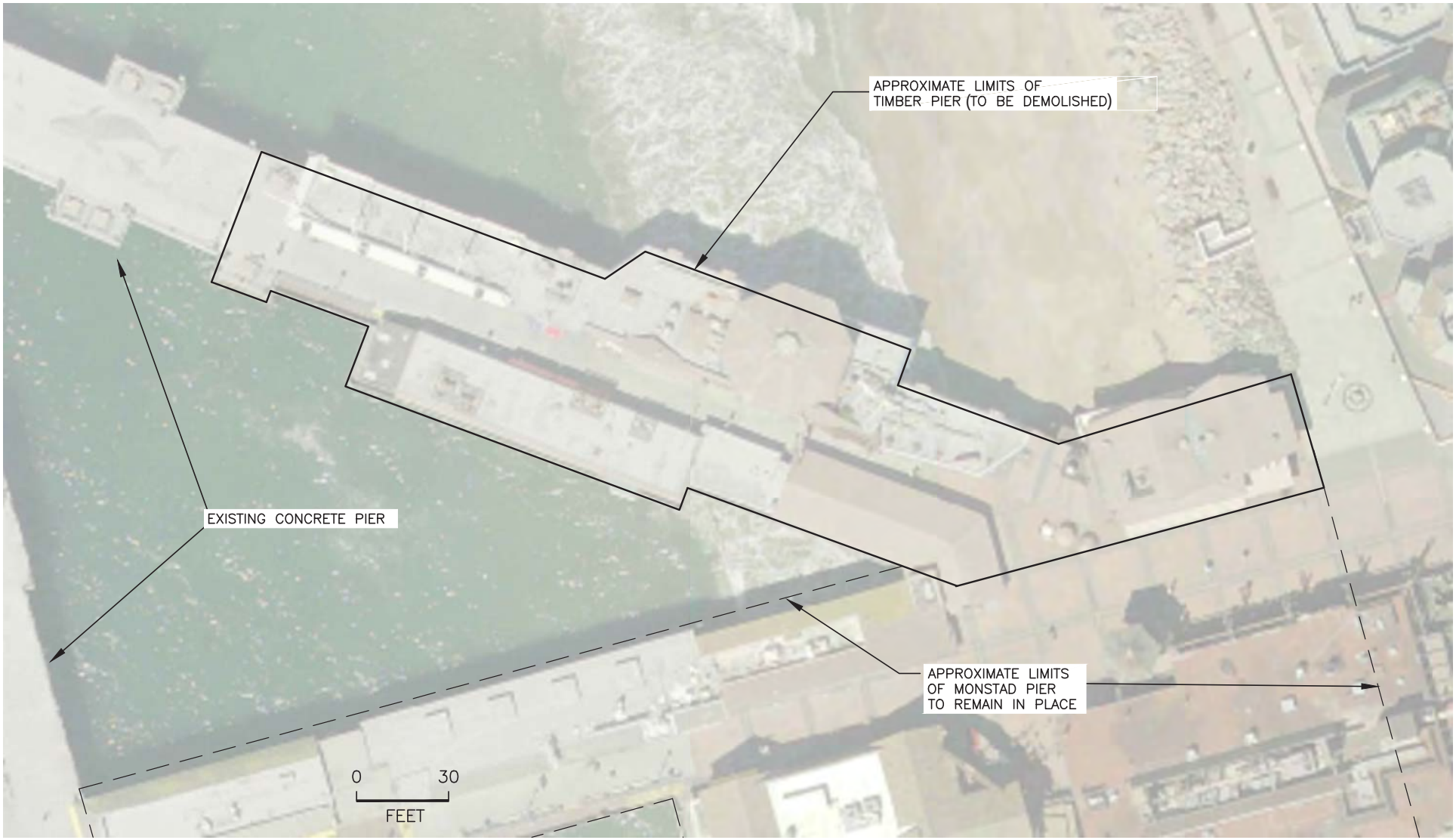
The Horseshoe Pier is a 1,550-foot long horseshoe-shaped pier. As described above, there are several restaurants and shops located on the Horseshoe Pier, and two vacant building pads that were occupied by commercial buildings prior to the 1988 fire (Photographs 2-14 and 2-15). The pier is a popular location for walking and fishing. The pier is also utilized for special events, including the chalk art festival, car shows, music festivals, Taste of the Pier, an annual kite festival, Fourth of July at the Pier, and other events.

As described previously, the northern and center segments of the Horseshoe Pier was destroyed by a storm and fire in 1988. As a result, that portion of the pier was reconstructed in 1995. The reconstruction included new piles and cement deck that replaced a wooden/timber

deck. The 1995 portion of the pier consists of a reinforced concrete waffle slab deck with 20-inch deep integral transverse and longitudinal beams. The deck is supported by 20-inch diameter precast prestressed concrete piles set within reinforced column caps. The new pier was designed at the time to support several future buildings at different locations. The concrete portion of the pier is approximately 20 years old and is considered to be in good condition. The rebuilt portion of the pier has design elements (e.g., sail shade sculpture and sea life sandblasted on the concrete surface).

A portion of timber deck and buildings constructed prior to the fire are remaining on the southern segment of the pier (see Figure 2-5). The southern timber portion was built in 1928 and this section of the pier consists of 23 bents of variable width over its 330-foot length. The deck framing is topped with 2-inch thick wood sheathing and a 5-inch concrete slab underneath the buildings. About 180 feet of the timber portion of the pier's south side was widened approximately 20 feet with an additional pile row to support the building foundations on that side. Another 90 feet of deck on the north side of the timber pier was widened about 10 feet with an added row of foundation piles. With these changes, the total square feet associated with the timber portion of the pier is now about 18,500 square feet. The southern timber portion of the pier is approximately 87 years old and nearing the end of the useful service life.

Photograph 2-14: Horseshoe Pier (southern portion)

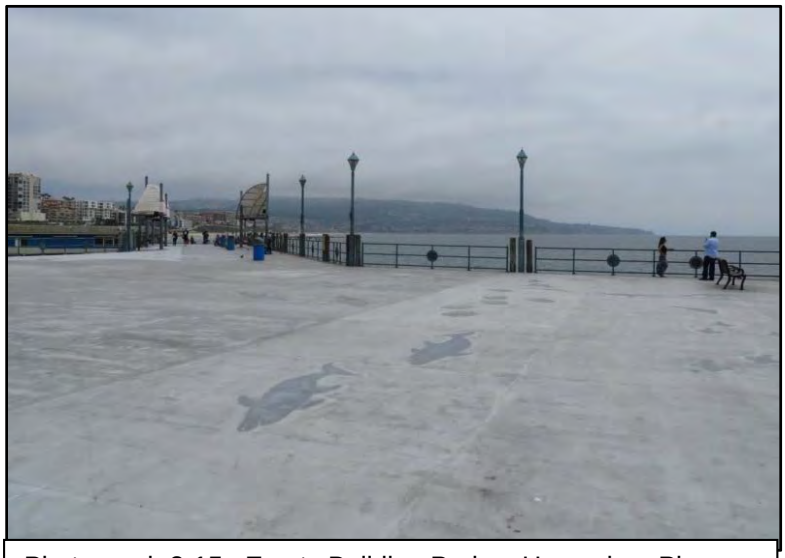


Source: Noble Consultants, Inc., 2015

Figure 2-5

Timber Portion of Horseshoe Pier Connection

Situated on the esplanade between Horseshoe Beach and the Pier Parking Structure is the George Freeth Memorial, which commemorates the surfing pioneer and legendary lifeguard. The statue is a cast bronze bust, which rests atop a concrete pedestal. Attached to the side of the pedestal is bronze plaque bearing a summary of Freeth's achievements. The pedestal is at the center of a multi-colored compass rose inset in the concrete walkway.



Photograph 2-15: Empty Building Pad on Horseshoe Pier

The 300-foot Monstad Pier extends from the southern end of the pier (Photograph 2-16). The Monstad Pier is not considered as part of the project site; however, construction activities in the immediate vicinity (e.g., demolition of the Pier Parking Structure, modifications to the Torrance Circle, replacement of the remaining timber/wooden portion of Horseshoe Pier) could result in limited modifications to portions of the Monstad Pier.

Photograph 2-16: Horseshoe Pier (left) and Monstad Pier

Adjacent and below the existing walkway on the ocean side of the Pier Parking Structure is the Horseshoe Beach (see Photograph 2-24). The Horseshoe Beach is not within the project site.

Parking

Parking in the southern portion of the site is located at the Pier Parking Structure (Photographs 2-17 and 2-18). This is an approximately 495,000 square foot 1,018 stall structure consisting of a North Pier Parking Structure, constructed in the 1960s, and the South Pier Parking Structure, constructed in 1973. The North Pier Parking Structure is only accessible through the South Pier Parking Structure and the two structures are operated as a single parking facility.

The Pier Parking Structure consists of three levels. The upper level includes uncovered parking stalls and the two-level Pier Plaza development. Access to the upper and lower level of the Pier Parking Structure is available from Torrance Circle. The driveway serving the lower levels is referred to as the Basin Driveway and has an entry lane, two exit lanes, and a reversible lane. The driveway serving the roof level is referred to as the Village Driveway and has two entry lanes and an exit lane (Walker Restoration Consultants, 2012).

The North Pier Parking Structure is in poor condition, and its remaining useful service life, with recommended repairs and maintenance, is estimated at five to10 years. The South Pier Parking Structure is in better condition and, with substantial repairs, the useful service life estimated is at 15 to 20 years (Walker Restoration Consultants, 2012).

Photograph 2-17: Pier Parking Structure and Pier Plaza

Photograph 2-18: Pier Parking Structure

The Pier Parking Structure is adorned with various paintings/murals. In the mid-1990s, the City unveiled a mural in the Pier Parking Structure. This mural recreates a photograph taken in the early 1900s and illustrating the intersection of Diamond Street and Pacific Avenue (no longer existing). The mural's location, under the Pier Police Substation on the south side of the Parking Structure, is the approximate location where the photographer took the original image.

Torrance Circle

As shown on Figure 2-3 and Photograph 2-19, Torrance Circle is the circular terminus of Torrance Boulevard. From Torrance Circle, vehicles can access the upper and lower level of the Pier Parking Structure and George Freeth Way, south of Veterans Park. Torrance Circle is also used as a temporary layover area for transit buses, tour buses, and taxis, service vehicle parking and loading/unloading, and a passenger drop off/pick up location.

Photograph 2-19: Torrance Circle

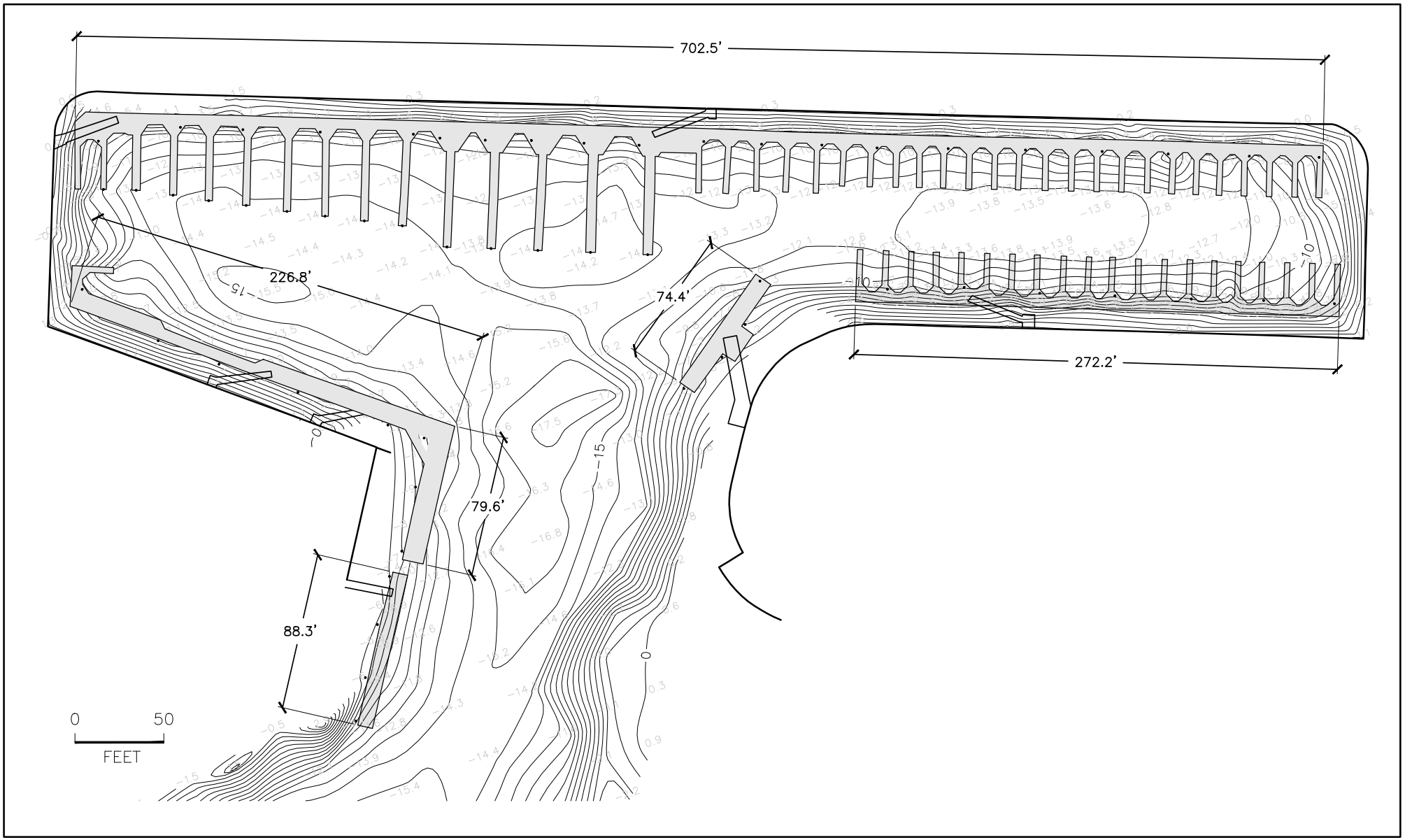
2.3.2.1.3 Basin 3

As shown on Figure 2-3, 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 (Figure 2-6 and Photograph 2-20). There are approximately six residents living aboard vessels (referred to as "liveaboards") in Basin 3.

Photograph 2-20: Basin 3

Based on a visual survey conducted in January 2015, the existing 1,530-foot bulkhead wall along Basin 3 generally appears to be in good condition (Noble, 2015b). However, visible deterioration of the concrete cap was observed. Horizontal and pattern cracks and visible rust stains indicate that the reinforcement steel embedded in the cap is in an advanced stage of corrosion (Photograph 2-21). Most of the bulkhead was designed to have a top elevation of about +9.5 feet Mean Lower Low Water (MLLW). However, the top of the as-built wall is about two feet lower than planned because of survey discrepancies when the harbor was built. Flooding of the access road fronting the International Boardwalk, on the eastern edge of the basin, occurs during high tides.

Photograph 2-21: Bulkhead wall along Basin 3



Source: Noble Consultants, Inc., 2015

2.3.2.1.4 Circulation

Vehicle access to the project site is via Portofino Way and Harbor Drive from the north and Torrance Circle from the south. In contrast, until the 1970s, when Pacific Avenue and El Paseo were removed, the past conditions consisted of connection of the public to the waterfront via Pacific Avenue, El Paseo, Harbor Drive and various other streets (see Figure 2-2 showing a map of the City from 1927 including the former configuration of Pacific Avenue and other waterfront roadway connections). Currently no public vehicle access exists between the north and south areas of the project site. Instead, public patrons to the waterfront must now use Catalina Avenue from Harbor Drive to Torrance Boulevard to travel from one end of the site to the other. Access is provided for pedestrians, delivery, service, and emergency vehicles along the paved access road fronting the International Boardwalk (Photograph 2-22). The current access road generally follows the historic route of the primary waterfront streets (e.g., Pacific Avenue and El Paseo) that once served to provide public access and connectivity along the coastline.

Photograph 2-22: Access Road along the International Boardwalk

The northern portion of the project site has several surface parking lots, which are connected by internal roadways. The parking lots are fee lots, which require passing through a gated entry (Photograph 2-23). The only public vehicle access on the southern portion of the site is to the Pier Parking Structure.

Photograph 2-23: Surface Parking on Northern Portion of the Project Site

Pedestrian access to the north side of the project site is provided via sidewalks on Harbor Drive. At the southern portion of the project site, pedestrian access is provided by sidewalks and a pedestrian plaza at Torrance Circle. There is limited pedestrian and bicycle access within the project site, including non-contiguous walkways that extend along the water's edge from the northern to the southern portions of the site, connected by the access road fronting the International Boardwalk (Photograph 2-24). The walkway provides connections to Harbor Drive on the north and Torrance Circle to the south. It also provides connections to the parking structures and the stairs leading to Czuleger Park.

Photograph 2-24: Walkway along Horseshoe Beach

There is an elevated walkway above the International Boardwalk referred to as the Avenue of the Arts (Photographs 2-25 and 2-26). The elevated walkway extends the length of the project site. The walkway provides connections to the Pier Plaza development and Pier Parking Structure and the Plaza Parking Structure. The retaining wall along the eastern project boundary is adorned with large inset art tiles (Photograph 2-32). "Ocean Steps" is a ceramic tile art installation that adorns the 23 stair risers that form the entrance to Turtle Park, located at the south end of the Avenue of the Arts, overlooking the International Boardwalk and Redondo Beach Marina/Basin 3 (Photograph 2-34). 'Ocean Steps' presents a vibrant sea-inspired theme featuring stylized waves and a menagerie of small sea creatures formed of colorful broken glazed tile fragments and incorporating pieces of colored and mirrored glass. Ocean Steps is one of several stairways that provide direct access from the walkway to the waterfront. Elevators in the parking structures provide handicapped accessible access between the elevated walkway and waterfront.

Photograph 2-25: Elevated Walkway and the International Boardwalk

Photograph 2-26: Elevated Walkway above the International Boardwalk

Bicycle access to the northern portion of project site is provided via a Class I bicycle lane on the west side of Harbor Drive. This bicycle lane continues through the project site and connects to Torrance Circle. Ultimately, this bicycle lane connects to an existing Class I bicycle path along the coast and connects to a Class II bicycle route on Esplanade. Within the project site, the bicycle path extends from the Plaza Parking Structure, along the elevated walkway and bike path above the International Boardwalk, and through the Pier Parking Structure (Photograph 2-27).

Photograph 2-27: Bicycle Path at the Pier Parking Structure

The project site and vicinity is served by several bus routes operated by four transit operators, including the Los Angeles County Metropolitan Transportation Authority (Metro), Los Angeles Department of Transportation Commuter Express (CE), Beach Cities Transit (BCT), and Torrance Transit (TT). Bus stops and bus lines in the project site vicinity are located on Torrance Boulevard and Torrance Circle, Catalina Avenue, and Harbor Drive.

2.3.2.1.5 Infrastructure

The project site is currently developed and includes existing on-site infrastructure, such as pier structures, seawalls, parking structures, and utilities (e.g., storm drains, water lines, sewer lines, gas lines, electric lines, telephone, and cable lines). Much of the existing infrastructure is aging and requires significant ongoing maintenance efforts given the moist and corrosive marine environment and exposure to heavy pedestrian, boating, and vehicular traffic. In addition to utilities that are on-site and serve the project site, the northern portion of the project site is traversed by a dry utility line easement (gas, electric, and cable). Additionally, two Los Angeles County storm drains (75 inches and 84 inches in diameter) cross the northern portion of the project site. Both flow to a Los Angeles County stormwater outfall structure located on the northern portion of the site, between the breakwall south of Seaside Lagoon and the Sportfishing Pier (Photograph 2-28). The Los Angeles County drains route off-site flows through the site. On the southern portion of the site, stormwater is discharged at two locations - Basin 3 and under the Horseshoe Pier.

Photograph 2-28: Los Angeles County Stormwater Outfall

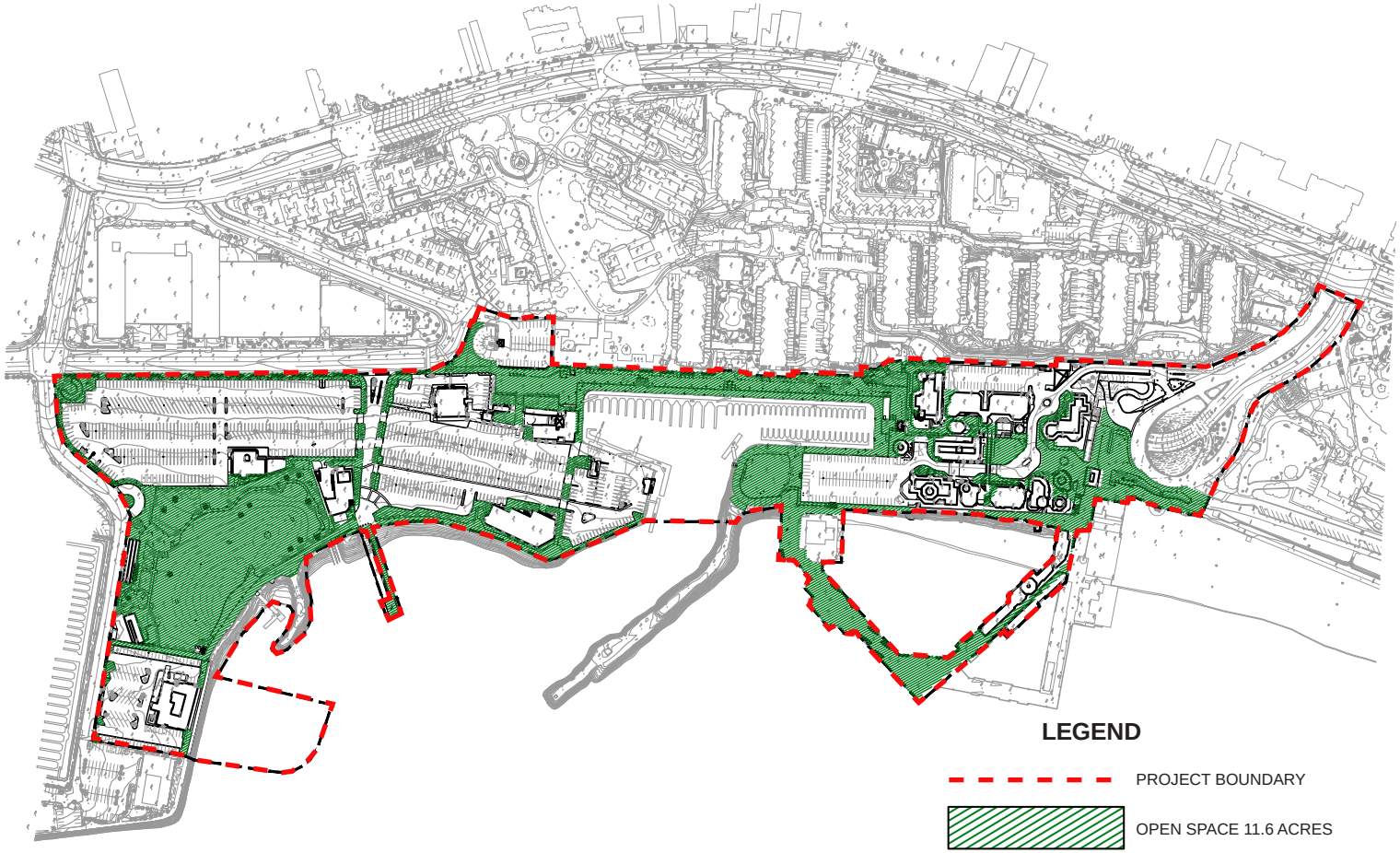
A cooling water conduit from the AES power plant runs along Harbor Drive before crossing through the site just south of the Sportfishing Pier. The cooling water conduit discharges inside the breakwater between the Sportfishing Pier and the seawall. The Seaside Lagoon supply line connects into this conduit under Harbor Drive, runs along Portofino Way and then distributes warm water into Seaside Lagoon.

Two sewage lift stations (i.e., pump stations) are located on site. In the northern portion of the project site, a lift station is located on Portofino Way northeast of Seaside Lagoon. On the southern portion of the project site, a lift station is located in the northeastern corner of the Pier Parking Structure.

2.3.2.1.6 Public Spaces

The project site includes approximately 11.6 acres of public open space for passive and active uses throughout the site. The City's Zoning Code requires that public open space must be a minimum of 10-feet in width (the measurement may include contiguous landscaping); therefore, the public open space within the project site consists of the pedestrian/bicycle pathways discussed above, public plazas (e.g. pier entry plaza and small arbor and landscaped area at the corner of Harbor Drive and Portofino Way referred to as Dedication Park[5]), landscaped areas that not fenced or gated and are a minimum of 10-feet in width, open areas on the piers, and Seaside Lagoon (Photographs 2-29 and 2-30). The areas included in the existing public open space calculation are shown on Figure 2-7. The areas included in the open space acreage has varying utility and quality, and includes areas with and without public amenities, such as non-amenitized landscaping and open plazas, as well as Seaside Lagoon and areas with amenities such as public seating and viewing platforms.

[5] Dedication Park is not officially classified as a park by land use designation or zoning district.



Source: Psomas, 2015

Site landscaping occurs irregularly throughout the site and generally includes palm trees (primarily along the elevated walkway and at and near Seaside Lagoon), small landscape pockets (typically consisting of turf or bushes located near buildings, Seaside Lagoon, and Dedication Park), potted plants located around the Pier area and International Boardwalk (Photographs 2-31 and 2-32), as well as areas not generally accessible by the public (Photograph 33).

Public art of varying styles, installation date, and quality is located throughout the site, including murals, decorative tiles, and commemorative sculptures (Photographs 2-32 and 2-34).

Photograph 2-29: Near Seaside Lagoon

Photograph 2-30: Horseshoe Pier

Photograph 2-31: Potted Plants near the Pier

Photograph 2-32: Palm Trees and Art Work along Elevated Walkway

Photograph 2-33: Example of non-amenitized landscaping that qualifies under the Zoning Code as public open space (area located on the northern portion of the site adjacent to the Plaza Parking Structure)

Photograph 2-34: Ocean Steps along the Elevated Walkway

2.4 Proposed Project

This section describes the elements of the proposed project and the anticipated construction phasing. Additional resource specific details related to the proposed project are described in the individual resource chapters in this Draft EIR.

2.4.1 Overview

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),[6] 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 (discussed in Section 3.11 Public Services in this Draft EIR). 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 in 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. Table 2-1 provides a summary of the existing and proposed development square footage and Table 2-2 provides a summary of the key project elements, which are described in detail below.

Table 2-1: 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.

[6] 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 2-2: Elements of Proposed Project

Proposed 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.	Removal of the private boat hoist facility. Relocation of the hand launch to within the modified Seaside Lagoon (stand-up paddle boards, kayaks, outriggers, canoes, etc. would be launched from inside the lagoon, once the lagoon has been open tidally to the harbor). Relocation of the dinghy dock within or adjacent to Basin 3. Construction and operation of a small craft boat launch ramp at the Turning Basin.

Proposed Project Elements	Existing Conditions	Proposed Project
Parking	Approximately 332-stall Plaza Parking Structure (which is a three-level structure with the lower two levels being available for parking and the top plaza level only open to pedestrians) and surface parking lots with 775 single stalls and 67 double length (trailer) stalls.	New four-level approximately 757-stall parking garage at the northeast corner. 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. Surface parking lot for boat trailer and single car parking adjacent to the proposed small craft boat launch ramp. Reconfiguration of Plaza Parking Structure stairwell and elevator shaft and elimination of below ground parking in the area under the proposed development would result in an approximately 32-stall parking reduction (from approximately 332 stalls to 300 stalls). Minor refurbishment of the structure, which may include repaving, restriping, and new lighting. The upper level of the parking structure, which is considered the lower portion Czuleger Park, would not be altered.
Southern Portion of Project Site		
Development	Shops and restaurants along Horseshoe Pier (approximately 81,300 square feet), the International Boardwalk (including Paddle House) (approximately 22,464 square feet), Pier Plaza (approximately 70,000 square feet) and miscellaneous space such as storage, basement, restroom, and maintenance offices within the Pier Parking Structure (approximately 20,000 square feet of the approximately 495,000 square foot parking structure.)	62,160 net new square feet of commercial development to include replacement of most of the existing and former retail and restaurant buildings on the Horseshoe Pier and new approximately 130-room boutique hotel with retail uses on the ground floor.
Pier Plaza	Approximately 70,000 square foot office complex, located on top of the Pier Parking Structure and approximately 20,000 of associated square feet (storage, basement, restroom, and maintenance offices) within the Pier Parking Structure.	Removal of Pier Plaza Development.

Proposed Project Elements	Existing Conditions	Proposed Project
International Boardwalk	Narrow strip of small shops and restaurants (approximately 22,464 square feet) located along a paved access road (accessible to pedestrians, delivery, service, and emergency vehicles only), subject to flooding and deteriorating condition.	Removal of the International Boardwalk and establishment of a new limited throughway that would accommodate vehicular, bicycle, and pedestrian traffic. Improvements would address the existing flooding and accommodate sea level rise concerns through the removal of existing structures.
Horseshoe Pier	1,550-foot long horseshoe-shaped pier with restaurants and shops and two currently empty building pads. The pier has a concrete deck, except for a portion of the southern segment, which retains a wooden deck constructed in approximately 1930.	On the northern segment, Kincaids would be retained and a new building would be constructed on a currently vacant building pad (Pad 2). On the southern segment, the wooden portion of the pier and existing buildings would be reconstructed.
Parking	1,018-stall Pier Parking Structure (which is a three-level approximately 495,000 square foot structure with approximately 70,000 square feet of commercial development [Pier Plaza] and parking on the roof), portions of which are in poor condition.	Replace existing Pier Parking Structure with a new five-level approximately 1,157-stall parking structure.
Torrance Circle	Terminus of Torrance Boulevard used to access Pier Parking Structure and for taxi and bus layover, service vehicle loading/unloading zone, and passenger drop off/pick up.	Minor modifications near the entrance to the new parking structure and Pacific Avenue Reconnection.
Basin 3		
Marina Reconstruction/Redevelopment and Bulkhead Rehabilitation	Approximate 61-slip marina (with slips that range in size from 15 to 68 feet) used by recreational, commercial, and excursion vessels.	Reconstruction/redevelopment of the entire floating dock complex and appurtenant facilities within the marina. 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.

Proposed Project Elements	Existing Conditions	Proposed Project
		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	Vehicles must use Catalina Avenue to travel between northern and southern portions of the site. Access road between the International Boardwalk and Basin 3 provides pedestrian, and emergency and service vehicle access. Pedestrian and bicycle paths are located throughout site, including an elevated walkway, bicycle paths pass through the Pier Parking Structure.	Replacement of the International Boardwalk with the Pacific Avenue Reconnection including separated roadway, walkway, and bicycle path, and a new retaining wall located in front of the existing retaining wall. A bicycle path that would improve connection within the project site (including elimination of pathway through the Pier Parking Structure) and to bicycle paths to the north and south of the project site. New/upgraded pedestrian walkways throughout the site, including a boardwalk along the water's edge.
On-site Security	A police sub-station is located within the Pier Plaza office complex.	A new/replacement police sub-station would be established on-site in one of the proposed new buildings in either the northern or southern portion of the site (the precise location has not yet been determined). The proposed project also includes private security in addition to City police services. In addition, the proposed project incorporates design 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.

Proposed Project Elements	Existing Conditions	Proposed Project
Infrastructure	Developed site with existing aging infrastructure and utilities.	Upgrade/relocate on-site utilities (which exclusively serve the project site) as required, including lift stations. Implementation of the proposed project could require modification to the Los Angeles County stormwater outfall structure.
Open Space	Open space includes pedestrian /bicycle pathways, public plazas (e.g. pier entry plaza), landscaped areas, piers, and Seaside Lagoon.	New high-quality public open space throughout the project area, including public seating, gathering spaces, pathways, and a modified Seaside Lagoon.
Service and Loading Areas	Torrance Circle is used for loading/unloading for southern portion of the project site.	Three loading and service bay areas located in the northern portion of the site, and one partially enclosed and screened loading and service bay in the southern portion of the site.
Tidelands Property Exchange	Tidelands are lands seaward of the MHTL designated in 1935, and Uplands are lands east of the MHTL (including Basin 3).	Exchange of an approximately 86,000 square feet portion of the unsubmerged Tidelands between Basin 3 and Seaside Lagoon for a submerged portion of Uplands within Basin 3.

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

The proposed elements described in Table 2-2 above are shown in Figures 2-8, Conceptual Site Plan.

As described in Section 1.4 of Chapter 1 Introduction, refinements have been made to the conceptual site plan subsequent to release of the Notice of Preparation/Initial Study (NOP/IS). The NOP/IS is included as Appendix A of this Draft EIR. The refinements to the proposed project since the NOP was released consist of modifications to the site layout (e.g., building design and layout of public open spaces) mostly within the northern portion of the project site, including a reconfiguration of buildings and the parking structure at the northeast corner of the project site. Other changes include a modified footprint associated with the existing Plaza Parking Structure (a portion of the below ground parking area), a modified alignment of the new main street parallel to Harbor Drive, the addition of a hooked breakwall west of the proposed boat ramp and an increase in the footprint of the boat ramp to be consistent with the latest conceptual design,[7] a revised pedestrian bridge design, and a modified layout of the hotel and hotel entry plaza. For comparison purposes, the conceptual site plan included in the NOP/IS (Figure 4 of Appendix A of this Draft EIR) and the conceptual plan analyzed in this EIR are shown in Figure 2-9.

Additional refinements include changes in the square footages of existing and proposed development and clarification related to the proposed uses. The amount of proposed new square footage has increased by 207 square feet from 523,732 square feet to 523,939 square feet. Additionally, the amount of existing square footage has been reduced by 13,945 square feet to reflect that the "Octagon" building formerly located on Parcel 10 and demolished in 2013 is not included in the CEQA Baseline, as discussed in Section 2.4.1.2 below. The adjustments in existing square footage and proposed new square footage result in a change in net new construction from 289,906 square feet to 304,058 square feet (an increase of 14,152 square feet).

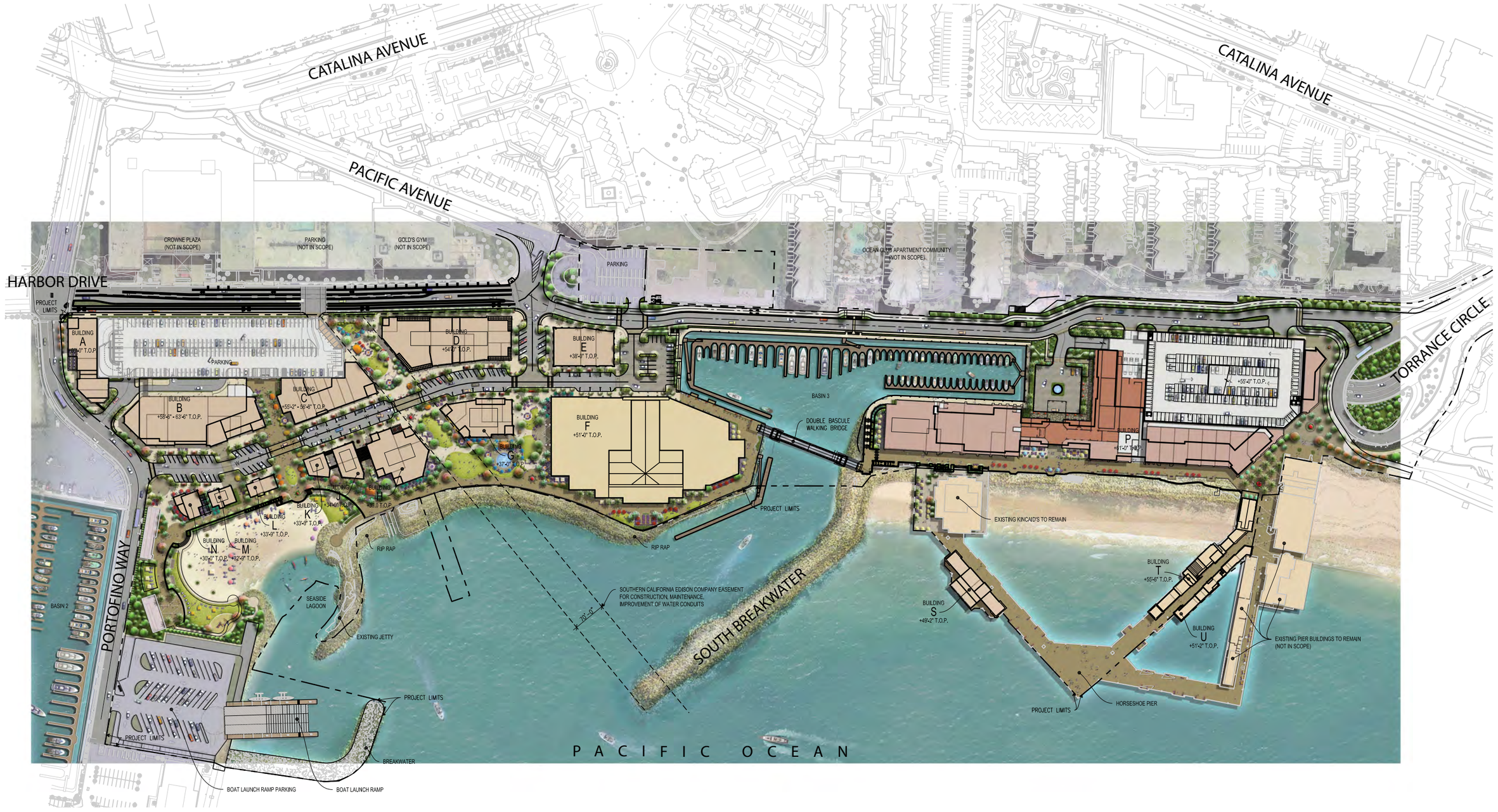
The modified components are described in greater detail below in terms of three geographic areas presented above (northern portion of the project site, southern portion of the project site, and Basin 3)[8] and other improvements, which include project elements that span two geographic areas and/or occur site-wide. Figures 2-8 and 2-9 and the following project element details below describe the proposed project as refined. The City has reviewed these refinements and has determined that they do not affect the conclusions in the NOP/IS that certain environmental analyses required no further review in the Draft EIR.

2.4.1.1 Existing Square Footage – CEQA Baseline and 2008 Coastal Zoning Baseline

As shown in Table 2-3, 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).

[7] The current boat ramp design is based on the Redondo Beach Boat Launch Ramp Facility Feasibility Report prepared by Moffatt and Nichol for the California Department of Boating and Waterways 2015 Grant Cycle (March 27, 2014).

[8] Since the release of the NOP, the geographic area previously referred to as the "Water Area" has been renamed for clarification purposes and is presented within the Draft EIR as "Basin 3."



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

Source: Psomas; Callison, 2015

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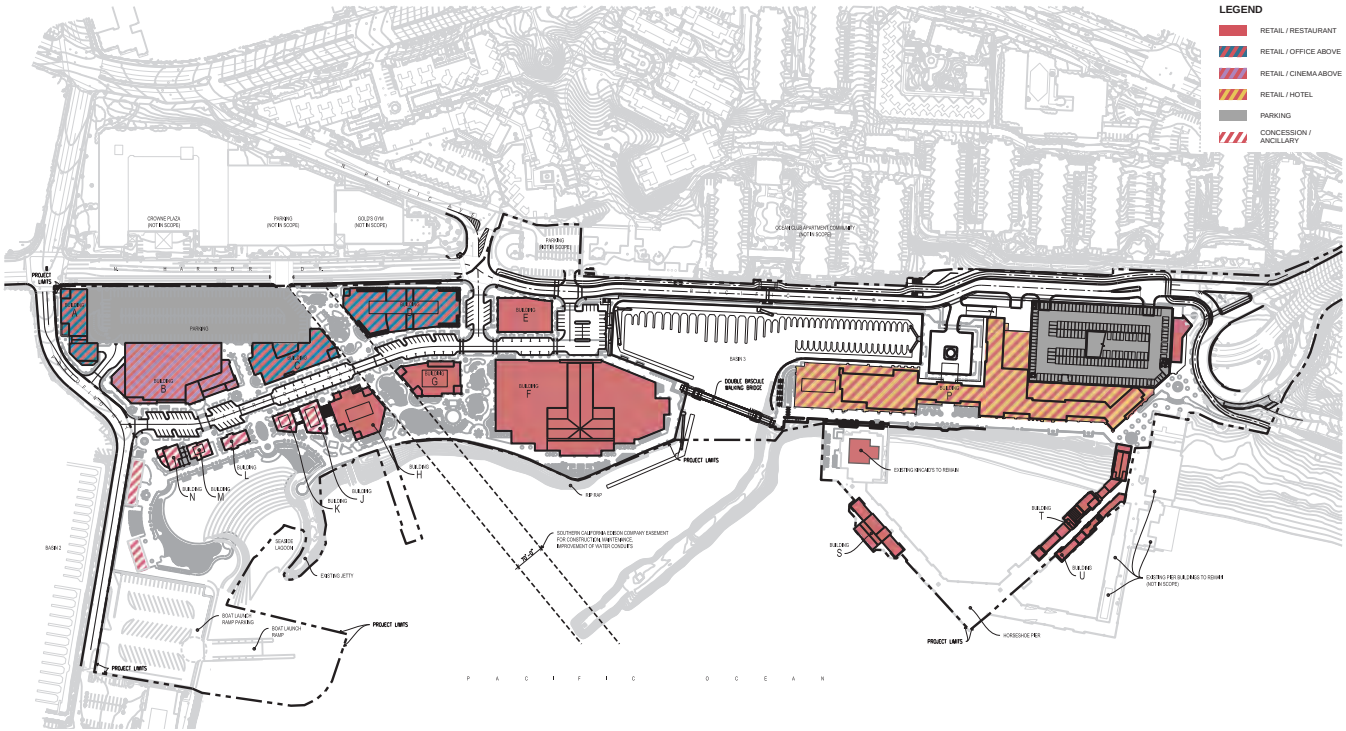


Note: For discussion purposes only. Actual development and placement details may vary.

Source: SMS Architects, 2014; PSOMAS and Callison, 2015

Table 2-3: Existing Coastal Zoning Baseline and Proposed Development Square Footage

	Existing Zoning Code 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	185,427	175,061	10,366	223,276	233,642	48,215
Total	**233,826**	**221,347**	**12,479**	**511,460**	**523,939**	**290,113**

Note: 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.

As discussed in greater detail in Section 3.9 Land Use, Zoning Code Section 10-5.813 allows for 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. The existing square footage within the project site on April 22, 2008 was 233,826 square feet. Within this Draft EIR, this is referred to as the Coastal Zoning Baseline square footage. As shown in Table 2-4, 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 Local Coastal Plan (Coastal Land Use Plan and Coastal Zoning as detailed in Section 3.9 Land Use and Planning of this Draft EIR). 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.

Table 2-4: Comparison of Existing CEQA Baseline and Existing Coastal Zoning Baseline 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)
CEQA Baseline Square Footage					
48,399	46,286	2,113	288,184	290,297	241,898
171,482	161,116	10,366	223,276	233,642	62,160
219,881	**207,402**	**12,479**	**511,460**	**523,939**	**304,058**
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 *not* include the 13,945 square foot "Octagon Building" on Parcel 10 that was demolished in 2013.					
Coastal Zoning Baseline Square Footage					
48,399	46,286	2,113	288,184	290,297	241,898
185,427	175,061	10,366	223,276	233,642	48,215
233,826	**221,347**	**12,479**	**511,460**	**523,939**	**290,113**
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.					
CEQA Baseline as compared to Coastal Zoning Baseline Square Footage					
Same	Same	Sane	Same	Same	Same
- 13,945	- 13,945	Same	Same	Same	+ 13,945
- 13,945	**- 13,945**	**Same**	**Same**	**Same**	**+ 13,945**

The proposed net new construction 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 feet[9] 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 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 290,113 square feet[10] of net new construction

[9] These calculations included the additional square footage from the Harbor Patrol Facility.

[10] The 290,113 square feet of net new development includes the 13,945 square foot "Octagon Building" on Parcel 10 (shown on Figure 3.9-5 of the Draft EIR) as existing development to be demolished. The Octagon Building was existing on April 22, 2008 but demolished in 2013. Consequently the Octagon Building is part of the Coastal Zoning

that would occur under the proposed project under the Coastal Zoning Baseline, the total net new development within the CC zones since April 22, 2008 would be 327,124 square feet. This is within the 400,000 square foot maximum. After buildout of the proposed project, 72,876 square feet of remaining net new development would be allowed within the CC zones. The completed, under construction, and proposed development within the CC zones since April 22, 2008 is shown below in Table 2-5.

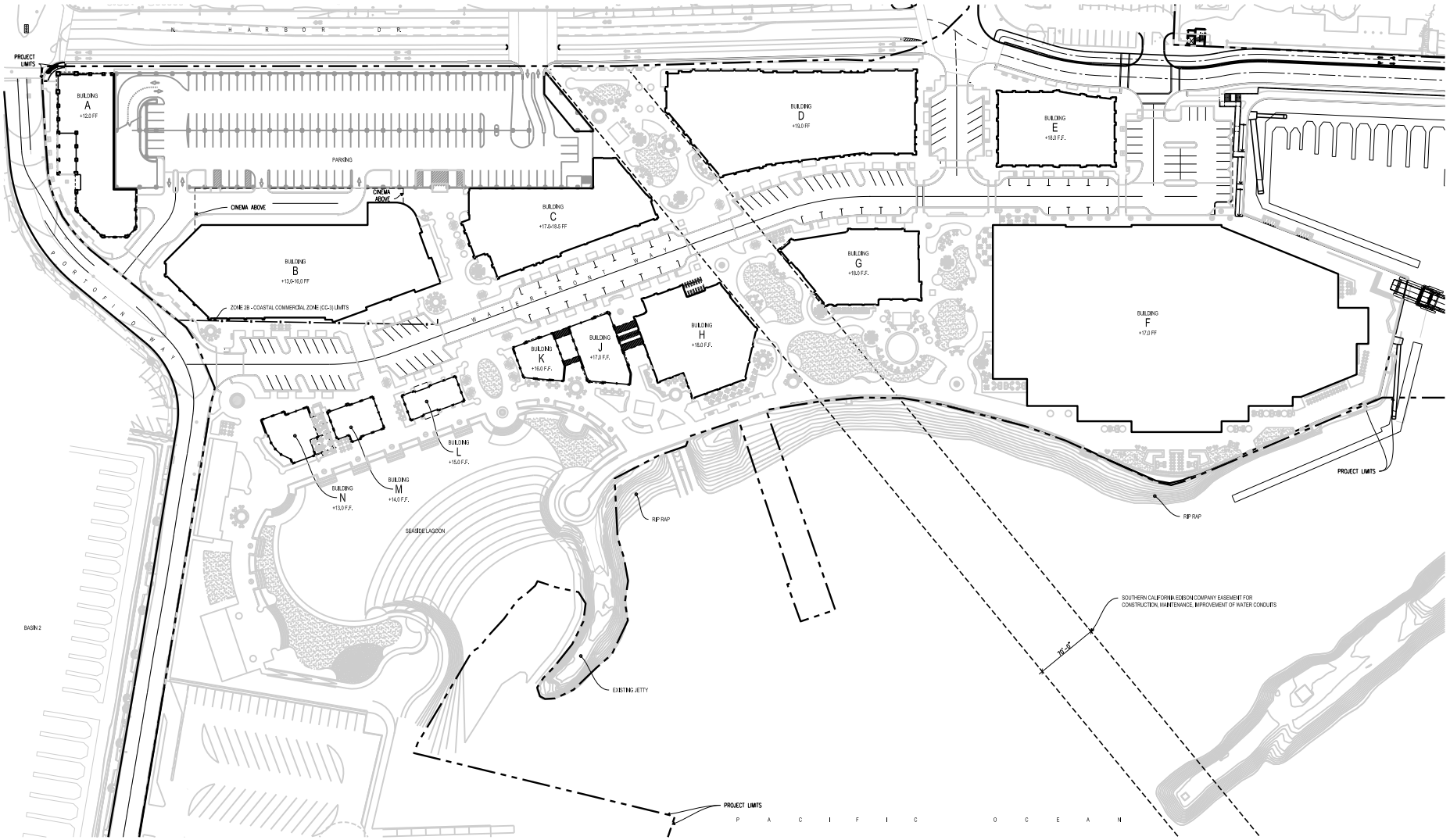
Table 2-5: Development within the CC Zones After April 22, 2008

	Existing Square Footage on April 22, 2008	Completed/Under Construction/ Proposed After April 22, 2008	Net New	Balance
				400,000
Harbor Patrol	1,728	4,430	2,702	397,298
Shade Hotel	13,211	47,520	34,309	362,989
Proposed Project	**233,826**	**523,939**	**290,113**	
Total			**327,124**	**72,876**

2.4.1.2 Northern Portion of Project Site

As illustrated in Figure 2-10, the northern portion of the site would include new commercial development (including a specialty cinema and a public market hall), creative office development, alterations to Seaside Lagoon (to create a tidally-influenced lagoon), a new small craft boat launch ramp, parking structure, and enhanced pedestrian and bicycle paths and open space. A new main street parallel to Harbor Drive (through the center of the northern portion of the site) flanked by commercial uses and public walkways would traverse the northern portion of the project site from north to south. Additionally, new public open spaces would be established. Each of the proposed elements is described below.

baseline (which is set in 2008 pursuant to RBMC Section 10-5.813(a)) and, not the CEQA baseline, which is set pursuant to CEQA Guidelines Section 15125(a)). This is further described in Chapter 2 Project Description.



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

Source: Callison, 2015

Figure 2-10

Conceptual Site Plan - Northern Portion of Project Site

Development

Of the 48,399 square feet of existing development in the northern portion, 46,286 square feet would be demolished, and the 2,113 square foot restroom/shower at Seaside Lagoon would be retained as shown in Table 2-6 below. An existing open pavilion at Seaside Lagoon (not considered as existing building square feet) would be converted into an enclosed building (included as 2,233 square feet of new construction). A maximum of 288,184 square feet of new development would be constructed for a total of net new 241,898 square feet. The proposed uses that would be established include retail, restaurants, creative office, approximately 700 seat specialty cinema, and accessory/recreational uses (such as recreational sales/rentals, beach club, maintenance, public safety, concessions, etc.). The precise mix of retail, restaurant, and office cannot be determined at this time and may change over time, depending on the mix of tenants occupying the building space. However, the buildings within Seaside Lagoon would only be occupied by recreational/accessory/concession uses, as described in detail below.

Table 2-6: Development in the Northern Portion

		Square Footage
Existing CEQA Baseline Development		48,399
	Existing Development to be Demolished	*46,286*
	Existing Development to Remain	*2,113*
Total New Construction		288,184
Northern Portion Total New and Existing		290,297
Net new square footage		**241,898**

As shown in Figure 2-10, the new development would include approximately 14 new buildings of various sizes and heights primarily located along the new main street that is parallel to Harbor Drive and traverses the northern portion of the site from generally a north to south direction. If the project option to replace the Sportfishing Pier were implemented, the existing building on the pier would be replaced with a new building of similar configuration. If the project option to not replace the pier were implemented, the 3,415 square feet of development would be relocated into the northern landside development.

As stated above, the new buildings would include a mix of retail, restaurant and office uses, as well as a specialty theater with approximately 700 seats and a market hall located along the water at Mole D. The proposed public market hall would include individual small specialty retailers, primarily food and food-related specialty products such as fresh seafood. In addition, the proposed public market hall may include cafes and restaurants. The building may also include an upper and lower deck with outdoor and patio seating along the public boardwalk adjacent to the water's edge.

Buildings located within Seaside Lagoon would include recreational accessory uses, such as marine recreation products and rentals (e.g., kayaks, paddle boards, wetsuits), beach club, maintenance, public safety, snack shops, and concessions designed to serve and cater to the recreational uses. "Accessory use" is defined in Zoning Section 10-5.402 as "a use incidental, related, appropriate, and clearly subordinate to the main use of the lot or building, which accessory use does not alter the principal use of the subject lot or affect other properties in the zone." Similarly, "Accessory uses" are further defined in Zoning Section 10-5.1111(c)(1) as "including, but not limited to, storage sheds, maintenance buildings, lighting fixtures, view decks, rest rooms, flag poles, and concession stands…" Further discussion of

the proposed uses and an analysis of the consistency with this site's zoning and land use designation is provided in Section 3.9 Land Use and Planning.

As discussed in detail in Section 3.9 Land Use and Planning, the new buildings located within the northern portion outside of Seaside Lagoon would have maximum building heights below the requirements allowed under Sections 10-5.814 of the Zoning Code.

The Zoning Code Section 10-5.1117 allows for accessory buildings located within Seaside Lagoon to be up to 30 feet in height or two-stories; however, the accessory buildings being proposed would be one-story.

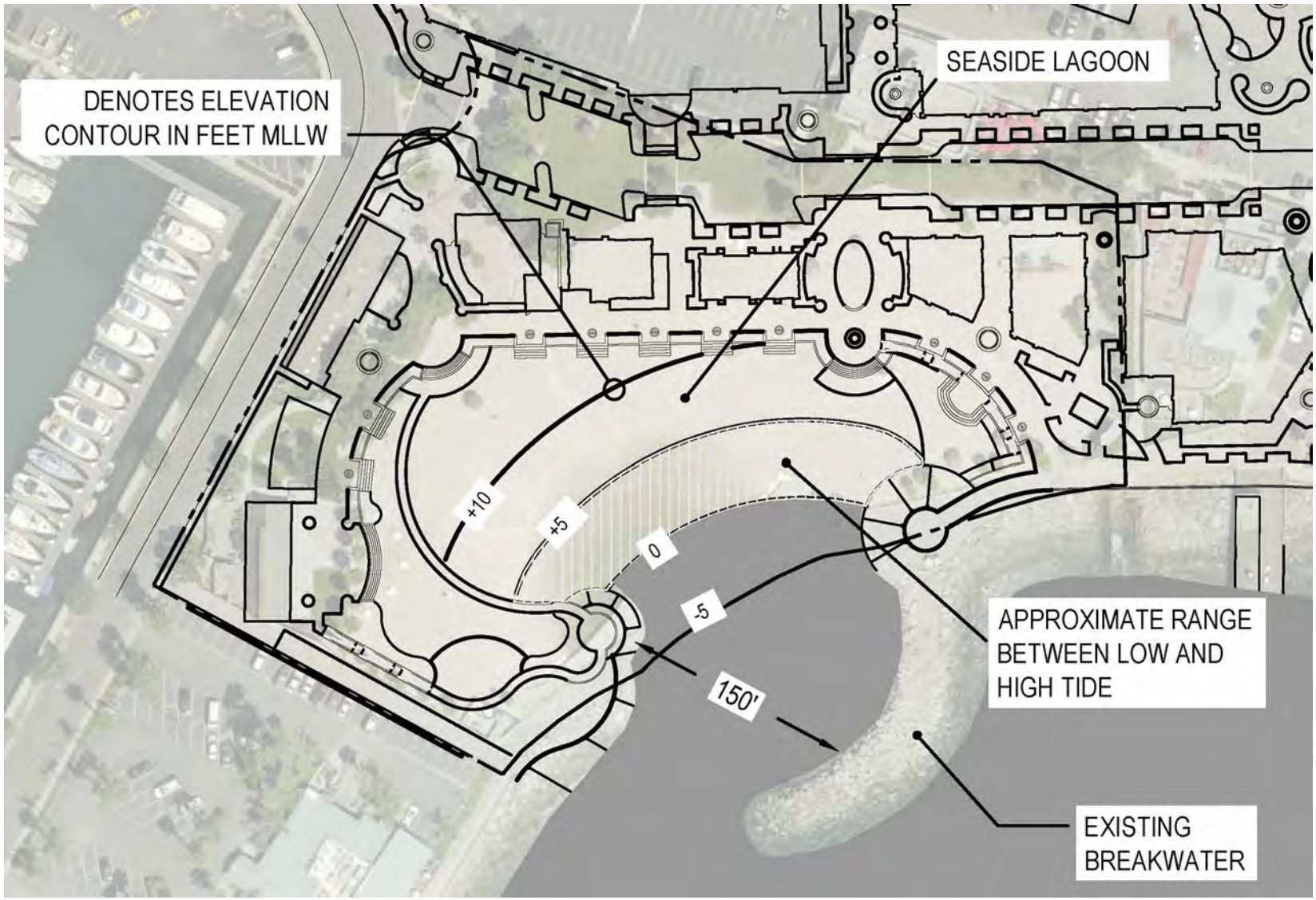
For each of the buildings described above, architectural elements and screening of mechanical systems such as cooling and heating units may extend above the roofline, subject to the City's design review and permit approval.

Sportfishing Pier

Given the deteriorating condition of the Sportfishing Pier, it would be demolished, and the proposed project includes two options related to its removal: 1) replacement of the pier and building; and, 2) not replacing the pier and relocating the building square footage into the northern landside development. If replaced, a new pier of similar dimensions would be built in the footprint of the existing pier. This would include complete demolition of the existing pier, which is a timber-framed structure approximately 243 feet long and 30 feet wide, supported by twelve three-pile timber bents. If the pier were to be reconstructed/replaced, a new timber or concrete deck and approximately 46 timber or concrete piles would be constructed. Features that may be included at the reconstructed pier are boat mooring and passenger loading ramps/gangways on each side of the pier to allow berthing of sportfishing and sightseeing boats. The existing building located on the Sportfishing Pier would be removed and replaced with a new approximately 3,415 square foot building. The new building would be approximately 700 square feet larger, and as shown on Figure 2-10, and have a similar configuration as the existing structure. The new building would include commercial/retail and/or restaurant uses. If the pier were not replaced/reconstructed, the 3,415 square feet of building area would become part of the northern landside development. While no decision has been made regarding replacement of the pier, the environmental analyses conservatively assumes, unless stated otherwise, that the more conservative physical change (i.e., replacement of the pier) would occur.

Seaside Lagoon

Under the proposed project, Seaside Lagoon would be converted from the existing enclosed swimming lagoon into a small embayment directly connected to King Harbor. By opening the lagoon to the waters of King Harbor, a tidally-influenced lagoon would be created. This would establish a sheltered natural beach that is open year-round. The open lagoon would provide access from the lagoon's new public beach to King Harbor for canoes, kayaks, and paddle boards. As shown in Figure 2-11, a portion of the existing revetment and uplands would be excavated to create an approximately 150-foot wide bottom inlet opening to the harbor. In order to create the new lagoon outlet, the existing hand launch (including approximately 640 square feet of gangways and five guide piles) would be removed. The dinghy dock (an approximately 540 square-foot timber floating dock) located at the end of the existing hand launch would also be removed and the dinghy dock tie downs relocated to the entrance of Basin 3 or within the redeveloped Redondo Beach Marina. Approximately two acres of the lagoon's beach area would be graded into a semi-circular sandy beach



Source: Noble Consultants Inc., 2015 Note: Elevations shown are in feet mean lower low water (MLLW)

backed by new development, site amenities, and landscape improvements that support the lagoon site's recreational use. The interior area of the lagoon would be graded to a beach profile of 10 feet horizontal to one-foot vertical slope and the basin bottom would be graded to -5 foot MLLW to connect with the existing depths of the Outer Harbor. The slope protection for the lagoon inlet opening would be provided by placing new quarry stone and addressing the existing revetment slope. Other improvements include minor utility work and provision of new site furnishings and landscape. As described previously, the proposed revisions of the public park space includes the addition of new accessory uses, such as marine recreation products and rentals (e.g., kayaks, paddle boards, wetsuits), beach club, maintenance, public safety, and concessions designed to serve and cater to the recreational uses in Seaside Lagoon. Other proposed modifications include the enclosure of an existing pavilion, outdoor seating/tables, lawn area, landscaping and hardscaping. A new boardwalk (parallel to the new main street) would extend through the park and connect with the boardwalk extending along the water's edge and along the project boundary.

In summary, existing features to be eliminated include:

- Chlorine tanks, pump equipment, electric transformer, and miscellaneous equipment within the fenced enclosure.
- Existing concrete diving platform structure and associated piping and equipment.
- Drainage overflow inlet boxes.
- 14-foot high water fountain.
- 45-foot long drainage culvert that empties into King Harbor.
- Hand launch gangways, floats, and guide piles.

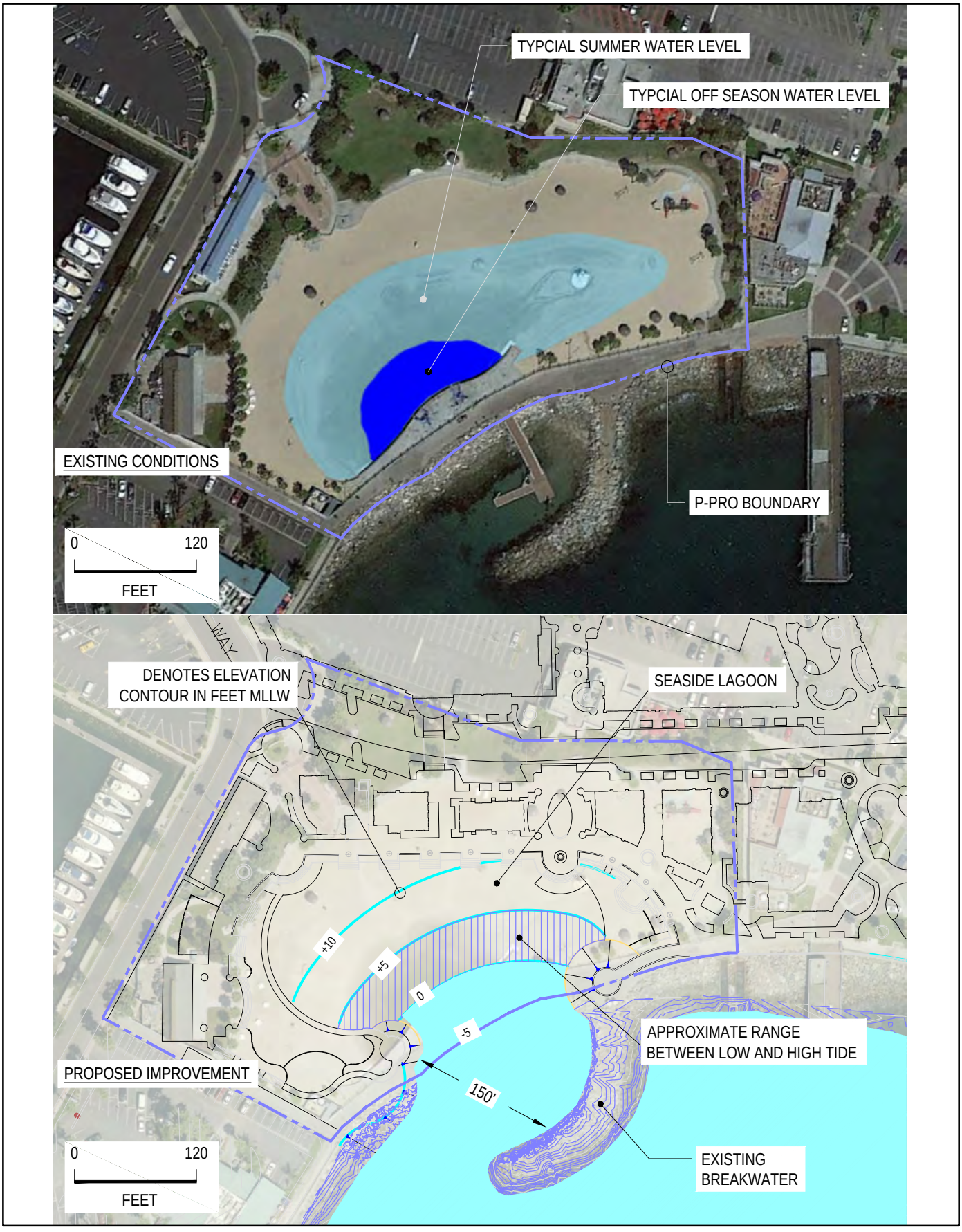
Additionally, the existing 18-inch diameter drain pipes would be plugged and abandoned.

As shown in Figure 2-12, the alterations to the Seaside Lagoon would be designed within the footprint of the existing facility. While the exact configuration of the park, including inlet and the alignment and shape of the pedestrian walkways on top of the reconfigured revetment sections would be established during final planning studies and engineering design, the amount of sand, water, building, and hardscape/landscape area would change as shown on Figure 2-12.

The sand and water area within the existing park boundaries would decrease as presented on Figure 2-12, however the opening of the lagoon expands the water recreational opportunities available from the park by providing open access to the Turning Basin and harbor as a whole to swimmers and hand launch vessel users. A portion of the site would also be used for surface parking and roadway to access the lagoon and entire northern portion of the project.

As described further in Section 3.8 Hydrology and Water Quality of this Draft EIR, the "open-system" lagoon would eliminate the need for a chlorination system required under the current closed system.

The water quality in the modified lagoon would be maintained by the constant and natural exchange of water in and out of the lagoon. The tidal range of the lagoon would be approximately six feet, similar to the ocean tide levels. It is expected that a typical daily tide cycle would replace two thirds of the water volume within the lagoon, resulting in water residing in the lagoon for less than two days before it is exchanged.



Source: CDM Smith, 2015; Noble Consultants Inc., 2015 Note: Elevations shown are in feet mean lower low water (MLLW)

Boat Launch Facilities

As part of the Seaside Lagoon modifications, the existing hand launch would be removed. Human-powered watercraft (i.e., stand-up paddle boards, kayaks, outriggers, canoes, etc.) could be launched from Seaside Lagoon as discussed above. The dinghy dock would be relocated within or adjacent to the Redondo Beach Marina/Basin 3.

A recreational small craft boat launch ramp has long been considered for the harbor and has been included as a requirement in the LCP, which states, "A public boat launch ramp shall be constructed in association with future development projects within the harbor area." (City of Redondo Beach, 2010b).

As shown on Figure 2-13, a small craft boat launch ramp is proposed in the south Turning Basin (at the current site of Joe's Crab Shack). In order for the new small craft boat launch to be constructed, the Joe's Crab Shack building would be demolished. The proposed small craft boat launch ramp would be approximately 50 feet wide and consist of a two-lane concrete boat ramp (15 feet each lane) with two 10 feet wide boarding floats (one on each side of the ramp) restrained by guide piles. At a proposed ramp slope of 15 percent, the concrete launch ramp is estimated to be 133 feet in length and the boarding floats are estimated to be 150 feet in length. The ramp would be protected from wind and storm waves by a 420-foot long rubble-mound breakwater. Other improvements include a paved parking area for 20 vehicle/trailers (pull-through) and 20 single vehicles (total of 40 parking stalls); a paved parking lot, utilities, landscaping, and other miscellaneous site furnishings and improvements.

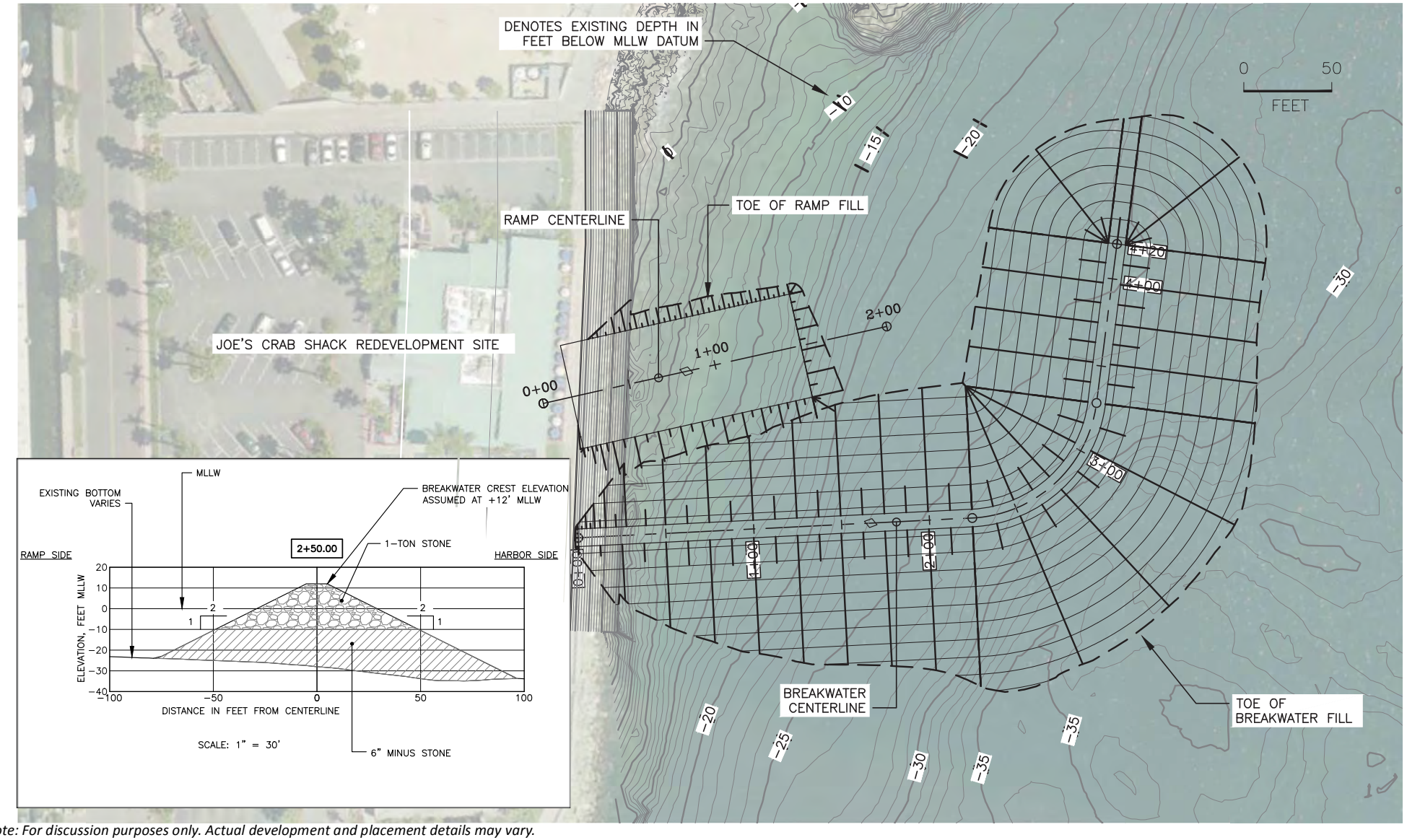
Figure 2-14 shows the relationship of the proposed small craft boat launch ramp facility to the proposed opening of the Seaside Lagoon.

Parking

A three-story approximately 261,000 square foot parking garage with parking on four levels (including the roof) and 757 stalls is proposed at the northeast corner of the site. The parking garage would not exceed 45 feet in height as measured from the existing sidewalk elevation at Harbor Drive at the point nearest to the building or structure consistent with Zoning Code Section 10-5.814. Entrances and exits to the garage would be located on Harbor Drive and via a driveway accessible from Portofino Way and the new main street.

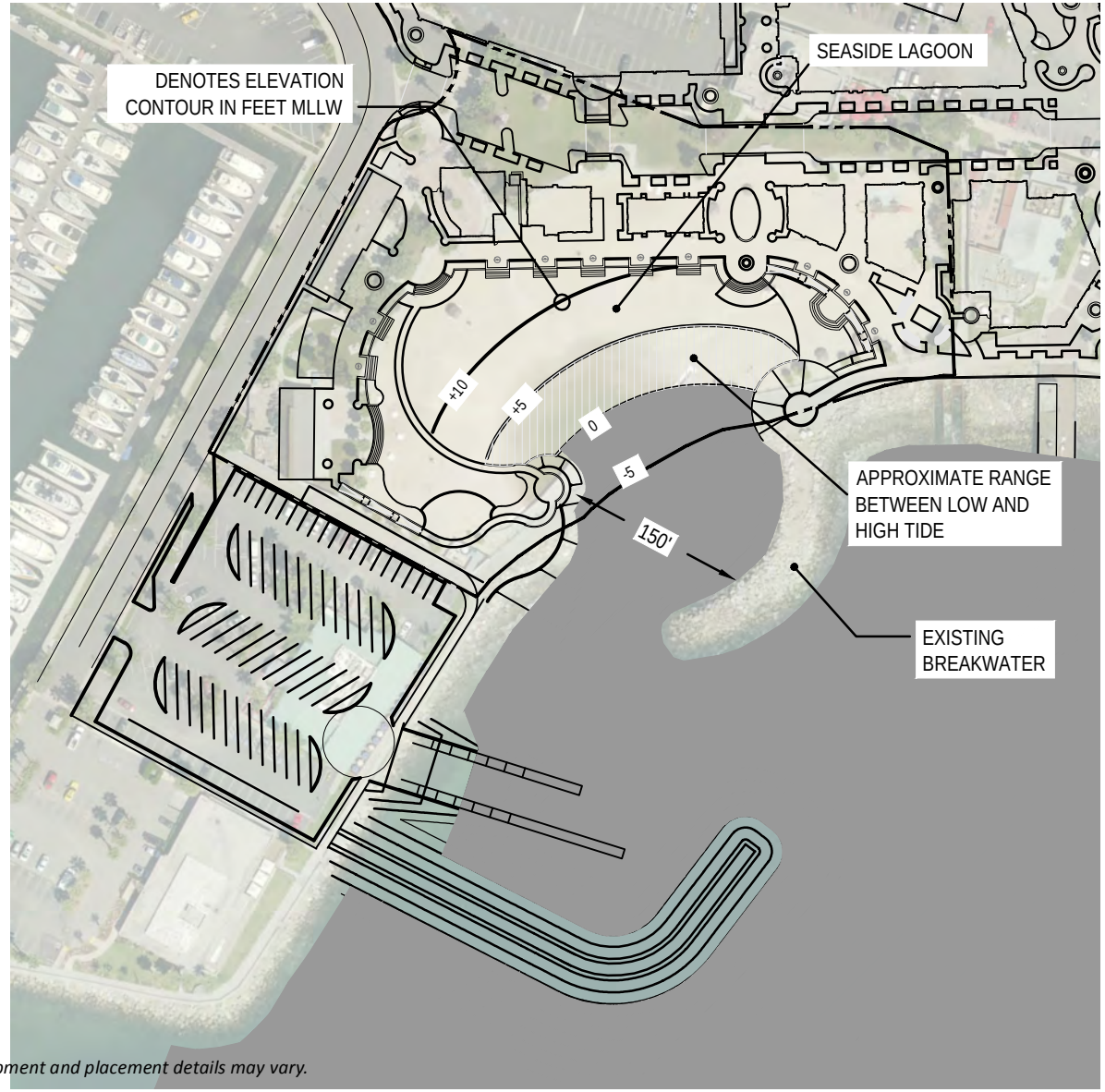
Approximately 109 surface stalls would be provided within the site along the new main street and in a surface lot east of the proposed public market hall (Building F). A surface parking lot at the northwestern corner of the project site would provide parking specifically for the proposed small craft boat launch ramp (operation and parking of the small craft boat launch ramp is described above).

A portion of the existing Plaza Parking Structure would be reconfigured. The existing stairway and elevator tower located at the northern end of the parking structure would be demolished to allow or accommodate the Pacific Avenue Reconnection (described in Section 2.5.1.5, Other Improvements). A new stairway and elevator would be constructed within the structure. In addition, below ground parking in the area under the proposed development (in the area of proposed Building E) would need to be removed. It is estimated that the reconfiguration would result in the loss of approximately 32 existing parking stalls within the structure. If necessary, minor refurbishment to the Plaza Parking Structure may occur, such as restriping, repaving and upgraded lighting. The upper level of the parking structure, which is considered the lower portion Czuleger Park, would not be altered; however, it may temporarily be closed to public during construction for safety reasons.



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

Source: Noble Consultants, Inc., 2015



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

Source: Noble Consultants, Inc., 2015

Figure 2-14

Proposed Small Craft Boat Launch and Seaside Lagoon

2.4.1.3 Southern Portion of Project Site

As shown on Figure 2-15, the southern portion of the site would include demolition of existing commercial uses (including Pier Plaza, International Boardwalk, and some of the buildings on the Horseshoe Pier) and the Pier Parking Structure. A new boutique hotel, replacement parking structure, and retail and restaurant uses would be constructed. Additionally, new walkways and public open spaces would be created.

Development

The proposed development includes replacement of some of the existing and former retail and restaurant buildings on the Horseshoe Pier and development of a new three level boutique hotel with commercial uses, lobby, and hotel entry on the ground floor. As shown in Table 2-7 below, of the 171,482 square feet of existing development in the southern portion, 161,116 square feet would be demolished, and the 10,366 square foot restaurant, Kincaids, would be retained. A maximum of 223,276 square feet of new development would be constructed for a total of net new 62,160 square feet. The proposed uses that would be established include hotel, office, retail and restaurants. The precise mix of retail, restaurant, and office uses may change over time, depending on the mix of tenants occupying the building space.

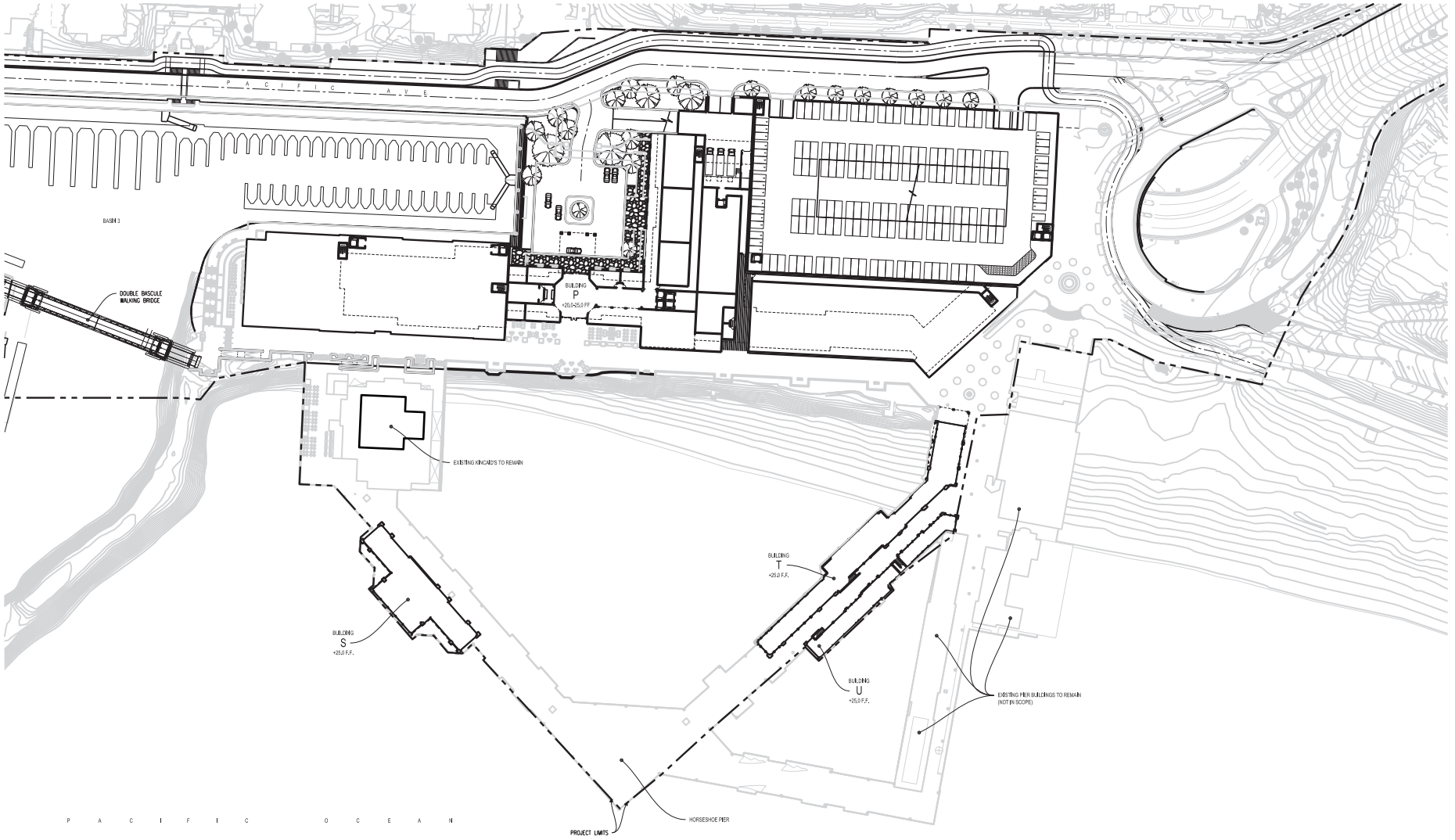
Table 2-7: Development in the Southern Portion

		Square Footage
Total Existing Development		171,482
	Existing to be demolished	*161,116*
	Existing to Remain	*10,366*
Total New Construction		223,276
Southern Portion Total New and Existing		233,642
Net new square footage		**62,160**

The new development includes a proposed three-level boutique hotel with approximately 130 rooms. The hotel lobby and retail would be located on the ground level with the hotel rooms and meeting rooms located on the second and third levels. A swimming pool would be located on the second level. The hotel rooms would be configured so each has a view of the Santa Monica Bay and/or Basin 3 marina. As described below, a new parking structure would provide parking for hotel guests and the public. The height of the hotel building would not exceed 30 feet above the existing sidewalk grade of Pier Plaza (top deck of the existing Pier Parking Structure) consistent with the Coastal Land Use Plan and Coastal Zoning.

The existing structures located along the southern segment of the Horseshoe Pier would be demolished and replaced with new structures. The footprints and square footage of the new buildings (Building T and Building U) would be similar to the existing conditions (approximately 14,720 square feet).

The existing building located on the northern segment of the pier (Kincaid's Restaurant) (Building R) would remain. A new approximately 8,400 square foot building would be constructed on the planned building pad (Pad 2) located on the northern segment of the pier, seaward of Kincaid's (Building S). The building height would be consistent with Zoning Code Section 10-5.812, which allows buildings on the pier and the southern edge of Basin 3 to have a maximum height of 30 feet, as measured from the top of the pier deck or



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

Source: Callison, 2015

sidewalk grade. No construction is planned on Pad 1 at the apex of the Horseshoe Pier consistent with the Settlement Agreement with the Coastal Commission.

For each of the new buildings described above, architectural elements and screening of mechanical systems such as cooling and heating units may extend above the roofline, subject to the City's design review and permit approval.

Horseshoe Pier

As described above, a new building would be constructed at Pad 2 on the northern segment of the pier. The northern segment of the pier was reconstructed and the wooden deck was replaced with a concrete deck following the 1988 storms and fire. No reinforcement of the northern segment is required to support the new structure on Pad 2. The existing structures located along the southern segment of the Horseshoe Pier (which are located on the timber portion of the pier) would be demolished and replaced with new structures. To adequately support the new structures on the southern segment of the pier, the remaining timber/wooden portion of the pier would be entirely replaced. This entails removing the existing pier deck and pier piles, and replacing with a new concrete and steel structure (including concrete deck and concrete or coated pipe piles). The footprint of the pier would remain the same.

International Boardwalk

The existing International Boardwalk would be demolished and replaced with the new Pacific Avenue Reconnection that would accommodate vehicular, bicycle, and pedestrian traffic. The Pacific Avenue Reconnection is discussed under Section 2.4.1.4 below.

Parking

The existing approximately 495,000 square foot, 1, 018 space, Pier Parking Structure would be demolished and replaced with a new 1,158 stall parking structure. The parking structure would be two-stories and have five levels of parking, including two underground parking level and rooftop parking, and be approximately 347,340 square feet in size.

Ingress and egress to the structure would be available from Torrance Circle via the existing entrance to the lowest level of the Pier Plaza Parking structure, and via the Pacific Avenue Reconnection at the southern end of the parking structure. A hotel arrival plaza and entrance to the parking garage is proposed on the northern end of the structure.

Torrance Circle

Minor modifications to the Torrance Circle would occur to facilitate the Pacific Avenue Reconnection (described below) and access into the new parking structure. This would include some demolition and minor grading at the parking structure and roadway entrances, followed by repaving and restriping. New directional signage would also be provided. The proposed bicycle path would be routed around the end of the circle and tie-in with the existing bicycle trail and California Coastal Trail along the beachfront to the south of the project site. Torrance Circle would continue to serve as a transit stop/bus waiting area.

2.4.1.4 Basin 3

The proposed project elements within the waterside of Basin 3 are the rehabilitation of the dock complex and bulkhead (e.g., minor bulkhead repairs and replacement of the cap), and the construction of a pedestrian/bicycle bridge spanning the Basin 3 entrance.

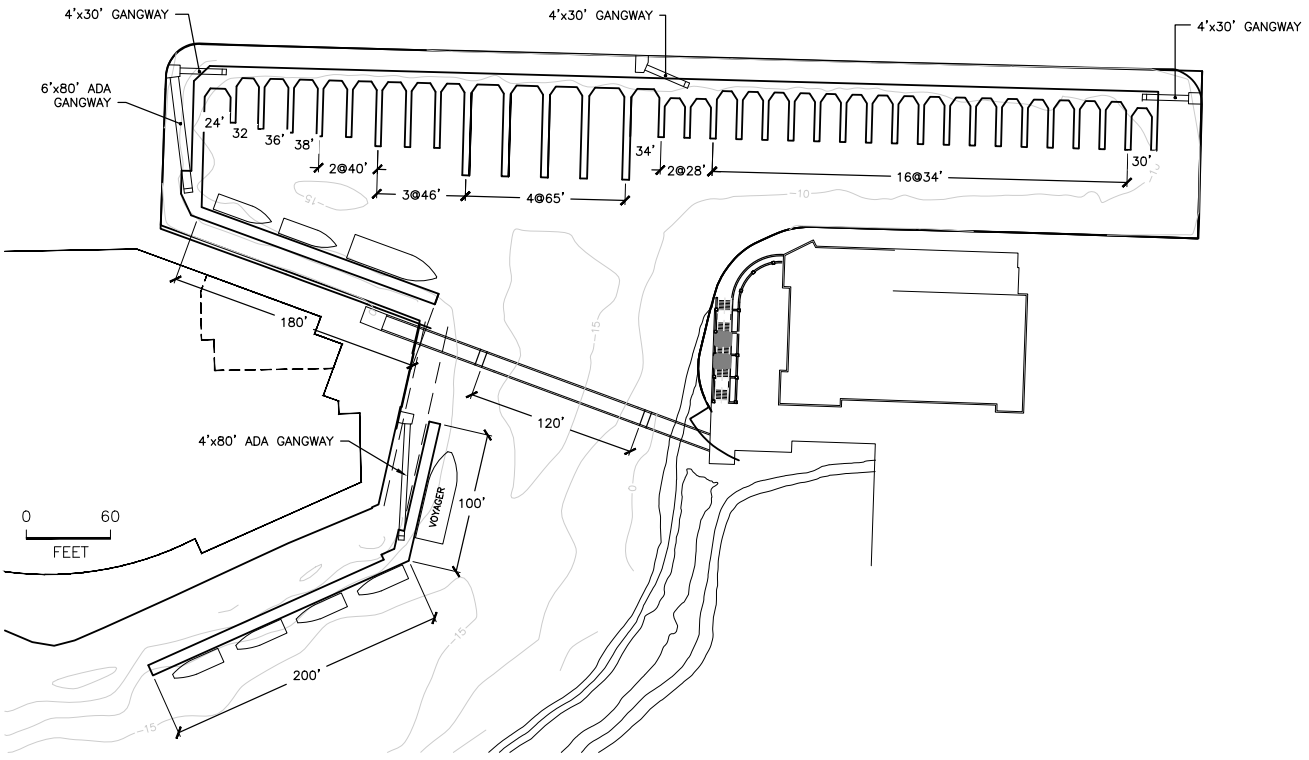
Marina Reconstruction/Redevelopment and Bulkhead Rehabilitation

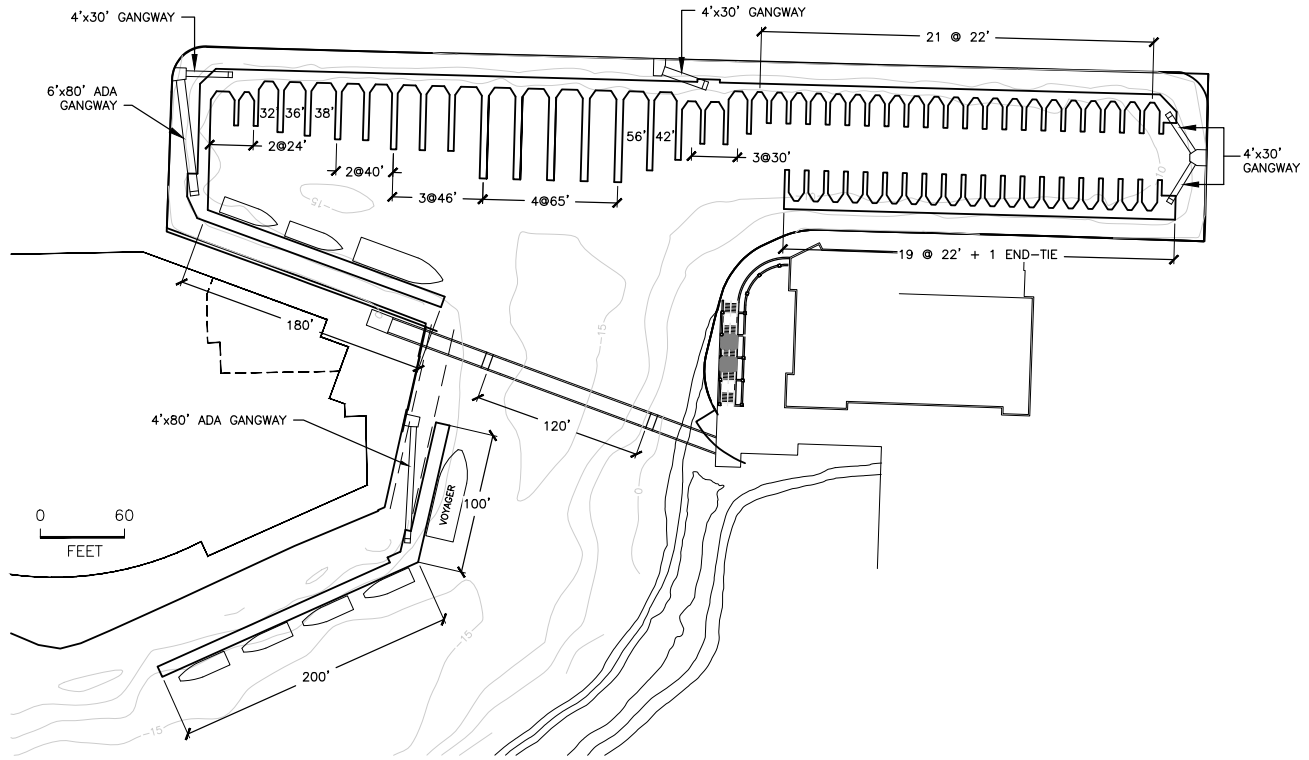
The existing floating dock complex within the Redondo Beach Marina/Basin 3, including slips made up of timber docks and pontoons, gangway landings and concrete guide piles, would be removed. Demolition would remove approximately 18,500 square feet of timber docks, with foam filled pontoons, utilities, and locker boxes. Approximately 57 concrete guide piles (assumed to consist of thirty-six 12-inch diameter round and twenty-one 16-inch octagonal size piles) would be removed during demolition, as well as gangway landings and foundation piles.

The proposed project includes the replacement of the entire floating dock complex and appurtenant facilities within the marina. The number of slips being considered within the marina range from 33-slips with eight side-ties (approximately 1,740 linear feet of space) to a maximum of 60-slips with eight side-ties (approximately 2,200 linear feet of space). Slip sizes would vary. See Figure 2-16 for conceptual plans associated with the reconstruction and redevelopment of the Redondo Beach Marina/Basin 3. The option with fewer slips would accommodate a greater number of larger vessels (30 feet in length and above). The number of vessel slips would be based on market demand at the time the proposed project has gone through final design. The replacement facilities would be in a similar layout/configuration. Timber docks would be replaced with concrete docks. The new facilities would include concrete docks, concrete guide piles (approximately forty 16-inch diameter concrete piles), dock utilities and furnishings, aluminum gangways and concrete gangway landings, and aluminum security gate enclosures. Additional gangways would be constructed within the marina and entrance to Basin 3 for side ties for transient mooring of vessels, including dinghy docking. The replacement would improve American with Disabilities Act (ADA) access for the entire marina.

During construction, all the vessels within Basin 3 would be relocated. A survey has determined that there are sufficient vacancies within the three other King Harbor marinas (Portofino, Port Royal and King Harbor). In addition, deep water moorings are available to accommodate all the existing vessels within King Harbor from the Redondo Beach Marina in Basin 3.

Rehabilitation work for the bulkhead would include minor repairs and complete removal and replacement of the existing deteriorated concrete cap. The replacement of the cap would consist of the excavation of a one-foot wide by two-foot deep trench immediately behind the bulkhead to expose the landward portion of the cap. A temporary netting system would be placed within the marina/Basin 3 during the rehabilitation and repair of the bulkhead and replacement of the cap to prevent demolition debris from falling into the water. The existing cap would be completely removed, new formwork erected, the new concrete cap poured, and the trenched area backfilled and restored. Prior to project commencement and once the proposed project is operational, the on-site marina manager would work with those vessels displaced during construction who wish to return to the Redondo Beach Marina in Basin 3, and are within the operational requirements of the reconfigured marina and can meet the lease requirements (which are expected to be similar to those requirements at other marinas in King Harbor).





Source: Noble Consultants, Inc., 2015

Pedestrian/Bicycle Bridge

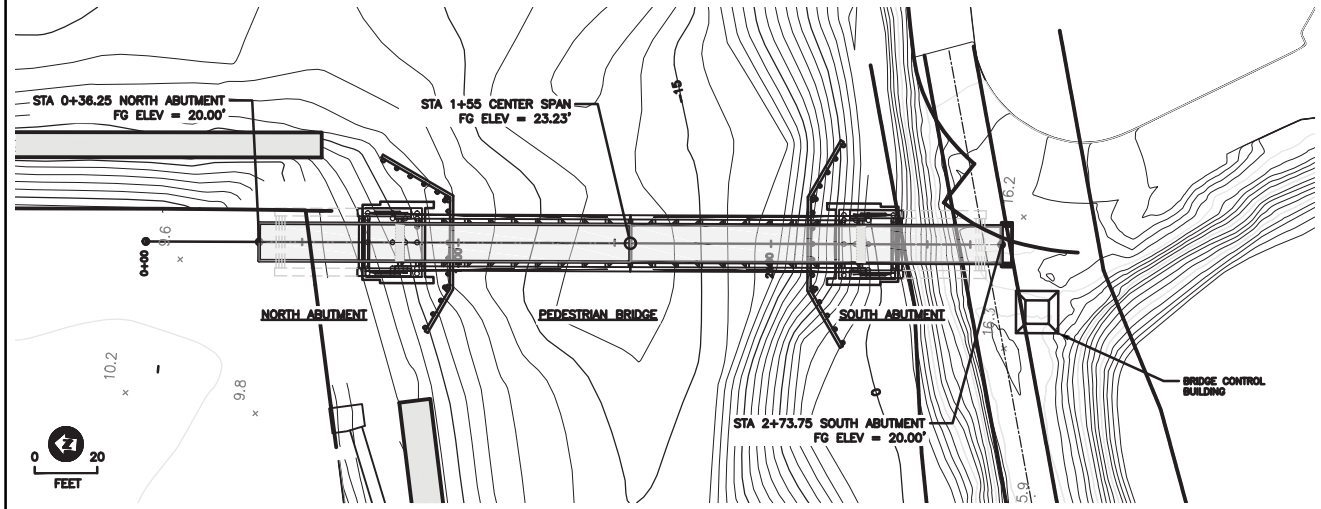
As shown on Figure 2-17, a proposed pedestrian/bicycle bridge would be constructed to span the approximately 250-foot Basin 3 entrance. The pedestrian/bicycle bridge would provide a shorter direct connection between the northern and southern portions of the project site than what currently exists with the more circuitous route along the eastern edge of the site (e.g., the existing route around Basin 3 is approximately 1,610 feet, whereas the bridge would be approximately 250 feet, to get pedestrians/bicyclist between the northern and southern portions of the project site). From the northern portion of the site, the bridge would be accessed via the waterfront boardwalk south of the proposed public market hall (Building F) and from southern portion of the project site the bridge would be accessed via the waterfront promenade north of the pier. A public plaza would provide a gateway to the bridge. The bridge would be designed to meet ADA accessibility requirements. The bridge would be a movable steel structure that provides 12-feet wide pathway with two-foot shoulders (for a total of 16 feet wide), which would allow for a mix of uses (e.g., bicycles, pedestrians, skaters, etc.) and is approximately 248 feet in length. It would be a bascule bridge (commonly referred to as a drawbridge) with two approximately 79-foot lift (or bascule) sections with two fixed approaches (see Figure 2-17). The vertical clearance of the bridge in the closed position is approximately 19.7 feet above MLLW at the bridge centerline and 19.0 feet above MMLW at each end of the clear channel width. On the landside, the two bridge sections would be supported by concrete abutments on each end and two interior piers. The free (movable) end of the bascule sections would be suspended from steel cable pendants that radiate from 45-foot columns (or towers) on opposite bridge piers. The bridge sections and the supporting towers would rotate together on each side of the bridge to clear a 120-foot width in the entrance of Basin 3. The bridge would have a steel frame and lightweight concrete deck with guard rails on each side. It would have a symmetrical design with four wire rope pendants to support the bascule span radiating from the top of bridge tower at spaced increments over the length of the span. The "tower" at each end of the bridge would consist of a 45-foot tall steel column connected with a cross beam near the top. The towers are laid back 20-degrees from vertical to act as a counterbalance for the wire rope pendants that support the bascule space of the bridge. Mechanical equipment for the bridge would be located in an underground equipment vault landward of each abutment. A control booth, approximately 600 square feet in size, would be stationed on land at one or both ends of the bridge.

2.4.1.5 Other Improvements

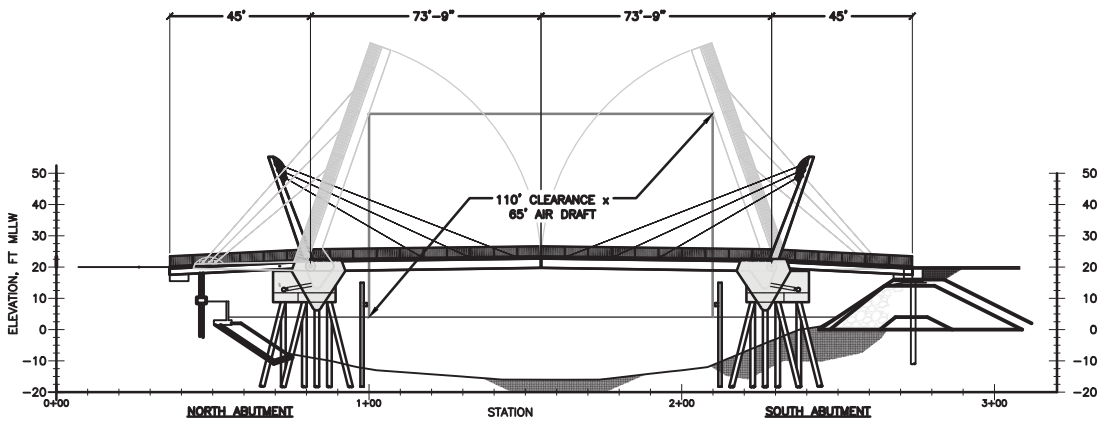
As shown on Figure 2-8, additional improvements that would occur include the removal of the International Boardwalk to provide for the reconnection of Pacific Avenue, other circulation enhancements, new public open space and landscape, and infrastructure upgrades.

Public Access and Circulation

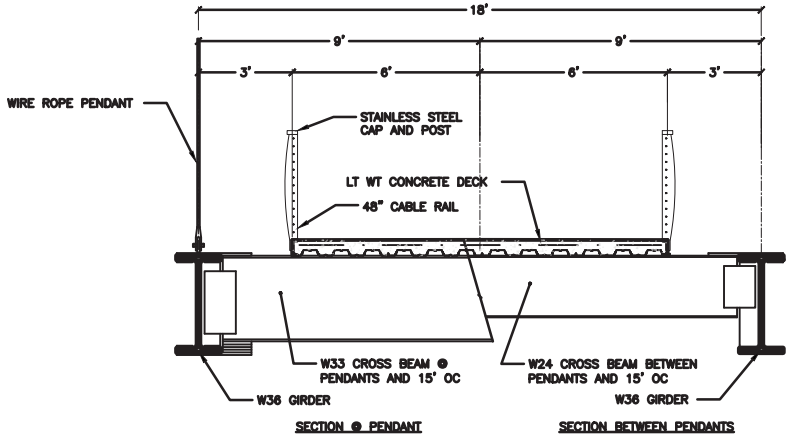
As described below, the proposed project includes elements that are designed to improve both vehicular and non-vehicular access and circulation between the northern and southern portions of the project site, as well as the waterfront as a whole.



1 A86 **PEDESTRIAN BRIDGE PLAN**
SCALE: 1" = 20'



2 A86 **PEDESTRIAN BRIDGE ELEVATION**
SCALE: 1" = 20'



A A86 **PEDESTRIAN BRIDGE TYPICAL SECTION**
SCALE: 1/2" = 1'-0"

Source: Callison; Noble Consultants, Inc., 2015

Pacific Avenue Reconnection

The International Boardwalk and elevated walkway would be demolished to accommodate the reconnection of Pacific Avenue. The Pacific Avenue Reconnection would be a new limited throughway that would provide vehicular, bicycle, and pedestrian traffic connectivity between the northern and southern portion of the project site, providing a direct link between Pacific Avenue/Harbor Drive and Torrance Circle. Operation of the modified intersection at Pacific Avenue/Harbor Drive and new intersection at Torrance Circle and the Pacific Avenue Reconnection would be via stop signs.

The reconnection would consist of a two-lane roadway, an 8-foot walkway to the west of the roadway, and a 12-foot bicycle path east of the roadway. Along Basin 3, the walkway typically would be approximately four feet lower than the roadway elevation, and the bicycle path would be seven feet above the roadway elevation. The walkway and bicycle path elevations would gradually level off to match the roadway elevations at the parking structure on the southern portion of the project site (Figure 2-18). At locations where the elevations of the three travel-ways vary, decorative railing and low walls would separate the travel modes. A new retaining wall would be constructed in front of the existing retaining wall that spans the existing elevated walkway.

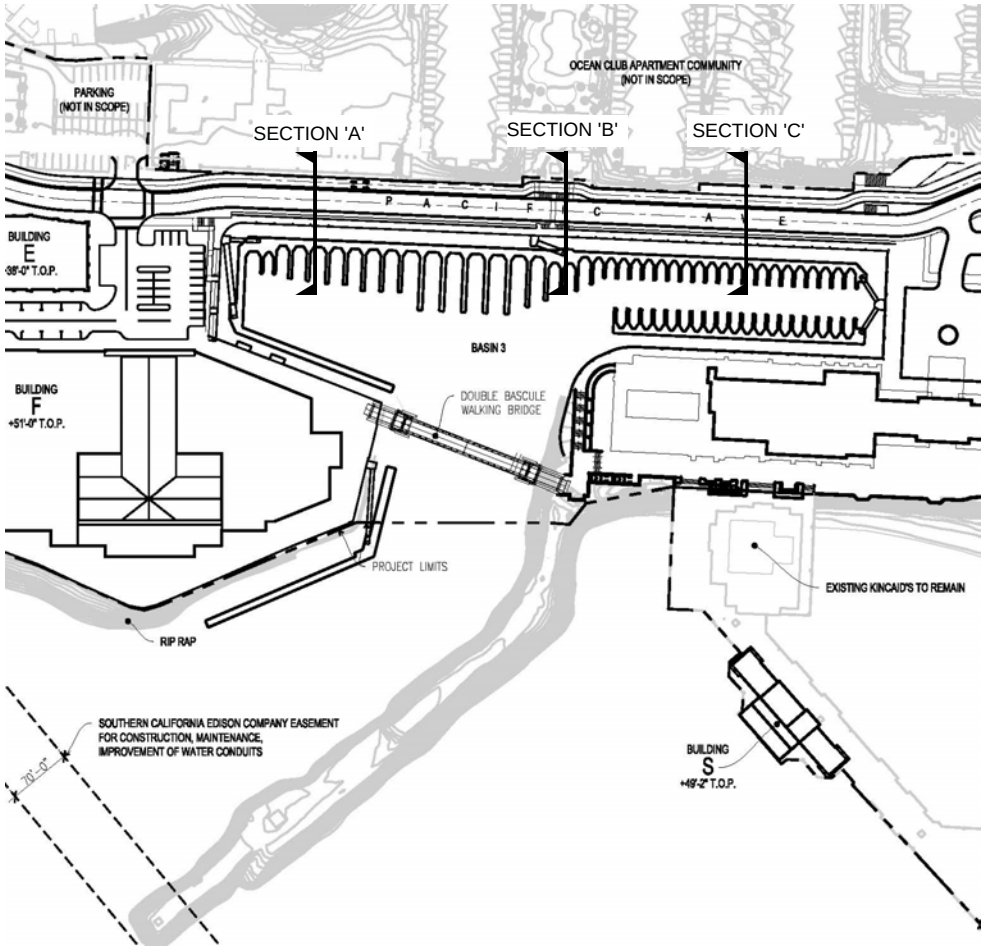
Bicycle Path

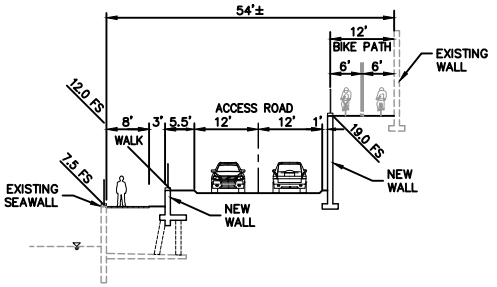
As shown on Figure 2-19, the bicycle path located along the Pacific Avenue Reconnection would be an extension of the Herondo-Harbor Gateway cycle track that has recently been completed as a component of the Harbor/Herondo Gateway Improvement Project. The bicycle path would connect to the cycle track located on the west side of the Harbor Drive. At the existing Pacific Avenue, the bicycle path would cross to the east, and extend along the east side of the reconnected Pacific Avenue as discussed above. To the north of the Pacific Avenue Reconnection/Torrance Circle intersection, the bicycle path would cross to the west and extend to the west of Torrance Circle to connect with the existing bicycle path along the beachfront to the south of the project site, as shown on Figure 2-19.

Two enclosed bicycle locker facilities (bicycle depots) would be established, that provide bicycle lockers intended for secure temporary bicycle storage and other self-service amenities such as a drinking fountains and air stations. One bicycle depot would be located at the northern portion of the site and one would be located on the southern portion. As shown on Figure 2-19, each bicycle depot would be located adjacent to the bicycle path, to the south of the northern and southern parking structures. There would also be bicycle racks located throughout the site; however, the exact number and location of bicycles racks and the bicycle depot parking capacity has not yet been determined.

Pedestrian Pathways

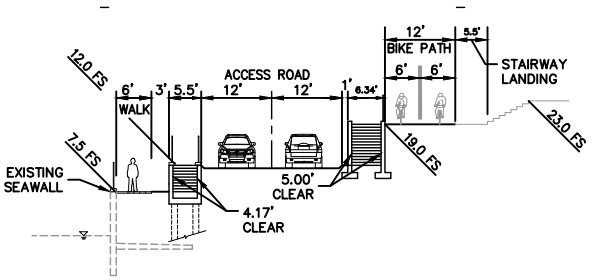
As shown on Figure 2-20, the proposed project includes new bicycle and pedestrian pathways throughout the project site. One of the most significant features is an enhanced boardwalk along the water's edge on the rock breakwater and marina bulkhead. The enhanced boardwalk would connect with the existing walkway along the beach (the Strand) and extend from the base of the pier, across the pedestrian/bicycle bridge to Seaside Lagoon and site of the proposed boat launch ramp to the existing walkway waterside of the Conference Center at the Portofino Hotel. The enhanced boardwalk would have a paved surface, meet ADA accessibility requirements, and vary in width from 12 feet to 20 feet in order to accommodate pedestrians/bicyclist along with areas to sit and view the harbor. The existing walkway above Horseshoe Beach would be widened and existing rocks may be re-arranged.





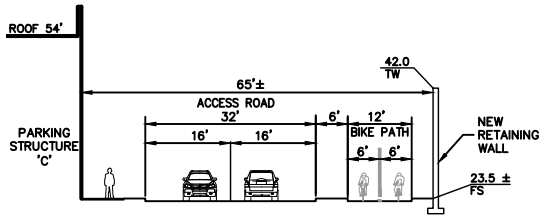
SECTION 'A'

Pacific Avenue Reconnection Through Basin 3 — Typical Section



SECTION 'B'

Pacific Avenue Reconnection Through Basin 3 — Apartment Staircase Section



SECTION 'C'

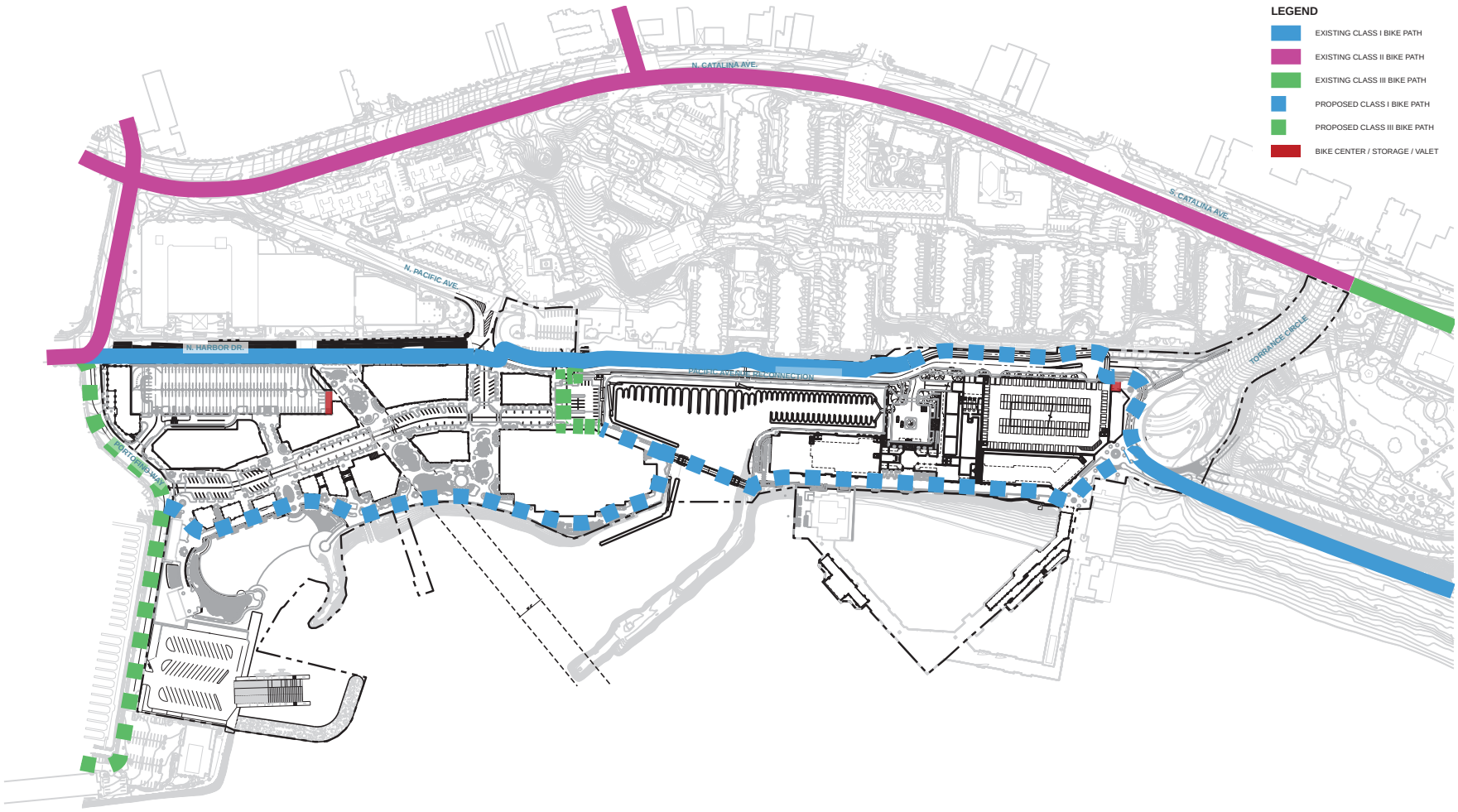
Pacific Avenue Reconnection at South Side — Parking Structure 'C' Typical Section

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

Source: Psomas, 2015

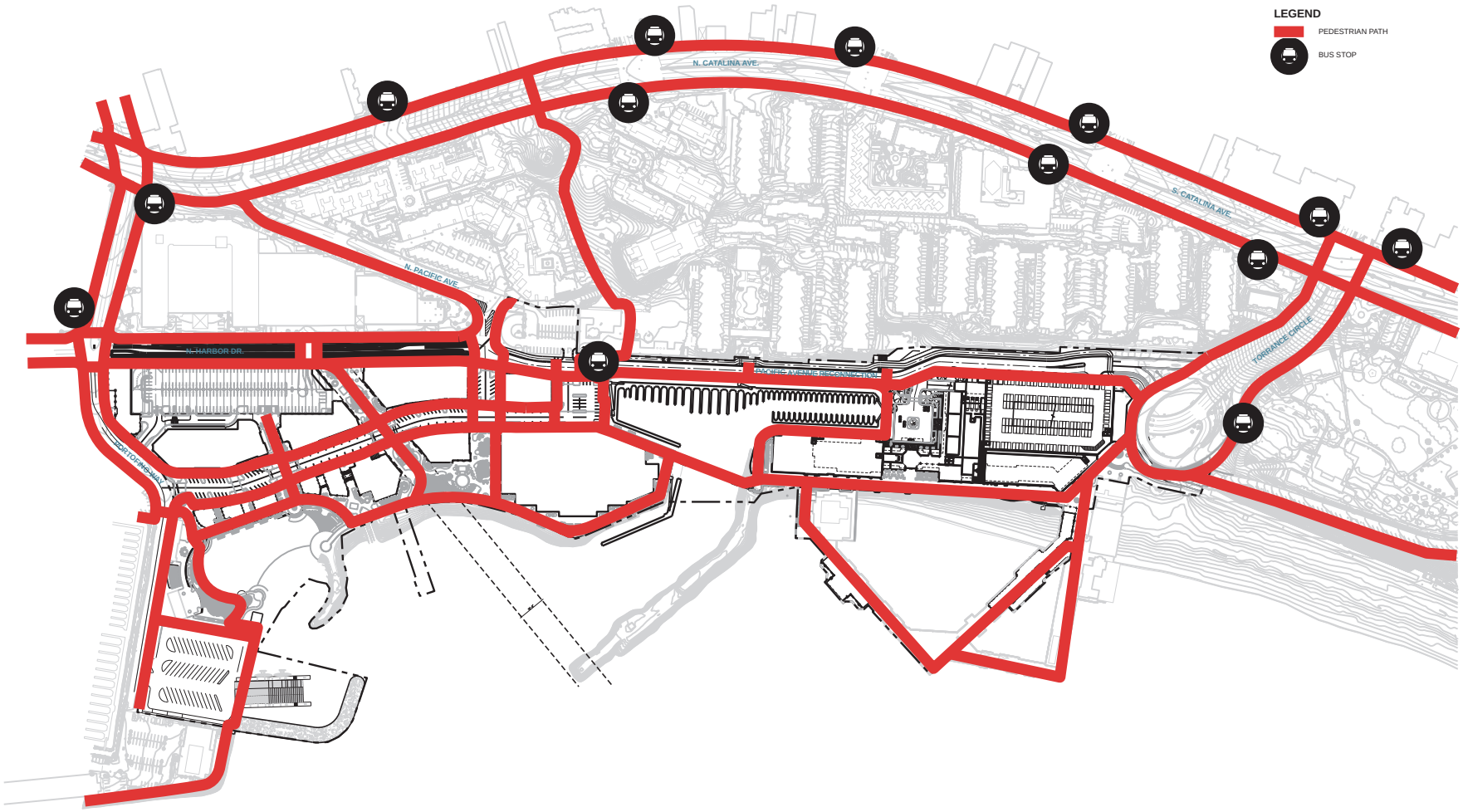
Figure 2-18

Conceptual Cross Section of Pacific Avenue Reconnection



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

Source: Callison, 2015



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

Source: Callison, 2015

On-site Security

The proposed project includes the demolition of the existing Pier Police Sub-Station, located at Pier Plaza, and construction and operation of a new/replacement police sub-station on the project site. The new/replacement sub-station would be accommodated in one of the proposed buildings as shown on Figure 2-8, Conceptual Site Plan. It has not yet been determined if the sub-station would be located in the northern or southern portion of the project site. In addition to City police services, the proposed project includes private security that would augment police surveillance and sub-station operations, as well as serve the commercial development and hotel. As with the new/replacement police sub-station, the new development proposed under the proposed project would provide on-site private security. In addition, the proposed project incorporates strategies for Crime Prevention Through Environmental Design aimed at deterring criminal behavior by design the physical environment in ways that reduce identifiable crime risks and provide an atmosphere of safety. 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 include 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 Upgrades

The proposed project includes essential updates to aging infrastructure on-site, including construction of a new on-site stormwater drainage system associated with the proposed project throughout the site that incorporates Best Management Practices (BMPs) and Low Impact Development (LID) BMPs in order to address on-site stormwater quality requirements. The conceptual plan for stormwater management entails collecting stormwater in catch basins and other drain inlets and directing low-flow volumes into one or more underground storage chambers. The stormwater would then infiltrate into the ground, be reused as on-site irrigation water, or combination of both depending on site-specific geologic conditions. Infiltration would be used to the extent feasible as determined by future geotechnical studies. A segment of two existing Los Angeles County storm drains that route off-site flows through the site would be rerouted within the project site around the proposed buildings. The rerouted portions of the storm drain would reconnect upstream of the existing discharge location into the harbor.

Similarly, other utilities would be relocated and rerouted throughout the site, as necessary and appropriate.

The existing wastewater lift station on the northern portion of the project site would be upgraded to handle increased flow from the proposed project. The existing lift station in the southern portion of the project site would be replaced at a new location near the Pacific Avenue Reconnection between Basin 3 and the new parking structure (refer to Figures 3.14-1 and 3.14-2 in Section 3.14 Utilities, for the proposed location of the lift station). The proposed project would also be required to update and resize water mains and ensure that the locations of fire hydrants conform to current fire suppression requirements.

Associated with the infrastructure upgrades, the City may apply one or more of a number of alternative financing mechanisms and/or districts authorized by state law to assure the timely extension of infrastructure to the project area. These financing mechanisms, which may be utilized by the City, may be included among the development entitlements for the proposed project.

Adjacent Roadway Connections/Improvements

The following work would be required on roadways immediately adjacent to the project site:

Portofino Way - as discussed above, the existing sewer lift station would be upgraded and located underground within Portofino Way. Additionally work on Portofino Way includes minor grading to match the elevation of the new entrance into the project site, and re-slurrying and restriping of the street along the boundary with the project site. This work may require a temporary detour for vehicle and pedestrian access into the project site, as well as traffic lanes may need to be narrowed to one lane (for certain times during an approximately six month period).

Harbor Drive - re-slurrying and restriping of street adjacent to the project site.

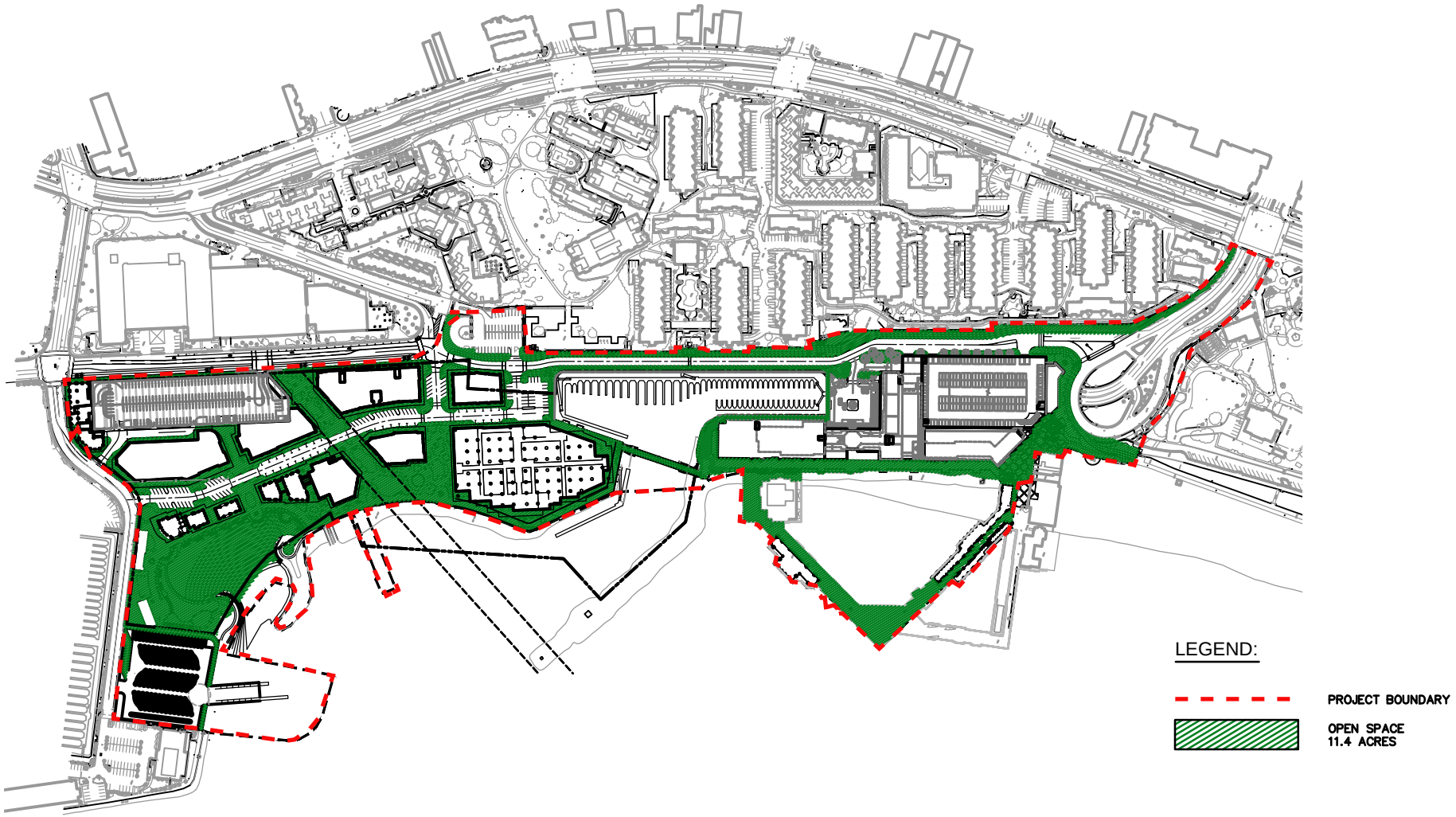
Harbor Drive/Pacific Avenue intersection- regrading of the curved intersection would occur. A new curb and gutter and handicapped accessible ramp would be installed. This improved area would also be re-slurried and restriped. This work may require a temporary detour for vehicle and pedestrian access, which may require traffic lanes to be narrowed to one lane (periodically during an approximately six to nine month period).

As is standard for construction within City streets, the City would require traffic control plans, rerouting of traffic, and business and emergency ingress/egress for the adjacent roadway connections/improvements.

Open Space

As shown on Figure 2-21, the proposed project includes the removal of large expanses of asphalt surface parking areas and the replacement with high-quality public open space. New high-quality public open space would be located throughout the project area to provide public seating, gathering spaces for passive and active public recreation. This includes walkways and boardwalks described above, and enhanced landscaping and seating areas located throughout the site. The open space would include focused view corridors, as well as seating and strolling areas to capitalize of enjoyment of water views. It also be designed to enhance the overall site design and connectivity through features such as a site-wide plant palette, lighting and public art. Such areas include, but are not limited to, landscaped public spaces along the boardwalk adjacent to Horseshoe Beach, to the south of the proposed public market hall (Building F), and the utility easement that extends from Harbor Drive to the waterfront on the northern portion of the project site, south of the proposed parking structure.

The modified Seaside Lagoon would include a public beach and lagoon area, as well as landscaped area for seating and picnicking. While overall the amount of open space within the site boundaries would remain similar to the existing conditions, the quality of the open space would be significantly enhanced by the addition of features such as new landscaping, lighting, benches, a decorative fountain and centrally located public gathering spaces. Further, the new open spaces are integrated into the overall site design to provide more useable and visually pleasing spaces promoting high quality design to enhance active and passive use and enjoyment of the outdoor environment by residents, visitors and families, and complement the natural beauty of the harbor and Santa Monica Bay.



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

Source: Psomas, 2015

Service and Loading Areas

As shown on Figure 2-22, designated service and loading areas would be located on the northern and southern portions of the site. On the northern portion of the site, service and loading areas would be located along the proposed parking structure within the project site. In the southern portion of the project site, there would be a service and loading area to the north of the new parking structure, adjacent to and serving the hotel and retail uses. The loading and service area would be accessed from Pacific Avenue and the area partially enclosed and screened from view.

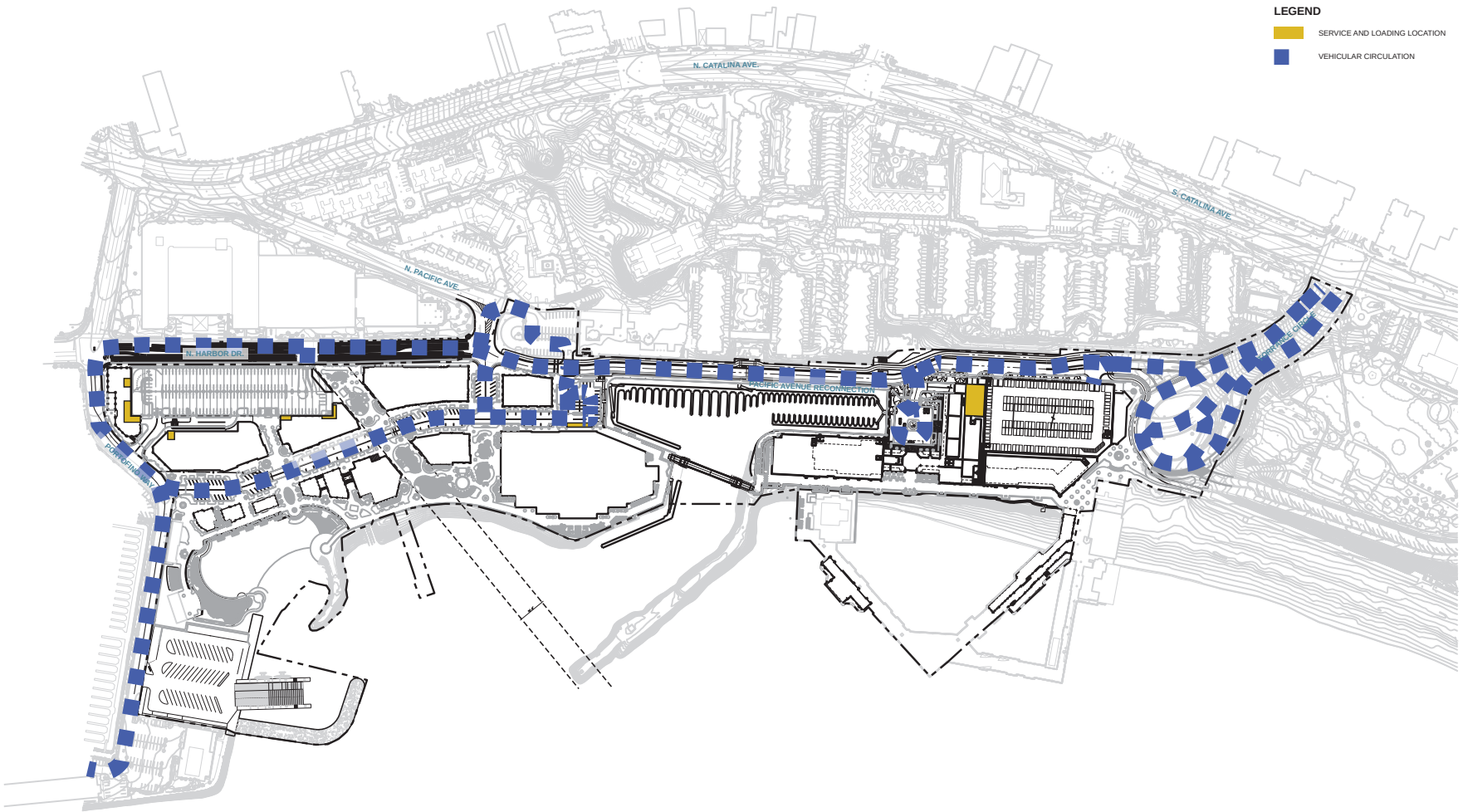
Tidelands Property Exchange

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

2.5 Project Construction

Construction of the proposed project would commence in 2017 and is anticipated to extend for approximately 27 to 30 months (2.25 to 2.5 years), from January 2017 through June 2019. In order to prepare a conservative daily/peak analysis, many of the construction activities were assumed to occur simultaneously. As detailed below, the proposed project would be implemented in two general areas within the project site: landside (including the northern and southern portions of the project site) and waterside. Each area has distinct construction assumptions associated with the proposed project elements.

Typically, construction work would be performed during normal workdays and hours (Monday through Friday from 7:00 AM to 6:00 PM). Although not proposed on a regular basis, in accordance with the RBMC (Section 4-24.503), construction could occur on Saturday between 9:00 AM to 5:00 PM. Should construction be required (e.g. to perform utility connections) during nighttime hours, Sunday, or on holidays, in accordance with the RBMC (Section 4-24.701), an afterhours construction permit would be required.



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

Source: Callison, 2015

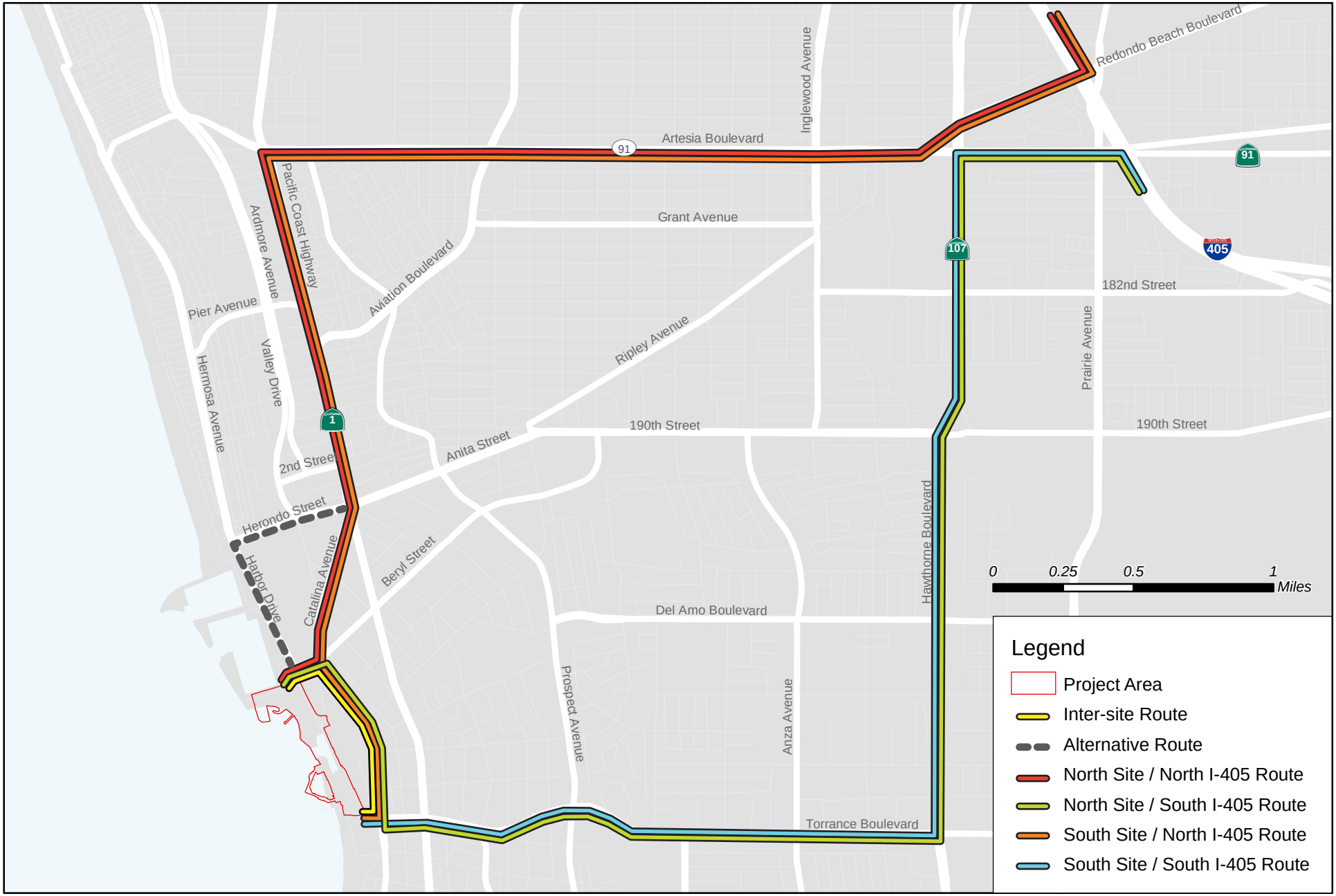
Source: City of Redondo Beach, 2008; Psomas, 2014; Noble Consultants, Inc., 2015

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

Construction staging and laydown is anticipated to occur within the project site, as illustrated in Figure 2-25. On the northern portion of the project site during the first phases of the proposed project (approximately the first 10 months), the construction staging area would be located on the utility easement south of the proposed parking structure. Following construction of the parking structure, the top level of the structure would be used for laydown/staging (approximately month 10 – project completion). On the southern portion of the site, the plaza north of Torrance Circle would be used for laydown/staging in the first phases of project construction (approximately the first 16 months). After construction of the proposed parking structure, the top level would be used for laydown/staging (approximately month 16 to completion).

As described in detail below, construction of waterside elements would involve a combination of land-based and marine-based activities and equipment. For some waterside elements, barges would be used to transport and stage equipment and materials. The waterfront activities have not been officially scheduled; however, they are anticipated to occur within the 27 to 30 month period. As a worst-case scenario, it is assumed that up to five of the seven waterside project elements would occur during at the same time and would overlap with the construction occurring within the northern and southern portions of the site.

Activities in each construction area within the project site is described below. Typical construction activities include servicing construction equipment at designated areas; transporting construction workers, supervisors, and inspectors onsite in light-duty trucks; and controlling dust, track-out, and erosion by complying with a Construction Stormwater Pollution Prevention Plan (SWPPP) that would require stormwater BMPs such as wetting, wheel washing, erosion barriers, hazardous materials containment, and site inspections. Detailed information on the types and numbers of construction equipment for each phase is presented in Sections 3.2 Air Quality, 3.10 Noise, and 3.13 Traffic and Transportation of this Draft EIR.



Source: City of Redondo Beach, 2015

Source: City of Redondo Beach, 2008; C.W. Driver, 2014; Noble Consultants, Inc., 2015

2.5.1 Construction Assumptions and Sequencing

With the exception of Kincaid's and the restroom building at Seaside Lagoon, all the buildings within the project site would be demolished. During construction, access during business hours would be maintained for Kincaid's and the adjacent Monstad Pier. As detailed in Section 3.12 Recreation, at the beginning of construction, a relocation plan for the vessels leasing slips within the Redondo Beach Marina would be prepared, that includes relocation options for both private and commercial vessels. Pre-construction relocation of vessels within the Redondo Beach Marina includes relocation of the liveaboards from Basin 3. Relocation of some existing landside business to other locations within or near the harbor may also occur. Construction would require demolition of the existing on-site structures and hardscape, followed by the construction of new buildings and facilities. Heavy equipment such as backhoes, cranes, crawler tractors, excavators, graders, loaders, rollers, pavers, and haul trucks would be used at the project site throughout the construction period.

Project construction would occur throughout the entire site during the 27-30 month construction period. It is anticipated that the various construction sequences within each general area (northern and southern portions of the landside and waterside), would have the potential to overlap with each other. The construction sequences and their estimated duration are shown in Table 2-8. Following is a detailed description of the assumptions associated with the construction sequences by area.

Table 2-8: Anticipated Project Construction Schedule

Phase	Start Date	End Date	Total Days
Landside - Northern Portion of Site			
Mobilization	2017/01/03	2017/02/20	35
Demolition	2017/02/07	2017/04/03	40
Site Utility Demolition	2017/03/21	2017/05/22	45
Earthwork	2017/04/25	2017/05/30	26
Site Utilities North	2017/05/02	2017/08/23	82
Structural Concrete North	2017/05/31	2017/09/21	82
Parking Structure North	2017/06/28	2018/06/28	262
Core and Shell North	2017/08/10	2018/11/14	330
Parking Structure North	2018/01/01	2018/06/28	129
Site Work	2018/04/27	2018/12/14	165
Interior Construction North	2018/04/27	2019/04/09	248
Landside - Southern Portion of Site[a]			
Demolition	2017/02/07	2017/06/26	100
Site Utility Demolition	2017/07/13	2017/09/07	41
Retaining Wall	2017/07/13	2017/11/17	92
Earthwork	2017/08/10	2017/11/17	72
Site Utilities South	2017/08/24	2017/12/19	84
Structural Concrete South	2017/11/20	2018/02/01	54
Parking Structure South	2017/11/20	2018/10/16	237
Core and Shell South	2018/01/05	2019/02/26	298
Parking Structure South	2018/05/01	2018/10/16	121
Site Work	2018/10/17	2019/05/07	145
Interior Construction South	2018/02/02	2019/06/05	349
Off-site Improvements	2018/04/13	2018/12/31	187
Waterside Elements			
Bulkhead Repair	2017/01/03	2017/04/05	26
Small Craft Boat Launch Ramp	2017/01/03	2017/11/01	180
Sportfishing Pier	2017/01/03	2017/06/16	78
Seaside Lagoon	2017/01/03	2017/10/11	165
Redondo Beach Marina in Basin 3	2017/01/03	2017/06/26	136
Horseshoe Pier	2017/01/03	2017/07/11	95
Pedestrian Bridge	2017/01/03	2017/08/2	111

[a] The area associated with the International Boardwalk, elevated walkway and proposed Pacific Avenue Reconnection is assumed under the Landside - Southern Portion of the site.

2.5.1.1 Landside Construction

In general, construction activities associated with the landside construction would occur simultaneously within the northern and southern portions of the site and includes four main construction sequences: demolition, site preparation, building construction, and landscaping/hardscape improvements. Following is a summary of activities associated with each construction sequence:

Demolition

Construction activities associated with the northern portion of the project site would include the demolition of approximately 46,286 square feet of existing buildings. In the southern portion of the project site, construction activities would include the demolition of approximately 161,116 square feet of existing buildings.

Demolition activities associated with the landside construction involve removal of existing structures, asphalt pavement, concrete sidewalks, parking lots/structures, and associated infrastructure. Minor utilities would be abandoned in place or removed if they would interfere with installation of new infrastructure. Wood frame and other small structures would be demolished and delivered to an off-site waste handling (i.e., construction and demolition waste recycling) facility. Concrete would be mechanically crushed on-site and the material used as fill on-site. Demolition would commence on the northern portion of the site first. Once concrete crushing is completed on the northern portion of the site, the concrete crusher would be moved to the southern portion of the site. The loads of concrete debris would be hauled within the project site depending on the structural integrity of the International Boardwalk; alternatively, Catalina Avenue would be used. A portion of the concrete debris generated from the southern portion of the site would be used as fill on the southern portion of the site.

The moving of crushed concrete on-site is anticipated to result in an average of 145 trucks per day over a 10-day period within the project site. Construction equipment expected to be used during this phase includes breakers, concrete crushers, excavators, loaders, and dump trucks.

Site Preparation

Site preparation consists of earthwork and grading activities required to develop the project's infrastructure, including streets and sidewalks, storm drains, collection and conveyance systems for water, sewer, and stormwater, and distribution systems for gas, electricity, and telephones. Site earthwork and grading activities would typically be performed using standard construction equipment, such as excavators, loaders, scrapers, graders, and dump trucks. Import fills and export material would be loaded and transported using loaders and standard size haul trucks.

Approximately 130,000 cubic yards of fill would be required (50,000 cubic yards in the northern portion of the site and 80,000 cubic yards in the southern portion of the site). As discussed in Section 2.6.1 above, it is estimated that 45,000 cubic yards of fill would come from on-site concrete debris (20,000 cubic yards would be used in the northern portion of the site, and 25,000 cubic yards would be used in the southern portion of the site). The remaining 85,000 cubic yards of fill required would be imported to the project site (30,000 cubic yards to the northern portion of the site and 55,000 cubic yards to the southern portion). Earthwork in the northern portion of the project site is scheduled to take approximately 26 days, with the southern site earthwork estimated at approximately 72 days. Assuming 30,000 cubic yards for the northern portion of the site (assuming 14 cubic yards per truck) and a 26-day grading

phase, up to 83 trucks per day are estimated over the 26 days of earthwork. Assuming 55,000 cubic yards for the southern portion of the site and a 72-day grading phase, up to 55 trucks per day are estimated over the 72 days of earthwork.

Building Construction

Building construction would include development of new core/shell structures and coincide with the completion of the utilities and walkways. The existing shoreline along the project boundary, consisting of a variety of edge conditions (e.g., piers, wharves, rock bulkheads, and sandy beaches), would also be repaired and improved to reduce erosion, provide public access, protect against present and future coastal flooding due to rising sea levels, and to extend the life of the structural edges. Cast-in-place construction would utilize heavier equipment such as cranes and concrete pumps. Construction deliveries of exceptional size equipment and material would be scheduled during off-peak traffic hours.

The northern portion of the project site includes the construction of approximately 290,297 square feet of new retail, cinema, restaurant and office buildings as outlined under Section 2.4 above. The northern portion would also include a new main street parallel to Harbor Drive, a 757 stall parking structure (with elevator), a surface parking lot and parking on the new main street, which includes 109 stalls, as well as new public walkways and open space. This phase is anticipated to begin in February of 2017 and continue until April 2019. As seen in Table 2-8, sequences for the northern portion construction would overlap not only with other northern portion sequences, but also with southern portion and waterside construction.

The southern portion of the project site includes the construction of approximately 225,519 square feet of retail, restaurant, office, and boutique hotel buildings as outlined in Section 2.4 above. The southern portion also includes a 1,157-stall parking structure with an elevator. Additionally, the Pacific Avenue Reconnection and new walkways and public open spaces would be established. This phase is anticipated to begin in February of 2017 and continue through June of 2019. As shown in Table 2-8, sequences for the southern portion construction would overlap with other southern portion construction sequences as well as with northern portion and waterside construction activities.

Landscaping/Hardscape Improvements

The final phase consists primarily of planting of new landscaping, the installation of hardscape paving, and the application of architectural coatings on buildings. Existing landscaping would be removed or stored and replanted on-site. As required by Article 7 Landscaping Regulations of the RBMC, the applicant of the proposed project would prepare and submit a landscape and irrigation plan. It would identify the type and number of trees to be removed or retained. Hardscape features would identify pedestrian paths on-site and accent the main commercial facilities. The exterior colors and materials would be subject to Harbor Commission Design Review.

2.5.1.2 Waterside Construction

The waterside construction activities consist of seven individual elements. Each of these is summarized below. The waterside construction activities would occur during the 2017 through 2019 construction schedule, overlapping with northern and southern portion construction. The exact timing of construction of the waterside elements is currently unknown; therefore, assumptions have been made on construction sequencing that present a

worst-case scenario. As shown in Table 2-8, for modeling purposes it is assumed that all construction would occur in 2017. This is highly unlikely; however, this assumption would result in the highest (i.e., worst-case) equipment emissions because the assumed fleet mix would be older, and thus, would have higher emissions. While all phases are modeled as if they would occur in early 2017, due to site constraints, the construction overlap (for determining daily emissions estimates) assumes that five of the seven waterside construction elements would occur at the same time, and overlaps with the northern and southern portion construction sequences that have the greatest overlapping emissions. This presents a worst-case emissions estimate and any other waterside construction schedule would be anticipated to result in fewer emissions.

Construction schedules for each of the sections are listed in Table 2-8 by number of active on-site days of construction. Construction of the individual waterside elements is not anticipated to occur on consecutive days and therefore schedule lengths identified in the more detailed summary of each waterside element presented below may differ slightly from Table 2-8. The schedule lengths in the summary presented below also account for project mobilization, off-site materials fabrication, material procurement, and sequencing of work that may not be associated with any on-site construction activities.

Below is a summary of the construction associated with the seven waterside elements:

Bulkhead Repair: The Bulkhead Repair project element is the repair and replacement of the existing deteriorated concrete cap. The Bulkhead Repair project element is anticipated to be completed within six to eight weeks and would occur in two distinct construction sequences: Bulkhead Cap Demolition and Bulkhead Cap Replacement.

All work is assumed to be completed using conventional land based equipment. Most of the demolition work would be accomplished using a backhoe with recyclable material being disposed of at a facility in Gardena. All non-recyclable material would be disposed of at an appropriate off-site location. Construction activities would be performed using a skid steer loader and framing crew. The new cap would be formed with pour in place concrete methods.

Small Craft Boat Launch Ramp: The Small Craft Boat Launch Ramp project element would consist of the development of a two-lane concrete boat ramp, boarding floats, and associated parking. The entire proposed project is anticipated to be completed within eight months and would consist of four distinct construction sequences: Demolition Work; Breakwater Construction; Launch Ramp Construction; Parking Lot Construction.

Demolition activities would be accomplished using conventional land based construction equipment with recyclable materials disposed of at a facility in Gardena. Non-recyclable materials would be disposed of at an appropriate facility.

Construction activities would consist of a combination of marine and conventional land based equipment. All stone to construct the breakwater and launch ramp is anticipated to be delivered via barge from the Pebbly Beach Quarry on Catalina Island. The launch ramp would be finished with a pour-in-place concrete section above the tide level and pre-cast sections for underwater. Should the parking lot be paved with asphalt, the asphalt would be delivered from a batch plant in Inglewood.

Sportfishing Pier: The Sportfishing Pier project element consists of the demolition of the existing pier and possible replacement with a new timber or concrete pier with similar dimensions and footprint. Should the pier be replaced, construction would be completed within nine months. The Sportfishing Pier project element would be completed in two sequences: Demolition Work and Pier Construction.

Demolition activities would be accomplished using a derrick crane and barges for the disposal of debris. Debris would be taken by barge to a site in the Port of Long Beach/Los Angeles area. Recyclable material would be hauled from the barge to a facility in Gardena while non-recyclable material would be disposed of at appropriate facility. Creosote timber would be trucked to an approved landfill in Rialto.

Should the Sportfishing Pier be reconstructed, construction activities would be accomplished using a derrick barge as well as conventional land-based equipment. Construction materials would be delivered by barge and truck. Timber or concrete piles would be placed from the barge and a land-based crane would be used to install the piles for the first two bents of the pier. Construction of the deck would be completed using a hydraulic crane.

Seaside Lagoon: The Seaside Lagoon project element consists of the conversion of the existing interior swimming lagoon into an embayment directly connected to King Harbor. The element is estimated to be completed within four months. The Seaside Lagoon project element would be completed in two phases: Demolition Work and Lagoon Construction.

The existing hand launch and dinghy dock would be removed and excavated to form the lagoon inlet to the Outer Harbor. A two-acre interior area would then be graded to support a semi-circular sandy beach with landscape improvements. Demolition would be completed using conventional land based earth moving equipment. Recyclable material would be hauled to a site in Gardena and non-recyclable debris would be properly disposed of off-site.

With the exception of the lagoon's entrance basin, most of the construction activities would use conventional land based equipment. The lagoon's entrance basin would be constructed using a derrick barge. The dredging of the entrance to the lagoon would generate approximately 6,300 cubic yards of sediment. If the material is found to be suitable, all or a portion of the dredged material would be used as new beach fill or used to level the harbor bottom. If dredge material is cobble/rock, this could be used as fill for the small craft boat ramp breakwater or other on-site fill. Therefore, disposal of the dredge material is assumed to be beneficially reused and/or disposed of completely within the harbor. Asphalt paving would be delivered from a plant in Inglewood. Stone for slope protection is assumed to be delivered by truck from a quarry in Corona.

Redondo Beach Marina in Basin 3: The marina project element consists of the demolition of the existing slips, docks, facilities and reconstruction/redevelopment of the entire floating dock complex and appurtenant facilities within the marina. The marina project element is anticipated to be completed within seven or eight months and accomplished in two distinct sequences: Demolition Work and New Dock Construction.

All construction activities would be completed using a combination of land based and marine equipment. Demolition of floating docks would be accomplished in sections by towing them to shore and removing them by use of a hydraulic crane. Piles would be removed by crane from a floating barge. All construction debris would be trucked to a processing facility in Gardena.

Concrete piles would be delivered by truck from Fontana and placed from a floating barge using a combination of jetting and an impact hammer. New floating docks would be delivered partially assembled and would be placed by hydraulic crane and outboards. New gangway landings would be constructed by placing piles using a crane on a floating barge and concrete decks would be completed using conventional framework and concrete placement methods.

Horseshoe Pier: The Horseshoe Pier project element consists of the demolition of the existing timber pier (which is constructed of timber piles and pile caps, closely spaced timber stringers, and a thin concrete deck slab) and replacement of the timber constructed portion of the pier with new bents consisting of concrete or HDPE coated steel pipe piles and concrete pile caps and a thick reinforced concrete deck slab. This project is anticipated to be completed within seven months. The Horseshoe Pier project element is anticipated to be constructed in two sequences: Building and Partial Pier Demolition, and Pier Construction.

All work is estimated to be completed using typical landside construction equipment. Concrete, wood, metal, and other recyclable materials would be hauled to a processing facility in Gardena. All non-recyclable debris would be disposed of off-site. Creosote timber debris would be hauled to an approved landfill in Rialto.

Materials would be delivered by truck. A 45-ton land based crane and vibratory hammer would be used to drive the steel pipe piles. Front end loaders, skid steer loaders, and smaller equipment would be used to ferry equipment and materials to the crew and assist in work tasks.

Pedestrian Bridge: The pedestrian bridge element consists of construction of a 16-foot wide, 248-foot long fabricated steel movable bridge crossing the entrance to Basin 3. Construction is projected to be completed within six months and accomplished as a single construction sequence. All construction activities are assumed to use a combination of marine and conventional land based equipment. Pier foundations would be built using a floating derrick barge. Bridge sections are assumed to be erected from the land using a 225-ton truck crane. Construction of smaller bridge abutments and underground machinery vaults would be constructed using smaller excavators and loader equipment. All materials are anticipated to be delivered by truck.

2.6 Intended Uses of the EIR

The City of Redondo Beach is the Lead Agency for the project and will consider approving the proposed project and certifying the EIR. As discussed in greater detail in Chapter 1, Introduction, the proposed project would require various permits or approvals from other agencies with jurisdiction over portions of the project or over resources that could be affected by the proposed project. Those trustee, responsible and cooperating agencies may rely on the EIR in a review capacity or as a basis for issuance of a permit or other approval. The following provides a list of agencies that are expected to use this EIR in their decision making, to the extent that information is known at this time:

Agency	Potential Permits/Decisions
City of Redondo Beach	Demolition and construction permits
City of Redondo Beach	Conditional Use Permit
City of Redondo Beach	Coastal Development Permit (non-tidelands)
City of Redondo Beach	Harbor Commission Design Review
City of Redondo Beach	Vesting Tentative Tract Map
City of Redondo Beach	Afterhours Construction Permit
City of Redondo Beach/CSLC	Lease and related transactional documents
County of Los Angeles Flood Control District (LACFCD)	Flood Permit for encroachment, or activity within or affecting the LACFCD right-of-way/facilities
California Coastal Commission	Coastal Development Permit (tidelands)
California Department of Transportation (Caltrans)	Encroachment Permit
Los Angeles Regional Water Quality Control Board (LARWQCB)	Section 401 Water Quality Certification
U.S. Army Corps of Engineers (USACE)	National Environmental Policy Act (NEPA) Compliance
USACE	Clean Water Act Section 404 Permit
USACE	Rivers and Harbors Act Section 9 and 10 Permit
USACE	Rivers and Harbors Act Section 14 (codified in Section 33 US Code 408 and commonly referred to as “Section 408”) Permit
U.S. Coast Guard	Rivers and Harbor Act Section 9 Permit
CSLC	Tidelands Exchange (PRC Section 6307)

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