

CALIFORNIA COASTAL COMMISSION

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F15a

A-5-RDB-16-0092 (REDONDO BEACH WATERFRONT)

MAY 12, 2017

EXHIBITS

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

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City of Redondo Beach
Community Development Department
415 Diamond Street, Redondo Beach, CA 90277
(310) 318-0637

5-RDB-16-1044

October 21, 2016 (via Certified Mail)

Notice of Final Decision by the City of Redondo Beach on a Coastal Development Permit

Please note the following City of Redondo Beach final action on a coastal permit was rendered on October 19, 2016 by the Redondo Beach City Council. City Council's actions included denial of an Appeal associated with a Coastal Development Permit.

Coastal Development Permit No.: **2016-06-CDP-004**

Environmental Review No.: SCH# 2014061071 / FILE NO.: 2014-04-EIR-001

Project Applicant(s): Redondo Beach Waterfront LLC
(an affiliate of Centercal Properties LLC)
1600 E. Franklin Ave. #1400
El Segundo, CA 90245

City of Redondo Beach
Planning Division
415 Diamond St.
Redondo Beach, CA 90277

Project Location: **Redondo Beach Waterfront between Portofino Way and Torrance Circle**

Project Description:

The project involves revitalization of approximately 36 acres of the 150-acre City of Redondo Beach waterfront area, as part of a City-wide waterfront revitalization effort initiated by the City. The proposed project site is located west of Catalina Avenue, south of Portofino Way, and north of Torrance Boulevard. The main components of the project are demolition of approximately 199,171 square feet of existing buildings (which includes demolition of all buildings/structures with the exception of Kincaid's and the restroom facility at the Seaside Lagoon, which equals approximately 12,479 square feet), demolition of the existing Pier Parking Structure (approximately 495,000 square feet), and construction of up to 511,460 square feet of new buildings for a total of 523,939 square feet of development (312,289 square feet of net new development) to include retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel, and construction of two new parking structures. The new parking structure in the northern portion of the project site would be approximately 276,836 square feet with parking on five tiers, including the roof. The replacement parking structure on the southern portion of the project site would be five tiers of parking, including two tiers of parking underground and rooftop parking. This structure would have approximately 347,340 square feet. The Staff Recommended Alternative, which was adopted by the City Council, also includes public recreation enhancements such as a new small craft boat launch ramp at Mole B, reconstruction of 60 boat slips within Basin 3 at the project site, improvements to Seaside Lagoon (which includes the opening of the lagoon to King Harbor as a protected beach), new surface parking facilities, expanded boardwalk along the water's edge, enhanced open space, pedestrian and bicycle pathways, and new landscaping and lighting. The project includes the reconstruction of the Sportfishing Pier with approximately 1,836 square feet of commercial use on the pier. At the City Council's October 18-19 public

hearing, the City Council denied an Appeal associated with the Environmental Impact Report for the Waterfront project and its associated entitlements, confirmed the Harbor Commission's certification of the Final EIR, certified the Final EIR and issued permits and other entitlements associated with the project, including a Coastal Development Permit for the project components associated with Redondo Beach Waterfront LLC. The City Council also included modifications to the Conditions of Approval, including revisions associated with Buildings D and G and water quality testing.

Proposed site improvements related to site connectivity and public access to and along the water include the establishment of a new pedestrian bridge across the Redondo Beach Marina/Basin 3 entrance, a new main street flanked by commercial uses and public walkways that would traverse the northern portion of the project site from north to south approximately parallel to Harbor Drive, and the reconnection of Pacific Avenue.

FINAL ACTION:

The City imposed Condition of Approval for the Waterfront Project in Resolution CC-1610-099, starting on page 9, Section 4. The timing and implementation of the mitigation measures are controlled by the Mitigation Monitoring and Reporting Program which was adopted as Exhibit C to Resolution CC-1610-098. As noted at the end of this notice, these materials have been included on the DVD. The project has been approved, subject to the following findings with regards to the Coastal Development Permit:

In accordance with Section 10-5.2218 (c) of the Redondo Beach Municipal Code the applicant's request for a Coastal Development Permit is consistent with the criteria set forth therein for the following reasons set forth below and as detailed in the Coastal Development Permit Findings Attachment to this Resolution:

- a) That the Waterfront Project is in conformity with the Certified Local Coastal Program because it will preserve and enhance public views of the water/marina and increase the on-site public-serving amenities by providing the following: public accessibility from Harbor Drive and the new Pacific Avenue reconnection through to the water's edge/marina; a new public promenade with additional resting and viewing opportunities; bicycles racks at numerous locations on the site; landscaping that will create a new aesthetic on the property; and custom designed lighting that will add ambience to the area and make it useable during the evening hours. Most importantly, the proposed project provides new visitor-serving and local-serving hotel, retail, theater, office, restaurant and event space that is strongly encouraged in the Coastal Land Use Plan. As also outlined in the findings above for the Design Review and the Conditional Use Permit, the Project would be consistent with the FAR, height limits, and permissible uses laid out in the Coastal Zoning for the CC-1, CC-2, and CC-3 zones.
- b) That the proposed Waterfront Project will also improve the quality of the storm water runoff and reduce the pollution that may contribute to adverse impacts on recreational access to beaches, coastal resources or coastal waters through the incorporation of all the Best Management Practices (BMPs) required in the Low Impact Development (LID).
- c) That the proposed Waterfront Project, which is located between the sea and the first public road paralleling the sea, is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code.

As outlined in greater detail in the Environmental Impact Report and the associated Fehr and Peers Traffic Report, public access to the waterfront and the associated esplanade would be maintained throughout the site. The project would also widen the existing public esplanade and provide bicycle related amenities and pathways.

- d) That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project and in approving the proposed development, the decision-making body is not violating any CEQA prohibition that may exist on approval of projects for which there is a less environmentally damaging alternative or a feasible mitigation measure available. The project has been evaluated for environmental impacts through the preparation of an Initial Environmental Study and an Environmental Impact Report which details all of the required feasible mitigation measures and conditions that shall be incorporated into the project.

Coastal Development Permit Findings Attachment

1. In accordance with Section 10-5.2218 (c) of the Redondo Beach Municipal Code the applicant's request for a Coastal Development Permit is consistent with the criteria set forth therein for the following reasons:

- a) That the Waterfront Project is in conformity with the Certified Local Coastal Program because it will preserve and enhance public views of the water/marina and increase the on-site public-serving amenities by providing the following: public accessibility from Harbor Drive and the new Pacific Avenue Reconnection/Harbor Drive extension through to the water's edge/marina; a new public promenade with additional resting and viewing opportunities; bicycles racks at numerous locations on the site; landscaping that will create a new aesthetic on the property; and custom designed lighting that will add ambience to the area and make it useable during the evening hours. Most importantly, the Staff Recommended Alternative provides new visitor-serving and local-serving hotel, retail, theater, office, restaurant and event space that is strongly encouraged in the Coastal Land Use Plan. The Project would also be consistent with the FAR, height limits, and permissible uses laid out in in the Coastal Zoning for the CC-1, CC-2, and CC-3 zones. The tables below present the Project's consistency finding with the Coastal Land Use Plan policies, key Coastal Land Use Plan Development Standards, and the Coastal Zoning Ordinance.

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
Section D. Land Use Policies	
Policy 1. Coastal dependent land uses will be encouraged within the Harbor-Pier area. The City will preserve and enhance these existing facilities and encourage further expansion of coastal dependent land uses, where feasible. Removal of existing coastal dependent land uses shall be strongly discouraged unless such uses are	The Staff Recommended Alternative maintains and supports or enhances boating and water recreation access, including the provision of a public boat launch ramp as required by Policy 1, reconstruction/ redevelopment of Redondo Beach Marina/Basin 3 (for both recreational and commercial vessels) and modified Seaside

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>determined to no longer be necessary for the functional operation and utility of the Harbor. A public boat launch ramp shall be constructed in association with future development projects within the Harbor area.</p>	<p>Lagoon with year around public access, and it enhances ocean viewing access by providing a enhanced boardwalk along the water's edge, improves vehicle and non-vehicle circulation throughout the site and provides new amenities such as benches and waterside picnicking locations.</p>
<p>Policy 2. New development, additions or major rehabilitation projects within the Harbor-Pier area shall be sited and designed to:</p> <ul style="list-style-type: none"> a. Preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive; b. Provide continuous public access to and along the seaward side of the piers and moles, with the exception of "Pad 2" on the Pier; c. Be consistent and harmonious with the scale of existing development; d. Provide appropriate public-serving amenities such as benches and pedestrian walkways adjacent to the water's edge or the edge of the pier, landscaped rest and viewing areas; and e. Signage shall be erected to identify the public parking and public amenities located on Mole A and Mole B. The signs shall be sufficiently visible to the public, shall be located on the corner of North Harbor Drive at Marina Way and Yacht Club Way, and in front of the existing guardhouse/gate structures located at the entrances to the Moles. Signs shall identify that vehicular access is available to the Moles and that public parking and coastal public amenities are located seaward of the signs. <p>Public Esplanade. A minimum of (12)-foot wide paved public esplanade adjacent to the water's edge shall be provided in conjunction with new development or major reconstruction projects, completing the California Coastal Trail through Redondo Beach. On sites where new development or major reconstruction is not proposed, and where the location of existing buildings makes it infeasible to provide such esplanade adjacent to the water's edge, alternatives for the continuation of the Public Esplanade as a partial or full cantilever over the water with a minimum 10-foot width may be considered through the City's discretionary review process. Any portions of the public esplanade over</p>	<ul style="list-style-type: none"> a. Buildings would be spaced such that view corridors would be provided from Harbor Drive and Czulegar Park, public views would also be available from public plazas, the boardwalk along the water's edge, and the new main street. Views from the pier decks would be maintained. b. The Staff Recommended Alternative would provide continuous public access throughout the project site along the water's edge, with the exception of Pad 2 on the Horseshoe Pier as allowed under Policy 2. c. The Staff Recommended Alternative would include the demolition of most of the existing development within the project site to be replaced by new construction which would have a harmonious style and theme that fits within the character of waterfront. d. Public amenities, such as benches, boardwalk along the water's edge, and viewing areas would be provided throughout the site. e. Not applicable – not within the project site boundaries. <p>A continuous boardwalk would be provided to complete the California Coastal Trail through Redondo Beach. The boardwalk would be a minimum of 12 feet throughout within a 2 feet median along each edge and in some areas would be as much as 20 to 30 feet in width.</p> <p>No building would be established on "Pad 1" of the Horseshoe Pier</p>

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>the water shall be designed to minimize impacts on other marina uses.</p> <p>Consistent with the objectives and policies in a-e above, no permanent building shall be developed on "Pad 1" of the Pier.</p>	
<p>Policy 3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial recreational asset for the City and region ensuring maximum public access a high-level quality of use and design adequate safety and compatibility with adjacent residential neighborhoods and commercial districts.</p>	<p>The Staff Recommended Alternative would include a mix of commercial and recreational uses intended to integrate public and private needs to reconnect the public with the waterfront, this would include the provision of commercial recreation uses, such as charter sportsfishing, whale watching, and marine recreation equipment rentals, and enhancing public access and public recreational opportunities to create a revitalized waterfront that supports a variety of uses and is compatible with the surrounding land uses.</p>
<p>Policy 4. Any infrastructure or utility uses located within the harbor area shall be placed below ground unless undergrounding is deemed by the City to be infeasible. Any such uses located above ground within the harbor area shall be screened or buffered to the extent possible.</p>	<p>New and upgraded infrastructure and utilities would be placed below ground as feasible. Should any aboveground features be necessary, they would be screened from sight as feasible, subject to the City's review and approval.</p>
<p>Policy 5. In conformance with the goals and policies of the California Coastal Act maintain a balanced utilization of coastal zone resources including protection and provision of lower cost visitor serving uses and recreational facilities where feasible.</p>	<p>The Staff Recommended Alternative provides for a balance of commercial and recreational uses, including no- and low-cost facilities that would be maintained on-site, such as walking and bicycling paths and boardwalks, public seating for ocean viewing and picnicking, locations for pier fishing, and beach and harbor access at Seaside Lagoon and hand launching of boats.</p>
<p>Policy 6. Maintain and preserve the existing public fishing access areas on the Pier as indicated in Figure 16.</p>	<p>The Staff Recommended Alternative would not alter the existing fishing access area on the Pier areas shown on Figure 16.</p>
<p>Policy 11. The policy of the City is to control storm water runoff and pollution that may cause or contribute to adverse impacts on recreational access to beaches or to other coastal resources such as sensitive habitat areas or coastal waters. All development in the coastal zone public and private shall be in conformance with the storm water standards of the State of California as cited in section 5701101 of the Municipal Code, the Coastal Act and the most recent standards of the Regional Water Quality Control Board with regard to storm water runoff specifically the Standard Urban Storm Water Mitigation Plan. New development or major rehabilitation projects will also be required to conform to any amendment to or re-issuance of these state federal and municipal standards.</p>	<p>The Staff Recommended Alternative would comply with state, regional, and local stormwater management requirements. This would include implementation of best management practices (BMPs) and Low Impact Development (LID) BMPs. Additionally, the Staff Recommended Alternative would slightly reduce the impervious surface area at the project site and establish an upgraded stormwater system that would incorporate LID techniques such as infiltration and bioretention to reduce the volume and velocity of stormwater runoff.</p>

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>Pursuant to this:</p> <p>a. All development on the pier and on the first row of lots adjacent to the beach shall comply with the provisions contained in Ordinance No 2851 Stormwater and Urban Runoff Pollution Control Regulations and with applicable state and federal water quality standards for discharges into sensitive habitat areas.</p> <p>b. All development shall be designed to minimize the creation of impervious surfaces and to the maximum extent possible to reduce directly connected impervious area on the site. Setback areas should remain permeable vegetated or crushed gravel where feasible.</p> <p>c. Plans for new development and redevelopment projects shall incorporate Best Management Practices (BMPs) and other applicable Management Measures contained in the California Nonpoint Source Pollution Control Plan that will reduce to the maximum extent practicable the amount of pollutants that are generated and/or discharged into the City's storm drain system and surrounding coastal waters. BMPs should be selected based on efficacy at mitigating pollutants of concern associated with respective development types or uses. This policy to incorporate BMPs shall also apply to all new or refurbished parking lots accommodating 25 or more cars.</p> <p>d. As part of the implementation of this Land Use Plan Amendment the City shall develop a Public Participation component that identifies methods to encourage public participation in managing development and minimizing urban runoff impacts to the coast. This component should include a public education program designed to raise public awareness about stormwater issues and the potential impacts of water pollution and involve the public in the development and implementation of the City's Stormwater and Urban Runoff Pollution Control Plan.</p> <p>e. It is the intent of the City to pursue opportunities to participate in watershed level planning and management efforts directed towards reducing stormwater and urban runoff impacts to water quality and related resources including restoration efforts and regional mitigation monitoring and public education programs.</p>	
<p>Policy 13. Development in Redondo Beach shall be sited and designed to minimize hazards from wave uprush and from geologic hazards including seismic hazards such as liquefaction.</p>	<p>The Staff Recommended Alternative would include features, such as removal of the International Boardwalk, raising of the elevation of the northern portion of the project site, and enhancement of an existing shoreline protection</p>

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>a) New development shall minimize risks to life and property in areas of high geologic, flood, and fire hazard. Development shall assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or the surrounding areas or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. Development shall proceed only if the Director of the Department of Building and Safety determines that there is sufficient evidence that the structure may be constructed and maintained safely. All development shall employ earthquake resistant construction and engineering practices.</p> <p>b) Development in the Pier and Harbor area shall provide, in advance of approval, erosion and wave uprush studies, based upon projections of the range of sea level rise that can be expected (at rates ranging from 5 to 15 mm/yr) within the reasonable economic life of the structure (normally 75 years). The Director may waive such studies on the basis of information contained in a certified EIR for the Pier and Harbor area, if such EIR includes maps of all areas in the City potentially impacted by storm waves and sea level rise and such maps include elevations of such impacts and estimation of likelihood of such events. All structures shall be sited and designed to minimize destruction of life and property during likely inundation events.</p> <p>c) If the development proposed is located on an existing slope greater than 2:1 or on artificial fill, new construction may be permitted only on the basis of detailed, site specific geologic and soil studies.</p> <p>d) All structures located on fill or on alluvial deposits shall provide analysis of potential for seismic hazards including liquefaction. The design of such structures shall include measures to minimize damage and loss of property from such hazards. All earthquake studies shall also comply with the latest recommendations of the California Geological Survey and the Seismic Safety Commission and shall adhere to all applicable building codes.</p> <p>e) All development located within the tsunami inundation zone as identified by the most recent state or local California Emergency Management maps or, below elevation 15 feet above mean sea level shall provide information concerning the height and force of likely tsunami run-up on the property. The Director may waive this requirement if he or she determines that accurate maps concerning the</p>	<p>device which would reduce hazards from wave uprush as well as hazards associated with sea level rise, tsunami risk and flooding. The Staff Recommended Alternative would comply with current building codes and recommendations of a site-specific geotechnical analysis to ensure that risks associated with seismic hazards, including liquefaction, are minimized.</p>

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>extent, velocity and depth of likely tsunami run-up is available in a certified EIR that addresses all pier, harbor, and beach areas of the City. The Director shall require all development located within a possible tsunami run-up zone to install, as appropriate, warning systems and other measures to minimize loss of life due to a tsunami.</p> <p>f) With the exception of structures on the moles, new or substantially reconstructed structures on ocean fronting parcels shall be permitted only if they are sited and designed so that no future shorelines protective devices will be necessary to protect them from storm waves and bluff erosion. The City shall require as an enforceable condition of any permit for such a structure that no shoreline protective structure shall be allowed in the future to protect the development from foreseeable or unexpected bluff erosion or wave uprush.</p>	
<p>Policy 15. Limited Use Overnight Visitor Accommodations including Condominium-hotels, fractional ownership hotels and timeshares.* (<i>*note some non-applicable sections of this Policy are not provided below. To see Policy 15 in its entirety, refer to the LCP</i>)</p> <p>g) Lower cost visitor accommodations shall be protected, encouraged, and where feasible, provided. In the Coastal Zone when demolition of existing lower cost overnight visitor accommodations or when Hotels or Limited Use Overnight Visitor Accommodations are proposed that include high-cost overnight visitor accommodations, an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach shall be imposed. The fee shall be \$30,000 per room that mitigation is required for, and the fee shall be adjusted annually to account for inflation according to increases in the Consumer Price Index U.S. City Average. If as a part of a proposed development all units for which an in-lieu fee would be required are replaced by lower cost overnight visitor accommodations within the Coastal Zone of Redondo Beach, the in-lieu fee shall be waived.</p> <p>An in-lieu fee shall be required for new development of overnight visitor accommodations in the coastal zone that are not low or moderate cost facilities.</p> <p>These in-lieu fee(s) shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los</p>	<p>The Staff Recommended Alternative would include a new boutique hotel. The hotel may qualify as high-cost visitor accommodations under Policy 15, in which case, the Staff Recommended Alternative would be required to comply with the in-lieu fee requirement as a condition of the CDP as required by RBMC Section 10-5.811(b)(8).</p>

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>Angeles County, and preferably within the City of Redondo Beach's coastal zone. The fee shall apply to 25 percent of the total number of proposed units that are high-cost overnight visitor accommodations or limited use overnight visitor accommodations.</p> <p>An in-lieu fee shall be required for any demolition of existing lower cost overnight visitor accommodations, except for units that are replaced by lower cost overnight visitor accommodations, in which case the in-lieu fee shall be waived.</p> <p>This in-lieu fee shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. A per-unit fee for the total number of existing lower cost overnight units that are demolished and not replaced shall be required.</p> <p>Where a proposed development includes both demolition of existing low cost overnight visitor accommodations and their replacement with high cost overnight visitor accommodations, the fee shall also apply to the 25 percent of the number of high cost rooms/units in excess of the number being lost.</p>	
<p>Policy 16. Employment, retail, and entertainment districts and coastal recreational areas shall be well served by public transit and easily accessible to pedestrians and bicyclists. Streets, sidewalks, bicycle paths, and recreational trails (including the California Coastal Trail) should be designed and regulated to encourage walking, bicycling, and transit ridership.</p> <p>Large commercial and residential developments shall be located and designed to be served by transit and provide non-automobile circulation to serve new development to the greatest extent feasible.</p>	<p>The Staff Recommended Alternative is located in an area with existing bus routes, as well as an established network of streets, sidewalks, bicycle paths and trails. The Staff Recommended Alternative would enhance connections to the existing access routes off-site and enhance the motorized vehicle and non-motorized vehicle access internal to the project site (including completion of a missing link of the California Coastal Trail).</p>
<p>Policy 17. The Coastal Act definition set forth below is incorporated herein as a definition of the Land Use Plan: "Environmentally sensitive habitat area (ESHA)" means any area in which plant or animal life or their habitats are either rare or especially valuable because of the special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.</p> <p>a) Environmentally sensitive habitat areas shall be protected against any significant disruption of</p>	<p>There is no ESHA located within the project site.</p>

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>habitat values, and only uses dependent on those resources shall be allowed within those areas.</p> <p>b) Development within and adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with continuance of those habitat and recreation areas</p>	
<p>Policy 18. Ensure the protection of bird nesting habitat protected by the Migratory Bird Treaty Act and the long-term protection of breeding, roosting and nesting habitat of bird species listed pursuant to the federal or California Endangered Species Acts, California bird species of special concern, and wading birds (herons or egrets). The trimming and/or removal of any trees that have been used for breeding and nesting by the above identified species within the past (5) years, as determined by a qualified biologist or ornithologist shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game, the U.S. Fish and Wildlife Service, and the U.S. Migratory Bird Treaty Act.</p>	<p>As described in Section 3.3 Biological Resources of the EIR, there are no sensitive terrestrial resources locate on-site and any trimming and/or removal of trees within the project site would comply with applicable requirements, including RMBC Section 10-5.1900(h) to ensure that breeding, roosting and nesting habitat of birds would be protected.</p>
<p>Policy 19. Marine resources shall be maintained, enhanced and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.</p>	<p>As described in Section 3.3 Biological Resources of the EIR, there are no areas of special biological significance located within the project site and the Staff Recommended Alternative would not damage the biological productivity of coastal waters.</p>
<p>Policy 20. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</p>	<p>As described in Section 3.3 Biological Resources and Section 3.8 Hydrology and Water Quality of the EIR, the Staff Recommended Alternative would not result in significant impacts on water quality or biological resources during construction or operation.</p>
<p>Policy 21. The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall only be permitted in accordance with other applicable provisions of this division, where there is no feasible alternative, and where feasible</p>	<p>The Staff Recommended Alternative would include filling of harbor waters for the small craft boat launch ramp and breakwater, the placement of structural pilings for the pedestrian bridge and replacement piling for the timber portion of the</p>

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:</p> <p>a) New or expanded port, energy, and coastal dependent industrial facilities, including commercial fishing facilities.</p> <p>b) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.</p> <p>c) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreation piers that provide public access and recreational opportunities.</p> <p>d) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.</p> <p>e) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive habitat areas.</p> <p>f) Restoration purposes.</p> <p>g) Nature study, aquaculture, or similar resource dependent uses.</p> <p>Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.</p> <p>In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary.</p>	<p>Horseshoe Pier and the Sportfishing Pier. The boat launch ramp, pier reconstruction, and the pedestrian bridge would provide increased public access and recreational opportunities, and as discussed in Section 3.3 Biological Resources of the EIR, mitigation measures would minimize significant environmental effects. As such, the filling associated with the Staff Recommended Alternative is consistent with Policy 21.</p> <p>Dredging would be required for opening Seaside Lagoon to harbor waters. The opening of Seaside Lagoon would expand the available recreational opportunities at the lagoon and provide increased public direct access to the harbor. Further, as discussed in Section 3.3 Biological Resources and Section 3.8 Hydrology and Water Quality of the EIR, water quality impacts would be less than significant. As such, the dredging associated with the Staff Recommended Alternative is consistent with Policy 21.</p>

Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

Site Location	Development Standard	Coastal Land Use Plan ^a	Proposed Project	Consistency Finding
Northern Portion				
	Designation	P-PRO Parks Recreation and Open Space		

Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

Site Location	Development Standard	Coastal Land Use Plan ^a	Proposed Project	Consistency Finding
Seaside Lagoon	Principal Allowable Use^b (as applicable)	Parks, open space, recreational facilities, and accessory uses such as restrooms, storage sheds, concession stands, recreational rentals, etc. Public buildings, community centers, public safety facilities, parking lots, public utility facilities and similar uses subject to a conditional use permit	The existing use of the site as a public park would remain. Modifications to the park would include opening the lagoon to harbor waters thereby providing access to canoes, kayaks, paddle boards, and swimmers. The Staff Recommended Alternative would also include expanded accessory uses/structures designed to serve the recreational users and visitors on the site, such as marine recreation products and rentals (e.g., kayaks, paddle boards, wetsuits), beach club, maintenance, public safety, and concessions.	Consistent
	Maximum Density/Intensity	Maximum FAR shall not exceed 0.25	This portion of the project site is approximately 173,467 square feet. The square footage of existing and proposed accessory uses is 14,602 square feet (2,113 existing and 12,489 proposed [the proposed square footage includes enclosure of the existing open air pavilion]), resulting in an FAR of 0.084	Consistent
	Building Height^{c,d}	Maximum of 30 feet and maximum of 2-stories	Proposed buildings would be one story and would be between 18 to 24 feet.	Consistent
East of Seaside Lagoon and North of Basin 3	Designation	CR Commercial Recreation Sub-Area 2a and Sub-Area 2b		
	Principal Allowable Use^b (as applicable)	Public and commercial recreational facilities, including local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotels, limited use overnight visitor accommodations (except on State Tidelands), multi-purpose private recreational uses (except on State Tidelands), marina and marina-related facilities, entertainment clubs, yachting and boating clubs, public/open space recreational uses, structures and surface parking facilities, and commercial office land uses (subject to some limitations)	Mix of retail and restaurant uses, creative office above the ground floor, specialty cinema, and a parking structure	Consistent
	Maximum Density/Intensity	Maximum FAR of all buildings in Sub-Area 2 may not exceed 0.35, except FAR bonuses may be permitted as	The Staff Recommended Alternative qualifies for a .15 FAR bonus because it	Consistent

Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

Site Location	Development Standard	Coastal Land Use Plan ^a	Proposed Project	Consistency Finding
		<p>allowed under the Zoning Ordinance for hotels and/or offices above the ground floor, or areas that provide high quality amenities or public open space. Maximum FAR with bonuses may not exceed 0.65</p> <p>Future intensity of new development to be determined on a case by case review basis</p>	<p>includes offices above the ground floors of Buildings A, B, and D per RBMC 10-5.814(a)(1)a, and it qualifies for an additional .15 FAR bonus because it includes the equivalent of 20% (approximately 157,102 square feet) of high quality open space per RBMC 10-5.814(a)(1)b. This allows for a total permissible FAR of .65. The Staff Recommended Alternative would, therefore, be consistent with this requirement as the Project would result in an FAR of .56 in the CC-3 zone.</p>	
	Building Height^e	<p>Sub-Area 2a – maximum of 37 feet, and maximum of two stories, but no more than 50 percent of the cumulative building footprint may exceed one story and 24 feet</p> <p>Sub-Area 2b – maximum of 45 feet and maximum of 3-stories</p>	<p>Sub-Area 2a – one and two story buildings that vary from 21 feet to 37 feet, and less than 50 percent of the cumulative building footprint would exceed one story and 24 feet</p> <p>Sub-Area 2b – two and three-story buildings from 39 feet to 45 feet</p>	Consistent
Southern Portion				
Horseshoe Pier, area south of Basin 3, and International Boardwalk	Designation	CR Commercial Recreation Sub-Area 1a, 1b and 1d		
	Principal Allowable Use^b (as applicable)	Public and commercial recreational facilities – local serving and visitor-serving retail uses, restaurant and other food and beverage uses, entertainment clubs, public open space/recreation, marina-related boating facilities, amusement and arcade facilities, offices for the management and operation of on-site facilities (2 nd floor, Sub-Area 1b only)	Mix of retail and restaurant uses, and creative office above the ground floor	Consistent
	Maximum Density/Intensity	<p>Sub-Area 1a and 1d – must be consistent with development standards in the Zoning Ordinance</p> <p>Sub-Area 1b – limited to leasable space provided for under the Pier Reconstruction Plan, additional ancillary public facilities necessary for operation and maintenance of the pier subject to approval by City Council</p>	<p>As shown in Table 3.9-8 of the EIR, the proposed density/intensity of Sub-Area 1a and 1d is consistent with the Coastal Zoning.</p> <p>Resolution 7404, allows for redevelopment of 22,621 square feet of replacement commercial structures on the portion of the pier that was reconstructed following the</p>	Consistent

Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

Site Location	Development Standard	Coastal Land Use Plan ^a	Proposed Project	Consistency Finding
			1988 fire. Of the allowable replacement square footage, 10,366 was constructed (Kincaid's), and the remaining 12,255 was not built. Under the Staff Recommended Alternative, approximately 6,600 additional square feet would be reconstructed at Pad 2, which is consistent with the amount of allowable leasable space in Sub-Area 1b.	
	Building Height^{c,d}	Sub-Area 1a and 1b – maximum of two stories, 30 feet measured above the pier deck or sidewalk grade of International Boardwalk as applicable Sub-Area 1d – maximum of two stories 40 feet as measured above the pier deck or sidewalk grade of International Boardwalk as applicable	Sub-Area 1a and 1b – one and two story buildings that vary from 24 to 30 feet Sub-Area 1d –two-story 40 foot building	Consistent
Pier Plaza and Pier Parking Structure	Designation	CR Commercial Recreation Sub-Area 1c		
	Principal Allowable Use^b (as applicable)	Public and commercial recreational facilities – local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotel, entertainment clubs, public open space/recreation, marina-related boating facilities, amusement and arcade facilities, commercial and office uses, structured and surface parking	Hotel, retail, restaurant uses, creative office, and a parking structure	Consistent
	Maximum Density/Intensity	FAR of top deck (Pier Plaza) may not exceed 0.35 FAR, except that bonuses (not to exceed 0.65) may be permitted as allowed in the Coastal Zoning for hotels or offices, and public improvement Future intensity of new development to be determined on a case by case review basis	The Staff Recommended Alternative qualifies for a .15 FAR bonus because it includes a hotel above the ground floor of Building P per RBMC 10-5.813(a)(1)a, and it qualifies for an additional .15 FAR bonus because it includes the equivalent of 20% (approximately 47,632 square feet) of high quality open space per RBMC 10-5.813(a)(1)b. This allows for a total permissible FAR of .65. The Staff Recommended Alternative would, therefore, be consistent with this requirement as the Project would result in an FAR of .60 in the CC-2 zone.	Consistent (subject to an allowable FAR bonus)

Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

Site Location	Development Standard	Coastal Land Use Plan ^a	Proposed Project	Consistency Finding
	Building Height^{c,d}	Two-stories, 30 feet measured above sidewalk grade of Pier Plaza	This height would not exceed 30 feet above the existing sidewalk grade of Pier Plaza (top deck of the existing Pier Parking Structure). Buildings would not exceed two-stories from the height of the existing sidewalk grade of Pier Plaza.	Consistent
	Other (setbacks, design, etc. as applicable)	Preserve and enhance public views of the water from moles, pier decks, publically accessible open space and Harbor Drive Provide continuous public access to and along the seaward side of the piers and moles with the exception of Pad 2 on the pier Be consistent and harmonious with the scale of existing development Provide appropriate public serving amenities such as benches, pedestrian walkways adjacent to the water's edge, landscaped rest and viewing areas, etc. A minimum 12-foot wide paved public esplanade adjacent to the water's edge shall be provided	Public views would be available from the public plaza, boardwalk along the water's edge on the seaward side of the hotel, and view corridors would be provided along Harbor Drive, the Pacific Avenue Reconnection, and the new main street. Public access would be provided along the water's edge on the seaward side of the hotel. Benches and viewing locations would be provided along the public plaza and boardwalk along the water's edge on the seaward side of the hotel. A minimum 12-foot wide paved public boardwalk would be provided along the water's edge in front of the hotel.	Consistent
Basin 3				
Water-area of the Redondo Beach Marina	Designation^e	---	---	---
	Principal Allowable Use^b (as applicable)	---	N/A	N/A
	Maximum Density/Intensity	---	N/A	N/A
	Building Height^e	---	N/A	N/A

Notes

a. Cumulative development in CR Sub-Areas 1 – 4 may not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008. The Staff Recommended Alternative would result in 275,788 square feet of net new development and is thereby consistent with this requirement.

b. For all land use designations and zoning, permitted uses within the State Tidelands (see Figure 3.9-2) are limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for management and operation of on-site facilities, limited use overnight visitor accommodations (e.g., condominium hotels, timeshares, fractional ownership hotels) are not permitted.

Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

Site Location	Development Standard	Coastal Land Use Plan ^a	Proposed Project	Consistency Finding
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c. Unless specifically noted, height is defined by RBMC Code Section 10-5.402(a)(29).

d. 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, however such extensions are permissible under the City's Coastal Zoning.

e. There are no established land use designations or zoning for the water area.

Site Location	Development Standard	Coastal Zoning ^a	Staff Recommended Alternative	Project's Consistency
Northern Portion				
Seaside Lagoon (Includes Buildings J, K, M, N, O, and existing restroom building)	Designation	P-PRO		
	Principle Allowable Use^{b,c} (as applicable)	Parks, parkettes, open space, recreational facilities, public buildings in parks, recreation areas, open space (C), community centers (C), cultural institutions (C), government maintenance facilities (C), government offices (C), public gymnasiums and athletic clubs (C), parking lots (C), public safety facilities (C), public utility facilities (C), and accessory uses, structures	The existing use of the site as a public park would remain. Modifications to the park would include opening the lagoon to harbor waters, providing access to canoes, kayaks, paddle boards, and swimmers. Also includes expanded accessory uses/structures such as marine recreation products and rentals. Parking and a portion of roadway would also be within the park boundary.	Consistent (some uses subject to approval a conditional use permit)
	Maximum Density/Intensity	Maximum floor area ratio (FAR) shall not exceed 0.25	This portion of the project site is approximately 173,467 square feet. The square footage of existing and proposed accessory uses is 14,602 square feet (2,113 existing and 12,489 proposed [the proposed square footage includes enclosure of the existing open air pavilion]): FAR - 0.084	Consistent
	Building Height^d	Maximum of 30-feet and maximum of 2-stories RBMC does not specify where heights should be measured from. Listed heights are measured from the existing grade	Building J – 18.5-feet, one story Building K – 19.5-feet, one story Building M – 18.75 -feet, one story Building N – 24 feet, one story Building O – no change to existing height (approximately 18-feet), one story	Consistent

Site Location	Development Standard	Coastal Zoning ^a	Staff Recommended Alternative	Project's Consistency
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process	Setbacks vary	Consistent subject to HCDR review
East of Seaside Lagoon and North of Basin 3 (North of Seaside Lagoon - A and B, portion of C; south of Seaside lagoon, portion of Building C, D, E, F, G, H, L)	Designation	CC-3		
	Principle Allowable Use ^{b,c} (as applicable)	Bars and night clubs (C), commercial recreation (C), food and beverage sales (C), Hotels (C), marinas and marina-related facilities (C), offices (C) (above the ground floor, unless marine-related, visitor-serving, or for operation of on-site facilities), personal convenience and personal improvement services (C), restaurants (C), recreational equipment rentals (C), retail sales not exceeding 5,000 square feet of floor area, retail sales exceeding 5,000 square feet (C), snack shops, parks, recreation and open space, parking lots (C), public safety facilities (C), recreational facilities (C)	Mix of retail and restaurant uses, creative office above the ground floor, specialty cinema, and a parking structure.	Consistent (some uses subject to approval of conditional use permit)
	Maximum Density/Intensity	Maximum FAR of all buildings may not exceed 0.35, a maximum FAR bonus of 0.15 percent is allowed on master lease holds or sites that include hotels and/or offices above the ground floor, and for areas that provide public open space totaling at least 20 percent of floor area. <i>With both FAR bonuses, a maximum FAR of 0.65 is allowed.</i>	This portion of the project site is approximately 496,170 square feet. The proposed square footage is 276,030 square feet: FAR – 0.56 Approximately 157,102 square feet of public open space eligible for the FAR bonus would be provided. Office space would be provided above the ground floor in Buildings A, B, and D	Consistent (subject to approval of an FAR bonus)
	Building Height ^d	South of southerly boundary of Seaside Lagoon, no building may exceed 37 feet and no more than 50%	Development south of southerly boundary of Seaside Lagoon (elevations measured from sidewalk grade at Harbor Drive):	Consistent Architectural features above the height limit

Site Location	Development Standard	Coastal Zoning*	Staff Recommended Alternative	Project's Consistency
		<p>of the cumulative building footprint may exceed 24 feet, no building may exceed 2 stories and no more than 50% of the cumulative building footprint may exceed one story</p> <p>North of southerly boundary of Seaside Lagoon, no building may exceed 45 feet and no building may exceed 3-stories</p> <p>Unless otherwise noted, building heights are measured from the sidewalk grade at Harbor Drive</p> <p>Building L height is measured from pier deck surface</p>	<p>Building C (portion) – 21-feet, one-story</p> <p>Building D – 34-feet, two-story</p> <p>Building E – 23-feet, one-story</p> <p>Building F – 37-feet, one-story/two-story</p> <p>Building G – 21-feet, one-story</p> <p>Building H – 23-feet, one-story</p> <p>Building L – 24-feet, one-story (measured from pier deck surface)</p> <p>Development north of southerly boundary of Seaside Lagoon (elevations measured from sidewalk grade at Harbor Drive):</p> <p>Building A – 45-feet, three-story</p> <p>Building B – 39-feet, two-story</p> <p>Building C (portion) – 45-feet, two-story</p> <p>Parking Structure - 45-feet</p>	are subject to HCDR
	Other (setbacks design, etc. as applicable)	<p>Setbacks shall be determined as part of the applicable review process</p> <p>A minimum 12-foot wide paved public esplanade adjacent to the water's edge providing continuous public access to and along the waterfront shall be provided</p> <p>Public open space shall have an area totaling at least 10% of the floor area of new development</p> <p>Utilities should be located underground unless infeasible</p>	<p>Setbacks vary</p> <p>A continuous paved public esplanade would be provided along the water's edge, generally 20 – 30 feet in width.</p> <p>There would be approximately 276,030 square feet of building area and approximately 157,102 square feet of public open space. The public open space totals 57% of the floor area of the development.</p> <p>Utilities would be located underground as feasible.</p>	<p>Consistent</p> <p>Setbacks are subject to HCDR review</p>
Southern Portion				
Horseshoe Pier, area south of Basin 3, and Internation	Designation	CC-1		
	Principle Allowable Use ^{b,c} (as applicable)	Same as CC-3 above, however, personal improvement services and parking lots are not permitted, and	Mix of retail and restaurant uses, and creative office above the ground floor	Consistent (some uses subject to approval of a conditional use permit)

Site Location	Development Standard	Coastal Zoning ^a	Staff Recommended Alternative	Project's Consistency
al Boardwalk (S, T, U, P [portion] and existing restaurant to remain [Kincaid's/ Building R])	Maximum Density/Intensity	government offices are conditionally permitted Development at the Horseshoe Pier is limited to leasable space provided for under the pier reconstruction plan - Resolution 7404 allows for redevelopment of 22,621 square feet of replacement structures following the 1988 fire. Of this 10,366 has been built (Kincaids) and 12,255 square feet has not been built. The International Boardwalk floor area is limited by consistency with other development standards listed in the Zoning Ordinance Cumulative development in all CC zones may not exceed limits established in the Coastal Land Use Plan.	Approximately 7,185 net new square feet would be constructed on the Pier (5,070 square feet of the allowable square footage would remain unbuilt) The International Boardwalk would be demolished and not replaced The Staff Recommended Alternative is consistent with cumulative development cap for CC zones.	Consistent
	Building Height ^d	Maximum 30 feet as measured from the top of the pier deck or sidewalk grade, except that building height up to 40 feet may be allowed on Parcel 10 No building may exceed 2 stories (from existing Pier Plaza sidewalk grade/top deck of the parking structure)	Building P portion at Parcel 10 – 40 feet as measured from arcade walk level), one story (with pool and pool deck on top level) Building P portion, outside of Parcel 10 – 30 feet (Height is measured from existing Pier Plaza sidewalk grade/top deck of the parking structure), 2-story from existing Pier Plaza sidewalk grade/top deck of the parking structure (ground floor retail with two-story hotel) Building S – 24-feet, one-story (Height is measured from top of pier deck) Building T – 30-feet, one-story/two-story (Height is measured from top of pier deck) Building U – 26-feet, one-story/two-story (Height is measured from top of pier deck)	Consistent Architectural features above the height limit are subject to HCDR

Site Location	Development Standard	Coastal Zoning ^a	Staff Recommended Alternative	Project's Consistency
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process Public walkways are required adjacent to the water's edge. Utilities should be located underground unless infeasible	Setbacks vary A continuous paved public esplanade provided is along the water's edge Utilities are located underground or along the deck pier as feasible and applicable	Consistent Setbacks are subject to HCDR
Pier Plaza and Pier Parking Structure (P [portion])	Designation	CC-2		
	Principle Allowable Use ^{b,c} (as applicable)	Same as CC-3 above, however, marinas and marina-related facilities are not a permitted or conditionally permitted use and government offices are a conditionally permitted use	Hotel, retail and restaurant uses, and a parking structure	Consistent (some uses subject to approval of a conditional use permit)
	Maximum Density/Intensity	Maximum FAR of all buildings may not exceed 0.35, a maximum FAR bonus of 0.15 percent is allowed on master lease holds sites that include hotels and/or offices above the ground floor, and areas that provide public open space totaling at least 20 percent of floor area. <i>With both FAR bonuses, a maximum FAR of 0.65 is allowed.</i>	This portion of the project site is approximately 210,543 square feet. The square footage of existing and proposed uses is 127,224 square feet (40,488 existing and 95,717 proposed [the existing square footage includes Kincaid's Restaurant and buildings on the Monstad Pier]): FAR - 0.60 A hotel is provided above the ground floor, which qualifies for the FAR bonus of 0.15 percent. Approximately 47,632 square feet of public open space eligible for the FAR bonus would be provided.	Consistent (subject to approval of an FAR bonus)
	Building Height ^d	Maximum 30 feet above the sidewalk grade of Pier Plaza (top deck of the parking structure) No building may exceed 2 stories (from the sidewalk grade of Pier Plaza/top deck of the parking structure)	Building P (portion) - 30 feet (height is measured from the sidewalk grade of Pier Plaza), 2-story from the existing sidewalk grade of Pier Plaza/top deck of the parking structure (ground floor retail with two-story hotel) Parking structure - 30 feet from the existing sidewalk grade of Pier Plaza/top deck of the parking structure	Consistent Architectural features above the height limit are subject to HCDR
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process	Setbacks vary There would be approximately 127,224 square feet of building area and approximately 47,632 square feet of public open space. The public	Consistent Setbacks are subject to HCDR

Site Location	Development Standard	Coastal Zoning ^a	Staff Recommended Alternative	Project's Consistency
		Public open space shall have an area totaling at least 10% of the floor area of new development. Utilities should be located underground unless infeasible	open space totals 37% of the floor area of the development. Utilities would be located underground as feasible	
Basin 3				
Water-area of the Redondo Beach Marina (no buildings)	Designation ^a	N/A		
	Principle Allowable Use ^{b,c} (as applicable)	Marinas and boating facilities are allowed in the water portion of the Harbor, subject to a conditional use permit	Existing use of Basin 3 would remain, and the floating dock complex and appurtenant facilities would be replaced similar to the existing configuration	Consistent (subject to approval of a conditional use permit)
	Maximum Density/Intensity	Development standards are determined by the decision making body for a conditional use permit Water areas are not included in FAR calculations	No buildings would be constructed. The marina configuration and number of slips would be similar to the existing configuration	Consistent (subject to approval of a conditional use permit)
	Building Height ^d	Development standards are determined by the decision making body for a conditional use permit	No buildings would be constructed	N/A
	Other (setbacks, design, etc. as applicable)	Development standards are determined by the decision making body for a conditional use permit	No buildings would be constructed. The marina configuration and number of slips would be similar to the existing configuration	Consistent (subject to approval of a conditional use permit)
Mole B				
Boat Launch Ramp Parking Lot (no buildings)	Designation	CC-4		
	Principle Allowable Use ^{b,c} (as applicable)	Same as CC-3 above	Boat launch ramp and surface parking lot	Consistent (subject to approval of conditional use permit)
	Maximum Density/Intensity	Sub-Area 2 (includes Mole B) Maximum FAR of all buildings may not exceed 0.25, a maximum FAR bonus of 0.15 percent are allowed on master lease holds or sites that include hotels and/or offices about the ground floor, or areas	No buildings would be constructed	N/A

Site Location	Development Standard	Coastal Zoning ^a	Staff Recommended Alternative	Project's Consistency
		that provide public open space totaling at least 20 percent of floor area		
	Building Height	Maximum of 30-feet and maximum of 2-stories	No buildings would be constructed	N/A
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process Public open space shall have an area totaling at least 10% of the floor area of new development Large expanses of asphalt and surface parking should be avoided close to the water's edge, except for parking areas serving boating facilities between Marina Way and Portofino Way Utilities should be located underground unless infeasible	No buildings would be constructed. Surface parking would be provided along the water's edge at the terminus of Marina Way to serve boating facilities. Utilities would be located underground as feasible.	Consistent

Notes

- a. Cumulative development in all CC Coastal Commercial zones may not exceed a net increase of 400,000 square feet of floor area based on land use on April 22, 2008. The Staff Recommended Alternative would result in 275,788 square feet of net new development and is thereby consistent with this requirement.
- b. For all land use designations and zoning, permitted uses within the State Tidelands are limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for management and operation of on-site facilities, limited use overnight visitor accommodations (e.g., condominium hotels, timeshares, fractional ownership hotels) are not permitted.
- c. Uses followed by a (C) are permitted subject to approval of a conditional use permit.
- d. Unless specifically noted, height is defined by RBMC Code Section 10-5.402(a)(33). As allowed under Section 10-5.1522(b) of the Municipal Code, features such as mechanical equipment and housing, bell towers, flag poles, and architectural design elements integral to the overall design character of a building and intended to distinguish its design may exceed the height limit. Architectural features above the height limit are subject to Harbor Commission Design Review.
- e. There are no established land use designations or zoning for the water area.

- b) That the proposed Waterfront Project, which is located between the sea and the first public road paralleling the sea, is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code. As part of that LCP certification process, on July 9, 2009 the Commission approved the City's proposed LCP, subject to the City's adoption of the Coastal Commission's suggested modifications. As noted in the Coastal Commission's Staff Report, the Coastal Commission's actions expressly included a finding that:

"The Commission hereby certifies the Land Use Plan Amendment RDB-MAJ-2-08 for the City of Redondo Beach if modified as

suggested and adopts the findings set forth below on the grounds that the Land Use Plan amendment with suggested modifications will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act."¹

Shortly thereafter, the City adopted all of Coastal Commission's suggested modifications. On November 23, 2010, the Coastal Commission noted that "the Redondo Beach City Council adopted Resolutions 3050-10 and 1004-306, incorporating into the LCP the modifications suggested by the Commission pursuant to its approval of LCP Amendment 2-08, and submitted the modifications to the Executive Director for a determination that they are consistent with the Commission's action on July 9, 2009." The Coastal Commission and the Executive Director determined "that the City's action [in adopting the suggested modifications] is legally adequate."² Furthermore, Coastal Land Use Plans are components of the City's General Plan. (Pub. Res. Code Section 30108.5.) As discussed in *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, "general and specific plans attempt to balance a range of competing interests. It follows that it is nearly, if not absolutely, impossible for a project to be in perfect conformity with each and every policy set forth in the applicable plan. An agency, therefore, has the discretion to approve a plan even though the plan is not consistent with all of a specific plan's policies. It is enough that the Staff Recommended Alternative will be compatible with the objectives, policies, general land uses and programs specified in the applicable plan."

As shown in the table below, the Staff Recommended Alternative is consistent with the public access and public recreation policies of Chapter 3 of the Coastal Act. Further, as discussed in the Environmental Impact Report Section 3.9, the Staff Recommended Alternative is consistent with the LCP approved by the California Coastal Commission.

¹ Coastal Commission July 9, 2009 Staff Report, Item Th11a (amendment #RDB-MAJ-2-08) available online at: <http://documents.coastal.ca.gov/reports/2009/7/Th11a-7-2009.pdf>. Minutes from this Coastal Commission Meeting are also available online and note that this item was "APPROVED WITH MODIFICATIONS": <http://www.coastal.ca.gov/meetings/mtg-mm9-7.html>.

² Coastal Commission December 2010 meeting Staff Report, Item W13a available online at: <http://documents.coastal.ca.gov/reports/2010/12/W13a-12-2010.pdf>. Minutes available online and note that the action was "APPROVED": <http://www.coastal.ca.gov/meetings/mtg-mmx-12.html>.

Consistency with the Public Access and Public Recreation Policies of Chapter 3 of the California Coastal Act

Section	Consistency Finding
Chapter 3 – Coastal Resources Planning and Management Policies	
Article 2 – Public Access	
<p>Section 30210 Access; recreational opportunities; posting</p> <p>In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.</p>	<p>The Staff Recommended Alternative would enhance existing access to the waterfront and King Harbor by improving public access from the project site, including motorized and non-motorized site access, and by providing improved pedestrian connections to the water throughout the site and an enhanced boardwalk along the water's edge. A signage program showing public access routes would be established. Recreation activities would be expanded and enhanced, including improved public open spaces and walking and bicycle paths, and a modified Seaside Lagoon open to the public year-around that provides hand launch boaters direct access to the harbor and improved concession and accessory uses (such as recreational sales/ rentals).</p>
<p>Section 30211 Development not to interfere with access</p> <p>Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.</p>	<p>The Staff Recommended Alternative would continue to allow access to the waterfront/shoreline and to the sea, specifically King Harbor. The Staff Recommended Alternative would enhance existing access to the waterfront and King Harbor by improving public access from the project site, including motorized and non-motorized site access, and by providing improved pedestrian connections to the water throughout the site. Crosswalks would be provided at several locations to ensure that safe pedestrian/bicycle access would be maintained to access the project site from across the Pacific Avenue Reconnection. The pedestrian bridge would provide a direct connection from the northern and southern portions of the site, which would encourage full pedestrian use of the site.</p> <p>Further, the Staff Recommended Alternative would enhance coastal access by the opening of Seaside Lagoon, allowing hand launch boaters direct access to the harbor. A boat launch ramp would enhance boat access to the harbor.</p>
<p>Section 30212. New development projects:</p> <p>a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public</p>	<p>The Staff Recommended Alternative includes a new main street and Pacific Avenue Reconnection/Harbor Drive Extension, which would both be the nearest public roadway to the shoreline. There would be improved walkways available from the roadways, and parking locations, that provide direct access to the shoreline, including connections to the boardwalk along the water's edge that extends to</p>

Consistency with the Public Access and Public Recreation Policies of Chapter 3 of the California Coastal Act

Section	Consistency Finding
<p>use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.</p>	<p>Seaside Lagoon, Horseshoe Pier, and connects to the County Beach south of the project site.</p>
<p>Section 30212.5. Public facilities; distribution</p> <p>Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.</p>	<p>The Staff Recommended Alternative includes new parking structures on both the northern and southern portions of the site, as well as the existing Plaza parking structure. Surface parking is also available in the northern portion of the site and off-site to the north, south, and east of the site. Other public amenities, such as restrooms, public walkways, seating areas, and bicycle racks are distributed throughout the site. The pedestrian bridge would improve the pedestrian connection between the northern and southern portions of the site and encourage pedestrian use across the site in its entirety.</p>
<p>Section 30213 Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals</p> <p>Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.</p> <p>The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.</p>	<p>Consistent. No- and low-cost facilities would be maintained on-site, such as walking and bicycling paths and boardwalks, public seating for ocean viewing and picnicking, locations for pier fishing, a reconstructed Sportfishing Pier, and unrestricted beach and harbor access at Seaside Lagoon (some temporary closures of Seaside Lagoon may occur during special events) and hand launching of boats.</p>
<p>Section 30214 Implementation of public access policies; legislative intent</p> <p>(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:</p> <p>(1) Topographic and geologic site characteristics.</p> <p>(2) The capacity of the site to sustain use and at what level of intensity.</p> <p>(3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.</p>	<p>The Master Conditional Use Permit sets site-wide controls such as hours of operation for commercial businesses, hours when amplified music is allowed, etc.; other activities, such as special events, require permits that can specify conditions such as regulating time, place, and manner of access; as part of the City's normal operations, it would be assessed if additional controls are needed. As required by under Master Conditional Use Permit, operational plans would be established for certain project features, such as the pedestrian bridge and Seaside Lagoon, which would establish controls as needed to protect public safety, adjacent property owners/lease holders, and aesthetic values.</p>

Consistency with the Public Access and Public Recreation Policies of Chapter 3 of the California Coastal Act

Section	Consistency Finding
<p>(4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.</p> <p>(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.</p> <p>(c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.</p>	
Article 3 – Recreation	
<p>Section 30220. Protection of certain water-oriented activities</p> <p>Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.</p>	<p>Existing water-oriented activities would be maintained and enhanced where feasible. Enhancements include the opening of Seaside Lagoon to harbor waters and elimination of access restrictions, and a new small craft boat launch ramp. Other uses that would be maintained (though in some cases modified) is hand launching of stand-up paddle boards and kayaks, dinghy tie-up for boats using the transient moorage, accommodations for tourist/charter vessels and watercraft rentals, and replacement of the Sportfishing Pier. Walking along the water's edge and activities such as ocean-viewing and photography would be maintained and enhanced by the expanded boardwalk along the water's edge, new seating and new high quality public open space.</p>
<p>Section 30221 Oceanfront land; protection for recreational use and development</p> <p>Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that</p>	<p>The Staff Recommended Alternative includes a mix of commercial and recreational (public and private) uses at the project site. Opportunities for active and passive recreation are maximized near the water's edge and seaward of the new main street, while the larger commercial buildings and parking facilities are generally located landward of the new main street.</p>

Consistency with the Public Access and Public Recreation Policies of Chapter 3 of the California Coastal Act

Section	Consistency Finding
could be accommodated on the property is already adequately provided for in the area.	
<p>Section 30222 Private lands; priority of development purposes</p> <p>The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.</p>	<p>Not applicable.</p> <p>Site is on land owned or controlled by the City.</p>
<p>Section 30222.5 Oceanfront lands; aquaculture facilities; priority</p> <p>Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses.</p>	<p>Not applicable.</p> <p>Site is located on harbor waters and not suitable for coastal dependent aquaculture.</p>
<p>Section 30223. Upland areas</p> <p>Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.</p>	<p>By retaining and expanding upland uses such as retail, restaurant, creative office, theater and hotels, visitors to the harbor participating in passive and active coastal recreation opportunities would have a more complete amenity package complementing coastal recreation uses. Further, the upland commercial uses would improve the overall economic viability of the site, which would help provide for maintenance and infrastructure and other improvements that support the site as a whole, including coastal recreational uses.</p>
<p>Section 30224. Recreational boating use; encouragement; facilities</p> <p>Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.</p>	<p>The Staff Recommended Alternative includes a new boat launch ramp facility, as required by the City's LCP. The boat launch facility would be a combination boat launch/hand launch and hoist launch facility. Additionally, the Staff Recommended Alternative includes the reconstruction of Redondo Beach Marina/Basin 3 with a similar configuration and number of slips.</p>

- c) That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project and in approving the proposed development, the decision-making body is not violating any CEQA prohibition that may exist on approval of projects for which there is a less environmentally damaging alternative or a feasible mitigation measure

available. The project has been evaluated for environmental impacts through the preparation of an Initial Environmental Study and an Environmental Impact Report which details all of the required feasible mitigation measures and conditions that shall be incorporated into the project.

Final Local Action: Approved: _____

Approved with Conditions: X

Final Action Body: Planning Commission: _____ City Council: X

Required Materials Supporting the Final Action	Enclosed	Previously Sent (date)	Additional Materials Supporting the Final Action	Enclosed	Previously Sent (date)
Adopted Staff Report	X		CEQA Documents(s)	DVD	
Adopted Resolution	X		Geotechnical Reports	DVD	
Site Plans	DVD		Other Minutes		
Elevations	DVD		Other		
Public Hearing Notice	X	10/6/2016	LID Plan	DVD	
			Traffic Study	DVD	

Coastal Commission Appeal Information:

This Final Action is:

NOT appealable to the California Coastal Commission. The final Redondo Beach action is now effective.

X **APPEALABLE** To the California Coastal Commission. The City Council's action is appealable to the Coastal Commission. (Public Resources Code Section 30603.) The Coastal Commission's 10-working day appeal period begins the first working day after the Coastal Commission receives adequate notice of this Final Action. The Final Action is not effective until after the Coastal Commission appeal period has expired and no appeal has been filed.

The grounds for an appeal to the Coastal Commission shall be limited to an allegation that the development does or does not conform to the standards set forth in the certified local coastal program or the public access standards set forth in Division 20 of the Public Resources Code. (Public Resources Code Section 30603(b).) The procedures governing such appeals are outlined in Redondo Beach Municipal Code Section 10-5.2222(c) and Title 14, California Code of Regulations, Section 13111. The appeal to Coastal Commission must be received in the Commission district office with jurisdiction over the local government on or before the tenth (10th) working day after receipt of the notice of the permit decision by the executive director. The Final Action is not effective until after the Coastal Commission appeal period has expired and no appeal has been filed. Any such appeal must be made directly to the California Coastal Commission South Coast District Office in Long Beach; there is no fee for such an appeal. Should you have any questions regarding the Coastal Commission appeal period or process, please contact the South Coast Office at 200 Oceangate, 10th Floor, Long Beach, CA 90802-4416, (562)590-5071.

Copies of this notice have also been sent via first-class mail to:
-Project Applicant

RECEIVED
South Coast Region

OCT 24 2016

CALIFORNIA
COASTAL COMMISSION

RESOLUTION NO. CC-1610-099

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, DENYING AN APPEAL, SUSTAINING THE DECISION OF THE HARBOR COMMISSION, SELECTING THE STAFF RECOMMENDED ALTERNATIVE DESCRIBED IN THE FINAL EIR AND GRANTING THE REQUESTS FOR A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW INCLUDING SIGN REVIEW AND LANDSCAPE/IRRIGATION PLANS, COASTAL DEVELOPMENT PERMIT, AND A VESTING TENTATIVE TRACT MAP NO. 74207 TO ALLOW THE CONSTRUCTION OF A COASTAL COMMERCIAL PROJECT TOTALING 523,939 SQUARE FEET OF DEVELOPMENT, ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL ZONE (CC-1, CC-2, AND CC-3) AND THE PARKS, RECREATION, AND OPEN SPACE ZONE (P-PRO) LOCATED BETWEEN PORTOFINO WAY AND TORRANCE CIRCLE.

WHEREAS, applications were filed by Redondo Beach Waterfront, LLC requesting approval of a Conditional Use Permit, Harbor Commission Design Review, Coastal Development Permit, and Vesting Tentative Tract Map No. 74207 to allow the construction of coastal commercial office, hotel, theater, retail, restaurant, and recreational uses totaling approximately 523,939 square feet of development in the Coastal Commercial Zone (CC-1, CC-2, and CC-3) and the Parks, Recreation, and Open Space Zone (P-PRO) ; and

WHEREAS, on April 20, 2016, the Recreational and Parks Commission conducted a public meeting in the City Hall Council Chambers, at 415 Diamond Street, Redondo Beach, California which provided its unanimous recommendation to approve the modifications to Seaside Lagoon (area within the P- PRO zone) described in the Draft EIR Chapter 2, Project Description, Section 2.4.1.2 for the Proposed Project and direct staff to convey this motion to the decision making body.

WHEREAS, the City of Redondo Beach Harbor Commission held a public workshop on May 9, 2016 which provided a project description, the key project goals and objectives, a comprehensive description of the project entitlement process, and the specific findings and criteria for approval; and

WHEREAS, a notice of the City of Redondo Beach Harbor Commission's ("Harbor Commission") public hearing was published in the Easy Reader, mailed City-wide, and posted throughout the Harbor on or before June 2, 2016; and

WHEREAS, the Harbor Commission reviewed and considered the applicant's design submittal, the Vesting Tentative Tract Map, the Zoning and General Plan Consistency Tables, presentations from Staff and the applicant at the public hearing held on the 13th day of June, 2016. After accepting testimony from the public, the Harbor Commission moved to continue the public hearing to a special meeting on June 27, 2016; and

WHEREAS, the Harbor Commission reconvened the public hearing on June 27, 2016 and reviewed and considered the project applications, responses to feedback received at the June 13, 2016 public hearing, and the draft project entitlement conditions. After accepting testimony from the public, the Harbor Commission moved to continue the public hearing to a special meeting on July 18, 2016; and

WHEREAS, the Harbor Commission reconvened the public hearing on July 18, 2016 and reviewed and considered the Final Environmental Impact Report including Responses to Comments, the Mitigation Monitoring and Reporting Program, the Fact of Findings and Statement of Overriding Considerations, and all other final project documents. After accepting testimony from the public, the Harbor Commission moved to continue the public hearing to the regularly scheduled meeting on August 8, 2016; and

WHEREAS, the Harbor Commission reconvened the public hearing on August 8, 2016 and reviewed and considered all of the final project documents as well as additional clarifications in response to feedback received during the previous public hearings; and

WHEREAS, at its hearing of August 8, 2016 which concluded on August 9, 2016, the Harbor Commission certified the Final EIR, selected the Staff Recommended Alternative which included the boat launch facility at Mole B, and approved a Conditional Use Permit, Coastal Development Permit, Harbor Commission Design Review, and Vesting Tentative Tract Map; and

WHEREAS, an Appeal Form and letter was filed with the City Clerk's Office on August 22, 2016 from "James A. Light and others," and on August 24, 2016 the City sent an initial response which concluded that the filing of the Appeal on behalf of multiple parties was in violation of the City's CEQA Appeal procedures; and

WHEREAS, notice of the time and place of the public hearing where the appeal would be considered was given pursuant to State law and local ordinances by publication in the Easy Reader, a newspaper of general circulation in the City, by posting the boundaries of the subject property every 200 feet, and by mailing notices to property owners within 300 feet of the exterior boundaries of the subject property, occupants within 100 feet, and the appellant; and

WHEREAS, the City Council of the City of Redondo Beach held a public hearing to consider the appeal on the 18th day of October, 2016 at which time the City Council considered evidence presented by the applicant, the appellant, City staff, and the public.

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

1. In accordance with Redondo Beach Municipal Code (RBMC) Sections 2-9.711, 10-2.2512, 10-2.2506(b), and 10-5.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the reasons described below. The Findings provided in this resolution are also supported by information and analysis in the Draft EIR, the Final EIR, the MMRP, the CEQA Findings, the Statement of Overriding Considerations, and all of the Administrative Reports associated with the Waterfront Project.
 - a) The proposed Waterfront Project is conditionally permitted in the Coastal Commercial (CC-1, CC-2, and CC-3) Zone and the Parks, Recreation, and Open Space Zone (P-PRO), in which the site is located, and the site is adequate in size and shape to accommodate the uses including all setbacks, spaces, walks and fences, parking, loading, landscaping and other features, and the project is consistent with the requirements of Chapters 2 and 5, Title 10 of the Redondo Beach Municipal Code.
 - b) As substantiated in Final Environmental Impact Report (SCH# 2014061071 / FILE NO. 2014-04-EIR-001) and the Traffic Impact Study prepared by Fehr & Peers, the site has adequate access to public streets of adequate width to carry the kind and quantity of traffic generated by the Waterfront Project with the implementation of Mitigation Measures TRA-1 through TRA-6 in the adopted Mitigation Monitoring Program.
 - c) The proposed Waterfront Project will have no adverse effect on abutting property or the permitted use thereof, subject to the adopted Mitigation Monitoring Program and Conditions of Approval.
 - d) The proposed Waterfront Project conforms to all of the requirements of the Coastal Zoning Ordinance and the Coastal Land Use Plan, and is therefore, consistent with the Local Coastal Program.
 - e) The proposed Waterfront Project is consistent and in conformance with (1) the General Plan including the "CC Coastal Commercial" designation and the "P Public or Institutional" designation, (2) the Harbor/Civic Center Specific Plan, (3) and the Certified Coastal Land Use Plan.

- f) The Mitigation Monitoring Program and Conditions of Approval adopted in this resolution are deemed necessary to protect the public health, safety, and general welfare.
- g) The Waterfront Project is in compliance with the applicable development standards by zone, including allowable uses, height requirements, F.A.R. maximums, and other standards as outlined in the summary table labeled as Attachment 4 to Administrative Report A presented at the June 13, 2016 Harbor Commission meeting.
- h) The proposed Waterfront Project qualifies for a floor area ratio FAR bonus as it provides office and hotel uses and it provides new high quality public open space within amenities such as enhanced and expanded public pathways, new landscaping, lighting, and features such as seating and children play equipment. Specifically:
 - a. In the CC-2 Zone, the project qualifies for a .15 FAR bonus because it includes a hotel above the ground floor of Building P per RBMC 10-5.813(a)(1)a, and it qualifies for an additional .15 FAR bonus because it includes the equivalent of 20% (approximately 47,632 square feet) of high quality open space per RBMC 10-5.813(a)(1)b. This allows for a total permissible FAR of .65. The Waterfront Project would, therefore, be consistent with this requirement as the Project would result in an FAR of .60 in the CC-2 zone.
 - b. in the CC-3 zone, the project qualifies for a .15 FAR bonus because it includes offices above the ground floors of Buildings A, B, and D per RBMC 10-5.814(a)(1)a, and it qualifies for an additional .15 FAR bonus because it includes the equivalent of 20% (approximately 157,102 square feet) of high quality open space per RBMC 10-5.814(a)(1)b. This allows for a total permissible FAR of .65. The Waterfront Project would, therefore, be consistent with this requirement as the Project would result in an FAR of .56 in the CC-3 zone.
- i) That given the fact that it is not possible at this time to know the exact leasing plan for specific uses, and the fact that most of the future uses would require a Conditional Use Permit, it is expedient and desirable to grant an overall Master Conditional Use Permit to more uniformly establish overall operating conditions and allowances for uses within the scope of a Master Conditional Use Permit at this time.

2. In accordance with Municipal Code Sections 10-2.2512, 10-2.2502(b), 10-5.2512, and 10-5.2502(b), 10-2.1802, 10-5.1802, and 10-5.1900 of the Redondo Beach Municipal Code, the applicant's request for Harbor Commission Design Review is consistent with the criteria set forth therein for the following reasons:
- a) The design of the proposed Waterfront Project considers the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.
 - b) The natural terrain was removed from the project site more than 60 years ago when the first development took place. Therefore, there is no natural terrain or natural landscape features that can be integrated into the project. Furthermore, it would not be feasible to preserve the existing landscaping because the existing landscaping is not draught tolerant and would not conform to the City's landscaping regulations for new development.
 - c) The final design of the proposed Waterfront Project is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment subject to the conditions of approval.
 - d) The surrounding built environment includes a wide variety of structures in terms of architecture, design style, building height, mass, bulk and scale, such that the architecture, design style, building height, mass, bulk and scale of proposed Waterfront Project is consistent within the existing framework.
 - e) The design of the proposed Waterfront Project provides innovation, variety, and creativity in the proposed design solution and serves to minimize the appearance of flat facades and box-like construction subject to the conditions of approval.
 - f) The conceptual signage proposed on the exterior elevations would be consistent with sign regulation criteria in RBMC Sections 10-5.1802 and 10-5.1810.
 - g) The use of specific design elements, such as decorative parapets or towers are permitted to exceed the maximum building height restriction because they do not contain habitable floor area and are deemed as being design elements that are integral to the overall architectural style of the project and that other structures such parapets, towers, signage, flagpoles, and columns, and mechanical equipment are also permitted to exceed the building height restriction because they are necessary to the

overall functioning of the project and will in some cases, such as in the case of the solar panels, contribute to make the project more environmentally sustainable. (RBMC Sections 10-2.1522(b) and 10-5.1522(b).)

3. In accordance with Section 10-5.2218 (c) of the Redondo Beach Municipal Code the applicant's request for a Coastal Development Permit is consistent with the criteria set forth therein for the following reasons set forth below and as detailed in the Coastal Development Permit Findings Attachment to this Resolution:

- a) That the Waterfront Project is in conformity with the Certified Local Coastal Program because it will preserve and enhance public views of the water/marina and increase the on-site public-serving amenities by providing the following: public accessibility from Harbor Drive and the new Pacific Avenue reconnection through to the water's edge/marina; a new public promenade with additional resting and viewing opportunities; bicycles racks at numerous locations on the site; landscaping that will create a new aesthetic on the property; and custom designed lighting that will add ambience to the area and make it useable during the evening hours. Most importantly, the proposed project provides new visitor-serving and local-serving hotel, retail, theater, office, restaurant and event space that is strongly encouraged in the Coastal Land Use Plan. As also outlined in the findings above for the Design Review and the Conditional Use Permit, the Project would be consistent with the FAR, height limits, and permissible uses laid out in in the Coastal Zoning for the CC-1, CC-2, and CC-3 zones.
- b) That the proposed Waterfront Project will also improve the quality of the storm water runoff and reduce the pollution that may contribute to adverse impacts on recreational access to beaches, coastal resources or coastal waters through the incorporation of all the Best Management Practices (BMPs) required in the Low Impact Development (LID).
- c) That the proposed Waterfront Project, which is located between the sea and the first public road paralleling the sea, is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code. As outlined in greater detail in the Environmental Impact Report and the associated Fehr and Peers Traffic Report, public access to the waterfront and the associated esplanade would be maintained throughout the site. The project would also widen the existing public esplanade and provide bicycle related amenities and pathways.
- d) That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project and in approving the proposed development, the decision-making body is not violating any CEQA prohibition that may exist on approval of projects for which there is

a less environmentally damaging alternative or a feasible mitigation measure available. The project has been evaluated for environmental impacts through the preparation of an Initial Environmental Study and an Environmental Impact Report which details all of the required feasible mitigation measures and conditions that shall be incorporated into the project.

4. The Vesting Tentative Tract Map No. 74207 meets the requirements of Chapter 1, Subdivisions, Article 5 of the City's Municipal Code, and the California State Subdivision Map Act. The City further finds that the Staff Recommended Alternative is consistent with the City's General Plan and Local Coastal Program, as outlined in the Draft EIR (including but not limited to Section 3.9), the Final EIR, and the City's Administrative Reports for the Waterfront Project. As outlined in the Initial Study (Section XIII), the Draft EIR, and the Final EIR (Response AL001-13), the City has also considered housing needs. The Vesting Tentative Tract Map No. 74207 is consistent with the criteria set forth therein for the following reasons:

- a. That Vesting Tentative Tract Map No. 74207 filed and deemed complete on June 23, 2016 is in conformance with Section 10-1.102 (Purpose and intent) of the Redondo Beach Municipal Code which establishes the rules, regulations, and specifications to control and regulate the division of an land, building, or air space for any purpose whatsoever within the City.
- b. That in accordance with Section 10-1.103 (General responsibilities: Subdividers) of the Redondo Beach Municipal Code, the Subdivider has prepared a map consistent with the design standards and has assured the accomplishment of improvements consistent with the subdivision section of the Redondo Beach Municipal Code.
- c. That in accordance with Section 10-1.105 (General responsibilities: City Engineer) of the Redondo Beach Municipal Code the City Engineer has reported to the Harbor Commission and City Council that the proposed improvements are consistent with the regulations set forth in this chapter relating to technical engineering requirements and improvements to the public right-of-way.
- d. That in approving the Vesting Tentative Tract Map the City Council has investigated and concludes that the design and improvement of the proposed subdivision is in conformance with the General Plan and the requirements of the Subdivision section of the Redondo Beach Municipal Code and hereby reports its actions to the subdivider pursuant to Section 10-1.106 of the Redondo Beach Municipal Code.
- e. That pursuant to Sections 10-1.514 and 10-1.5508 of the Redondo Beach Municipal Code the approval of the Vesting Tentative Tract Map shall

expire thirty-six (36) months after the date the map was approved or conditionally approved. The person filing the tentative map may request an extension of the tentative map or vesting tentative map approval or conditional approval by a written application to the Harbor Commission, such application to be filed at least thirty (30) days before the approval or conditional approval is due to expire. The application shall state the reasons for requesting the extension.

- f. That the approval of the Vesting Tentative Tract Map granted herein shall confer a vested right to proceed with development in substantial compliance with the ordinances, policies, and standards described in Section 66474.2 of the Government Code of the State. However, if said Section 66474.2 is repealed, the approval or conditional approval of a vesting tentative map shall confer a vested right to proceed with development in substantial compliance with the ordinances, policies, and standards in effect at the time the vesting tentative map is approved or conditionally approved.
- g. That the street and lot layout is appropriate to the commercial land use for which the subdivision is proposed and conforms to the proposed land use and standards established in the General Plan and Zoning Ordinance. The subdivider has demonstrated to the satisfaction of the City Council that the street, parcel, and block pattern proposed is specifically adapted to the uses anticipated and takes into account other uses in the vicinity. The City Council finds that: The following principles and standards are met by this subdivision:
 - (a) The proposed parcels or lots are suitable in area and dimensions to the types of development anticipated.
 - (b) The street rights-of-ways and pavement are adequate to accommodate the type of volume of traffic anticipated to be generated thereon.
 - (c) That special requirements may be imposed by the City with respect to street, curb, gutter, and sidewalk design and construction.
 - (d) That special requirements may be imposed by the City with respect to the installation of public utilities, including water, sewer, and storm water drainage.
 - (e) That every effort has been made to protect adjacent residential areas from the potential nuisance of proposed uses including the provision of extra depth and building setback lines in parcels backing up on existing or potential residential developments and provisions for a permanently landscaped buffer strip when necessary.
 - (f) That streets carrying nonresidential traffic including truck traffic are appropriately extended and connected and do not interconnect to existing streets intended for predominantly residential traffic.

- (g) That the subdivision for proposed commercial development takes into account all areas proposed for vehicular circulation and parking, for pedestrian circulation, and for buffer strips and other landscaping.
5. That the RBMC Sections 10-5.812, 10-5.813(a), 10-5.814(a), 10-5.815(a), 10-5.816(a), state that "cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008." The Waterfront Project would provide an additional 285,855 square feet of net new construction in the CC zones and in conjunction with 34,309 square feet of net new construction for the Shade Hotel and 2,702 square feet of net new construction for the Harbor Patrol building, the total net new development within the CC zones since April 22, 2008 would be 322,866 square feet. After buildout of the Staff Recommended Alternative, 77,134 square feet of remaining net new development would be allowed within the CC zones. The City Council hereby finds that the Waterfront Project is within the 400,000 square foot maximum development cap. These findings are not intended to limit development (in the event that these municipal code/coastal zoning ordinance sections are revised), but rather to catalogue increases in gross floor area that fall under these municipal code sections. The City Council further finds, consistent with the May 23, 2016 Record of interpretation included with the Final EIR, that these RBMC regulations do not consider parking facilities and utilize the definition of gross floor area.
6. The plans, specifications and drawings submitted with the applications associated with the Staff Recommended Alternative described in the Final EIR and the selection of Mole B for the boat launch facilities have been reviewed by the City Council and are approved. Project materials were made available for review at City Hall, on the City website, and were included as attachments to the Administrative Reports presented to the City Council.

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

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

Section 2. That based on the above findings, the City Council does hereby deny the appeal in its entirety and affirm the decision of the Harbor Commission in selecting the Staff Recommended Alternative described in the Waterfront Final EIR Chapter 1, and grants and approves the Master Conditional Use Permit, the Harbor Commission Design Review, the Coastal Development Permit, and the Vesting Tentative Tract Map pursuant to the plans and applications considered by the City Council at its meeting on the 18th day of October, 2016. These entitlements shall be held by both the City and the applicant, Redondo Beach Waterfront, LLC. The City Council further confirms the selection of the boat launch facilities at Mole B.

Section 3. That the approved Coastal Development Permit, Conditional Use Permit, Harbor Commission Design Review, and Vesting Tentative Tract Map shall become null and void if not vested within 36 months from the effective date of this resolution, unless an extension is granted pursuant to law.

Section 4. These permits shall be void in the event that the applicant does not comply with the adopted Mitigation Monitoring Program adopted concurrently in the associated CEQA resolution, or the following conditions:

1. That the City Council hereby approves the architectural design of the Waterfront Project. The precise architectural treatment of building exteriors, roofs, walks, walls, landscape, hardscape, lighting and other features shall be reviewed and approved by the Community Development Department prior to the issuance of building permits.
2. That the façades of all buildings shall incorporate significant façade articulation and varied surfaces to avoid the appearance of solid/continuous/unbroken smooth/reflective walls. Street trees and other landscaping shall also be provided between the buildings and the roadway to absorb/disperse roadway noise.
3. That in order to maintain continuous visual interest, activity and energy along the street edge, the east elevation of the northern parking structure between the proposed street-facing retail shall be architecturally enhanced through the incorporation of additional high quality architectural features including, but not limited to recesses, projections, materials changes and other design enhancements. The area at the pedestrian level shall also be activated through the incorporation of additional pedestrian-oriented features such as bicycle racks, public benches, public art and similar enhancements. The revised elevation provided as an attachment to the July 18, 2016 Harbor Commission Administrative Report is hereby included as part of the design submittal and is, therefore an integral part of the approved project.
4. That the revised rendering of the Pacific Avenue Reconnection (Harbor Drive Extension) presented by the applicant on June 27, 2016 to the Harbor Commission is hereby included as part of the design submittal and is, therefore, an integral part of the approved project.
5. Projections may be allowed above the permitted height limit of the zone in which it is located, provided that the structure contains no habitable floor area and shall meet the following criteria: 1) Mechanical equipment and housing, including screening, may exceed the height limit by no more than four feet; 2) Chimneys may exceed the height limit only to the extent necessary to comply with Building and Fire codes; 3) Television and radio whip antennae may exceed the height limits by no more than ten feet; 4) Church steeples and bell towers may exceed

the height limit by no more than fifteen feet, 5) Flagpoles may exceed the height limit by no more than ten feet; and 6) Architectural design elements integral to the overall design character of a building and intended to distinguish its design shall be permitted provided that the design element does not significantly increase the mass or bulk of the building.

6. That the applicant shall submit complete signage and wayfinding plans for review by the Harbor Commission. Said plans shall provide for high-quality, creative and artistic sign installations that avoid visual clutter and unnecessary repetition. Signs shall be architecturally compatible with the facades upon which they are proposed. The sign plans shall provide for unique signs that add character, whimsy and artistic charm. This may include projecting signs, awning and canopy signs, sculptural signs, neon signs, integrated roof signs and other signs that are determined to enhance the visual quality and character of the project. It is the specific intent and authorization that these types of signs be included in the project. The signage and wayfinding plans are to be implemented by the Waterfront & Economic Development and Community Development Departments.
7. That the use of valet parking within the project is hereby authorized by the City Council. Any business requesting to utilize valet parking shall submit a valet parking plan to the City and said plan shall be reviewed and approved by the Community Development and Public Works Departments prior to implementation of valet parking operations.
8. That complete landscape, hardscape and irrigation plans (pursuant to the requirements of the Assembly Bill 1881, the Water Conservation in Landscaping Act of 2006) shall be submitted for review and approval by the Community Development Department prior to installation. Said plans shall incorporate extensive use of California native, drought-tolerant and water-wise plant materials and tree plantings.
9. That a final lighting plan in substantial conformance with the approved conceptual lighting plan shall be prepared and submitted to the Community Development Department. The plan shall include all information, details and calculations necessary to determine if the proposed installation will achieve the necessary and appropriate levels of illumination for safety and security and aesthetic and architectural enhancement while shielding and protecting off-site properties from unnecessary and unintentional illumination. Said plan shall be reviewed and approved by the Community Development Department, Police Department and Public Works Department prior to the issuance of electrical permits.
10. That pursuant to the City's Public Art Ordinance, the applicant shall provide a zoning requirement contribution equivalent to one percent (1%) of the building valuation above \$250,000. This contribution can take the form of: 1) installation

of public art on the subject property, commissioned by the developer, but subject to the approval of the City's Public Art Commission; 2) a request that the installation of public art on the subject property be commissioned and approved by the Public Art Commission; 3) an installation of public art on the subject property valued at less than the required 1% contribution and an election to provide the balance of the 1% for the public art zoning requirement contribution to the John Parsons Public Art Fund; or 4) payment of the zoning requirement fee to The John Parsons Public Art Fund to be used for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program. If a decision regarding the public art contribution is not finalized prior to the issuance of building permits, the applicant will be required to deposit the 1% zoning requirement fee in a set aside account. The monetary deposit will be held by the City until such time as the public art contribution is satisfied. The art contribution must be completed prior to the issuance of a Certificate of Occupancy.

11. That in order to ensure compliance with all water quality regulations, the construction drawings for the project shall be prepared in accordance with all standards, requirements and design features of the approved Low Impact Development (LID) prepared for the subject site. The initial installation requirements and ongoing operational maintenance requirements of said plan shall be implemented in accordance with the approved LID.
12. That the project shall incorporate electric vehicle charging stations, short and long term bicycle parking, the use of low-emitting materials, the diversion of construction waste from landfills, and the use of Best Management Practices to prevent storm water pollution.
13. That final exterior color and material samples, including the use of marine-grade finishes when feasible, shall be reviewed and approved by the Community Development Department prior to the issuance of Building Permits.
14. That roof mounted mechanical equipment and appurtenances to be used in the operation or maintenance of a building shall be installed so as not to be visible from any point at or below the roof level of the subject building. The features so regulated shall in all cases be either enclosed by outer building walls or parapets, or grouped and screened in a manner architecturally compatible with the building.
15. That Traffic Management and Safety Plans shall be reviewed and approved by the Public Works Department prior to commencement of any work within the public right-of-way. Provisions of said plans shall be implemented at all times during construction.
16. That the applicant shall provide a Security/Crime Prevention Program Plan for the proposed project. The plans, specifications and other related documents shall

be reviewed and approved by the Community Development Department and the Police and Fire Departments. The plan shall be completed prior to the issuance of Building Permits. Inspections by the appropriate Staff members shall be made to ensure compliance with the approved plan prior to the issuance of a Certificate of Occupancy and the plan shall be implemented throughout operation of the project. The plan shall incorporate the following:

- (a) Provide Security Plans and design specifications that show the location of visual camera systems for key areas to which access is granted to the public.
 - (b) Provide specifications and/or security plans that provide the police with visual access to the interior of all commercial tenant spaces.
 - (c) Provide details on emergency access to the property by police and fire responders in the event of an emergency including a numerical address system and an "on-site" map.
 - (d) Provide a garage lighting plan along with design specifications that include lighting of the garage stair wells, ramps and all access roads. The plan shall ensure that the lighting does not encroach on the adjacent residential properties to the east.
 - (e) Provide a painting scheme for the garage areas that employs the use of light and highly reflective color to enhance visibility and improve lighting effectiveness.
 - (f) Provide plans for the installation of a "repeater" system, if necessary, allowing the use of personal cell phones on all levels of the parking garage.
 - (g) The applicant/property owner shall ensure that the visual security equipment be monitored as necessary during business hours and that regular daily patrols of the subject property be made by security personnel.
17. That the Final Vesting Tract Map shall be recorded within 36-months of the effective date of this resolution, unless an extension is granted pursuant to law.
18. That the Final Vesting Tract Map shall be prepared, signed and sealed by or under the direction of a registered civil engineer or a licensed land surveyor, per Subdivision Map Act. The Vesting Tentative Tract Map shall meet the following conditions:
- (a) The Map title shall include the following: Vesting Tentative Tract Map No. 74207, In the City of Redondo Beach - County of Los Angeles - State of California, Redondo Beach Waterfront, For Commercial Subdivision Purposes;
 - (b) The Map shall include a sufficient legal description as well as all the relevant and applicable APNs to clearly identify the boundary (property limits) of the proposed subdivision;

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

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

19. That prior to the issuance of Final certificate of occupancy, or prior to the recordation of the Final Vesting Tract Map, whichever occurs first, public access rights shall be reserved over all public areas providing access to, from, and along the waterfront. Access to public areas shall be open for pass through traffic 24 hours a day, seven (7) days a week. A public access map defining the public areas shall be submitted for review and approval by the Community

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

20. High Quality Public Open Space, including the Pedestrian Promenade, shall be constructed, furnished, landscaped, and lighted per the approved final plans. Any significant deviation from the plans shall be referred to the Harbor Commission for review.
21. An arborist shall assess all existing trees and document if any can be relocated and/or replanted. The applicant shall relocate existing trees that are identified as in good health, salvageable, and appropriate for public spaces as determined by the City Arborist.
22. The "Ocean Steps" mosaics are to be salvaged prior to demolition, if feasible; if not feasible they shall be replaced. The applicant shall work with the Public Arts Commission to establish a new location for the salvaged or new replacement mosaics in or around the Waterfront Project site. If replacement mosaics are necessary, the applicant shall solicit a proposal from the Ocean Steps artists to create the new installation. The George Freeth bust and the Meistrell statue shall be relocated. The pier sail structures shall be refurbished or replaced.
23. The applicant shall prepare a temporary access plan for access to public areas, i.e. Monstad and Horseshoe Piers, and businesses that are intended to remain open during construction, i.e. Kincaid's. This plan shall be submitted for review and approval by the Community Development Department and the Waterfront and Economic Development Department.
24. All dumpsters for commercial use shall be covered/screened from public view. Trash facilities shall generally be co-located with loading and service areas. This condition shall not limit individual climate-controlled interior trash collection facilities.
25. That the applicant shall comply with, complete and implement the following mitigation measures and the associated procedures as specified in the Mitigation Monitoring and Reporting Program (MMRP):
 - a. **MM AQ-1: Fleet Modernization for Construction Equipment:** Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that the construction contractor shall ensure that all off-road

equipment with a horsepower greater than 50 horsepower (HP) be required to have USEPA certified Tier 4 interim engines or engines that are certified to meet or exceed the NOx emission ratings for USEPA Tier 4 engines. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. During construction, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the City's Building and Safety Division. The construction equipment list shall state the makes, models, and numbers of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449. These activities shall be verified by the Building and Safety Division during construction.

- b. **MM AQ-2: Use of Low-VOC Coatings and Paints:** Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the construction plans and specifications stipulate that all architectural coatings shall meet a volatile organic compound (VOC) content of 50 grams per liter (g/L) or less for interior coating and 100 g/L or less for exterior coatings. Use of low-VOC paints shall be verified by the Building and Safety Division during construction. However, if the project is phased such that less square footage is coated on a daily basis, then coatings with higher VOC levels may be used over a longer period of time such that the combination of daily square footage coated and VOC content does not exceed South Coast Air Quality Management District's regional threshold for ROG during construction of 75 pounds per day when combined with other on-site activities occurring on the same day.
- c. **MM BIO-1: Protection of Marine Mammals During Construction:** Pile-driving could result in Level B harassment that leads to avoidance behavior by marine mammals. Therefore, a Level B (harassment) safety zone shall be established around the pile-driving site and monitored for marine mammals as shown in Table MM BIO-1 below. The Level B radius is based on the estimated safe distance for installation of piles proposed for use in the project and is adequate to ensure that pinnipeds would not be exposed to Level B harassment sound levels. The safety zone varies by pile size and hammer type. Because the noise levels anticipated under this analysis are based on measured values from multiple different projects, the protective buffer has been increased by 20 percent to address inherent variability. The buffers are to be applied using direct straight line exposure thus barriers that create an acoustic shadow (e.g., a jetty or breakwater) separating the noise generation from mammal receptors would eliminate the buffer requirement. The pile-driving site will move with each new pile; therefore, the safety zones shall

move accordingly. Prior to commencement of pile-driving, a qualified marine mammal observer¹ on shore or by boat shall survey the safety zone to ensure that no marine mammals are seen within the safety zone before pile-driving of a pile segment begins. If a marine mammal is observed within the safety zone during pile-driving operations, pile driving shall be delayed until the marine mammal moves out of the safety zone. If a marine mammal remains within the zone for at least 15 minutes before pile-driving commences then pile-driving may commence with a "soft start" to warn mobile aquatic species to leave the area.

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

Project Element/ Pile Type	Pile Driving Method	Length (60 dBRMS Buffer) (meters)	Level 3 Buffer (60 dBRMS) Distance (meters) > 20 ft (6 m)
Horseshoe Pier: 18-inch steel piles	Vibratory hammer	>12 and <16	63 ft (19 m)
Pedestrian/Bicycle Bridge: 14-18-inch steel piles	Vibratory hammer	>3 and <16	63 ft (19 m)
Sportfishing Pier: 11-14-inch wood or concrete piles	Impact hammer	10 meters	39 ft (12 m)
Small Craft-Boat Launch Ramp: >18-inch concrete pile	Impact hammer	>14 meters	55 ft (17 m)
Marina Reconstruction: 16-inch concrete pile	Impact hammer	13-18 meters	71 ft (22 m)

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

If marine mammals enter the safety zone after pile driving of a segment has begun, pile driving will continue. The qualified marine mammal observer shall monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile-driving shall cease until the animal leaves the area. Prior to the initiation of each new pile-driving episode, the area will again be thoroughly surveyed by the qualified marine mammal observer. ¹ A qualified marine mammal observer must meet the professional expectations laid out in the Marine Mammal Observer Associations website: <http://www.mmo-association.org/about-mmobs>, or equivalent, as applicable.

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

construction can continue where work would not overlap with grunion spawning locations. ¹ The Walker Scale for assessment of California Grunion (*Leuresthes tenuis*) spawning runs, developed by K. Martin, M. Schaadt and S. Lawrenz-Miller, is named for Boyd Walker, whose pioneering research provided the scientific basis for understanding the periodicity of *L. tenuis* spawning runs in California. Scale increases exponentially with greater numbers of fish, greater area involved, and increased duration of the run. ² The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related environmental science, having a demonstrated familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the site, demonstrated familiarity with the laws and regulations governing the protection of the species, and 2 years of construction and/or operations effects monitoring experience.

- e. **MM BIO-3: Mitigation for Increase in Surface Coverage:** The applicant shall be required to obtain all required permits from appropriate federal and state agencies for in-water work such as a Clean Water Act Section 404 permit, Section 401 Water Quality Certification and/or Rivers and Harbors Act Section 10 permit. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that permits have been obtained and significant impacts related to any net increase in surface coverage of harbor waters that would occur as a result of the proposed project would be mitigated to less than significant through avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the establishment of an equivalent amount of new open water surface area within King Harbor through the opening of Seaside Lagoon to harbor waters; (b) other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere in Santa Monica Bay; (c) obtaining credits from a mitigation bank within the Santa Monica Bay; and/or (d) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities within the Santa Monica Bay. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.
- f. **MM BIO-4: Fill in Waters of the U.S.:** The applicant shall comply with U.S. Army Corps of Engineers (USACE) Clean Water Act and Rivers and Harbors Act permitting requirements. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that any required permits such as Clean Water Act Section 404 permit, Section 401 Water Quality Certification, and/or Rivers and Harbors Act Section 10 permit have been obtained. If it is determined that fill of waters of the United States would result from implementation of the proposed project, authorization for such fill shall be secured through the Section 404 and/or

Section 10 permitting process. The net amount of Waters of the United States that would be removed during project implementation shall be quantified and replaced or rehabilitated in accordance with the USACE mitigation guidelines. If required in compliance with permit requirements, mitigation shall be implemented that includes one of the following: avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the enhancement of marine habitat associated with the opening of Seaside Lagoon to the waters of King Harbor or other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere Santa Monica Bay; (b) obtaining credits from a mitigation bank; and/or (c) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.

- g. MM CUL-1: Recordation:** Prior to the issuance of any project related demolition or grading permits, the applicant shall prepare comprehensive documentation of the significantly impacted historic resources, including all features previously identified as contributive to its historic character. The project-specific historical resources identified as meeting the eligibility criteria for City of Redondo Beach Landmark designation (although there is no official designation) are: Sportfishing Pier (including buildings), 208-210 Fisherman's Wharf (Tony's On The Pier and its companion building, Tony's Hats 'N Things), Redondo Beach Pier Complex (includes the timber portion of the Horseshoe [Municipal] Pier and the Monstad Pier). The documentation shall be consistent with the requirements of Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) Level II, and shall conform with the applicable standards described in the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. HABS/HAER/HALS Level II documentation typically includes a written historical report accompanying photocopies of any existing architectural drawings and a set of large format (minimum 4" x 5" neg.) archival quality black and white photographs. The original documentation package shall be submitted to the City of Redondo Beach Community Development Department and Preservation Commission for review and issuance of Certificate of Appropriateness if necessary. The approved documentation package shall be submitted to the Community Development Department and City's Historical Commission for curation, with copies distributed to the Redondo Beach Public Library and the Redondo Beach Historical Museum, where they shall be accessible to the public.
- h. MM CUL-2: Interpretive Program:** An interpretive program shall be developed to include an internet website that shall be of educational benefit to the public and illustrate the history and historic architecture of the historical

resource through photographs, video, and oral history interviews collected from persons familiar with the history and historic functioning of the property. Additionally, a permanent, on-site interpretive facility presenting the history of the property and incorporating HABS/HAER documentation, historical images, and salvaged elements of the historic property shall be created. The interpretive program shall be coordinated with the City of Redondo Beach Community Development Department, in coordination with the City's Preservation Commission and Historical Commission, and other agencies and organizations, as appropriate. Integration of the interpretive program with existing programs, such as the Paths of History marker program, and the Redondo Beach Historical Society website is acceptable.

- i. **MM CUL-3: Protection of the Monstad Pier During Construction:** Prior to the issuance of demolition permits associated with the Horseshoe (Municipal) Pier element of the project, construction documents shall be reviewed and approved by a qualified preservation professional to ensure that the important historic character defining elements of the Monstad Pier are maintained. To ensure that the Monstad Pier is not inadvertently damaged during construction, plans and specifications shall incorporate measures consistent with National Park Service guidance for temporary protection of historic structures ("Temporary Protection No. 3: Protecting a Historic Structure during Adjacent Construction." National Park Service, Technical Preservation Services, Washington, D.C., 2001). These plans shall also be submitted to, and reviewed by, the City's Preservation Commission and Historical Commission, pursuant to Redondo Beach Municipal Code Section 10-4.501.
- j. **MM CUL-4: Phase I Archaeological Work:** A Phase I archaeological evaluation shall be conducted in association with excavation activities (either prior to or during excavation) of the northeast and southern edges of the project site as shown on Figure 3.4-5 Phase I Archaeological Mitigation Area of the Waterfront Draft EIR. The Phase I archaeological evaluation shall be conducted with a backhoe, two supervising archaeologists, and a Native American monitor. The archaeologist in charge shall meet or exceed the qualifications set by the Secretary of the Interior's Standards and Guidelines as published in the Code of Federal Regulations, 36 CFR Part 61. If resources are determined to be present, then an evaluation of their significance would be undertaken, and if feasible, the archaeological resources shall be preserved in place. If preservation in place is infeasible, a Data Recovery Plan shall be prepared and implemented that includes, treatment, recordation and/or curation consistent with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation. Once a decision has been made to recover archeological information through the naturally destructive methods of excavation, a research design and data recovery plan based on firm background data, sound planning, and accepted archeological methods should be formulated

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

- k. MM CUL-5: Potential to Encounter Unknown Paleontological Resources:** Prior to excavation activities, a qualified paleontologist (i.e., a paleontologist with an M.S. or Ph.D. degree in paleontology or geology and be familiar with paleontologic salvage or mitigation procedures and techniques) shall examine final design construction plans and bore logs of the project site to determine if potentially fossiliferous strata underlying the site would be encountered by excavation and, if so, what level of paleontologic monitoring should be implemented during excavation. If it is determined that such strata would be encountered by excavation, the paleontologist shall develop a written storage agreement with a recognized museum repository such as the Natural History Museum of Los Angeles County (LACM) regarding the permanent storage and maintenance of any remains that might be recovered as a result of implementing these mitigation measures. If warranted, the paleontologist shall be present at a preconstruction meeting to consult with appropriate City of Redondo Beach and Construction Contractor staff. During the meeting, the paleontologist shall conduct an employee environmental awareness training session for all personnel who will be involved with excavation. If it is determined that monitoring is necessary, a paleontologic monitor shall be on site to inspect new exposures created by excavation once that earth-moving activity has reached a depth of five feet below the current ground surface in areas underlain by Holocene beach sediments, but at any depth when excavation involves lagoonal deposits or Pleistocene marine deposits. Monitoring will allow for the recovery of fossil remains that might be uncovered by excavation. If fossil remains are discovered, the monitor will recover them and record associated specimen and locality data. If necessary, excavation at the fossil locality will be halted or diverted temporarily around the locality until the remains have been recovered. The paleontologic monitor will be equipped to allow for the timely recovery of such remains. If necessary to reduce the potential for a delay of excavation, additional personnel will be assigned to the recovery of an unusually large or productive fossil occurrence. Following the discovery of the remains, monitoring will be raised to full time when excavation involves the fossil-bearing unit and full-time monitoring is not already in effect. On the other hand, if too few or no fossil remains have been found once 50 percent of the area comprising a particular

rock unit has been excavated, the Principal Paleontologist can recommend that monitoring be reduced. Recovered fossil remains will be prepared to the point of identification, identified to the lowest taxonomic level possible by knowledgeable paleontologists, and curated and cataloged in compliance with designated museum repository requirements. All curation is assumed to meet the standards identified in 36 CFR 79.9, and specifically set forth by the Department of Interior - Museum Property Handbook, DM 411, which is the standards that must be met for facilities that house federally owned museum collections. The entire fossil collection (along with associated specimen data and corresponding geologic and geographic locality data and copies of pertinent field notes, photos, and maps) will be transferred to the repository for permanent storage and maintenance. Associated specimen data and corresponding geologic and geographic locality data will be archived at the repository and, along with the fossil specimens, will be made available to paleontologists for future study. A final report of findings that summarizes the results of the work conducted under these mitigation measures will be prepared by the Principal Paleontologist and submitted to the City of Redondo Beach. A copy of the report will be filed at the museum repository. Submission of the report will signify completion of the mitigation program.

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

- m. **MM HWQ-2: Wave Uprush Protection:** A four-foot high recurved splash wall shall be placed within the existing revetment at the seaward edge of the boardwalk to redirect up-rushed water back toward the ocean (as shown in Figure 3.8-16 of the Waterfront Draft EIR), or other wave uprush protection that prevents inundation from occurring at the buildings and pedestrian boardwalk located landward of the northern portion of the Horseshoe (Municipal) Pier (just to the north and south of Kincaid's restaurant) shall be

installed, subject to California Coastal Commission recommendations and approval, prior to certificates of occupancy for the buildings. The top of the splash wall shall be level with the finished grade of the boardwalk.

- n. **MM HWQ-3: Sea Level Rise Adaption Plan:** The Applicant shall every 10 years from the first Certificate of Occupancy issued for the proposed project, review information from the National Oceanographic and Atmospheric Administration's (NOAA) tide measurement at the Santa Monica tide gauge and the recorded sea level rise trend, as well as pertinent literature that updates the sea level rise trend, to determine if sea level rise at the project site is trending toward the high, mid-level or low projections recommended by the Californian Ocean Protection Council (COPC). If the review of information shows that trend is consistent with the high projections of the COPC, then the Applicant shall design and implement a supplemental feature, such as a parapet adaptation to (and on top of) the proposed recurved splash wall or a raised splash wall to respond to sea level rise under the high projection trend (see Figure 3.8-17 of the Waterfront Draft EIR). If the future sea level rise shows an accelerating trend, the construction of such adaptations may then be implemented at an appropriate time in the future.
- o. **MM NOI-1: Pile Driving Vibration:** Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits for construction activities involving the use of pile drivers (impact) within 55 feet of non-engineered timber and masonry structures/buildings or within 30 feet of structures/buildings constructed of reinforced-concrete, steel, or timber, and to the satisfaction of the City of Redondo Beach Building and Safety Division, the project applicant shall retain a Professional Structural Engineer to perform the following tasks: Review the project plans for demolition and construction; Investigate the area where pile driving is proposed to occur, including geological testing, if required; and Prepare and submit a report to the Chief Building Official to include, but not be limited to, the following: Description of existing conditions at the subject area; Vibration level limits based on building conditions, soil conditions, and pile driving approach to ensure vibration levels would be below 0.2 in/sec for non-engineered timber and masonry buildings if nearby or 0.5 in/sec for structures or buildings constructed of reinforced-concrete, steel, or timber if nearby; and Specific measures to be taken during pile driving to ensure the specified vibration level limits are not exceeded.
- p. **MM NOI-2: Equipment Mufflers:** During all project construction, all construction equipment, fixed or mobile, shall be operated with closed engine doors, if so equipped, and shall include properly operating and maintained residential-grade mufflers consistent with manufacturers' standards.

- q. **MM NOI-3: Stationary Equipment:** Stationary construction equipment (fixed equipment such as compressors, generator, fans, as well as idling vehicles, etc.) operating in proximity to noise sensitive receptors (i.e., residential structures) shall be placed a minimum of 50 feet away from such receptors so that emitted noise is naturally dissipated from the receptors.
- r. **MM NOI-4: Equipment Staging Areas:** Equipment staging shall be located in areas that are shielded from and/or set back noise sensitive receptors, with a minimum of 50 feet separation between the sensitive receptor and the nearest edge of the staging area.
- s. **MM NOI-5: Electrically-Powered Tools and Facilities:** Where available, electrical power from a grid connection shall be used to run air compressors and similar power tools and to power any temporary equipment.
- t. **MM NOI-6: Sound Barriers:** Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and the residences to the east as needed during construction phases with high noise levels. Temporary sound barriers shall consist of either sound blankets capable of blocking approximately 20 A-weighted decibels (dBA) of construction noise or other sound barriers/techniques such as acoustic padding or acoustic walls placed near the existing residential buildings to the east of the project site that would reduce construction noise by approximately 20 dBA. Barriers shall be placed such that the line-of-sight between the construction equipment and immediately adjacent sensitive land uses is blocked.
- u. **MM NOI-ALT-1: Temporary Relocation of Liveaboards:** A temporary moorage location within King Harbor shall be provided to liveaboard vessels located within 150 feet of construction activities as needed during construction phases with high noise levels. The need for relocation should be evaluated on a case-by-case basis considering the type of construction activities occurring, equipment being used, duration, and distance to the noise sensitive receptors.
- v. **MM TRA-1: Valley Drive/Francisca Avenue & Herondo Street (Intersection 6) – City of Hermosa Beach:** A traffic signal would be installed at this intersection for which the project Applicant would provide fair share funding.
- w. **MM TRA-2: Pacific Coast Highway & Herondo/Anita Street (Intersection 7):** An additional westbound and eastbound through lane would be added. For the westbound approach, the center-raised median would be narrowed or eliminated. The two westbound left turn lanes would be shifted to the south to accommodate the additional westbound through lane. An additional westbound receiving lane would be added extending for a minimum of half a

block length to the west of Intersection 7. The additional eastbound through lane would need to extend for a minimum of half the block length to the west of Intersection 7. The on-street angled parking on Herondo Street conflicts with the additional eastbound and westbound lane, and will require their removal. Parking will be replaced at 1:1 ratio to the satisfaction of the City Engineer, which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive, and/or parking at the project site over and above the ULI Parking Demand of 2,147 parking spaces. In addition, the on-street bike lanes would be shifted from their current location, but can be accommodated with the addition of the two through lanes.

- x. **MM TRA-3: Pacific Coast Highway & Catalina Avenue (Intersection 10):** One additional eastbound left turn lane would be added to provide two left turn lanes onto Pacific Coast Highway northbound. The intersection would also be restriped to provide one shared left-right lane, for a total of three lanes on the eastbound approach.
 - y. **MM TRA-4: Pacific Coast Highway & Beryl Street (Intersection 19):** Add a southbound dedicated right-turn lane. This additional lane would encroach into the existing sidewalk right-of-way of the Gertruda Avenue cul-de-sac, and require the removal of mature trees that line the western side of the street. The sidewalk would need to be reconstructed to the west of its current location, which would narrow the end of the cul-de-sac.
 - z. **MM TRA-5: Pacific Coast Highway & Torrance Boulevard Avenue (Intersection 26):** A northbound and an eastbound right-turn lane would be added at this intersection to mitigate the project's impact. The northbound right-turn lane is an approved project identified as mitigation from a prior project in the City, and therefore, the Applicant would provide a fair share contribution for these improvements. The eastbound right-turn lane would be fully-funded by the proposed project. The eastbound right-turn lane can be accommodated through restriping the outer eastbound lane on Torrance Boulevard, which measures 24 feet.
 - aa. **MM TRA-6: Pacific Coast Highway & Palos Verdes Drive (Intersection 36):** Add a southbound right-turn lane. The project Applicant shall provide a fair share percentage of contribution to this mitigation measure along with other development projects that would impact this intersection.
26. That the applicant shall be required to adhere to the adopted (Revised) Mitigation Monitoring and Reporting Program prepared in conjunction with the approved Final Environmental Impact Report (SCH# 2014061071 / File No. 2014-04-EIR-001). Compliance monitoring shall be as specified in the MMRP.

27. That the applicant shall comply with the following conditions of approval identified in the Final EIR:

- a. **COA AES-1: Lighting** - Lighting at the project site would consist of various types of light sources, including light emitting diodes (LEDs), aimed or shielded in such a manner as to limit light trespass, direct the visual impact of the display to the appropriate audience, and direct light away from adjacent residential premises. The final lighting and signage plans shall be in substantial conformance with the plans approved by the Harbor Commission. Final lighting plans shall be subject to review and approval by the Community Development Department. In the event that the lighting plans are not approved by the Community Development Department, said plans shall be referred to the Harbor Commission for review. Final signage plans shall be reviewed by the Harbor Commission.
- b. **COA AES-2: Glare** - All buildings, parking structures, and signage within the project site shall be prohibited from using large expanses of reflective materials such as mirrored glass in exterior façades. Buildings and structure façades shall primarily make use of textured and other non-reflective materials, such as, but not limited to wood, cement, plaster, brick, concrete, non-polished metal and non-mirrored glass. In addition, methods such as screening and architectural design shall be incorporated into the new parking structures to prevent automobile headlights from shining directly into adjacent light-sensitive uses (e.g., hotels and residential uses). The final architectural design and plans for the proposed project, which include the materials and textures shall be in substantial conformance with the design and plans approved by the Harbor Commission and shall be subject to the review and approval of the Community Development Department. In the event that final architectural design and plans are not approved by the Community Development Department, said design and plans shall be referred to the Harbor Commission for review.
- c. **COA BIO-1: California Least Tern** - If the construction schedule overlaps with the California least tern breeding season of April 1 – September 15, a qualified biologist¹ shall conduct monitoring prior to the initial start of construction within 500 feet of in-water construction activities. ("in water work area"). The contractor shall delay commencing work if terns are actively foraging (e.g. searching and diving) within the in-water work area. If no least terns are actively foraging within 500 feet of in-water construction activities, construction can commence. Monitoring shall continue a minimum of one-hour twice a week during in-water project activities during the breeding season (April 1 – September 15). In-water construction will be halted if least terns are actively foraging within 500 feet of the in-water construction area, and can resume when least terns have left the area within 500 feet of in-water construction. ¹ The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related

environmental science, having a demonstrated familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the site, demonstrated familiarity with the laws and regulations governing the protection of the species, and 2 years of construction and/or operations effects monitoring experience.

- d. **COA BIO-2: Permit Compliance** - In compliance with the Clean Water Act, it is anticipated that a Section 404 permit would be required for project activities, including placement of permanent fill in jurisdictional waters. A Section 401 Water Quality Certification would also be required. In compliance with the Rivers and Harbors Act, a Section 10 permit would be required for "all work, including structures, seaward of the annual high water line in navigable waters of the United States". Compliance with these permits may include best management practices and construction measures to control turbidity in the water column adjacent to in-water work. The Water Quality Certification would contain water quality monitoring requirements for dissolved oxygen, light transmittance (turbidity), pH, and suspended solids at varying distances from the dredging operations. The permit would also include corrective actions in the unlikely event that construction exceeds any of the monitoring levels, which include silt curtains, which would be implemented if the monitoring data indicate that water quality conditions outside of the mixing zone exceed the permit-specified limits.
- e. **COA BIO-3: Marine Mammal Management Program** - While impacts are less than significant without mitigation, the City is proposing the following Condition of Approval as part of its Conditional Use Permit procedures: The City of Redondo Beach shall prepare and initiate implementation of a marine mammal management program prior to the opening of Seaside Lagoon to harbor waters as recommended below to deter pinnipeds from establishing a regular presence in the lagoon or immediate vicinity. The marine mammal management program includes the following: 1) A formal determination must be made that marine mammals in Redondo Beach threaten public health and welfare, and public and private property. Apply accepted standards and practices for addressing public health, welfare, and nuisances. 2) Determine that under section 109(h)(1)(B) of the Marine Mammal Act the City has the authority to take marine mammals for the purpose of protection of public health and welfare. 3) Designate a chain of authority within the City for the implementation of marine mammal deterrents, including providing department director level controls on program implementation. 4) Establish marine mammal controls including, but not limited to: a. Eliminate pinniped haul-outs on public and private structures and vessels within King Harbor, except as designated; b. Reduce or eliminate existing colonial haul-outs inside King Harbor; c. Prevent the development of new colonial haul-outs or seal nursery aggregations on public beaches, structures or jetties of existing King Harbor facilities or harbor revitalization project facilities; d. Design revitalization facilities and uses in a manner that minimizes promotion of pinniped use,

including: i. Avoiding development of areas isolated from public access that support flat surface near the water's edge; ii. designing public outreach signage regarding marine mammal hazards, not feeding animals or having close interactions, and the presence of a formal deterrent program; iii. adoption of stringent and enforceable policies on discharges of fish and food wastes in and around the water, feeding animals, and enticing sea lions and seals; 5) Implement a non-lethal marine mammal management program under the following scenarios: a. a normal year, b. an abnormal year (with abnormally high number of starving or sick pinnipeds), c. stranding protocol that addresses both healthy and sick/injured animals and provides contact information for marine mammal rescue organizations and the National Marine Fisheries Service (NMFS) Southwest Region Marine Mammal Stranding Network. The City shall implement a public education campaign that may include the following: 1) Develop and distribute signage and flyers designed to educate the public on elements of the program; 2) Assign an information officer to talk to the public, where deterrents are implemented, for a period of time until public interest dies down; and 3) Have animal control staff implementing the program wear official City attire and incorporate an informational web-site address on shirts where the public may garner additional information on the program. The Marine Mammal Management Program does not require removal or modification to existing sea lion barges, nor does it preclude the addition of new sea lion barges. While not anticipated, any removal or reduction in sea lion barges in the harbor shall be reviewed and approved by the Harbor Commission prior to any such alteration.

- f. **COA BIO-4: Eelgrass** - Prior to any in-water construction, the project area would be surveyed per the Southern California Eelgrass Mitigation Policy (SCEMP). The SCEMP is administered by the U.S. Fish and Wildlife Service, National Marine Fisheries Service (NMFS), and California Department of Fish and Wildlife in order to determine impacts to eelgrass resources. In accordance with the requirements of the SCEMP, a pre-construction eelgrass survey shall be completed by a qualified biologist within 60 days prior to initiation of demolition or construction activities at the site. This survey shall include both area and density characterization of the beds. A post-construction survey shall be performed by a qualified biologist¹ within 30 days following project completion to quantify any unanticipated losses to eelgrass habitat. Impacts shall then be determined from a comparison of pre- and post-construction survey results. Impacts to eelgrass, if any, would require mitigation as defined in the SCEMP. If required following the post-construction survey, a mitigation planting plan shall be developed, approved by NMFS, and implemented to offset losses to eelgrass. ¹ The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related environmental science, having a demonstrated familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the

site, demonstrated familiarity with the laws and regulations governing the protection of the species, and 2 years of construction and/or operations effects monitoring experience.

- g. COA BIO-5: Caulerpa** - Prior to initiation of any permitted disturbing activity, a pre-construction survey of the project area shall be conducted to determine the presence or absence of Caulerpa. Per the National Marine Fisheries Service's (NMFS') Caulerpa Control Protocol, this survey shall be conducted at a Surveillance Level, since Caulerpa has not been detected in King Harbor. Survey work shall be completed no earlier than 90 days prior to the disturbing activity and no later than 30 days prior to the disturbing activity and shall be completed, to the extent feasible, during the high growth period of March 1 – October 31. If detected, NMFS and California Department of Fish and Wildlife will be notified within 24 hours of completion of the survey.
- h. COA BIO-6: Compliance with NMFS Guidelines for Overwater Structures** - The proposed project shall comply with National Marine Fisheries Service (NMFS) guidelines for overwater structures and Essential Fish Habitat (EFH). The City will cooperate in any consultation process with NMFS regarding impacts to EFH; consultation would be conducted prior to implementation of the proposed project.
- i. COA GEO-1: Geotechnical Report Per the Seismic Hazard Mapping Act** - As required by the Seismic Hazard Mapping Act of 1990 (Public Resources Code Section 2697[a]), the City shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard. Because a majority of the proposed project is within a liquefaction zone, a geotechnical report or reports prepared in accordance with the Act would be prepared and submitted to the City's Building and Safety Division prior to implementation of the project.
- j. COA GEO-2: Seismic Design and Engineering Criteria** - The proposed project would be designed and constructed in accordance with California Building Code provisions associated with seismic design and engineering criteria (including recommendations in geotechnical reports prepared as part of the design process) to minimize potential risks to people and buildings/structures in the event of seismically-induced geological hazards (including liquefaction). This includes requirements for construction, grading, excavations, use of fill, and foundation work (including type of foundation and/or soil improvement requirements), including type of materials, design, procedures, etc. Such design and construction practices would include, but not be limited to, completion of site-specific geotechnical investigations regarding construction and foundation engineering. The design would incorporate measures pertaining to temporary construction conditions as well as long-term operational conditions specific to the project site.

- k. COA GEO-3: Final Geotechnical Report Review and Approval** - The final geotechnical report(s) shall be reviewed by the City's Building and Safety Division for findings and recommendations, and the City shall approve the final project plans once satisfied that all appropriate site-specific design criteria and geotechnical recommendations, including any additional recommendations that come out of this review, have been applied to the implementation of the project through the project plans. The applicant is required to comply with the recommendations contained in the geotechnical report.
- l. COA HAZ-1: Contamination Contingency Plan** - If soil and/or buried debris is encountered during excavation or grading that is suspected to be contaminated (i.e., is observed by sight, smell, or instrument such as a photoionization detector [PID] meter if in use), work in the area of potential contamination shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented. The potential contamination would be evaluated by a qualified environmental professional using appropriate evaluation practices and, if necessary, sampling and analysis techniques as determined by the environmental professional based on the nature of the find. The nature and extent of contamination shall be determined and the appropriate handling, disposal and/or treatment shall be implemented (i.e., excavated/disposed of, treated in-situ [in-place], or otherwise managed) in accordance with applicable regulatory requirements, such as those associated with, but not limited to, the RBCFD, LACFD, LARWQCB, CalEPA, DTSC, and/or SCAQMD, as appropriate.
- m. COA NOI-1: Parking Area/Structure Design** - Parking shall be designed to include buffers and/or shielding by walls, fences, or adequate landscaping to reduce noise exposure to nearby noise sensitive receptors. Additionally, design measures for parking structures near noise sensitive uses shall include: the use of materials that reduce sound transmission; the configuration of interior spaces to minimize sound amplification and transmission; or other suitable and appropriate means to reduce noise exposure to nearby noise sensitive receptors. This condition has been revised since the release of the FEIR.
- n. COA REC-1: Temporary Hand Launch and Dinghy Dock** - The City is to minimize the interruption of existing hoist operations to the extent feasible per the construction schedule. Construction of the boat launch ramp and hoist must commence within six (6) months of construction of the northern portion of the project. The City would secure for temporary use a nearby location for use as a hand launch and dinghy dock during the construction of the proposed project. Possible nearby locations include: fuel dock at Portofino; Mole B (Outriggers' launch); and, King Harbor Yacht Club.

- o. COA REC-2: Redondo Beach Marina in Basin 3 Slip Transition/Temporary Relocation Plan** - A slip transition and/or temporary relocation plan would be established for vessels located with the Redondo Beach Marina/Basin 3 similar to the temporary relocation plan established for Portofino Marina (located within King Harbor to the north of the project site). The temporary transition/relocation plan is intended to provide temporary slips for displaced vessels during the reconstruction/redevelopment of the Redondo Beach Marina. The plan would include notifying tenants in advance of construction, finding temporary locations elsewhere in King Harbor for displaced vessels prior to the start of construction, and phasing construction to minimize the disruption to the degree feasible, including minimizing the number of times that vessels must be moved over the course of the construction. The transition/relocation plan would include measures to provide for continued operation of visitor-serving vessels (e.g., charter fishing operations, whale watching, glass bottom tours, harbor tours, etc.), such as use of transient moorings within the harbor and operating from other marinas within King Harbor. The temporary locations identified in the relocation plan would take into account the adequacy of the replacement locations, to ensure that adequate space and amenities (e.g., parking spaces) are available to accommodate the relocated uses and so as not to disrupt existing uses or result in substantial physical deterioration of the temporary location.
- p. COA TRA-1: Construction Traffic: The following conditions are recommended:** A flagman shall be placed at the truck entry and exit from the Project site, To the extent feasible, deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time, Access shall remain unobstructed for land uses in proximity to the Project site during project construction, Minimize lane and sidewalk closures to the extent feasible. In the event of a temporary lane or sidewalk closure, a worksite traffic control plan, approved by the City of Redondo Beach, shall be implemented to route traffic, pedestrians, or bicyclists around any such lane or sidewalk closures, A Construction Management Plan shall be developed by the contractor and approved by the City of Redondo Beach. In addition to the measures identified above, a Construction Management Plan shall include the following: Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets, Establish requirements for the loading, unloading, and storage of materials on the Project site, Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project site and neighboring businesses.
- q. COA TRA-2: Promote Alternative Transportation Modes for Employees and Patrons** - With the objective to support trip and emission reduction goals, the project applicant shall encourage employees and patrons to use existing bus service, pedestrian and bicycle connectivity to and through the site, which

would decrease the number of vehicle trips. In addition, TDM measures that could further reduce trips could include: Shuttles to/from the Metro Green Line Station, Shuttles to/from LAX for hotel guests, Transit pass subsidies, vanpool services, and other incentives to employees to reduce vehicle trips.

28. That the applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Department.
29. That all on-site litter and debris shall be collected daily during construction.
30. That construction work shall occur only between the hours of 7 a.m. and 6 p.m. on Monday through Friday, between 9 a.m. and 5 p.m. on Saturday, with no work occurring on Sunday and holidays unless for unique and exceptional reasons the applicant obtains an After Hours Permit from the Community Development Department.
31. That a Project Information Officer shall be assigned to the site during construction. The officer shall provide community updates through a City website page as well as periodic email blasts to interested parties. A construction hotline phone number shall be dedicated for the project.
32. That Material storage on public streets shall not exceed 48 hours per load.
33. That the project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighbors are not subjected to excessive noise, disorderly behavior, or abusive language.
34. That barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.
35. That streets and sidewalks adjacent to job sites shall be clean and free of debris.
36. That there shall be no outdoor amplified music before 6 p.m. or after 10 p.m. on Monday through Thursday and before 2 p.m. or after 10 p.m. on Friday through Sunday without administrative review and approvals from the City.
37. That the following list of operational hours shall be the maximum allowed by all businesses authorized by this Conditional Use Permit. Any operations outside those specified herein shall require an amendment to this specific condition of the Conditional Use Permit:

Land Use Classifications	Permitted Hours of Operation
Bars and nightclubs	10 a.m. – 2 a.m.
Commercial recreation, i.e. theatre	8 a.m. – 2 a.m.
Food and beverage sales	5 a.m. – 2 a.m.

Land Use Classifications	Permitted Hours of Operation
Hotel	24 hours
Marinas	24 hours
Marina-related facilities	24 hours
Offices	24 hours
Personal convenience services, i.e. spas	5 a.m. – 12 a.m.
Personal improvement services, i.e. yoga instruction	5 a.m. – 12 a.m.
Restaurants / Snack Shops	5 a.m. – 2 a.m.
Recreational equipment rentals	5 a.m. – 10 p.m.
Retail Sales	5 a.m. – 12 a.m.
Market Hall	5 a.m. – 2 a.m.
Cultural institutions	8 a.m. – 12 a.m.
Government offices	24 hours
Piers, parks, recreation and open space	24 hours
Parking lots	24 hours
Public safety facilities	24 hours
Public utility facilities	24 hours
Recreation facilities	5 a.m. – 12 a.m.

38. That this Master Conditional Use Permit shall permit the overall occupancy of the project with the following uses: commercial office, hotel, theater, restaurant, retail, and recreational uses. That the maximum allowable percentage of each use in relationship to the total overall project square footage of 523,939 shall be 35 percent restaurant, 24 percent hotel, 20 percent retail, 12 percent office and 9 percent specialty cinema. Variations in these use percentage maximums may be approved provided that the overall trip generation and parking demand does not exceed that approved in conjunction with this Conditional Use Permit. The Waterfront and Economic Development and Community Development Departments shall monitor compliance with this condition.
39. Any proposed future use not conforming to the conditions specified in this Master Conditional Use Permit shall require consideration of an amendment to this permit for the specific limited exception to the conditions contained herein.
40. That the applicant shall comply with the following Coastal Land Use Plan policy: Lower cost visitor accommodations shall be protected, encouraged, and where feasible, provided. In the Coastal Zone when demolition of existing lower cost overnight visitor accommodations or when Hotels or Limited Use Overnight Visitor Accommodations are proposed that include high-cost overnight visitor accommodations, an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach shall be imposed. The fee shall be \$30,000 per room that mitigation is required for, and the fee shall be adjusted annually to account for inflation according to increases in the Consumer Price Index U.S. City Average (based on a 2010 baseline). The fee shall apply to 25%

of the total number of proposed units that are high-cost overnight visitor accommodations or limited use overnight visitor accommodations. If as a part of a proposed development all units for which an in-lieu fee would be required are replaced by lower cost overnight visitor accommodations within the Coastal Zone of Redondo Beach, the in-lieu fee shall be waived.

41. That a Final Basin 3 Marina Reconstruction Plan and Bridge Operations and Maintenance Plan shall be prepared and submitted for review by the Harbor Commission prior to issuance of building permits. Said plan shall be reviewed and approved by the Waterfront and Economic Development Department, the Community Development Department and the Fire Department prior to commencement of construction and said plan shall be implemented following final inspection. Bridge construction shall be completed prior to issuance of the certificate of occupancy for buildings in the southern portion of the project.
42. That the bridge operations and maintenance plan shall (1) specify that the pedestrian bridge across the mouth of Basin 3 shall be operated in compliance with drawbridge operation regulations set forth in 33 CFR 117, which establishes drawbridge operational parameters for normal and emergency operations; and (2) include provisions for providing 24-hour vessel access to Basin 3 which shall include the monitoring and use of Marine Channel 16 and providing an emergency phone number for boaters to call to request the raising of the bridge outside of regular operating hours. This plan may also include (but is not limited to) one or more of the following: 1) requiring staff trained to operate the bridge to be on-site at all times; or 2) closing the bridge to pedestrians and leaving it in an open position during late night/early morning hours. The plan may be adjusted per administrative review. The applicant shall present a review of operations to the Harbor Commission no later than 6 months from the date of commencement.
43. That a use and operating plan for Seaside Lagoon shall be prepared and reviewed by the Harbor Commission. The plan shall include the following: 1) A loading zone and/or other temporary parking to accommodate a minimum of three private vehicles on the roadway east of Seaside Lagoon for temporary loading/unloading. Said parking spaces/loading zone shall be restricted and operated as temporary loading and unloading spaces for users of the new beach and time limits may be adjusted as necessary to facilitate these operations; 2) Water quality testing by the applicant to verify compliance with the standards set forth by applicable regulatory agencies which may include the California Regional Water Quality Control Board and the County Department of Health Services. The testing shall be performed by a certified laboratory approved by the City. The testing shall be weekly during the first year of operation. Thereafter, the testing shall be monthly during the active summer months from May to September and quarterly during the remainder of the year, unless regulatory requirements require more frequent testing. The test results shall be submitted to the City for review; 3) Publicly accessible short-term lockable board storage racks and bicycle racks including design, location and number of facilities; 4) Lifeguard

services provided by the City and/or the applicant as necessary and appropriate; 5) Details regarding trash management within the Lagoon; 6) Details regarding allowances and procedures for special events; and 7) Anticipated recreation programs and activities.

44. That a Final Public Parking Structure Operations and Maintenance Plan shall be prepared and submitted to the Waterfront and Economic Development Department prior to issuance of permits. Said plan shall be reviewed and approved by the Waterfront and Economic Development Department prior to commencement of construction and said plan shall be implemented following final inspection. The Plan shall generally provide that public parking be available 24 hours each day and that fees may be charged for parking and adjusted in accordance with Coastal Commission Guidelines. Guides signs and a real-time information system identifying the availability of parking spaces at the various parking locations shall be provided in the Parking Structures.
45. That the applicant may enter into an agreement with the City of Redondo Beach to allow parking and vehicle code enforcement throughout some or all areas of the project. Said agreement shall be subject to review of the City Manager, Chief of Police and City Council.
46. That commercial loading and unloading shall take place between the hours of 7:00 a.m. and 10:00 p.m., Monday through Sunday pursuant to Redondo Beach Municipal Code Section 12-2.10. All trucks shall not be permitted to idle engines or run refrigeration equipment while loading and unloading. Any deviations to these delivery hours may be granted subject to administrative review.
47. That Public Bus Stops, benches, trash cans, and recycling cans shall be provided in coordination with the Public Works and Community Services Departments. The location and design for these features shall be consistent with the proposed streetscape.
48. That a transport service be provided to Los Angeles International Airport and the Metro Green Line Station from the proposed hotel. Said service shall be provided between the hours of 4:30 a.m. and 12:30 a.m. daily. Guest transport service shall be available upon request of the hotel guests.
49. That the reconnection of Pacific Avenue (Harbor Drive extension) along the east side of the project shall be completed and open for public use prior to the issuance of the Final Certificate of Occupancy of the final phase.
50. That all uses proposing live entertainment shall be subject to the City's Entertainment Permit requirements.
51. That all businesses serving alcoholic beverages shall comply with all of the regulations of the Alcoholic Beverage Control Act and the regulations

promulgated by the Alcoholic Beverage Control Board including, without limitation, the regulations set forth in 4Cal. Code of Regs. §§ 55, *et seq.*

52. That all employees serving alcoholic beverages to patrons must complete a certified training program by the State Department of Alcoholic Beverage Control (ABC) for the responsible sales of alcohol. The training must be offered to new employees on not less than a quarterly basis.
53. That the applicant shall encourage employees and patrons to use existing bus service, pedestrian and bicycle connectivity to and through the site, which would decrease the number of vehicle trips. In addition, TDM measures that could further reduce trips could include: shuttles to/from the Metro Green Line Station, shuttles to/from LAX for hotel guests, and transit pass subsidies, vanpool services, and other incentives to employees to reduce vehicle trips.
54. That off-site parking for employees and surplus or overflow parking is hereby authorized. Plans for such parking shall be reviewed and approved by the Director of Public Works and the Community Development Director.
55. That the following traffic flow improvements on Harbor Drive, and the Harbor Drive extension shall be designed and constructed prior to final occupancy of the project. The project Applicant shall provide a fair share contribution for these improvements. If the installation of these improvements results in the loss of any on street parking that parking shall be replaced at a one to one ratio. Replacement parking can be accommodated within the parking structures proposed for the project or on another site or sites within the Harbor and Pier area. Signal timing, phasing, equipment, signage and markings shall be adjusted to accommodate all modes of travel. The final design of these improvement shall be subject to the review and approval of the City Engineer.
 - a. Design and construct a southbound right turn lane on Harbor Drive at Yacht Club Way sufficient to accommodate the projected turning volumes such that all turning vehicles are serviced within one signal cycle. The right turn lane shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction.
 - b. Design and construct a southbound right turn lane on Harbor Drive at Marina Way sufficient to accommodate the projected turning volumes such that all turning vehicles are serviced within one signal cycle. The right turn lane shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction.

- c. Design and construct a southbound right turn lane on Harbor Drive at Portofino Way/Beryl Street sufficient to accommodate the projected turning volumes such that all turning vehicles are serviced within one signal cycle. The right turn lane shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction.
 - d. Construct a new traffic signal on Harbor Drive at the primary entry to the Harbor Drive parking structure just south of Portofino Way. The traffic signal shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction.
 - e. Design and construct a southbound right turn lane on Harbor Drive at the primary entry to the Harbor Drive parking structure just south of Portofino Way sufficient to accommodate the projected turning volumes such that all turning vehicles are serviced within one signal cycle of the new traffic signal. The installation of the traffic signal and right turn lane may include realignment of the existing lanes on Harbor Drive.
 - f. Design and construct a new traffic signal controlled intersection at the intersection of Pacific Avenue, Harbor Drive and the Public Market surface parking lot access driveway. The design of said intersection shall provide a protected and efficient crossing of the Harbor Drive Cycle Track to the eastern alignment and shall control traffic entering and exiting the Harbor Drive extension, Pacific Avenue and the Public Market.
56. That the pedestrian crossing at the mid-point of the Harbor Drive extension shall be designed and constructed to provide a protected crossing that is actuated by pedestrians. Actuation may be active or passive, at the discretion of the City. The project Applicant shall provide a fair share contribution for these improvements prior to final certificate of occupancy or prior to final certificate of occupancy for Phase 1 if the project is phased. The crossing shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction. The crossing controls shall be analyzed to ensure that City-approved levels-of-service are maintained based on the projected volumes.
57. That the pedestrian and bicycle crossing at the southern end of the Harbor Drive extension shall be designed and constructed to provide a protected crossing that is actuated by pedestrians. Actuation may be active or passive, at the discretion

of the City. The project Applicant shall provide a fair share contribution for these improvements prior to final certificate of occupancy or prior to final certificate of occupancy for Phase 1 if the project is phased. The crossing shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction. The crossing controls shall be analyzed to ensure that City-approved levels-of-service are maintained based on the projected volumes.

58. That the applicant/owner/operator/lessee of the proposed project and subject property shall comply with the requirements of Section 10-5.1900(h) of the City's Coastal Zoning Implementation Ordinance with respect to Tree Trimming within the Harbor/Pier Area which currently reads as follows: The trimming and/or removal of any trees that have been used for breeding and nesting by bird species listed pursuant to the federal or California Endangered Species Acts California bird species of special concern and wading birds, herons or egrets within the past five 5 years as determined by a qualified biologist or ornithologist shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game the US Fish and Wildlife Service and the US Migratory Bird Treaty Act.
- (1) No tree trimming or removal shall take place during breeding and nesting season (January through September) unless a tree is determined by a qualified arborist to be a danger to public health and safety. A health or safety danger exists if a tree or branch is dead, diseased, dying, or injured and is seriously compromised. Tree trimming or removal shall only be carried out from October 1st through December 31st.
 - (2) Trees or branches with a nest of a wading bird (heron or egret), a State or Federal listed species, or a California bird species of special concern that has been active any time in the last five (5) years shall not be removed or disturbed unless a health and safety danger exists.
 - (3) Any breeding or nesting tree that must be removed shall be replaced at a 1:1 ratio. Replacement trees shall be native or regionally appropriate non-natives and non-invasive.
 - a. A tree replacement and planting plan for each tree replacement shall be developed to specify replacement tree locations which must be in close proximity to the existing nesting tree, tree size (no less than thirty-six (36) inch box size), planting specifications, and a five (5) year monitoring program with specific performance standards.
 - b. An annual monitoring report for tree replacement shall be submitted for the review and approval of the Waterfront and Economic Development Director and maintained on file as public information.
 - (4) Tree trimming or removal during the non-breeding and non-nesting season (October 1st through December 31st) shall follow the following procedures.

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

before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.

3. Steps taken to ensure that tree trimming will be the minimum necessary to address the health and safety danger while avoiding or minimizing impacts to breeding and/or nesting birds and their habitat.
 - b. Prior to commencement of tree trimming and/or tree removal the qualified biologist shall notify in writing the Department of Fish and Game and the U.S. Fish and Wildlife Service of the intent to commence tree trimming or removal.
59. That in the event of a disagreement regarding the interpretation and/or application of these conditions, the issue shall be referred back to the Harbor Commission for decision prior to the issuance of any permit. The decision of the Harbor Commission shall be final.
60. The Community Development and Waterfront & Economic Development Departments shall be authorized to approve minor changes to any conditions or requirements specified herein. Any significant changes shall be brought back to the Harbor Commission for review and consideration. With regard to the architectural design of the project significant changes shall be defined as changes greater than 10 percent of the architectural treatment of the approved building facades. The Community Development and Waterfront & Economic Development Departments shall be authorized to approve changes deemed necessary to comply with any permit or other requirements imposed by regulatory agencies, including but not limited to, the U.S. Coast Guard, the U.S. Army Corps of Engineers, the U.S. National Marine Fisheries Service, the U.S. Fish and Wildlife Department, the California Coastal Commission, and the California State Lands Commission.
61. That 30 additional 46-foot trailer overflow spaces and 30 shared single car spaces be provided in a satellite location for the boat launch ramp facility to accommodate overflow conditions. Trailer spaces shall be prioritized for vehicles towing trailers.
62. That east/west windows shall be openable to the maximum extent feasible.
63. The Final Tract Map shall reflect the Pacific Avenue Reconnection labeled as "Harbor Drive".
64. That an infrastructure asset maintenance plan shall be presented to the Harbor Commission for review prior to issuance of construction permits.
65. That the applicant shall work with existing tenants to minimize construction disruption of business.

66. In exchange for the City's issuance and/or adoption of the Project Approvals, the Applicant agrees to save, keep, indemnify, and hold harmless the City of Redondo Beach, and its appointed and elected officials, officers, employees, and agents (collectively "City"), from every claim or demand made, including in particular but not limited to any claims brought seeking to overturn the Project Approvals, whether under the California Environmental Quality Act ("CEQA"), the Coastal Act, the Government Code, Redondo Beach City Charter, or other state or local law, including any attorneys' fees or costs which may be awarded to any person or party challenging the Project Approvals on any grounds. In addition, in the event litigation is initiated, Applicant shall have the right, within forty five (45) days of receipt of notice of such litigation, to provide written approval to the City of Applicant's election to reimburse the City for its reasonably incurred attorneys' fees and costs for the defense of such litigation (with counsel of City's choice), such approval not to be unreasonably withheld, conditioned or delayed. In the event that Applicant makes the foregoing election, Applicant shall reimburse the City for all the City's litigation expenses in connection with such litigation, including but not limited to reasonable attorney's fees, and costs incurred. In the event that the Applicant elects not to reimburse the City for its litigation expenses, the City shall have the right to rescind all approvals or actions related to the litigation, including, but not limited to, certification and approval of any documents prepared pursuant to CEQA, any land use approvals, and any leases or other agreements entered with respect to the Project.
67. Downsize or remove a portion of the second floor of Building D. Downsize or remove Building G.
68. All other provisions/conditions of this resolution shall be adjusted to reflect the building modifications including but not limited to, those specified in Condition 67 and in Section 5.

SECTION 5. CUSTODIAN OF RECORDS. The documents and other materials that constitute the record of proceedings on which the Project findings are based are located at the City of Redondo Beach Planning Division, 415 Diamond Street, Redondo Beach, California 90277. The custodian for these documents is the Planning Division.

SECTION 6. The City Clerk shall certify to the passage and adoption of this resolution, shall enter the same in the Book of Original Resolutions.

SECTION 7. SEVERABILITY. If any section, subsection, sentence, clause, or phrase of this Resolution is for any reason held to be invalid, unconstitutional or unenforceable by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Resolution. The City Council hereby declares that it would have passed this Resolution and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid, unconstitutional or unenforceable.

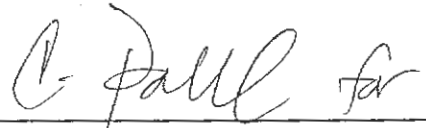
PASSED, APPROVED AND ADOPTED this 18th day of October, 2016.



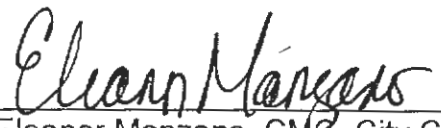
Steve Aspel, Mayor

APPROVED AS TO FORM:

ATTEST:



Michael W. Webb, City Attorney



Eleanor Manzano, CMC, City Clerk

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

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-1610-099 was duly passed and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 18th day of October, 2016, and there after signed and approved by the Mayor and attested by the City Clerk, and that said resolution was adopted by the following vote:

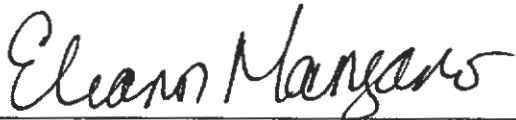
AYES: BARBEE, HORVATH, EMDEE

NOES: SAMMARCO

ABSENT: NONE

ABSTAIN: NONE

RECUSED: BRAND



Eleanor Manzano, CMC
City Clerk

This is certified to be a true
and correct copy of the original
on file in this office, consisting
of pages 1 through 10.

DATED: 10/20/16

ATTEST: [Signature]

for City Clerk of the City of Redondo
Beach, State of California

Coastal Development Permit Findings Attachment

1. In accordance with Section 10-5.2218 (c) of the Redondo Beach Municipal Code the applicant's request for a Coastal Development Permit is consistent with the criteria set forth therein for the following reasons:
 - a) That the Waterfront Project is in conformity with the Certified Local Coastal Program because it will preserve and enhance public views of the water/marina and increase the on-site public-serving amenities by providing the following: public accessibility from Harbor Drive and the new Pacific Avenue Reconnection/Harbor Drive extension through to the water's edge/marina; a new public promenade with additional resting and viewing opportunities; bicycles racks at numerous locations on the site; landscaping that will create a new aesthetic on the property; and custom designed lighting that will add ambience to the area and make it useable during the evening hours. Most importantly, the Staff Recommended Alternative provides new visitor-serving and local-serving hotel, retail, theater, office, restaurant and event space that is strongly encouraged in the Coastal Land Use Plan. The Project would also be consistent with the FAR, height limits, and permissible uses laid out in in the Coastal Zoning for the CC-1, CC-2, and CC-3 zones. The tables below present the Project's consistency finding with the Coastal Land Use Plan policies, key Coastal Land Use Plan Development Standards, and the Coastal Zoning Ordinance.

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
Section D. Land Use Policies	
<p>Policy 1. Coastal dependent land uses will be encouraged within the Harbor-Pier area. The City will preserve and enhance these existing facilities and encourage further expansion of coastal dependent land uses, where feasible.</p> <p>Removal of existing coastal dependent land uses shall be strongly discouraged unless such uses are determined to no longer be necessary for the functional operation and utility of the Harbor. A public boat launch ramp shall be constructed in association with future development projects within the Harbor area.</p>	<p>The Staff Recommended Alternative maintains and supports or enhances boating and water recreation access, including the provision of a public boat launch ramp as required by Policy 1, reconstruction/ redevelopment of Redondo Beach Marina/Basin 3 (for both recreational and commercial vessels) and modified Seaside Lagoon with year around public access, and it enhances ocean viewing access by providing a enhanced boardwalk along the water's edge, improves vehicle and non-vehicle circulation throughout the site and provides new amenities such as benches and waterside picnicking locations.</p>
<p>Policy 2. New development, additions or major rehabilitation projects within the Harbor-Pier area shall be sited and designed to:</p> <ol style="list-style-type: none"> a. Preserve and enhance public views of the water from the moles, pier decks, publicly 	<p>a. Buildings would be spaced such that view corridors would be provided from Harbor Drive and Czulegar Park, public views would also be available from public plazas, the boardwalk along the water's edge, and the new main street. Views</p>

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>accessible open space and Harbor Drive;</p> <p>b. Provide continuous public access to and along the seaward side of the piers and moles, with the exception of "Pad 2" on the Pier;</p> <p>c. Be consistent and harmonious with the scale of existing development;</p> <p>d. Provide appropriate public-serving amenities such as benches and pedestrian walkways adjacent to the water's edge or the edge of the pier, landscaped rest and viewing areas; and</p> <p>e. Signage shall be erected to identify the public parking and public amenities located on Mole A and Mole B. The signs shall be sufficiently visible to the public, shall be located on the corner of North Harbor Drive at Marina Way and Yacht Club Way, and in front of the existing guardhouse/gate structures located at the entrances to the Moles. Signs shall identify that vehicular access is available to the Moles and that public parking and coastal public amenities are located seaward of the signs.</p> <p>Public Esplanade. A minimum of (12)-foot wide paved public esplanade adjacent to the water's edge shall be provided in conjunction with new development or major reconstruction projects, completing the California Coastal Trail through Redondo Beach. On sites where new development or major reconstruction is not proposed, and where the location of existing buildings makes it infeasible to provide such esplanade adjacent to the water's edge, alternatives for the continuation of the Public Esplanade as a partial or full cantilever over the water with a minimum 10-foot width may be considered through the City's discretionary review process. Any portions of the public esplanade over the water shall be designed to minimize impacts on other marina uses.</p> <p>Consistent with the objectives and policies in a-e above, no permanent building shall be developed on "Pad 1" of the Pier.</p>	<p>from the pier decks would be maintained.</p> <p>b. The Staff Recommended Alternative would provide continuous public access throughout the project site along the water's edge, with the exception of Pad 2 on the Horseshoe Pier as allowed under Policy 2.</p> <p>c. The Staff Recommended Alternative would include the demolition of most of the existing development within the project site to be replaced by new construction which would have a harmonious style and theme that fits within the character of waterfront.</p> <p>d. Public amenities, such as benches, boardwalk along the water's edge, and viewing areas would be provided throughout the site.</p> <p>e. Not applicable – not within the project site boundaries.</p> <p>A continuous boardwalk would be provided to complete the California Coastal Trail through Redondo Beach. The boardwalk would be a minimum of 12 feet throughout within a 2 feet median along each edge and in some areas would be as much as 20 to 30 feet in width.</p> <p>No building would be established on "Pad 1" of the Horseshoe Pier</p>
<p>Policy 3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial recreational asset for the City and region ensuring maximum public access a high-level quality of use and design adequate safety and compatibility with adjacent residential neighborhoods and commercial districts.</p>	<p>The Staff Recommended Alternative would include a mix of commercial and recreational uses intended to integrate public and private needs to reconnect the public with the waterfront, this would include the provision of commercial recreation uses, such as charter sportsfishing, whale watching, and marine recreation equipment</p>

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
	rentals, and enhancing public access and public recreational opportunities to create a revitalized waterfront that supports a variety of uses and is compatible with the surrounding land uses.
Policy 4. Any infrastructure or utility uses located within the harbor area shall be placed below ground unless undergrounding is deemed by the City to be infeasible. Any such uses located above ground within the harbor area shall be screened or buffered to the extent possible.	New and upgraded infrastructure and utilities would be placed below ground as feasible. Should any aboveground features be necessary, they would be screened from sight as feasible, subject to the City's review and approval.
Policy 5. In conformance with the goals and policies of the California Coastal Act maintain a balanced utilization of coastal zone resources including protection and provision of lower cost visitor serving uses and recreational facilities where feasible.	The Staff Recommended Alternative provides for a balance of commercial and recreational uses, including no- and low-cost facilities that would be maintained on-site, such as walking and bicycling paths and boardwalks, public seating for ocean viewing and picnicking, locations for pier fishing, and beach and harbor access at Seaside Lagoon and hand launching of boats.
Policy 6. Maintain and preserve the existing public fishing access areas on the Pier as indicated in Figure 16.	The Staff Recommended Alternative would not alter the existing fishing access area on the Pier areas shown on Figure 16.
<p>Policy 11. The policy of the City is to control storm water runoff and pollution that may cause or contribute to adverse impacts on recreational access to beaches or to other coastal resources such as sensitive habitat areas or coastal waters. All development in the coastal zone public and private shall be in conformance with the storm water standards of the State of California as cited in section 5701101 of the Municipal Code, the Coastal Act and the most recent standards of the Regional Water Quality Control Board with regard to storm water runoff specifically the Standard Urban Storm Water Mitigation Plan. New development or major rehabilitation projects will also be required to conform to any amendment to or re-issuance of these state federal and municipal standards.</p> <p>Pursuant to this:</p> <p>a. All development on the pier and on the first row of lots adjacent to the beach shall comply with the provisions contained in Ordinance No 2851 Stormwater and Urban Runoff Pollution Control Regulations and with applicable state and federal water quality standards for discharges into sensitive habitat areas.</p> <p>b. All development shall be designed to minimize the creation of impervious surfaces and to the maximum</p>	The Staff Recommended Alternative would comply with state, regional, and local stormwater management requirements. This would include implementation of best management practices (BMPs) and Low Impact Development (LID) BMPs. Additionally, the Staff Recommended Alternative would slightly reduce the impervious surface area at the project site and establish an upgraded stormwater system that would incorporate LID techniques such as infiltration and bioretention to reduce the volume and velocity of stormwater runoff.

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>extent possible to reduce directly connected impervious area on the site. Setback areas should remain permeable vegetated or crushed gravel where feasible.</p> <p>c. Plans for new development and redevelopment projects shall incorporate Best Management Practices (BMPs) and other applicable Management Measures contained in the California Nonpoint Source Pollution Control Plan that will reduce to the maximum extent practicable the amount of pollutants that are generated and/or discharged into the City's storm drain system and surrounding coastal waters. BMPs should be selected based on efficacy at mitigating pollutants of concern associated with respective development types or uses. This policy to incorporate BMPs shall also apply to all new or refurbished parking lots accommodating 25 or more cars.</p> <p>d. As part of the implementation of this Land Use Plan Amendment the City shall develop a Public Participation component that identifies methods to encourage public participation in managing development and minimizing urban runoff impacts to the coast. This component should include a public education program designed to raise public awareness about stormwater issues and the potential impacts of water pollution and involve the public in the development and implementation of the City's Stormwater and Urban Runoff Pollution Control Plan.</p> <p>e. It is the intent of the City to pursue opportunities to participate in watershed level planning and management efforts directed towards reducing stormwater and urban runoff impacts to water quality and related resources including restoration efforts and regional mitigation monitoring and public education programs.</p>	
<p>Policy 13. Development in Redondo Beach shall be sited and designed to minimize hazards from wave uprush and from geologic hazards including seismic hazards such as liquefaction.</p> <p>a) New development shall minimize risks to life and property in areas of high geologic, flood, and fire hazard. Development shall assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or the surrounding areas or in any way require the construction of protective devices that would substantially alter natural</p>	<p>The Staff Recommended Alternative would include features, such as removal of the International Boardwalk, raising of the elevation of the northern portion of the project site, and enhancement of an existing shoreline protection device which would reduce hazards from wave uprush as well as hazards associated with sea level rise, tsunami risk and flooding. The Staff Recommended Alternative would comply with current building codes and recommendations of a site-specific geotechnical analysis to ensure that risks associated with seismic hazards, including</p>

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>landforms along bluffs and cliffs. Development shall proceed only if the Director of the Department of Building and Safety determines that there is sufficient evidence that the structure may be constructed and maintained safely. All development shall employ earthquake resistant construction and engineering practices.</p> <p>b) Development in the Pier and Harbor area shall provide, in advance of approval, erosion and wave uprush studies, based upon projections of the range of sea level rise that can be expected (at rates ranging from 5 to 15 mm/yr) within the reasonable economic life of the structure (normally 75 years). The Director may waive such studies on the basis of information contained in a certified EIR for the Pier and Harbor area, if such EIR includes maps of all areas in the City potentially impacted by storm waves and sea level rise and such maps include elevations of such impacts and estimation of likelihood of such events. All structures shall be sited and designed to minimize destruction of life and property during likely inundation events.</p> <p>c) If the development proposed is located on an existing slope greater than 2:1 or on artificial fill, new construction may be permitted only on the basis of detailed, site specific geologic and soil studies.</p> <p>d) All structures located on fill or on alluvial deposits shall provide analysis of potential for seismic hazards including liquefaction. The design of such structures shall include measures to minimize damage and loss of property from such hazards. All earthquake studies shall also comply with the latest recommendations of the California Geological Survey and the Seismic Safety Commission and shall adhere to all applicable building codes.</p> <p>e) All development located within the tsunami inundation zone as identified by the most recent state or local California Emergency Management maps or, below elevation 15 feet above mean sea level shall provide information concerning the height and force of likely tsunami run-up on the property. The Director may waive this requirement if he or she determines that accurate maps concerning the extent, velocity and depth of likely tsunami run-up is available in a certified EIR that addresses all pier, harbor, and beach areas of the City. The Director shall require all development located within a possible tsunami run-up zone to install, as appropriate, warning systems and other measures</p>	<p>liquefaction, are minimized.</p>

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>to minimize loss of life due to a tsunami.</p> <p>f) With the exception of structures on the moles, new or substantially reconstructed structures on ocean fronting parcels shall be permitted only if they are sited and designed so that no future shorelines protective devices will be necessary to protect them from storm waves and bluff erosion. The City shall require as an enforceable condition of any permit for such a structure that no shoreline protective structure shall be allowed in the future to protect the development from foreseeable or unexpected bluff erosion or wave uprush.</p>	
<p>Policy 15. Limited Use Overnight Visitor Accommodations including Condominium-hotels, fractional ownership hotels and timeshares.* (<i>*note some non-applicable sections of this Policy are not provided below. To see Policy 15 in its entirety, refer to the LCP</i>)</p> <p>g) Lower cost visitor accommodations shall be protected, encouraged, and where feasible, provided. In the Coastal Zone when demolition of existing lower cost overnight visitor accommodations or when Hotels or Limited Use Overnight Visitor Accommodations are proposed that include high-cost overnight visitor accommodations, an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach shall be imposed. The fee shall be \$30,000 per room that mitigation is required for, and the fee shall be adjusted annually to account for inflation according to increases in the Consumer Price Index U.S. City Average. If as a part of a proposed development all units for which an in-lieu fee would be required are replaced by lower cost overnight visitor accommodations within the Coastal Zone of Redondo Beach, the in-lieu fee shall be waived.</p> <p>An in-lieu fee shall be required for new development of overnight visitor accommodations in the coastal zone that are not low or moderate cost facilities.</p> <p>These in-lieu fee(s) shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. The fee shall apply to 25 percent of the total number of proposed units that are high-cost overnight visitor accommodations or limited use overnight visitor accommodations.</p>	<p>The Staff Recommended Alternative would include a new boutique hotel. The hotel may qualify as high-cost visitor accommodations under Policy 15, in which case, the Staff Recommended Alternative would be required to comply with the in-lieu fee requirement as a condition of the CDP as required by RBMC Section 10-5.811(b)(8).</p>

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>An in-lieu fee shall be required for any demolition of existing lower cost overnight visitor accommodations, except for units that are replaced by lower cost overnight visitor accommodations, in which case the in-lieu fee shall be waived.</p> <p>This in-lieu fee shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. A per-unit fee for the total number of existing lower cost overnight units that are demolished and not replaced shall be required.</p> <p>Where a proposed development includes both demolition of existing low cost overnight visitor accommodations and their replacement with high cost overnight visitor accommodations, the fee shall also apply to the 25 percent of the number of high cost rooms/units in excess of the number being lost.</p>	
<p>Policy 16. Employment, retail, and entertainment districts and coastal recreational areas shall be well served by public transit and easily accessible to pedestrians and bicyclists. Streets, sidewalks, bicycle paths, and recreational trails (including the California Coastal Trail) should be designed and regulated to encourage walking, bicycling, and transit ridership.</p> <p>Large commercial and residential developments shall be located and designed to be served by transit and provide non-automobile circulation to serve new development to the greatest extent feasible.</p>	<p>The Staff Recommended Alternative is located in an area with existing bus routes, as well as an established network of streets, sidewalks, bicycle paths and trails. The Staff Recommended Alternative would enhance connections to the existing access routes off-site and enhance the motorized vehicle and non-motorized vehicle access internal to the project site (including completion of a missing link of the California Coastal Trail).</p>
<p>Policy 17. The Coastal Act definition set forth below is incorporated herein as a definition of the Land Use Plan: "Environmentally sensitive habitat area (ESHA)" means any area in which plant or animal life or their habitats are either rare or especially valuable because of the special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.</p> <p>a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.</p> <p>b) Development within and adjacent to environmentally sensitive habitat areas and parks</p>	<p>There is no ESHA located within the project site.</p>

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with continuance of those habitat and recreation areas	
Policy 18. Ensure the protection of bird nesting habitat protected by the Migratory Bird Treaty Act and the long-term protection of breeding, roosting and nesting habitat of bird species listed pursuant to the federal or California Endangered Species Acts, California bird species of special concern, and wading birds (herons or egrets). The trimming and/or removal of any trees that have been used for breeding and nesting by the above identified species within the past (5) years, as determined by a qualified biologist or ornithologist shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game, the U.S. Fish and Wildlife Service, and the U.S. Migratory Bird Treaty Act.	As described in Section 3.3 Biological Resources of the EIR, there are no sensitive terrestrial resources locate on-site and any trimming and/or removal of trees within the project site would comply with applicable requirements, including RMBC Section 10-5.1900(h) to ensure that breeding, roosting and nesting habitat of birds would be protected.
Policy 19. Marine resources shall be maintained, enhanced and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.	As described in Section 3.3 Biological Resources of the EIR, there are no areas of special biological significance located within the project site and the Staff Recommended Alternative would not damage the biological productivity of coastal waters.
Policy 20. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.	As described in Section 3.3 Biological Resources and Section 3.8 Hydrology and Water Quality of the EIR, the Staff Recommended Alternative would not result in significant impacts on water quality or biological resources during construction or operation.
Policy 21. The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall only be permitted in accordance with other applicable provisions of this division, where there is no feasible alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the	The Staff Recommended Alternative would include filling of harbor waters for the small craft boat launch ramp and breakwater, the placement of structural pilings for the pedestrian bridge and replacement piling for the timber portion of the Horseshoe Pier and the Sportfishing Pier. The boat launch ramp, pier reconstruction, and the

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>following:</p> <ul style="list-style-type: none"> a) New or expanded port, energy, and coastal dependent industrial facilities, including commercial fishing facilities. b) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps. c) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreation piers that provide public access and recreational opportunities. d) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines. e) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive habitat areas. f) Restoration purposes. g) Nature study, aquaculture, or similar resource dependent uses. <p>Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.</p> <p>In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary.</p>	<p>pedestrian bridge would provide increased public access and recreational opportunities, and as discussed in Section 3.3 Biological Resources of the EIR, mitigation measures would minimize significant environmental effects. As such, the filling associated with the Staff Recommended Alternative is consistent with Policy 21.</p> <p>Dredging would be required for opening Seaside Lagoon to harbor waters. The opening of Seaside Lagoon would expand the available recreational opportunities at the lagoon and provide increased public direct access to the harbor. Further, as discussed in Section 3.3 Biological Resources and Section 3.8 Hydrology and Water Quality of the EIR, water quality impacts would be less than significant. As such, the dredging associated with the Staff Recommended Alternative is consistent with Policy 21.</p>

Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

Site Location	Development Standard	Coastal Land Use Plan ^a	Proposed Project	Consistency Finding
Northern Portion				
Seaside Lagoon	Designation	P-PRO Parks Recreation and Open Space		
	Principal Allowable Use^b (as applicable)	Parks, open space, recreational facilities, and accessory uses such as restrooms, storage sheds, concession stands, recreational rentals, etc. Public buildings, community centers, public safety facilities, parking lots, public utility facilities and similar uses subject to a conditional use permit	The existing use of the site as a public park would remain. Modifications to the park would include opening the lagoon to harbor waters thereby providing access to canoes, kayaks, paddle boards, and swimmers. The Staff Recommended Alternative would also include expanded accessory uses/structures designed to serve the recreational users and visitors on the site, such as marine recreation products and rentals (e.g., kayaks, paddle boards, wetsuits), beach club, maintenance, public safety, and concessions.	Consistent
	Maximum Density/Intensity	Maximum FAR shall not exceed 0.25	This portion of the project site is approximately 173,467 square feet. The square footage of existing and proposed accessory uses is 14,602 square feet (2,113 existing and 12,489 proposed [the proposed square footage includes enclosure of the existing open air pavilion]), resulting in an FAR of 0.084	Consistent
	Building Height^{c,d}	Maximum of 30 feet and maximum of 2-stories	Proposed buildings would be one story and would be between 18 to 24 feet.	Consistent
East of Seaside Lagoon and North of Basin 3	Designation	CR Commercial Recreation Sub-Area 2a and Sub-Area 2b		
	Principal Allowable Use^b (as applicable)	Public and commercial recreational facilities, including local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotels, limited use overnight visitor accommodations (except on State Tidelands), multi-purpose private recreational uses (except on State Tidelands), marina and marina-related facilities, entertainment clubs, yachting and boating clubs, public/open space recreational uses, structures and surface parking	Mix of retail and restaurant uses, creative office above the ground floor, specialty cinema, and a parking structure	Consistent

Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

Site Location	Development Standard	Coastal Land Use Plan ^a	Proposed Project	Consistency Finding
		facilities, and commercial office land uses (subject to some limitations)		
	Maximum Density/Intensity	Maximum FAR of all buildings in Sub-Area 2 may not exceed 0.35, except FAR bonuses may be permitted as allowed under the Zoning Ordinance for hotels and/or offices above the ground floor, or areas that provide high quality amenities or public open space. Maximum FAR with bonuses may not exceed 0.65 Future intensity of new development to be determined on a case by case review basis	The Staff Recommended Alternative qualifies for a .15 FAR bonus because it includes offices above the ground floors of Buildings A, B, and D per RBMC 10-5.814(a)(1)a, and it qualifies for an additional .15 FAR bonus because it includes the equivalent of 20% (approximately 157,102 square feet) of high quality open space per RBMC 10-5.814(a)(1)b. This allows for a total permissible FAR of .65. The Staff Recommended Alternative would, therefore, be consistent with this requirement as the Project would result in an FAR of .56 in the CC-3 zone.	Consistent
	Building Height²	Sub-Area 2a –maximum of 37 feet, and maximum of two stories, but no more than 50 percent of the cumulative building footprint may exceed one story and 24 feet Sub-Area 2b – maximum of 45 feet and maximum of 3-stories	Sub-Area 2a – one and two story buildings that vary from 21 feet to 37 feet, and less than 50 percent of the cumulative building footprint would exceed one story and 24 feet Sub-Area 2b – two and three-story buildings from 39 feet to 45 feet	Consistent
Southern Portion				
Horseshoe Pier, area south of Basin 3, and International Boardwalk	Designation	CR Commercial Recreation Sub-Area 1a, 1b and 1d		
	Principal Allowable Use^b (as applicable)	Public and commercial recreational facilities – local serving and visitor-serving retail uses, restaurant and other food and beverage uses, entertainment clubs, public open space/recreation, marina-related boating facilities, amusement and arcade facilities, offices for the management and operation of on-site facilities (2 nd floor, Sub-Area 1b only)	Mix of retail and restaurant uses, and creative office above the ground floor	Consistent
	Maximum Density/Intensity	Sub-Area 1a and 1d – must be consistent with development	As shown in Table 3.9-8 of the EIR, the proposed density/intensity of Sub-Area	Consistent

Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

Site Location	Development Standard	Coastal Land Use Plan	Proposed Project	Consistency Finding
		standards in the Zoning Ordinance Sub-Area 1b – limited to leasable space provided for under the Pier Reconstruction Plan, additional ancillary public facilities necessary for operation and maintenance of the pier subject to approval by City Council	1a and 1d is consistent with the Coastal Zoning. Resolution 7404, allows for redevelopment of 22,621 square feet of replacement commercial structures on the portion of the pier that was reconstructed following the 1988 fire. Of the allowable replacement square footage, 10,366 was constructed (Kincaid's), and the remaining 12,255 was not built. Under the Staff Recommended Alternative, approximately 6,600 additional square feet would be reconstructed at Pad 2, which is consistent with the amount of allowable leasable space in Sub-Area 1b.	
	Building Height	Sub-Area 1a and 1b – maximum of two stories, 30 feet measured above the pier deck or sidewalk grade of International Boardwalk as applicable Sub-Area 1d – maximum of two stories 40 feet as measured above the pier deck or sidewalk grade of International Boardwalk as applicable	Sub-Area 1a and 1b – one and two story buildings that vary from 24 to 30 feet Sub-Area 1d –two-story 40 foot building	Consistent
Pier Plaza and Pier Parking Structure	Designation	CR Commercial Recreation Sub-Area 1c		
	Principal Allowable Use (as applicable)	Public and commercial recreational facilities – local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotel, entertainment clubs, public open space/recreation, marina-related boating facilities, amusement and arcade facilities, commercial and office uses, structured and surface parking	Hotel, retail, restaurant uses, creative office, and a parking structure	Consistent
	Maximum Density/Intensity	FAR of top deck (Pier Plaza) may not exceed 0.35 FAR, except that bonuses (not to exceed 0.65) may be permitted as allowed in the Coastal Zoning for hotels or offices, and public improvement Future intensity of new development to be determined on a case by case review basis	The Staff Recommended Alternative qualifies for a .15 FAR bonus because it includes a hotel above the ground floor of Building P per RBMC 10-5.813(a)(1)a, and it qualifies for an additional .15 FAR bonus because it includes the equivalent of 20% (approximately 47,632	Consistent (subject to an allowable FAR bonus)

Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

Site Location	Development Standard	Coastal Land Use Plan ^a	Proposed Project	Consistency Finding
			square feet) of high quality open space per RBMC 10-5.813(a)(1)b. This allows for a total permissible FAR of .65. The Staff Recommended Alternative would, therefore, be consistent with this requirement as the Project would result in an FAR of .60 in the CC-2 zone.	
	Building Height ^{c,d}	Two-stories, 30 feet measured above sidewalk grade of Pier Plaza	This height would not exceed 30 feet above the existing sidewalk grade of Pier Plaza (top deck of the existing Pier Parking Structure). Buildings would not exceed two-stories from the height of the existing sidewalk grade of Pier Plaza.	Consistent
	Other (setbacks, design, etc. as applicable)	Preserve and enhance public views of the water from moles, pier decks, publically accessible open space and Harbor Drive Provide continuous public access to and along the seaward side of the piers and moles with the exception of Pad 2 on the pier Be consistent and harmonious with the scale of existing development Provide appropriate public serving amenities such as benches, pedestrian walkways adjacent to the water's edge, landscaped rest and viewing areas, etc. A minimum 12-foot wide paved public esplanade adjacent to the water's edge shall be provided	Public views would be available from the public plaza, boardwalk along the water's edge on the seaward side of the hotel, and view corridors would be provided along Harbor Drive, the Pacific Avenue Reconnection, and the new main street. Public access would be provided along the water's edge on the seaward side of the hotel. Benches and viewing locations would be provided along the public plaza and boardwalk along the water's edge on the seaward side of the hotel. A minimum 12-foot wide paved public boardwalk would be provided along the water's edge in front of the hotel.	Consistent
Basin 3				
Water-area of the Redondo Beach	Designation ^e	---	---	---
	Principal Allowable Use ^b	---	N/A	N/A

Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

Site Location	Development Standard	Coastal Land Use Plan ^a	Proposed Project	Consistency Finding
Marina	(as applicable)			
	Maximum Density/Intensity	---	N/A	N/A
	Building Height ^c	---	N/A	N/A

Notes

- Cumulative development in CR Sub-Areas 1 – 4 may not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008. The Staff Recommended Alternative would result in 275,788 square feet of net new development and is thereby consistent with this requirement.
- For all land use designations and zoning, permitted uses within the State Tidelands (see Figure 3.9-2) are limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for management and operation of on-site facilities, limited use overnight visitor accommodations (e.g., condominium hotels, timeshares, fractional ownership hotels) are not permitted.
- Unless specifically noted, height is defined by RBMC Code Section 10-5.402(a)(29).
- 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, however such extensions are permissible under the City's Coastal Zoning.
- There are no established land use designations or zoning for the water area.

Site Location	Development Standard	Coastal Zoning ^a	Staff Recommended Alternative	Project's Consistency
<i>(Northshore Projects)</i>				
Seaside Lagoon (Includes Buildings J, K, M, N, O, and existing restroom building)	Designation	P-PRO		
	Principle Allowable Use ^b (as applicable)	Parks, parkettes, open space, recreational facilities, public buildings in parks, recreation areas, open space (C), community centers (C), cultural institutions (C), government maintenance facilities (C), government offices (C), public gymnasiums and athletic clubs (C), parking lots (C), public safety facilities (C), public utility facilities (C), and accessory uses, structures	The existing use of the site as a public park would remain. Modifications to the park would include opening the lagoon to harbor waters, providing access to canoes, kayaks, paddle boards, and swimmers. Also includes expanded accessory uses/structures such as marine recreation products and rentals. Parking and a portion of roadway would also be within the park boundary.	Consistent (some uses subject to approval a conditional use permit)
	Maximum Density/Intensity	Maximum floor area ratio (FAR) shall not exceed 0.25	This portion of the project site is approximately 173,467 square feet. The square footage of existing and proposed accessory uses is 14,602 square feet (2,113 existing and 12,489 proposed [the proposed square footage includes enclosure of the existing open air pavilion]):	Consistent

Site Location	Development Standard	Coastal Zoning ^a	Staff Recommended Alternative	Project's Consistency
			FAR - 0.084	
	Building Height ^d	Maximum of 30-feet and maximum of 2-stories RMBC does not specify where heights should be measured from. Listed heights are measured from the existing grade	Building J – 18.5-feet, one story Building K – 19.5-feet, one story Building M – 18.75 -feet, one story Building N – 24 feet, one story Building O – no change to existing height (approximately 18-feet), one story	Consistent
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process	Setbacks vary	Consistent subject to HCDR review
East of Seaside Lagoon and North of Basin 3 (North of Seaside Lagoon - A and B, portion of C; south of Seaside lagoon, portion of Building C, D, E, F, G, H, L)	Designation	CC-3		
	Principle Allowable Use^{b,c} (as applicable)	Bars and night clubs (C,) commercial recreation (C), food and beverage sales (C), Hotels (C), marinas and marina-related facilities (C), offices (C) (above the ground floor, unless marine-related, visitor-serving, or for operation of on-site facilities), personal convenience and personal improvement services (C), restaurants (C), recreational equipment rentals (C), retail sales not exceeding 5,000 square feet of floor area, retail sales exceeding 5,000 square feet (C), snack shops, parks, recreation and open space, parking lots (C), public safety facilities (C), recreational facilities (C)	Mix of retail and restaurant uses, creative office above the ground floor, specialty cinema, and a parking structure.	Consistent (some uses subject to approval of conditional use permit)
	Maximum Density/Intensity	Maximum FAR of all buildings may not exceed 0.35, a maximum FAR bonus of 0.15 percent is allowed on master	This portion of the project site is approximately 496,170 square feet. The proposed square footage is 276,030 square feet: FAR – 0.56	Consistent (subject to approval of an FAR bonus)

Site Location	Development Standard	Coastal Zoning	Staff Recommended Alternative	Project's Consistency
		lease holds or sites that include hotels and/or offices above the ground floor, and for areas that provide public open space totaling at least 20 percent of floor area. <i>With both FAR bonuses, a maximum FAR of 0.65 is allowed.</i>	Approximately 157,102 square feet of public open space eligible for the FAR bonus would be provided. Office space would be provided above the ground floor in Buildings A, B, and D	
	Building Height	South of southerly boundary of Seaside Lagoon, no building may exceed 37 feet and no more than 50% of the cumulative building footprint may exceed 24 feet, no building may exceed 2 stories and no more than 50% of the cumulative building footprint may exceed one story North of southerly boundary of Seaside Lagoon, no building may exceed 45 feet and no building may exceed 3-stories Unless otherwise noted, building heights are measured from the sidewalk grade at Harbor Drive Building L height is measured from pier deck surface	Development south of southerly boundary of Seaside Lagoon (elevations measured from sidewalk grade at Harbor Drive): Building C (portion) – 21-feet, one-story Building D – 34-feet, two-story Building E – 23-feet, one-story Building F – 37-feet, one-story/two-story Building G – 21-feet, one-story Building H – 23-feet, one-story Building L – 24-feet, one-story (measured from pier deck surface) Development north of southerly boundary of Seaside Lagoon (elevations measured from sidewalk grade at Harbor Drive): Building A – 45-feet, three-story Building B – 39-feet, two-story Building C (portion) – 45-feet, two-story Parking Structure - 45-feet	Consistent Architectural features above the height limit are subject to HCDR
	Other (Setbacks design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process A minimum 12-foot wide paved public esplanade adjacent to the water's edge providing continuous public access to and along the waterfront	Setbacks vary A continuous paved public esplanade would be provided along the water's edge, generally 20 – 30 feet in width. There would be approximately 276,030 square feet of building area and approximately 157,102 square feet of public open space. The public open space totals 57% of the floor area of the development.	Consistent Setbacks are subject to HCDR review

Site Location	Development Standard	Coastal Zoning ^a	Staff Recommended Alternative	Project's Consistency
		shall be provided Public open space shall have an area totaling at least 10% of the floor area of new development Utilities should be located underground unless infeasible	Utilities would be located underground as feasible.	
Southern Portion				
Horseshoe Pier, area south of Basin 3, and International Boardwalk (S, T, U, P [portion] and existing restaurant to remain [Kincaid's/ Building R])	Designation	CC-1		
	Principle Allowable Use ^{b,c} (as applicable)	Same as CC-3 above, however, personal improvement services and parking lots are not permitted, and government offices are conditionally permitted	Mix of retail and restaurant uses, and creative office above the ground floor	Consistent (some uses subject to approval of a conditional use permit)
	Maximum Density/Intensity	Development at the Horseshoe Pier is limited to leasable space provided for under the pier reconstruction plan - Resolution 7404 allows for redevelopment of 22,621 square feet of replacement structures following the 1988 fire. Of this 10,366 has been built (Kincaids) and 12,255 square feet has not been built. The International Boardwalk floor area is limited by consistency with other development standards listed in the Zoning Ordinance Cumulative development in all CC zones may not exceed limits established in the Coastal Land Use Plan.	Approximately 7,185 net new square feet would be constructed on the Pier (5,070 square feet of the allowable square footage would remain unbuilt) The International Boardwalk would be demolished and not replaced The Staff Recommended Alternative is consistent with cumulative development cap for CC zones.	Consistent
	Building Height ^d	Maximum 30 feet as measured from the top of the pier deck or sidewalk grade, except that building height up	Building P portion at Parcel 10 - 40 feet as measured from arcade walk level), one story (with pool and pool deck on top level) Building P portion, outside of Parcel	Consistent Architectural features above the height limit

Site Location	Development Standard	Coastal Zoning	Staff Recommended Alternative	Project's Consistency
		to 40 feet may be allowed on Parcel 10 No building may exceed 2 stories (from existing Pier Plaza sidewalk grade/top deck of the parking structure)	10 – 30 feet (Height is measured from existing Pier Plaza sidewalk grade/top deck of the parking structure), 2-story from existing Pier Plaza sidewalk grade/top deck of the parking structure (ground floor retail with two-story hotel) Building S – 24-feet, one-story (Height is measured from top of pier deck) Building T – 30-feet, one-story/two-story (Height is measured from top of pier deck) Building U – 26-feet, one-story/two-story (Height is measured from top of pier deck)	are subject to HCDR
	Other setbacks design, etc. as applicable	Setbacks shall be determined as part of the applicable review process Public walkways are required adjacent to the water's edge. Utilities should be located underground unless infeasible	Setbacks vary A continuous paved public esplanade provided is along the water's edge Utilities are located underground or along the deck pier as feasible and applicable	Consistent Setbacks are subject to HCDR
Pier Plaza and Pier Parking Structure (P [portion])	Designation	CC-2		
	Principal Allowable Use (as applicable)	Same as CC-3 above, however, marinas and marina-related facilities are not a permitted or conditionally permitted use and government offices are a conditionally permitted use	Hotel, retail and restaurant uses, and a parking structure	Consistent (some uses subject to approval of a conditional use permit)
	Maximum Density/Intensity	Maximum FAR of all buildings may not exceed 0.35, a maximum FAR bonus of 0.15 percent is allowed on master lease holds sites that include hotels and/or offices above the ground floor, and areas that provide public open	This portion of the project site is approximately 210,543 square feet. The square footage of existing and proposed uses is 127,224 square feet (40,488 existing and 95,717 proposed [the existing square footage includes Kincaid's Restaurant and buildings on the Monstad Pier]): FAR - 0.60	Consistent (subject to approval of an FAR bonus)

Site Location	Development Standard	Coastal Zoning ^a	Staff Recommended Alternative	Project's Consistency
		space totaling at least 20 percent of floor area. <i>With both FAR bonuses, a maximum FAR of 0.65 is allowed.</i>	A hotel is provided above the ground floor, which qualifies for the FAR bonus of 0.15 percent. Approximately 47,632 square feet of public open space eligible for the FAR bonus would be provided.	
	Building Height ^d	Maximum 30 feet above the sidewalk grade of Pier Plaza (top deck of the parking structure) No building may exceed 2 stories (from the sidewalk grade of Pier Plaza/top deck of the parking structure)	Building P (portion) – 30 feet (height is measured from the sidewalk grade of Pier Plaza), 2-story from the existing sidewalk grade of Pier Plaza/top deck of the parking structure (ground floor retail with two-story hotel) Parking structure - 30 feet from the existing sidewalk grade of Pier Plaza/top deck of the parking structure	Consistent Architectural features above the height limit are subject to HCDR
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process Public open space shall have an area totaling at least 10% of the floor area of new development. Utilities should be located underground unless infeasible	Setbacks vary There would be approximately 127,224 square feet of building area and approximately 47,632 square feet of public open space. The public open space totals 37% of the floor area of the development. Utilities would be located underground as feasible	Consistent Setbacks are subject to HCDR
Basin 3				
Water-area of the Redondo Beach Marina (no buildings)	Designation^a	N/A		
	Principle Allowable Use^{b,c} (as applicable)	Marinas and boating facilities are allowed in the water portion of the Harbor, subject to a conditional use permit	Existing use of Basin 3 would remain, and the floating dock complex and appurtenant facilities would be replaced similar to the existing configuration	Consistent (subject to approval of a conditional use permit)
	Maximum Density/Intensity	Development standards are determined by the decision making body for a conditional use permit Water areas are not included in FAR calculations	No buildings would be constructed. The marina configuration and number of slips would be similar to the existing configuration	Consistent (subject to approval of a conditional use permit)
	Building Height^d	Development standards are determined by the decision making body for a conditional use	No buildings would be constructed	N/A

Site Location	Development Standard	Coastal Zoning	Staff Recommended Alternative	Project's Consistency
		permit		
	Other (setbacks, design, etc. as applicable)	Development standards are determined by the decision making body for a conditional use permit	No buildings would be constructed. The marina configuration and number of slips would be similar to the existing configuration	Consistent (subject to approval of a conditional use permit)
Mole B				
Boat Launch Ramp Parking Lot (no buildings)	Designation	CC-4		
	Principle Allowable Use (as applicable)	Same as CC-3 above	Boat launch ramp and surface parking lot	Consistent (subject to approval of conditional use permit)
	Maximum Density/Intensity	Sub-Area 2 (includes Mole B) Maximum FAR of all buildings may not exceed 0.25, a maximum FAR bonus of 0.15 percent are allowed on master lease holds or sites that include hotels and/or offices about the ground floor, or areas that provide public open space totaling at least 20 percent of floor area	No buildings would be constructed	N/A
	Building Height	Maximum of 30-feet and maximum of 2-stories	No buildings would be constructed	N/A
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process Public open space shall have an area totaling at least 10% of the floor area of new development Large expanses of asphalt and surface parking should be avoided close to the water's edge, except for parking areas serving boating facilities between Marina Way and Portofino Way Utilities should be	No buildings would be constructed. Surface parking would be provided along the water's edge at the terminus of Marina Way to serve boating facilities. Utilities would be located underground as feasible.	Consistent

Site Location	Development Standard	Coastal Zoning ¹	Staff Recommended Alternative	Project's Consistency
		located underground unless infeasible		

Notes

- a. Cumulative development in all CC Coastal Commercial zones may not exceed a net increase of 400,000 square feet of floor area based on land use on April 22, 2008. The Staff Recommended Alternative would result in 275,788 square feet of net new development and is thereby consistent with this requirement.
- b. For all land use designations and zoning, permitted uses within the State Tidelands are limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for management and operation of on-site facilities, limited use overnight visitor accommodations (e.g., condominium hotels, timeshares, fractional ownership hotels) are not permitted.
- c. Uses followed by a (C) are permitted subject to approval of a conditional use permit.
- d. Unless specifically noted, height is defined by RBMC Code Section 10-5.402(a)(33). As allowed under Section 10-5.1522(b) of the Municipal Code, features such as mechanical equipment and housing, bell towers, flag poles, and architectural design elements integral to the overall design character of a building and intended to distinguish its design may exceed the height limit. Architectural features above the height limit are subject to Harbor Commission Design Review.
- e. There are no established land use designations or zoning for the water area.

- b) That the proposed Waterfront Project, which is located between the sea and the first public road paralleling the sea, is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code. As part of that LCP certification process, on July 9, 2009 the Commission approved the City's proposed LCP, subject to the City's adoption of the Coastal Commission's suggested modifications. As noted in the Coastal Commission's Staff Report, the Coastal Commission's actions expressly included a finding that:

"The Commission hereby certifies the Land Use Plan Amendment RDB-MAJ-2-08 for the City of Redondo Beach if modified as suggested and adopts the findings set forth below on the grounds that the Land Use Plan amendment with suggested modifications will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act."¹

Shortly thereafter, the City adopted all of Coastal Commission's suggested modifications. On November 23, 2010, the Coastal Commission noted that "the Redondo Beach City Council adopted Resolutions 3050-10 and 1004-306, incorporating into the LCP the modifications suggested by the Commission pursuant to its approval of LCP Amendment 2-08, and submitted the modifications to the Executive Director for a determination that they are consistent with the Commission's action on July 9, 2009." The Coastal Commission and the Executive Director determined "that the City's action [in adopting the suggested modifications] is legally adequate."⁵⁴² Furthermore, Coastal Land Use Plans are components of the City's General Plan. (Pub. Res. Code Section 30108.5.) As discussed

¹ Coastal Commission July 9, 2009 Staff Report, Item Th11a (amendment #RDB-MAJ-2-08) available online at: <http://documents.coastal.ca.gov/reports/2009/7/Th11a-7-2009.pdf>. Minutes from this Coastal Commission Meeting are also available online and note that this item was "APPROVED WITH MODIFICATIONS": <http://www.coastal.ca.gov/meetings/mtg-mm9-7.html>.

² Coastal Commission December 2010 meeting Staff Report, Item W13a available online at: <http://documents.coastal.ca.gov/reports/2010/12/W13a-12-2010.pdf>. Minutes available online and note that the action was "APPROVED": <http://www.coastal.ca.gov/meetings/mtg-mmx-12.html>
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in *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, "general and specific plans attempt to balance a range of competing interests. It follows that it is nearly, if not absolutely, impossible for a project to be in perfect conformity with each and every policy set forth in the applicable plan. An agency, therefore, has the discretion to approve a plan even though the plan is not consistent with all of a specific plan's policies. It is enough that the Staff Recommended Alternative will be compatible with the objectives, policies, general land uses and programs specified in the applicable plan."

As shown in the table below, the Staff Recommended Alternative is consistent with the public access and public recreation policies of Chapter 3 of the Coastal Act. Further, as discussed in the Environmental Impact Report Section 3.9, the Staff Recommended Alternative is consistent with the LCP approved by the California Coastal Commission.

Consistency with the Public Access and Public Recreation Policies of Chapter 3 of the California Coastal Act

Section	Consistency Finding
Chapter 3 – Coastal Resources Planning and Management Policies	
Article 2 – Public Access	
<p>Section 30210 Access; recreational opportunities; posting</p> <p>In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.</p>	<p>The Staff Recommended Alternative would enhance existing access to the waterfront and King Harbor by improving public access from the project site, including motorized and non-motorized site access, and by providing improved pedestrian connections to the water throughout the site and an enhanced boardwalk along the water's edge. A signage program showing public access routes would be established. Recreation activities would be expanded and enhanced, including improved public open spaces and walking and bicycle paths, and a modified Seaside Lagoon open to the public year-around that provides hand launch boaters direct access to the harbor and improved concession and accessory uses (such as recreational sales/ rentals).</p>
<p>Section 30211 Development not to interfere with access</p> <p>Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.</p>	<p>The Staff Recommended Alternative would continue to allow access to the waterfront/shoreline and to the sea, specifically King Harbor. The Staff Recommended Alternative would enhance existing access to the waterfront and King Harbor by improving public access from the project site, including motorized and non-motorized site access, and by providing improved pedestrian connections to the water throughout the site. Crosswalks would be provided at several locations to ensure that safe</p>

Consistency with the Public Access and Public Recreation Policies of Chapter 3 of the California Coastal Act

Section	Consistency Finding
	<p>pedestrian/bicycle access would be maintained to access the project site from across the Pacific Avenue Reconnection. The pedestrian bridge would provide a direct connection from the northern and southern portions of the site, which would encourage full pedestrian use of the site.</p> <p>Further, the Staff Recommended Alternative would enhance coastal access by the opening of Seaside Lagoon, allowing hand launch boaters direct access to the harbor. A boat launch ramp would enhance boat access to the harbor.</p>
<p>Section 30212. New development projects:</p> <p>a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.</p>	<p>The Staff Recommended Alternative includes a new main street and Pacific Avenue Reconnection/Harbor Drive Extension, which would both be the nearest public roadway to the shoreline. There would be improved walkways available from the roadways, and parking locations, that provide direct access to the shoreline, including connections to the boardwalk along the water's edge that extends to Seaside Lagoon, Horseshoe Pier, and connects to the County Beach south of the project site.</p>
<p>Section 30212.5. Public facilities; distribution</p> <p>Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.</p>	<p>The Staff Recommended Alternative includes new parking structures on both the northern and southern portions of the site, as well as the existing Plaza parking structure. Surface parking is also available in the northern portion of the site and off-site to the north, south, and east of the site. Other public amenities, such as restrooms, public walkways, seating areas, and bicycle racks are distributed throughout the site. The pedestrian bridge would improve the pedestrian connection between the northern and southern portions of the site and encourage pedestrian use across the site in its entirety.</p>
<p>Section 30213 Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals</p> <p>Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.</p> <p>The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other</p>	<p>Consistent. No- and low-cost facilities would be maintained on-site, such as walking and bicycling paths and boardwalks, public seating for ocean viewing and picnicking, locations for pier fishing, a reconstructed Sportfishing Pier, and unrestricted beach and harbor access at Seaside Lagoon (some temporary closures of Seaside Lagoon may occur during special events) and hand launching of boats.</p>

Consistency with the Public Access and Public Recreation Policies of Chapter 3 of the California Coastal Act

Section	Consistency/Finding
<p>similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.</p>	
<p>Section 30214 Implementation of public access policies; legislative intent</p> <p>(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:</p> <p>(1) Topographic and geologic site characteristics.</p> <p>(2) The capacity of the site to sustain use and at what level of intensity.</p> <p>(3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.</p> <p>(4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.</p> <p>(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.</p> <p>(c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the</p>	<p>The Master Conditional Use Permit sets site-wide controls such as hours of operation for commercial businesses, hours when amplified music is allowed, etc.; other activities, such as special events, require permits that can specify conditions such as regulating time, place, and manner of access; as part of the City's normal operations, it would be assessed if additional controls are needed. As required by under Master Conditional Use Permit, operational plans would be established for certain project features, such as the pedestrian bridge and Seaside Lagoon, which would establish controls as needed to protect public safety, adjacent property owners/lease holders, and aesthetic values.</p>

Consistency with the Public Access and Public Recreation Policies of Chapter 3 of the California Coastal Act

Section	Consistency Finding
use of volunteer programs.	
Article 3 – Recreation	
<p>Section 30220. Protection of certain water-oriented activities</p> <p>Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.</p>	<p>Existing water-oriented activities would be maintained and enhanced where feasible. Enhancements include the opening of Seaside Lagoon to harbor waters and elimination of access restrictions, and a new small craft boat launch ramp. Other uses that would be maintained (though in some cases modified) is hand launching of stand-up paddle boards and kayaks, dinghy tie-up for boats using the transient moorage, accommodations for tourist/charter vessels and watercraft rentals, and replacement of the Sportfishing Pier. Walking along the water's edge and activities such as ocean-viewing and photography would be maintained and enhanced by the expanded boardwalk along the water's edge, new seating and new high quality public open space.</p>
<p>Section 30221 Oceanfront land; protection for recreational use and development</p> <p>Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.</p>	<p>The Staff Recommended Alternative includes a mix of commercial and recreational (public and private) uses at the project site. Opportunities for active and passive recreation are maximized near the water's edge and seaward of the new main street, while the larger commercial buildings and parking facilities are generally located landward of the new main street.</p>
<p>Section 30222 Private lands; priority of development purposes</p> <p>The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.</p>	<p>Not applicable.</p> <p>Site is on land owned or controlled by the City.</p>
<p>Section 30222.5 Oceanfront lands; aquaculture facilities; priority</p> <p>Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses.</p>	<p>Not applicable.</p> <p>Site is located on harbor waters and not suitable for coastal dependent aquaculture.</p>
<p>Section 30223. Upland areas</p> <p>Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.</p>	<p>By retaining and expanding upland uses such as retail, restaurant, creative office, theater and hotels, visitors to the harbor participating in passive and active coastal recreation opportunities would have a more complete</p>

Consistency with the Public Access and Public Recreation Policies of Chapter 3 of the California Coastal Act

Section	Consistency Finding
	amenity package complementing coastal recreation uses. Further, the upland commercial uses would improve the overall economic viability of the site, which would help provide for maintenance and infrastructure and other improvements that support the site as a whole, including coastal recreational uses.
<p>Section 30224. Recreational boating use; encouragement; facilities</p> <p>Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.</p>	<p>The Staff Recommended Alternative includes a new boat launch ramp facility, as required by the City's LCP. The boat launch facility would be a combination boat launch/hand launch and hoist launch facility. Additionally, the Staff Recommended Alternative includes the reconstruction of Redondo Beach Marina/Basin 3 with a similar configuration and number of slips.</p>

- c) That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project and in approving the proposed development, the decision-making body is not violating any CEQA prohibition that may exist on approval of projects for which there is a less environmentally damaging alternative or a feasible mitigation measure available. The project has been evaluated for environmental impacts through the preparation of an Initial Environmental Study and an Environmental Impact Report which details all of the required feasible mitigation measures and conditions that shall be incorporated into the project.

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South Coast Region

OCT 24 2016

CALIFORNIA
COASTAL COMMISSION

RESOLUTION NO. CC-1610-098

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, DENYING AN APPEAL AND SUSTAINING THE DECISION OF THE HARBOR COMMISSION CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (SCH# 2014061071), ADOPTING THE FACTS AND FINDINGS, WATER SUPPLY ASSESSMENT, STATEMENT OF OVERRIDING CONSIDERATIONS AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE WATERFRONT ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL (CC) ZONES AND P-PRO ZONE AT THE REDONDO BEACH WATERFRONT

WHEREAS, an application was filed by Redondo Beach Waterfront LLC, Affiliate of Centercal Properties LLC (Applicant) with respect to an approximately 36-acre site located at the Redondo Beach Waterfront, legally described on Exhibit A, which is attached to the August 8 administrative report and on file in the Engineering Department, requesting approval of various approvals for development of a project that consists of the demolition of approximately 199,171 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.

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code, Division 13, Section 21000, et seq.), the State CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, et seq.; "CEQA Guidelines"), and Title 10, Chapter 3 (Environmental Review Pursuant to the California Environmental Quality Act) of the Redondo Beach Municipal Code (RBMC). The Lead Agency prepared and circulated an Initial Study/Notice of Preparation from June 19, 2014 through July 9, 2014, pursuant to the requirements of the CEQA Statutes and determined that the proposed project requires an Environmental Impact Report (EIR); and

WHEREAS, on June 19, 2014, a Notice of Preparation/Notice of Initial Study/Notice of Scoping Meeting for The Waterfront was published in the Easy Reader and sent to city, county, state, and federal agencies, planning groups and organizations, business operators and lease holders in the harbor area, and residential property owners and occupants within 300 feet of the project site. 165 comment letters were provided by email, mail, or hand-delivery; and

WHEREAS, on June 19, 2014, copies of the Notice of Preparation and Initial Study were sent via overnight mail to responsible and trustee agencies and other agencies and the State Clearinghouse and was made available for review on the City's website. The Initial Study is included in Appendix A of the Draft EIR; and

WHEREAS, on July 9, 2014, the City held a public scoping meeting to present the proposed project and to receive agency and public input regarding concerns related to the environmental effects of the project. At the scoping meeting, 216 names were recorded on the sign in sheets and 95 comments were received orally and in writing; and

WHEREAS, on November 17, 2015, pursuant to Section 15085 of the State CEQA Guidelines, a Notice of Completion (NOC) was filed with the State Office of Planning and Research (OPR) and the Draft EIR was circulated for a 63-day comment period beginning on November 17, 2015 and ending January 19, 2016; and

WHEREAS, on November 5, 2015, a Notice of Availability/Public Hearing (NOA) of the Draft EIR on November 17, was published in the Easy Reader newspaper. Hard copies of the Draft EIR were located at the City of Redondo Beach City Hall, City Clerk and Planning Division Counter. Electronic Copies of the Draft EIR were sent to responsible agencies, local agencies, and concerned agencies and individuals, and available at no cost at the City of Redondo Beach City Hall, City Clerk and Planning Division Counter. The NOA was also distributed to residents/property owners within 300 feet of the project site. An announcement was posted on the City's cable television station and it was presented as an item for discussion at the Redondo Beach City Council meeting on November 17, 2015; and

WHEREAS, on November 21, 2015, December 9, 2015 and January 9, 2016 the City held public workshops to present the Draft EIR and received written and oral comments regarding concerns related to the environmental effects of the project. A total of 413 names were recorded on the sign-in sheets; and

WHEREAS, on April 20, 2016, the Recreational and Parks Commission conducted a public meeting in the City Hall Council Chambers, at 415 Diamond Street, Redondo Beach, California which provided its unanimous recommendation to approve the modifications to Seaside Lagoon (area within the P-PRO zone) described in the Draft EIR Chapter 2, Project Description, Section 2.4.1.2 for the Proposed Project and direct staff to convey this motion to the decision making body.

WHEREAS, a notice of the time, place and purpose of the aforesaid meeting was provided. The Final Environmental Impact Report, Draft Responses to Comments, Draft Mitigation, Monitoring and Reporting Program, staff report, and evidence, both written and oral, were presented to and considered by the Harbor Commission at the scheduled hearing; and

WHEREAS, on May 9, 2016, June 13, 2016, June 27, 2016, July 18, 2016, and August 8, 2016 the Harbor Commission of the City of Redondo Beach held continued public hearings/workshops and reviewed and considered the EIR and associated documents, Conditional Use Permit, Coastal Development Permit, Harbor Commission Design Review, and Vesting Tentative Tract Map; and

WHEREAS, at its hearing of August 8, 2016 which concluded on August 9, 2016, the Harbor Commission certified the Final EIR and approved a Conditional Use Permit, Coastal Development Permit, Harbor Commission Design Review, and Vesting Tentative Tract Map for the Waterfront Project and selected Mole B as the location for the boat launch component of the project; and

WHEREAS, an Appeal Form and letter was filed with the City Clerk's Office on August 22, 2016 from "James A. Light and others," and on August 24, 2016 the City sent an initial response which concluded that the filing of the Appeal on behalf of multiple parties was in violation of the City's CEQA Appeal procedures; and

WHEREAS, notice of the time and place of the public hearing where the appeal would be considered was given pursuant to State law and local ordinances by publication in the Easy Reader, a newspaper of general circulation in the City, by posting the boundaries of the subject property every 200 feet, and by mailing notices to property owners within 300 feet of the exterior boundaries of the subject property, occupants within 100 feet, and the appellant; and

WHEREAS, the City Council of the City of Redondo Beach held a public hearing to consider the appeal on the 18th day of October, 2016 at which time the City Council considered evidence presented by the applicant, the appellant, City staff, and the public.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH DOES HEREBY FIND AS FOLLOWS:

SECTION 1. The above recitals and true and correct, and incorporated herein by reference as if set forth in full.

SECTION 2. The City Council of the City of Redondo Beach hereby adopts the City's Appeal Findings/Responses included as Attachment No. 8 to the City Council's October 18, 2016 Administrative Report for this Agenda Item and denies the Appeal in its entirety. The City Council confirms the Harbor Commission's certification and adoption of the Final EIR, CEQA Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Report Program, and certifies that:

1. That the Final EIR contained as an attachment to the Administrative Report (which includes an Introduction, Comments and Responses, and Modifications to the Draft EIR, the Draft EIR, Appendices, and the Errata (contained as a separate attachment to the Administrative Report for this Agenda item) has been completed in compliance with CEQA.
2. The Final EIR was presented to the City Council of the City of Redondo Beach, and that the City Council has reviewed and considered the information contained in the Final EIR prior to approving the project.
3. The Final EIR reflects the City of Redondo Beach's independent judgement and analysis.

SECTION 3. MITIGATION MONITORING AND REPORTING PROGRAM AND WATER SUPPLY ASSESSMENT. The City Council of the City of Redondo Beach hereby adopts the Mitigation Monitoring and Reporting Program included as an attachment to this resolution and the Water Supply Assessment included in Draft EIR Appendix M1 and Final EIR Section 1.3.4.14.

SECTION 4. ENVIRONMENTAL IMPACTS AND FINDINGS.

1. Pursuant to Public Resources Code § 21081 and CEQA Guidelines §15091, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more of the following findings with respect to each significant impact:
 - a. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
 - b. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
 - c. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.
2. The City has made one or more of these specific written findings regarding each significant impact associated with the project. Those findings are in Finding of Fact and Statement of Overriding Considerations (attached to this resolution as Exhibit B).

3. Concurrent with the adoption of these findings, the City Council of the City of Redondo Beach adopts the Mitigation Monitoring and Reporting Program (attached to this resolution as Exhibit C).
4. The EIR evaluation included a detailed analysis of impacts in 14 environmental disciplines, analyzing the Project and alternatives, including a No Project Alternative. The EIR discloses the environmental impacts expected to result from the construction and operation of the Project. Where possible, mitigation measures were identified to avoid or minimize significant environmental effects. In addition, the applicant committed to implementing measures in order to reduce the direct and indirect impacts that will result from Project activities. The mitigation measures identified in the EIR are measures proposed by the lead agencies, responsible or trustee agencies or other persons that were not included in the Project but could reasonably be expected to reduce adverse impacts if required as conditions of approving the Project, as required by CEQA Guidelines § 15126.4(a)(1)(A).

SECTION 5. FINDINGS ON RESPONSES TO COMMENTS ON THE DRAFT EIR AND REVISIONS TO THE FINAL EIR.

The Final EIR includes the comments received on the Draft EIR and responses to those comments as well as additions and modifications to the Draft EIR. The focus of the responses to comments is on the disposition of environmental issues as raised in the comments, as specified by CEQA Guidelines § 15088(b). The City of Redondo Beach finds that responses to comments made on the Draft EIR and revisions to the Final EIR merely clarify and amplify the analysis presented in the document and do not trigger the need to re-circulate per CEQA Guidelines §15088.5(b). The City further finds that the Staff Recommended Alternative is not considerably different from those analyzed in the Draft EIR and incorporates revisions suggested by the Public and City Staff. As noted under CEQA Guidelines Section 15126.6(a), "An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation." The Draft EIR included a reasonable range of eight alternatives; with the last alternative including different boat launch ramp locations within the Redondo Beach Harbor. Alternative 8 informed the public and the decision-makers regarding the possibility for alternative locations for the boat launch ramp project component. Inclusion of a boat launch ramp at another Mole within the Redondo Beach Harbor is within the range of alternatives previously analyzed. Furthermore, this modification would only affect one out of the 27 project elements identified in Table 4-1 of the Draft EIR (and Final EIR Table 1-4). Similar to Alternative 4, the Staff Recommended Alternative also includes the reconfiguration of buildings in the northern portion of the project site. While the Staff Recommended Alternative includes reconstruction of the Sportfishing Pier, this option was included with the proposed project (Draft EIR page 2-57.)

SECTION 6. The City Council further finds that the Appeal filed by the Lanakila Outrigger Canoe Club ("Lanakila") was untimely and in violation of the City's Appeal procedures as outlined in the City's August 24, 2016 response to Lanakila.

SECTION 7. CUSTODIAN OF RECORDS. The documents and other materials that constitute the record of proceedings on which the Project findings are based are located at the City of Redondo Beach Planning Division, 415 Diamond Street, Redondo Beach, California 90277. The custodian for these documents is the Planning Division.


SECTION 8. STATEMENT OF OVERRIDING CONSIDERATION DECISION. Effects in four resource areas (air quality, cultural resources, hydrology and water quality, and noise) will remain significant and unavoidable after mitigation. Based upon specific economic, social, technical or other considerations, the City hereby adopts the Statement of Overriding Considerations (attached as Exhibit B).

SECTION 9. The City Clerk shall certify to the passage and adoption of this resolution, shall enter the same in the Book of Original Resolutions.

SECTION 10. SEVERABILITY. If any section, subsection, sentence, clause, or phrase of this Resolution is for any reason held to be invalid, unconstitutional or unenforceable by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Resolution. The City Council hereby declares that it would have passed this Resolution and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid, unconstitutional or unenforceable.

SECTION 11. CERTIFICATION, POSTING AND FILING. This resolution shall take effect immediately upon its adoption by the City Council of the City of Redondo Beach, and the City Clerk shall certify to the vote adopting this resolution and shall cause a certified copy of this resolution to be filed and direct City Staff to file a Notice of Determination.

PASSED, APPROVED AND ADOPTED this 18th day of October, 2016.



Steve Aspel, Mayor

APPROVED AS TO FORM:



Michael W. Webb, City Attorney

ATTEST:



Eleanor Manzano, CMC, City Clerk

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

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that Resolution No. CC-098 was passed and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 18th day of October, 2016, and there after signed and approved by the Mayor and attested by the City Clerk, and that said resolution was adopted by the following vote:

AYES: BARBEE, HORVATH, EMDEE

NOES: SAMMARCO

ABSENT: NONE

ABSTAIN: NONE

RECUSED: BRAND


Eleanor Manzano, CMC
City Clerk

This is certified to be a true
and correct copy of the original
on file in this office, consisting
of pages 1 through 8. w/ Exhibits A, B, & C

DATED: 10/20/16

ATTEST: 

for City Clerk of the City of Redondo
Beach, State of California

EXHIBIT A

LEGAL DESCRIPTION

BEING A SURVEY OF PORTIONS OF RANCHO SAN PEDRO, AS PER MAP RECORDED IN BOOK 1, PAGE 119 OF PATENTS; OCEAN BEACH SUBDIVISION AS PER MAP RECORDED IN BOOK 2, PAGE 35 OF MAPS; OFFICIAL MAP AS RECORDED IN BOOK 4 PAGES 81, 82 AND 83; OFFICIAL MAP NO. 9 AS RECORDED IN BOOK 5, PAGES 11 AND 12; RECORD OF SURVEY AS RECORDED IN BOOK 84 PAGES 36 THROUGH 39, INCLUSIVE, OF RECORDS OF SURVEY; ALL IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND PORTIONS OF TIDELANDS AND SUBMERGED LANDS IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AND TORRANCE BOULEVARD, WEST OF CATALINA AVENUE

WATERFRONT PROJECT

CEQA FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE STAFF RECOMMENDED ALTERNATIVE (WITH BOAT LAUNCH AT MOLE B)

I. CEQA FINDINGS

I.1 Project Description Summary

The project involves revitalization of approximately 36 acres of the 150-acre City of Redondo Beach waterfront area, as part of a City-wide waterfront revitalization effort initiated by the City. The project site is located west of Catalina Avenue, south of Portofino Way, and north of Torrance Boulevard. The main components of the current project, which is represented by the "Staff Recommended Alternative" described in the Final EIR, are demolition of approximately 199,171 square feet of existing buildings (which includes demolition of all buildings/structures with the exception of Kincaid's and the restroom facility at the Seaside Lagoon, which equals approximately 12,479 square feet), demolition of the existing Pier Parking Structure (approximately 495,000 square feet), and construction of up to 511,460 square feet of new buildings for a total of 523,939 square feet of development (312,289 square feet of net new development) to include retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel, and construction of two new parking structures. The new parking structure in the northern portion of the project site would be approximately 276,836 square feet and three stories with parking on five levels, including the roof. The replacement parking structure on the southern portion of the project site would be two stories with five levels of parking, including two levels of parking underground and rooftop parking. This structure would have approximately 347,340 square feet. The project also includes public recreation enhancements such as a new small craft boat launch ramp facility at Mole B (including a boat hoist and a two-lane boat ramp with one-lane for trailered vessels and the other lane for both trailered vessels and hand launching), reconstruction of 60 boat slips within Basin 3 at the project site, improvements to Seaside Lagoon (which includes the opening of the lagoon to King Harbor as a protected beach), new parking facilities, expanded boardwalk along the water's edge, enhanced open space, pedestrian and bicycle pathways, and new landscaping and lighting. The project includes the reconstruction of the Sportfishing Pier with approximately 1,836 square feet of commercial use on the pier.

Proposed site improvements related to site connectivity and public access to and along the water include the establishment of a new pedestrian bridge across the Redondo Beach Marina/Basin 3 entrance, a new main street flanked by commercial uses and

public walkways would traverse the northern portion of the project site from north to south, approximately parallel to Harbor Drive, and the reconnection of Pacific Avenue.

I.2 Project Objectives

The objectives of the project are as follows:

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

I.3 Procedural Compliance with CEQA

The City of Redondo Beach published a Draft Environmental Impact Report (EIR) on November 17, 2015 and a Final EIR on July 7, 2016 in compliance with CEQA

requirements. The Final EIR has been prepared for the Waterfront Project in accordance with CEQA and the CEQA Guidelines, as amended. As allowed for in CEQA Guidelines § 15084(d)(2), the City of Redondo Beach retained a consultant to assist with the preparation of the environmental documents. The City of Redondo Beach, acting as Lead Agency, has directed, reviewed and edited as necessary all material prepared by the consultant, and such material reflects the City of Redondo Beach's independent judgment. The key milestones associated with the preparation of the EIR are summarized below. In addition, an extensive public involvement and agency notification effort was conducted to solicit input on the scope and content of the EIR and to solicit comment on the results of the environmental analysis presented in the Draft EIR. In general, the preparation of the EIR included the following key steps and public notification efforts:

- The Notice of Preparation/Initial Study (NOP/IS) for the Draft EIR was prepared and circulated pursuant to CEQA; having been published on June 19, 2014.
- The review period for the NOP/IS took place from June 19 to July 21, 2014, with a scoping meeting/open house held on July 9, 2014. Approximately 260 comment letters on the NOP/IS were received. This included a scoping meeting held on July 9, 2014.
- The Draft EIR was published on November 17, 2015 and made available for a 63-day public comment period, which ended on January 19, 2016.
- The Draft EIR was made available for general public review at the following locations:
 - City Hall Community Development Department, 415 Diamond Street, Door "E"
 - City Clerk, 415 Diamond Street, Door "C"
 - The Redondo Beach Public Library Main Branch, 303 N. Pacific Coast Highway
 - The Redondo Beach Public Library North Branch, 2000 Artesia Boulevard
 - <http://www.redondo.org> (follow link to Waterfront on Home Page)
- Three (3) Public Meetings to introduce the public to the Draft EIR and encourage public comment during the public and agency review period were held during the 63-day comment period, as follows:
 - Saturday, November 21, 2015 from 9:00 AM - 1:00 PM at the Crowne Plaza Hotel at 300 N. Harbor Drive, Redondo Beach,
 - Wednesday, December 9, 2015 from 6:00 PM - 9:00 PM at the City's Main Library, 403 N. Pacific Coast Highway (second floor), and
 - Saturday, January 9, 2016 from 9:00 AM - 1:00 PM at the Crowne Plaza Hotel at 300 N. Harbor Drive, Redondo Beach.

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- The public meetings each included a presentation on the project, the results of the environmental analysis, and the opportunity to provide oral or written comments at the meeting.
 - The Redondo Beach Recreation and Parks Commission held a duly noticed public hearing on April 20, 2016 and provided their recommendations associated with the Waterfront Project.
 - The Redondo Beach Harbor Commission held a public workshop on the Waterfront Project entitlement process on May 9, 2016. The Harbor Commission subsequently held a public hearing on June 13, 2016, wherein City staff introduced the Staff Recommended Alternative, provided additional information in the entitlement process, and additional information on small craft boat launch facility options. This meeting was then continued to June 27, 2016.
 - At the continued Harbor Commission meeting on June 27, 2016, responses were provided to comments received from the public and the Commission at the June 13, 2016 public hearing, and the proposed conditions of approval were discussed.
 - The Final EIR was completed on July 7, 2016 and includes:
 - Chapter 1, *Introduction*, consisting of a summary of the contents of the Final EIR, a summary of the originally proposed project addressed in the Draft EIR, a summary of the Staff Recommended Alternative, and analysis of the Staff Recommended Alternative;
 - Chapter 2, *Responses to Comments*, consisting of a list of all 568 different pieces of correspondence submitted to the City of Redondo Beach on the Draft EIR, each identified with the author's or agency's name and an alphanumeric reference number to their comment correspondence, along with written responses to the comments;
 - Chapter 3, *Modification to the Draft EIR*, identifying revisions to the Draft EIR that incorporate clarifications developed in response to comments on the Draft EIR; and
 - Errata to the Final EIR, which was included as an attachment to the August 8, 2016 Admin Report.
 - The Draft EIR in its entirety, including technical appendices.

I.4 Certification

CEQA Guidelines § 15090(a). Certification of the Final EIR

(a) Prior to approving a project the lead agency shall certify that:

- (1) The Final EIR has been completed in compliance with CEQA;

(2) The Final EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the Final EIR prior to approving the project; and

(3) The Final EIR reflects the lead agency's independent judgment and analysis.

1.5 Environmental Impacts and Findings

Pursuant to Public Resources Code § 21081 and CEQA Guidelines §15091, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more of the following findings with respect to each significant impact:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

The City of Redondo Beach Harbor Commission (City) has made one or more of these specific written findings regarding each significant impact associated with the project. Those findings are presented below, along with a presentation of facts in support of the findings. Concurrent with the adoption of these findings, the City adopts the Mitigation Monitoring Program for the Waterfront Project.

The EIR evaluation included a detailed analysis of impacts in 14 environmental disciplines, analyzing the project and alternatives, including a No Project Alternative. The EIR discloses the environmental impacts expected to result from the construction and operation of the project. Where possible, mitigation measures were identified to avoid or minimize significant environmental effects. In addition, the applicant committed to implementing measures in order to reduce the direct and indirect impacts that will result from project activities. The mitigation measures identified in the EIR are measures proposed by the lead agencies, responsible or trustee agencies or other persons that were not included in the project but could reasonably be expected to reduce adverse impacts if required as conditions of approving the project, as required by CEQA Guidelines § 15126.4(a)(1)(A).

1.5.1 Findings on Less than Significant Impacts

Based on the issue area assessment in the Draft EIR, the City of Redondo Beach has determined that the project will have no impact or less than significant impacts for several issues as summarized in Table 1 below. The rationale for the conclusion that no

significant impact would occur in each of the issue areas in the table is based on the discussion of these impacts in the detailed issue area analyses of the Draft EIR and Final EIR, including but not limited to the cumulative impacts evaluation, in Sections 3.1 through 3.3 and Sections 3.5 through 3.14 of the Draft EIR, and further discussed in Sections 1.3.4.1 through 1.3.4.3 and Sections 1.3.4.5 through 1.3.4.14 of the Final EIR specific to the Staff Recommended Alternative, that were found to have no impact or less than significant impacts. Significance criteria referenced below may include multiple sub-conclusions (e.g., for operation and construction), consequently, these thresholds may show up in multiple tables below.

Table 1: Summary of Less Than Significant Impacts

Environmental Impacts
<i>Aesthetics and Visual Resources</i>
AES-1: The proposed project would not have a substantial adverse effect on a designated local valued view available to the general public
AES-2: The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings
AES-3: The proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area
<i>Air Quality</i>
AQ-1: Operation of the proposed project would not violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation
AQ-2: The proposed project would not expose sensitive receptors to substantial pollutant concentrations
AQ-3: The proposed project would not create objectionable odors during construction that affects a substantial number of people
<i>Biological Resources</i>
BIO-2: The proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS
BIO-5: The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
<i>Geology and Soils</i>
GEO-1: The proposed project would not expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault, strong seismic ground shaking, or seismic-related ground failure, including liquefaction.
GEO-2: The proposed project would not result in substantial soil erosion or the loss of topsoil

Table 1: Summary of Less Than Significant Impacts

Environmental Impacts
GEO-3: The proposed project would not result in a significant impact due to on-site or off-site lateral spreading, subsidence, liquefaction, corrosiveness, or collapse due to being located on a geologic unit or soil that is unstable or that would become unstable as a result of the project.
GEO-4: The proposed project would not create substantial risks to life or property due to the presence of expansive soil, as defined in the California Building Code
Greenhouse Gases
GHG-1: The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
GHG-2: The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.
Hazards and Hazardous Materials
HAZ-1: The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction.
HAZ-2: The proposed project would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, but is not expected to create a significant hazard to the public or the environment
HAZ-3: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
Hydrology and Water Quality
HWQ-1: The proposed project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality.
HWQ-2: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site.
HWQ-3: The proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff that would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects not already addressed as part of the proposed project.
HWQ-4: The proposed project would not create or place structures within a 100-year flood hazard area such that flood flows would be impeded or redirected or expose people or structures to a significant risk of loss, injury, or death involving flooding.
HWQ-5: The proposed project would expose people and structures to substantial risk associated with inundation by mudflow
Land Use and Planning
LUP-1: The proposed project would not conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, local coastal program, or zoning

Table 1: Summary of Less Than Significant Impacts

Environmental Impacts
ordinance) and would not result in a physical change to the environment not already addressed in the other resource chapters of this EIR.
Noise
NOI-1: The proposed project would not expose sensitive receptors to a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
Public Services
PBS-1: The proposed project would not result in substantial adverse physical impacts associated with the construction of new or physically altered fire protection facilities (i.e., fire stations), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project, in order to maintain adequate services
PBS-2: The proposed project would not result in substantial adverse physical impacts associated with the construction of new or physically altered police protection facilities (including land-based and maritime police protection/law enforcement), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project , in order to maintain adequate services
Recreation
REC-1: The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
REC-2: The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the proposed project.
Traffic and Transportation
TRA-1: The project would not exceed the applicable significance threshold relative to parking.
TRA-2: The project would not conflict with an applicable congestion management program.
TRA-3: As outlined in Final EIR Section 1.3.4.13, the project would have a less than significant impact associated with transportation hazards.
Utilities
UTL-1: The proposed project would not exceed the capacity of local wastewater infrastructure and result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the proposed project.
UTL-2: The proposed project would not exceed existing potable water supplies, entitlements and resources, or require and result in new and expanded entitlements.
UTL-3: The proposed project would not result in a net increase in project-related solid waste generation that could not be accommodated by existing or permitted regional landfills or other disposal facilities, or conflict with solid waste policies and objectives intended to help achieve federal, state or local waste statutes and regulations.
UTL-4: The proposed project would not exceed the capacity of electricity or natural gas transmission facilities and result in the construction of new infrastructure that could cause

Table 1: Summary of Less Than Significant Impacts

Environmental Impacts
significant environmental impacts not already addressed as part of the proposed project

1.5.2 Findings on Significant Environmental Impacts That Can Be Reduced to a Less than Significant Level

The City finds that the following environmental impacts, as summarized in Table 2 below and further discussed thereafter, can and will be mitigated to below a level of significance based upon the implementation of the mitigation measures in the EIR. These findings are based on the discussion of impacts in the detailed issue area analyses, as well as the cumulative impacts evaluation, in Sections 3.3, 3.4, 3.8, and 3.13 of the Draft EIR, and further discussed in Sections 1.3.4.3, 1.3.4.4, 1.3.4.8, and 1.3.4.13 of the Final EIR specific to the Staff Recommended Alternative. An explanation of the rationale for each finding is presented in the discussion below the summary table and the certified Final EIR. Additional details on the timing and implementation of the mitigation measures described below are included in the Mitigation Monitoring and Reporting Program ("MMRP") which has been adopted concurrently with these findings.

Table 2: Summary of Impacts that Can be Reduced to Less Than Significant With Mitigation

Environmental Impacts Without Mitigation	Mitigation Measures to Reduce Impacts to Less Than Significant
Biological Resources	
BIO-1: The proposed project could have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS, or any species that meets the criteria for endangered, rare, or threatened in CEQA Guidelines 15380	MM BIO-1: Protection of Marine Mammals During Construction: Pile-driving could result in Level B harassment that leads to avoidance behavior by marine mammals. Therefore, a Level B (harassment) safety zone shall be established around the pile-driving site and monitored for marine mammals as shown in Table MM BIO-1 below. The Level B radius is based on the estimated safe distance for installation of piles proposed for use in the project and is adequate to ensure that pinnipeds would not be exposed to Level B harassment sound levels. The safety zone varies by pile size and hammer type. Because the noise levels anticipated under this analysis are based on measured values from multiple different projects, the protective buffer has been increased by 20 percent to address inherent variability. The buffers are to be applied using direct straight line exposure thus barriers that create an acoustic shadow (e.g., a jetty or breakwater) separating the noise generation from mammal receptors would eliminate the buffer requirement.

Table 2: Summary of Impacts that Can be Reduced to Less Than Significant With Mitigation

Environmental Impacts Without Mitigation	Mitigation Measures to Reduce Impacts to Less Than Significant																								
	<p>The pile-driving site will move with each new pile; therefore, the safety zones shall move accordingly. Prior to commencement of pile-driving, a qualified marine mammal observer on shore or by boat shall survey the safety zone to ensure that no marine mammals are seen within the safety zone before pile-driving of a pile segment begins. If a marine mammal is observed within the safety zone during pile-driving operations, pile driving shall be delayed until the marine mammal moves out of the safety zone. If a marine mammal remains within the zone for at least 15 minutes before pile-driving commences then pile-driving may commence with a "soft start" to warn mobile aquatic species to leave the area.</p> <p>Table MM BIO-1: Pile Driving Safety Zone Buffer By Pile Type and Pile Driving Method</p> <table border="1"> <thead> <tr> <th>Project Element Pile Type</th><th>Pile Driving Methods</th><th>Level B Buffer (10-10 dBRMS) Buffer (meters)</th><th>Level B Buffer (50-10 dBRMS) Buffer (meters)</th></tr> </thead> <tbody> <tr> <td>Horseshoe Pier: 18-inch steel piles</td><td>Vibratory hammer</td><td>>12 and <16</td><td>63 ft (19 m)</td></tr> <tr> <td>Pedestrian/Bicycle Bridge: 14-18-inch steel piles</td><td>Vibratory hammer</td><td>>3 and <16</td><td>63 ft (19 m)</td></tr> <tr> <td>Sportfishing Pier: 11-14-inch wood or concrete piles</td><td>Impact hammer</td><td>10 meters</td><td>39 ft (12 m)</td></tr> <tr> <td>Small Craft Boat Launch Ramp: >18-inch concrete pile</td><td>Impact hammer</td><td>>14 meters</td><td>55 ft (17 m)</td></tr> <tr> <td>Marina Reconstruction: 16-inch concrete pile</td><td>Impact hammer</td><td>13-18 meters</td><td>71 ft (22 m)</td></tr> </tbody> </table> <p>dBRMS - decibels Root Mean Square ft - feet m - meters</p> <p>If marine mammals enter the safety zone after pile driving of a segment has begun, pile driving will continue. The qualified marine mammal observer shall monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile-driving shall cease until the animal leaves the area. Prior to the initiation of each new pile-driving episode, the area will again be thoroughly surveyed by the qualified marine mammal observer.</p> <p>MM BIO-2: California Grunion: Horseshoe Pier construction that could disturb the sandy beach under the pier structure shall be scheduled outside of the grunion spawning season (March to August), unless the applicant fulfills the following procedures:</p> <p>If construction overlaps the grunion spawning season, grunion monitoring shall be conducted prior to any sandy beach-disturbing activity (check California Department of Fish and Wildlife [CDFW] website for spawning events as spawning</p>	Project Element Pile Type	Pile Driving Methods	Level B Buffer (10-10 dBRMS) Buffer (meters)	Level B Buffer (50-10 dBRMS) Buffer (meters)	Horseshoe Pier: 18-inch steel piles	Vibratory hammer	>12 and <16	63 ft (19 m)	Pedestrian/Bicycle Bridge: 14-18-inch steel piles	Vibratory hammer	>3 and <16	63 ft (19 m)	Sportfishing Pier: 11-14-inch wood or concrete piles	Impact hammer	10 meters	39 ft (12 m)	Small Craft Boat Launch Ramp: >18-inch concrete pile	Impact hammer	>14 meters	55 ft (17 m)	Marina Reconstruction: 16-inch concrete pile	Impact hammer	13-18 meters	71 ft (22 m)
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Table 2: Summary of Impacts that Can be Reduced to Less Than Significant With Mitigation

Environmental Impacts Without Mitigation	Mitigation Measures to Reduce Impacts to Less Than Significant
	<p>events occur bi-weekly). If no grunion are observed, construction may proceed. If spawning occurs within the work area and is of a Walker Scale¹ 2 or higher, work shall not be performed if it would disrupt the high spawning beach used by grunion. Work shall be deferred until after the next spring tide series when eggs would be expected to hatch and larval fish would return to the water. However, construction can continue where work would not overlap with grunion spawning locations.</p> <p><small>¹ The Walker Scale for assessment of California Grunion (<i>Leuresthes tenuis</i>) spawning runs, developed by K. Martin, M. Schaadt and S. Lawrenz-Miller, is named for Boyd Walker, whose pioneering research provided the scientific basis for understanding the periodicity of <i>L. tenuis</i> spawning runs in California. Scale increases exponentially with greater numbers of fish, greater area involved, and increased duration of the run.</small></p>
<p>BIO-3: The proposed project could have a substantial adverse effect on federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means</p>	<p>MM BIO-4: Fill in Waters of the U.S.: The applicant shall comply with U.S. Army Corps of Engineers (USACE) Clean Water Act and Rivers and Harbors Act permitting requirements. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that any required permits such as Clean Water Act Section 404 permit, Section 401 Water Quality Certification, and/or Rivers and Harbors Act Section 10 permit have been obtained. If it is determined that fill of waters of the United States would result from implementation of the proposed project, authorization for such fill shall be secured through the Section 404 and/or Section 10 permitting process. The net amount of Waters of the United States that would be removed during project implementation shall be quantified and replaced or rehabilitated in accordance with the USACE mitigation guidelines. If required in compliance with permit requirements, mitigation shall be implemented that includes one of the following: avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the enhancement of marine habitat associated with the opening of Seaside Lagoon to the waters of King Harbor or other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere Santa Monica Bay ; (b) obtaining credits from a mitigation bank; and/or (c) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.</p>

Table 2: Summary of Impacts that Can be Reduced to Less Than Significant With Mitigation

Environmental Impacts Without Mitigation	Mitigation Measures to Reduce Impacts to Less Than Significant
<p>BIO-4: Construction activities associated with the proposed project could interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites</p>	<p>MM BIO-2: California Grunion: Horseshoe Pier construction that could disturb the sandy beach under the pier structure shall be scheduled outside of the grunion spawning season (March to August), unless the applicant fulfills the following procedures:</p> <p>If construction overlaps the grunion spawning season, grunion monitoring shall be conducted prior to any sandy beach-disturbing activity (check California Department of Fish and Wildlife [CDFW] website for spawning events as spawning events occur bi-weekly). If no grunion are observed, construction may proceed. If spawning occurs within the work area and is of a Walker Scale¹ 2 or higher, work shall not be performed if it would disrupt the high spawning beach used by grunion. Work shall be deferred until after the next spring tide series when eggs would be expected to hatch and larval fish would return to the water. However, construction can continue where work would not overlap with grunion spawning locations.</p> <p><small>¹ The Walker Scale for assessment of California Grunion (<i>Leuresthes tenuis</i>) spawning runs, developed by K. Martin, M. Schaadt and S. Lawrenz-Miller, is named for Boyd Walker, whose pioneering research provided the scientific basis for understanding the periodicity of <i>L. tenuis</i> spawning runs in California. Scale increases exponentially with greater numbers of fish, greater area involved, and increased duration of the run.</small></p>
Cultural Resources	
<p>CUL-2: Construction of the proposed project could cause a substantial adverse change in the significance of an archaeological resource.</p>	<p>MM CUL-4: Phase I Archaeological Work: A Phase I archaeological evaluation shall be conducted in association with excavation activities (either prior to or during excavation) of the northeast and southern edges of the project site as shown on Figure 3.4-5 Phase I Archaeological Mitigation Area of the Waterfront Draft EIR. The Phase I archaeological evaluation shall be conducted with a backhoe, two supervising archaeologists, and a Native American monitor. The archaeologist in charge shall meet or exceed the qualifications set by the Secretary of the Interior's Standards and Guidelines as published in the Code of Federal Regulations, 36 CFR Part 61. If resources are determined to be present, then an evaluation of their significance would be undertaken, and if feasible, the archaeological resources shall be preserved in place. If preservation in place is infeasible, a Data Recovery Plan shall be prepared and implemented that includes, treatment, recordation and/or curation consistent with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation. Once a decision has been made to recover archeological information through the naturally destructive methods of excavation, a research design and data recovery plan based on firm background data, sound planning, and accepted archeological methods should be formulated and implemented. Data recovery and analysis should be accomplished in a thorough, efficient manner, using</p>

Table 2: Summary of Impacts that Can be Reduced to Less Than Significant With Mitigation

Environmental Impacts Without Mitigation	Mitigation Measures to Reduce Impacts to Less Than Significant
	<p>the most cost- effective techniques practicable. A responsible archeological data recovery plan should provide for reporting and dissemination of results, as well as interpretation of what has been learned so that it is understandable and accessible to the public. The data recovery plan shall be grounded in and related to the priorities established by the local historic preservation commission plans and the needs of other City Departments (such as the Waterfront and Economic Development Department). Appropriate arrangements for curation of archeological materials and records shall be made.</p>
<p>CUL-3: Construction of the proposed project could directly or indirectly destroy a unique paleontological resource.</p>	<p>MM CUL-5: Potential to Encounter Unknown Paleontological Resources: Prior to excavation activities, a qualified paleontologist (i.e., a paleontologist with an M.S. or Ph.D. degree in paleontology or geology and be familiar with paleontologic salvage or mitigation procedures and techniques) shall examine final design construction plans and bore logs of the project site to determine if potentially fossiliferous strata underlying the site would be encountered by excavation and, if so, what level of paleontologic monitoring should be implemented during excavation. If it is determined that such strata would be encountered by excavation, the paleontologist shall develop a written storage agreement with a recognized museum repository such as the Natural History Museum of Los Angeles County (LACM) regarding the permanent storage and maintenance of any remains that might be recovered as a result of implementing these mitigation measures. If warranted, the paleontologist shall be present at a preconstruction meeting to consult with appropriate City of Redondo Beach and Construction Contractor staff. During the meeting, the paleontologist shall conduct an employee environmental awareness training session for all personnel who will be involved with excavation. If it is determined that monitoring is necessary, a paleontologic monitor shall be on site to inspect new exposures created by excavation once that earth-moving activity has reached a depth of five feet below the current ground surface in areas underlain by Holocene beach sediments, but at any depth when excavation involves lagoonal deposits or Pleistocene marine deposits. Monitoring will allow for the recovery of fossil remains that might be uncovered by excavation.</p> <p>If fossil remains are discovered, the monitor will recover them and record associated specimen and locality data. If necessary, excavation at the fossil locality will be halted or diverted temporarily around the locality until the remains have been recovered. The paleontologic monitor will be equipped to allow for the timely recovery of such remains. If necessary to reduce the potential for a delay of excavation, additional personnel will be assigned to the recovery of an unusually large or productive</p>

Table 2: Summary of Impacts that Can be Reduced to Less Than Significant With Mitigation

Environmental Impacts Without Mitigation	Mitigation Measures to Reduce Impacts to Less Than Significant
	<p>fossil occurrence. Following the discovery of the remains, monitoring will be raised to full time when excavation involves the fossil-bearing unit and full-time monitoring is not already in effect. On the other hand, if too few or no fossil remains have been found once 50 percent of the area comprising a particular rock unit has been excavated, the Principal Paleontologist can recommend that monitoring be reduced.</p> <p>Recovered fossil remains will be prepared to the point of identification, identified to the lowest taxonomic level possible by knowledgeable paleontologists, and curated and cataloged in compliance with designated museum repository requirements. All curation is assumed to meet the standards identified in 36 CFR 79.9, and specifically set forth by the Department of Interior - Museum Property Handbook, DM 411, which is the standards that must be met for facilities that house federally owned museum collections. The entire fossil collection (along with associated specimen data and corresponding geologic and geographic locality data and copies of pertinent field notes, photos, and maps) will be transferred to the repository for permanent storage and maintenance. Associated specimen data and corresponding geologic and geographic locality data will be archived at the repository and, along with the fossil specimens, will be made available to paleontologists for future study.</p> <p>A final report of findings that summarizes the results of the work conducted under these mitigation measures will be prepared by the Principal Paleontologist and submitted to the City of Redondo Beach. A copy of the report will be filed at the museum repository. Submission of the report will signify completion of the mitigation program.</p>
Hydrology and Water Quality	
<p>HWQ-5: The proposed project would expose people and structures to substantial risk associated with inundation by sea level rise</p>	<p>MM HWQ-3: Sea Level Rise Adaption Plan: The Applicant shall every 10 years from the first Certificate of Occupancy issued for the proposed project, review information from the National Oceanographic and Atmospheric Administration's (NOAA) tide measurement at the Santa Monica tide gauge and the recorded sea level rise trend, as well as pertinent literature that updates the sea level rise trend, to determine if sea level rise at the project site is trending toward the high, mid-level or low projections recommended by the Californian Ocean Protection Council (COPC). If the review of information shows that trend is consistent with the high projections of the COPC, then the Applicant shall design and implement a supplemental feature, such as a parapet adaptation to (and on top of) the proposed recurved splash wall or a raised splash wall to respond to sea level rise under the high projection trend (see Figure 3.8-17 of the Waterfront Draft EIR). If the future sea level rise shows an accelerating trend, the construction of such</p>

Table 2: Summary of Impacts that Can be Reduced to Less Than Significant With Mitigation

Environmental Impacts Without Mitigation	Mitigation Measures to Reduce Impacts to Less Than Significant
	adaptations may then be implemented at an appropriate time in the future.
Traffic and Transportation	
TRA-1: The proposed project could exceed the applicable significance thresholds	<p>MM TRA-1: Valley Drive/Francisca Avenue & Herondo Street (Intersection 6) – City of Hermosa Beach: A traffic signal would be installed at this intersection for which the project Applicant would provide fair share funding.</p> <p>MM TRA-2: Pacific Coast Highway & Herondo/Anita Street (Intersection 7): An additional westbound and eastbound through lane would be added. For the westbound approach, the center-raised median would be narrowed or eliminated. The two westbound left turn lanes would be shifted to the south to accommodate the additional westbound through lane. An additional westbound receiving lane would be added extending for a minimum of half a block length to the west of Intersection 7. The additional eastbound through lane would need to extend for a minimum of half the block length to the west of Intersection 7. The on-street angled parking on Herondo Street conflicts with the additional eastbound and westbound lane, and will require their removal. Parking will be replaced at 1:1 ratio to the satisfaction of the City Engineer, which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive, and/or parking at the project site over and above the ULI Parking Demand of 2,147 parking spaces. In addition, the on-street bike lanes would be shifted from their current location, but can be accommodated with the addition of the two through lanes.</p> <p>MM TRA-3: Pacific Coast Highway & Catalina Avenue (Intersection 10): One additional eastbound left turn lane would be added to provide two left turn lanes onto Pacific Coast Highway northbound. The intersection would also be restriped to provide one shared left-right lane, for a total of three lanes on the eastbound approach.</p> <p>MM TRA-4: Pacific Coast Highway & Beryl Street (Intersection 19): Add a southbound dedicated right-turn lane. This additional lane would encroach into the existing sidewalk right-of-way of the Gertruda Avenue cul-de-sac, and require the removal of mature trees that line the western side of the street. The sidewalk would need to be reconstructed to the west of its current location, which would narrow the end of the cul-de-sac.</p> <p>MM TRA-5: Pacific Coast Highway & Torrance Boulevard Avenue (Intersection 26): A northbound and an eastbound right-turn lane would be added at this intersection to mitigate the project's impact. The northbound right-turn lane is an approved</p>

Table 2: Summary of Impacts that Can be Reduced to Less Than Significant With Mitigation

Environmental Impacts Without Mitigation	Mitigation Measures to Reduce Impacts to Less Than Significant
	<p>project identified as mitigation from a prior project in the City, and therefore, the Applicant would provide a fair share contribution for these improvements. The eastbound right-turn lane would be fully-funded by the proposed project. The eastbound right-turn lane can be accommodated through restriping the outer eastbound lane on Torrance Boulevard, which measures 24 feet.</p> <p>MM TRA-6: Pacific Coast Highway & Palos Verdes Drive (Intersection 36): Add a southbound right-turn lane. The project Applicant shall provide a fair share percentage of contribution to this mitigation measure along with other development projects that would impact this intersection.</p>

- **Biological Resources**

Impact BIO-1: The proposed project could have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS, or any species that meets the criteria for endangered, rare, or threatened in CEQA Guidelines 15380

Marine Mammals

Marine mammals, including harbor seal, and California sea lion, have the potential to occur in the project area. As part of the project, pier piles are proposed to be set at a number of locations using a number of driving methodologies. Noise and vibration associated with pile driving activities could result in harassment of marine mammals that are present in the immediate area from the piles. Such harassment is anticipated to result in avoidance behavior rather than injury to the animals. During construction, marine mammals would be expected to voluntarily move away from the area due to the presence of noise and human activity. However, if they are present during construction, there would be potential for impacts related to mortality or injury from contact with construction equipment. In addition, potential effects, including behavioral effects and effects on hearing, could occur from the noise of pile driving activities if marine mammals are nearby. Such effects would be a significant impact.

The pile-driving site will move with each new pile; therefore, the safety zones shall move accordingly. Prior to commencement of pile-driving, a qualified marine mammal observer on shore or by boat shall survey the safety zone to ensure that no marine mammals are seen within the safety zone before pile-driving of a pile segment begins. If a marine mammal is observed within the safety zone during pile-driving operations, pile driving shall be delayed until the marine mammal moves out of the safety zone. If a marine mammal remains within the zone for at least 15 minutes before pile-driving

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

Implementation of mitigation measure MM BIO-1, presented in Table 2 above, will establish a harassment safety zone to keep marine mammals a safe distance from pile driving activities. Each pile-driving site will move with each new pile; therefore, the safety zones shall move accordingly. Prior to commencement of pile-driving, a qualified marine mammal observer on shore or by boat shall survey the safety zone to ensure that no marine mammals are seen within the safety zone before pile-driving of a pile segment begins. If a marine mammal is observed within the safety zone during pile-driving operations, pile driving shall be delayed until the marine mammal moves out of the safety zone. If a marine mammal remains within the zone for at least 15 minutes before pile-driving commences then pile-driving may commence with a "soft start" to warn mobile aquatic species to leave the area.

Mitigation measure MM BIO-1 will mitigate the significant impact to marine mammals to a less than significant level.

Finding. The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact BIO-1, as related to marine mammals. Specifically, the mitigation measure MM BIO-1 presented in Table 2 above, and also found on pages 3.3-48 and 3.3-49 of the Draft EIR, is feasible and is adopted to mitigate significant effects from Impact BIO-1 to marine mammals to a less than significant level.

Rationale for Finding. Implementation of the measures presented in MM BIO-1 will establish safety zones around pile-driving sites that are designed to keep marine mammals at a sufficient distance away from the subject activity so as to avoid significant impacts from noise/vibration-related harassment. Additionally, MM BIO-1 includes provisions for the subject areas to be surveyed by a qualified marine mammal observer prior to commencement of pile-driving activities to ensure that no marine mammals are within the safety zone or, if there is a marine mammal within the safety zone, that pile-driving activities be delayed or initiated in a manner that would warn mobile aquatic species to leave the area. In light of such precautionary and protective measures, impacts to marine mammals will be reduced a less than significant level.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.3 and Final EIR Section 1.3.4.3.

California Grunion

Project-related construction activities at Horseshoe Pier within sandy beach habitat could result in direct impacts, including mortality or injury, to grunion if they are present

in the project area during their spawning season (March to August). In addition, construction within spawning areas would result in physical harm or disturbance of eggs during the 10-day incubation period following spawning. This would be a significant impact.

Implementation of MM BIO-2, presented in Table 2 above, indicates that Horseshoe Pier construction under the pier structure will be scheduled to occur outside of the grunion spawning season (March to August). If construction overlaps the grunion spawning season, grunion monitoring will be conducted prior to any sandy beach-disturbing activity. If no grunion are observed, construction may proceed. If spawning occurs within the work area and is of a specified level (i.e., Walker Scale 2 or higher), work will not be performed if it would disrupt the high spawning beach used by grunion. Work will be deferred until after the next spring tide series when eggs would be expected to hatch and larval fish would return to the water; however, construction can continue where work would not overlap with grunion spawning locations.

Mitigation measure MM BIO-2 will mitigate the significant impact related to California grunion to a less than significant level.

Finding. The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact BIO-1, as related to California grunion. Specifically, the mitigation measure MM BIO-2 presented in Table 2 above, and also found on page 3.3-49 of the Draft EIR, is feasible and is adopted to mitigate significant effects from Impact BIO-1, as related to California grunion to a less than significant level.

Rationale for Finding. Implementation of the measures presented in MM BIO-2 will serve to schedule construction activities at Horseshoe Pier outside the grunion spawning season (i.e., avoid impacts) or, if construction activities overlap the spawning season, that field monitoring will occur to determine appropriate measures for avoiding significant disruption of grunion spawning. In light of such precautionary and protective measures, impacts to California grunion will be reduced a less than significant level.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.3 and Final EIR Section 1.3.4.3 and Response to Comment AL001-5.

Water Surface Cover

The project would alter the amount of square footage of overwater structures that provide surface cover. While the aquatic habitat still exists below an overwater structure (such as a bridge or a pier), surface cover reduces the amount of available open water foraging habitat for waterbirds, including special-status species such as California least tern, California brown pelican, and double-crested cormorant. Structures with high clearance above the water and few piles located within well-flushed environments (e.g., Horseshoe Pier and pedestrian bridge) would have less effects on limiting foraging habitat than structures that are at or near the water surface (small craft boat launch ramp).

The original project proposal addressed in the Draft EIR development of a boat launch ramp facility at Mole C, which would result in an increase of approximately 2,700 square feet of water surface cover including installation of boarding floats and gangways, which would be a significant impact; however, the impact could be mitigated to less than significant with implementation of Mitigation Measure MM BIO-3. Under the Staff Recommended Alternative, development of the boat launch ramp facility would occur at Mole B instead of Mole C, which would reduce the amount of existing surface water coverage by approximately 4,760 through removal of existing docks and gangways associated with marina slips that would be replaced by the boat launch ramp facility.

Finding. The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact BIO-1, as related to increased water surface cover. Specifically, the current proposal under the Staff Recommended Alternative to develop the boat launch ramp facility at Mole B instead of Mole C would completely avoid significant effects on the environment from Impact BIO-1, as related to increased water surface cover.

Rationale for Finding. The nature, location, and conceptual design of the boat launch ramp facility at Mole B would result in a net reduction in existing water surface cover, compared to the proposal at Mole C, which calls for improvements extending into water areas and resulting in an increase in water cover.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.3 and Final EIR Section 1.3.4.3.

Impact BIO-3: The proposed project could have a substantial adverse effect on federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means

The existing Seaside Lagoon within the project site is an excavated and enclosed lagoon located inside King Harbor that was originally built in the 1950s as a recreational amenity. It supports soft-bottom habitat and a sandy beach. The lagoon is a non-tidal saltwater facility fed by a diversion of cooling water from the AES power plant. As further described in Section 3.3.2.2 of the Draft EIR, the Seaside Lagoon is situated in an area that was historically open water and beach face prior to the construction of King Harbor that commenced in 1956. When Seaside Lagoon and the moles in the harbor area were originally constructed, fills were placed in Traditionally Navigable Waters (TNW). Historic photographs and portions of construction plans that have been obtained fail to identify whether Seaside Lagoon was ever completely filled (to the point of being terrestrial as opposed to water or wetland) prior to its being put into the present condition as a drain and fill controlled and seasonally operated sand bottom pool. It is uncertain at this time whether the Seaside Lagoon is considered to be within Waters of the United States. That determination is expected to occur during the federal permitting process for the in-water improvements associated with the project.

With implementation of the project, permanent impacts to federally protected waters would include the placement of fill in areas where new pilings and breakwaters are

installed. In addition, permanent alteration of marine habitat types would occur with the installation of the proposed in-water project elements. If the U.S. Army Corps of Engineers (USACE) determines that Seaside Lagoon is jurisdictional waters, a net loss of jurisdictional marine habitat would occur, which is considered a significant impact. If the USACE determine that Seaside Lagoon is not jurisdictional waters, the impact would be less than significant.

If Seaside Lagoon is jurisdictional waters, the significant impacts would be reduced to less than significant by implementation mitigation measure MM BIO-4. Specifically, MM BIO-4 requires compliance with USACE Clean Water Act and Rivers and Harbors Act permitting requirements that specifically address, and mitigate for, impacts to Waters of the United States. If required in compliance with permit requirements, mitigation can include one of the following: avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the enhancement of marine habitat associated with the opening of Seaside Lagoon to the waters of King Harbor or other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere Santa Monica Bay; (b) obtaining credits from a mitigation bank; and/or (c) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities.

Mitigation measure MM BIO-4 will mitigate the significant impact to federally protected waters, should the Seaside Lagoon be determined to be jurisdictional water, reducing the impact to a less than significant level.

Finding. The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact BIO-3. Specifically, the mitigation measure MM BIO-4 presented in Table 2 above, and also found on page 3.3-57 of the Draft EIR, is feasible and is adopted to mitigate significant effects from Impact BIO-3.

Rationale for Finding. The federal regulatory permitting process encompassed in MM BIO-4 is specifically designed and intended to address impacts to federally protected waters, which is the very subject of Impact BIO-3.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.3 and Final EIR Section 1.3.4.3

Impact BIO-4: The proposed project could interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

As noted above in the discussion of Impact BIO-3, there is the potential for California grunion spawning at the project site. The construction activities associated with the Horseshoe Pier in water near the sandy beach has the potential to disturb the California grunion spawning if the grunion are present (spawning is between March to August). This impact would be significant.

As also noted above, mitigation measure MM BIO-2 will mitigate to a less than significant level the project-related impact to grunion spawning.

Finding. The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact BIO-4. Specifically, the mitigation measure MM BIO-2 presented in Table 2 above, and also found on page 3.3-49 of the Draft EIR, is feasible and is adopted to mitigate significant effects from Impact BIO-4.

Rationale for Finding. Implementation of the measures presented in MM BIO-2 will serve to schedule construction activities at Horseshoe Pier outside the grunion spawning season (i.e., avoid impacts) or, if construction activities overlap the spawning season, that field monitoring will occur to determine appropriate measures for avoiding significant disruption of grunion spawning. In light of such precautionary and protective measures, impacts to California grunion will be reduced a less than significant level.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.3 and Final EIR Section 1.3.4.3.

- **Cultural Resources**

Impact CUL-2: Construction of the proposed project could cause a substantial adverse change in the significance of an unknown archaeological resource.

Based on the observed modifications to the project area (i.e., existing buildings and other improvements) and in comparison with the surrounding area, it is likely that the majority of the project area has been mechanically modified (i.e. disturbed soil). The only exceptions are in the northeast and southern edge of the project area where there is a potential for archaeological (prehistoric) deposits or unknown archaeological resources.

Given the presence of previous structures in the project site and surrounding area, and the prehistoric resource adjacent to the project site, it is possible that unknown archaeological resources (including buried features or possible structural remnants) may be present within the project site. Therefore, construction of the project within the northeastern and southeastern portions of the project site has the potential to have a substantial adverse change in the significance of an unknown archaeological resource. Based upon this potential, impacts are considered significant.

Mitigation measure MM CUL-4 will mitigate potential impacts to archaeological resources, if encountered during construction, to a less than significant level.

Finding. The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact CUL-2. Specifically, the mitigation measure MM CUL-4 presented in Table 2 above, and also found on page 3.4-69 of the Draft EIR, is feasible and is adopted to mitigate significant effects from Impact CUL-2.

Rationale for Finding. Mitigation measure MM CUL-4 requires that a subsurface archaeological evaluation to be conducted prior to or during excavation of the northeast and southern edges of the project site to assess whether previously unknown archaeological resources are present. The evaluation will be conducted by a team of archaeologists and a Native American monitor. If resources are determined to be present, an evaluation of their significance would be undertaken and, if feasible, the archaeological resources would be preserved in place. If such preservation is not feasible, a Data Recovery Plan will be prepared and implemented, including measures consistent with the U.S. Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, as well as provisions responsive to the priorities established by local historic preservation plans and the needs of other City Departments. The mitigation program set forth in MM CUL-4 will reduce impacts to archaeological resources, if encountered, to a less than significant level.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.4 and Final EIR Section 1.3.4.4.

Impact CUL-3: Construction of the proposed project could directly or indirectly destroy an unknown paleontological resource.

Based on existing geotechnical information, in the northern portion of the project site, earth-moving activities would likely encounter artificial fill, beach deposits, and younger and older dune sand. Excavation to an elevation of about seven feet for the northern parking structure would encounter only artificial fill, but might also encounter lagoonal deposits below the artificial fill. In the southern portion of the project site, earth-moving activities would likely encounter artificial fill and beach sediments. Excavation for the southern parking structure could also encounter Pleistocene marine deposits.

Although no fossil remains and no previously recorded fossil locality have been documented from lagoonal deposits at the project site or area, there would be a potential for scientifically important fossil remains or previously unrecorded fossil locality in this rock unit to be encountered or lost due to project-related earth-moving activities that encounter these deposits. Therefore, earth-moving activities, particularly excavation for the northern parking structure, have the potential to have an adverse effect on unknown paleontological resources; therefore, impacts are considered significant.

Although there has been no previously recorded fossil at the project site, because fossil mollusk shell fragments have been recorded in Pleistocene marine deposits, there would be a potential for scientifically important fossil remains and previously unrecorded fossil localities in this rock unit to be encountered or lost due to project-related earth-moving activities. Therefore, in areas of Pleistocene marine deposits, earth-moving activities associated with construction of the project could have a substantial adverse change in the significance of an unknown paleontological resource, particularly excavation for the southern parking structure.

Mitigation measure MM CUL-5 will mitigate potential impacts to paleontological resources, if encountered during construction, to a less than significant level.

Finding. The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact CUL-3. Specifically, the mitigation measure MM CUL-5 presented in Table 2 above, and also found on pages 3.4-71 and 3.4-72 of the Draft EIR, is feasible and is adopted to mitigate significant effects from Impact CUL-2.

Rationale for Finding. Mitigation measure MM CUL-5 requires that a qualified paleontologist review final design construction plans and subsurface bore logs to determine if potentially fossiliferous strata underlying the site would be encountered during excavation and, if so, what level of paleontologic monitoring should be implemented during excavation. Additional pre-construction/pre-excavation measures would also be undertaken by the paleontologist and, if determined necessary, a paleontologic monitor will be on-site to inspect new subsurface exposures created by excavation. If fossil remains are discovered, the monitor will recover them and record associated specimen and locality data, and will follow-up with appropriate curation, documentation, and disposition of the remains, per the requirements of MM CUL-5. The mitigation program set forth in MM CUL-5 will reduce impacts to paleontological resources, if encountered, to a less than significant level.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.4 and Final EIR Section 1.3.4.4.

- **Hydrology and Water Quality**

Impact HWQ-5: The proposed project would expose people and structures to substantial risk associated with inundation by wave uprush or sea level rise

With regard to wave uprush, the computed wave run-up elevation indicates an inundation depth of at least 0.3 feet flowing across the proposed boardwalk toward the landward end in the northern segment during a 25-year storm event. Further, an upward splash could occur as the sea water runs up the steeper wall face of the concrete wall during storm conditions that coincide with king tides. While the height of the water uprush cannot be precisely calculated, it is estimated that in extreme cases the splash could extend upwards of four feet. The potential for overtopping that would occur in this location would not change with implementation of the project, and while risks would be localized and occur only during storm conditions when fewer people are likely to be present, there is a risk of injury or damage to structures to an increased number of site patrons and structures. Thus, while the heights and frequency of wave overtopping would not change under the project, given the potential increase for injury and structural damage to occur, wave overtopping along this the boardwalk east of Horseshoe Pier is considered a significant impact.

Sea level rise would not be affected by the project, and the raising of the northern portion would reduce the potential for hazards and damage associated with future sea

level rise as compared to existing conditions. However, sea level rise would increase the frequency and maximum elevation of wave uprush, and therefore, the areas within the project site that may be subject to inundation would increase compared to existing conditions. With revitalization of the project site, including the net increase in building area, the desired increase in activities at, and patronage of, the project site, there is the potential that more people and structures would be subject to risks associated with inundation as a result of sea level rise. Therefore, should the projected high sea level rise occur in the future, the potential impacts are considered significant.

Finding. The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact HWQ-5, as related to wave uprush and sea level rise. Specifically, the mitigation measures MM HWQ-2 and MM HWQ-3 presented in Table 2 above, and also found on page 3.8-77 of the Draft EIR, are feasible and are adopted to mitigate significant effects from Impact HWQ-5, as related to wave uprush and sea level rise.

Rationale for Finding. Mitigation measures MM HWQ-2 requires that a four-foot high recurved splash wall be placed within the existing revetment at the seaward edge of the boardwalk to redirect up-rushed water back toward the ocean or other wave uprush protection that prevents inundation from occurring at the buildings and pedestrian boardwalk located landward of the northern portion of the Horseshoe (Municipal) Pier (just to the north and south of Kincaid's restaurant) be installed, subject to California Coastal Commission recommendations and approval, prior to certificates of occupancy for the buildings. Mitigation measure MM HWQ-3 requires the preparation of a sea level rise adaptation plan that includes periodic review of data related to current and projected trends in sea level rise and, if/as appropriate, the design and implementation of supplemental features such as a parapet adaptation to (and on top of) the proposed recurved splash wall or a raised splash wall to respond to sea level rise. The mitigation requirements set forth in MM HWQ-2 and MM HWQ-3 will reduce exposure impacts related to wave uprush and sea level rise to a less than significant level.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.8 and Final EIR 1.3.4.8.

- **Traffic and Transportation**

Impact TRA-1: Operation of the proposed project could exceed the applicable significance thresholds (Intersections).

Development and operation of the project will result in an increase in the number of vehicle trips currently generated at the project site, including during the morning (AM) and afternoon (PM) peak commute travel hours. Relative to the project-related changes to the operational characteristics of the signalized intersections under the Existing (2013) plus Project Condition scenario, as compared against those of the Existing (2013) Conditions scenario, the following intersections would be significantly impacted:

Intersection 7 - PCH/Catalina Avenue & Herondo Street/Anita Street

Intersection 10 - PCH & Catalina Avenue

Intersection 19 - PCH & Beryl Street

Intersection 26 - PCH & Torrance Boulevard

Intersection 36 - PCH & Palos Verdes Boulevard.

The above signalized intersections would also be significantly impacted under the Cumulative plus Project Conditions (2019) scenario, as compared against the Cumulative Conditions (2019) without Project scenario. Additionally, under this cumulative impacts scenario, the following unsignalized intersection would be significantly impacted:

Intersection 6 - Valley Drive/Francisca Avenue & Herondo Street

Mitigation measures MM TRA-1 through MM TRA-6 provide for specific improvements at each of the above intersections, which will reduce the project-related impacts to less than significant levels.

Finding. The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact TRA-1, specifically as related to roadway intersections as identified in the Final EIR. Specifically, the mitigation measures MM TRA-1 through MM TRA-6 presented in Table 2 above, and also found on pages 3.13-69 and 3.13-70 of the Draft EIR, are feasible and are adopted to mitigate significant effects from Impact TRA-1, as related to roadway intersections.

It should be noted that while mitigation measures MM TRA-1 through MM TRA-6 are considered feasible and would reduce intersection impacts to levels that are less than significant, implementation of these mitigation measures lies within the jurisdiction of public agencies other than the City of Redondo Beach. Consequently, the City further finds that the changes associated with MM TRA-1 are partially within the responsibility and jurisdiction of another agency and not completely within the jurisdiction of the City of Redondo Beach. Such changes have been adopted by the City of Redondo Beach and can and should be adopted by the City of Hermosa Beach (for MM TRA-1), City of Torrance (for MM TRA-6), and Caltrans (for MM TRA-2 through MM TRA-6).

Rationale for Finding. The significant impacts identified at these intersections were determined using quantitative evaluation methods such as the Intersection Capacity Utilization (ICU) method and the Highway Capacity Manual (HCM) method, as described in Section 3.13.4.1.1 of the Draft EIR, which analyze "critical movements" within an intersection. The traffic modeling conducted for the project analyzed how project-related trips would affect the operational characteristics of intersections within the traffic study area and where there was a reduction in operational efficiency that exceeded the thresholds presented in Section 3.13.4.2 of the Draft EIR, the impact was deemed to be significant. Mitigation measures MM TRA-1 through MM TRA-6 delineate

improvements specific to each of the six intersections that would be significantly impacted by project-related operational traffic. The specified improvements pertain to the particular design, configuration, and operational characteristics of each intersection, and through intersection modifications such as lane design, turning movement controls, signal timing, and the like, serve to improve the overall operational efficiency of the intersection to the point where it no longer exceeds the applicable threshold of significance. Such is the case relative to Intersections 7, 10, 19, 26, and 36, which are existing signalized intersections that with the improvements specified in MM TRA-2 through MM TRA-6 would experience a change in operational efficiency that would be less than significant, as reflected in Tables 3.13-23, -24, -25, -36, -37, and -38 in the Draft EIR. Relative to Intersection 6, which is an unsignalized intersection that would be significantly impacted by project-related traffic; however, with the installation of a signal at that intersection, as required by MM TRA-1, the impact would be reduced to a less than significant level.

The City further finds that the loss of boat slips does not constitute an adverse physical environmental impact and is a matter of convenience. Additionally, while the Mole B facility would result in the removal of approximately 39 marina boat slips of various sizes within Basin 1 of the King Harbor Marina, King Harbor Marina has consistently had approximately 60 vacant boat slips in the marina since 2010.¹ Therefore, a reduction in boat slips to accommodate a boat launch ramp facility would not reduce the recreational access to the harbor, further boat slips do not result in secondary environmental impacts, because these are subject to long term leases.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.13 and Final EIR Section 1.3.4.13.

1.5.3 Findings on Significant Environmental Impacts That Cannot Be Avoided or Reduced to a Less than Significant Level

Based on the issue area assessment in the Draft EIR, the City has determined that the project will have significant impacts in the resource areas identified in Table 3 below and further discussed thereafter, and that these impacts cannot be avoided or reduced despite the incorporation of all feasible mitigation measures. These findings are based on the discussion of impacts in the detailed issue area analyses and associated cumulative impacts evaluations in Sections 3.2, 3.4, 3.8, and 3.10 of the Draft EIR. For each significant and unavoidable impact identified below, the City has made a finding(s) pursuant to Public Resources Code § 21081. An explanation of the rationale for each finding is also presented below in the discussion that follows Table 3.

¹ Guthrie, Maryann. Public Testimony, Redondo Beach Harbor Commission Meeting, June 13, 2016.

Table 3: Summary of Unavoidable Significant Impacts

Environmental Impacts	Mitigation Measures That Would Reduce But Not Eliminate Significant Impacts
Air Quality	
<p>AQ-1: Construction of the proposed project would violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation (Construction emission associated with NOx and CO under existing and cumulative conditions)</p>	<p>MM AQ-1: Fleet Modernization for Construction Equipment: Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that the construction contractor shall ensure that all off-road equipment with a horsepower greater than 50 horsepower (HP) be required to have USEPA certified Tier 4 interim engines or engines that are certified to meet or exceed the NOx emission ratings for USEPA Tier 4 engines. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. During construction, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the City's Building and Safety Division. The construction equipment list shall state the makes, models, and numbers of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449. These activities shall be verified by the Building and Safety Division during construction.</p> <p>MM AQ-2: Use of Low-VOC Coatings and Paints: Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the construction plans and specifications stipulate that all architectural coatings shall meet a volatile organic compound (VOC) content of 50 grams per liter (g/L) or less for interior coating and 100 g/L or less for exterior coatings. Use of low-VOC paints shall be verified by the Building and Safety Division during construction. However, if the project is phased such that less square footage is coated on a daily basis, then coatings with higher VOC levels may be used over a longer period of time subject to South Coast Air Quality Management District standards.</p>
Cultural Resources	
<p>CUL-1: The proposed project would cause a substantial adverse change in the significance of a historical resource under existing and cumulative conditions.</p>	<p>MM CUL-1: Recordation: Prior to the issuance of any project related demolition or grading permits, the applicant shall prepare comprehensive documentation of the significantly impacted historic resources the property, including all features previously identified as contributive to its historic character. The project-specific historical resources identified as meeting the eligibility criteria for City of Redondo Beach Landmark designation (although there is no official designation) are:</p> <ul style="list-style-type: none"> • Sportfishing Pier (including buildings) • 208-210 Fisherman's Wharf (Tony's On The Pier and its companion)

Table 3: Summary of Unavoidable Significant Impacts

Environmental Impacts	Mitigation Measures That Would Reduce But Not Eliminate Significant Impacts
	<p>building, Tony's Hats 'N Things)</p> <ul style="list-style-type: none"> • Redondo Beach Pier Complex (includes the timber portion of the Horseshoe [Municipal] Pier and the Monstad Pier) <p>The documentation shall be consistent with the requirements of Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) Level II, and shall conform with the applicable standards described in the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation.</p> <p>HABS/HAER/HALS Level II documentation typically includes a written historical report accompanying photocopies of any existing architectural drawings and a set of large format (minimum 4" x 5" neg.) archival quality black and white photographs. The original documentation package shall be submitted to the City of Redondo Beach Community Development Department and Preservation Commission for review and issuance of Certificate of Appropriateness if necessary. The approved documentation package shall be submitted to the Community Development Department and City's Historical Commission for curation, with copies distributed to the Redondo Beach Public Library and the Redondo Beach Historical Museum, where they shall be accessible to the public.</p> <p>MM CUL-2: Interpretive Program: An interpretive program shall be developed to include an internet website that shall be of educational benefit to the public and illustrate the history and historic architecture of the historical resource through photographs, video, and oral history interviews collected from persons familiar with the history and historic functioning of the property. Additionally, a permanent, on-site interpretive facility presenting the history of the property and incorporating HABS/HAER documentation, historical images, and salvaged elements of the historic property shall be created. The interpretive program shall be coordinated with the City of Redondo Beach Community Development Department, in coordination with the City's Preservation Commission and Historical Commission, and other agencies and organizations, as appropriate. Integration of the interpretive program with existing programs, such as the Paths of History marker program, and the Redondo Beach Historical Society website is acceptable.</p> <p>MM CUL-3: Protection of the Monstad Pier During Construction: Prior to the issuance of demolition permits associated with the Horseshoe (Municipal) Pier element of the project, construction documents shall be reviewed and approved by a qualified preservation professional to ensure that the important historic character defining elements of the Monstad Pier are maintained. To ensure that the Monstad Pier is not inadvertently damaged during construction, plans and specifications shall incorporate measures consistent with National Park Service guidance for temporary protection of historic structures ("Temporary Protection No. 3:</p>

Table 3: Summary of Unavoidable Significant Impacts

Environmental Impacts	Mitigation Measures That Would Reduce But Not Eliminate Significant Impacts
	<p>Protecting a Historic Structure during Adjacent Construction." National Park Service, Technical Preservation Services, Washington, D.C., 2001). These plans shall also be submitted to, and reviewed by, the City's Preservation Commission and Historical Commission, pursuant to Redondo Beach Municipal Code Section 10-4.501.</p>
Hydrology and Water Quality	
<p>HWQ-5: The proposed project would expose people and structures to substantial risk associated with inundation by seiche or tsunami under existing and cumulative conditions</p>	<p>MM HWQ-1: Tsunami/Seiche Awareness Notification Program: The following shall be implemented on-site to reduce risks associated with tsunami:</p> <p>The following shall be implemented on-site to reduce risks associated with tsunami:</p> <ol style="list-style-type: none"> 1. Signage shall be provided throughout the project area, showing the designated tsunami emergency evacuation route. 2. A public address system audible at both northern and southern locations of the site shall be installed and used to inform the public of evacuation order or emergency procedures in the event a tsunami warning or alert is issued. Contact information for the on-site management office with access to the public address system shall be provided to the Redondo Beach Fire Department and provided for inclusion in City tsunami preparation/emergency response procedure manuals. 3. A tsunami evacuation map and a copy of any City tsunami preparation/emergency response procedure manuals shall be kept in the on-site management office at all times. 4. Tsunami preparedness training shall be provided to on-site security personnel. 5. Additional information, such as brochures and signage, promoting tsunami awareness and providing the website to the City's emergency preparedness website shall also be made available at the project site. <p>MM HWQ-2: Wave Uprush Protection: A four-foot high recurved splash wall shall be placed within the existing revetment at the seaward edge of the boardwalk to redirect up-rushed water back toward the ocean (as shown in Figure 3.8-16 of the Waterfront Draft EIR), or other wave uprush protection that prevents inundation from occurring at the buildings and pedestrian boardwalk located landward of the northern portion of the Horseshoe (Municipal) Pier (just to the north and south of Kincaid's restaurant) shall be installed, subject to California Coastal Commission recommendations and approval, prior to certificates of occupancy for the buildings. The top of the splash wall shall be level with the finished grade of the boardwalk.</p>

Table 3: Summary of Unavoidable Significant Impacts

Environmental Impacts	Mitigation Measures That Would Reduce But Not Eliminate Significant Impacts
Noise	
<p>NOI-2: Construction activities associated with the proposed project would expose sensitive receptors to or generation of excessive groundborne vibration or groundborne noise levels under existing and cumulative conditions.</p>	<p>MM NOI-1: Pile Driving Vibration: Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits for construction activities involving the use of pile drivers (impact) within 55 feet of non-engineered timber and masonry structures/buildings or within 30 feet of structures/buildings constructed of reinforced-concrete, steel, or timber, and to the satisfaction of the City of Redondo Beach Building and Safety Division, the project applicant shall retain a Professional Structural Engineer to perform the following tasks:</p> <ul style="list-style-type: none"> • Review the project plans for demolition and construction; • Investigate the area where pile driving is proposed to occur, including geological testing, if required; and • Prepare and submit a report to the Director of Building and Safety to include, but not be limited to, the following: <ul style="list-style-type: none"> - Description of existing conditions at the subject area; - Vibration level limits based on building conditions, soil conditions, and pile driving approach to ensure vibration levels would be below 0.2 in/sec for non-engineered timber and masonry buildings if nearby or 0.5 in/sec for structures or buildings constructed of reinforced-concrete, steel, or timber if nearby; and - Specific measures to be taken during pile driving to ensure the specified vibration level limits are not exceeded.
<p>NOI-3: The proposed project would cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project and in excess of the City's standards under existing and cumulative conditions.</p>	<p>No mitigation is available.</p>
<p>NOI-4: Construction activities associated with the proposed project would cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project and in excess of the City's standards under existing and cumulative conditions.</p>	<p>MM NOI-2: Equipment Mufflers: During all project construction, all construction equipment, fixed or mobile, shall be operated with closed engine doors, if so equipped, and shall include properly operating and maintained residential-grade mufflers consistent with manufacturers' standards.</p> <p>MM NOI-3: Stationary Equipment: Stationary construction equipment (fixed equipment such as compressors, generator, fans, as well as idling vehicles, etc.) operating in proximity to noise sensitive receptors (i.e., residential structures) shall be placed a minimum of 50 feet away from such receptors so that emitted noise is naturally dissipated from the receptors.</p> <p>MM NOI-4: Equipment Staging Areas: Equipment staging shall be located in areas that are shielded from and/or set back noise sensitive receptors, with a minimum of 50 feet separation between the sensitive receptor and the nearest edge of the staging area</p>

Table 3: Summary of Unavoidable Significant Impacts

Environmental Impacts	Mitigation Measures That Would Reduce But Not Eliminate Significant Impacts
	<p>MM NOI-5: Electrically-Powered Tools and Facilities: Where available, electrical power from a grid connection shall be used to run air compressors and similar power tools and to power any temporary equipment.</p> <p>MM NOI-6: Sound Barriers: Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and the residences to the east as needed during construction phases with high noise levels. Temporary sound barriers shall consist of either sound blankets capable of blocking approximately 20 A-weighted decibels (dBA) of construction noise or other sound barriers/techniques such as acoustic padding or acoustic walls placed near the existing residential buildings to the east of the project site that would reduce construction noise by approximately 20 dBA. Barriers shall be placed such that the line-of-sight between the construction equipment and immediately adjacent sensitive land uses is blocked.</p> <p>MM NOI-ALT-1: Temporary Relocation of Liveaboards: A temporary moorage location within King Harbor shall be provided to liveaboard vessels located within 150 feet of construction activities as needed during construction phases with high noise levels. The need for relocation should be evaluated on a case-by-case basis considering the type of construction activities occurring, equipment being used, duration, and distance to the noise sensitive receptors.</p>

- **Air Quality**

Impact AQ-1: Construction of the proposed project would violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation

Construction activities associated with the project would generate air pollutant emissions from the following construction activities: (1) demolition, site preparation, grading, and excavation; (2) construction workers traveling to and from project site; (3) delivery and hauling of construction supplies to, and debris from, the project site; (4) fuel combustion by on-site construction equipment; (5) building construction; application of architectural coatings; and paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring simultaneously.

As indicated in Table 3.2.9 of the Draft EIR the construction-related regional emissions would exceed the thresholds of significance for reactive organic gases (ROG), nitrogen oxides (NOx), and carbon monoxide (CO). Specifically, peak daily ROG emissions in Construction Year 2017 would reach 199 pounds, exceeding the applicable threshold of 75 pounds per day, peak daily NOx emissions in construction years 2017 and 2018

would reach 719 pounds and 173 pounds, respectively, exceeding the applicable threshold of 100 pounds per day, and peak daily CO emissions in construction year 2017 would reach 736 pounds, exceeding the applicable threshold of 550 pounds per day.

Mitigation measure MM AQ-1 sets forth the requirement that project construction contractor utilize off-road equipment, with diesel engines having more than 50 horsepower, that are USEPA certified Tier 4 or USEPA certified Tier 4 interim engines or engines that are certified to meet or exceed the NOx emission ratings for USEPA Tier 4 engines. Tier 4 engines represent the lowest emission diesel engines currently available for commercial use. Also included in MM AQ-1 is the requirement that nonessential engine idling of construction equipment be limited to five minutes or less.

Mitigation measure MM AQ-2 requires that all architectural coatings, such as paints, be low-VOC.

As indicated in Table 3.2-11 of the Draft EIR, implementation of mitigation measures MM AQ-1 and MM AQ-2 would reduce construction-related ROG emissions to a less than significant level (i.e., 68 pound per day); however, emissions of NOx and CO would not be reduced to levels less than significant (i.e., mitigated peak NOx emissions would be 383 pounds per day in construction year 2017 and 130 pounds per day in construction year 2018, and mitigated peak CO emissions would be 697 pounds per day in construction year 2018).

Findings.

The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact AQ-1, as related to construction emissions. Specifically, the mitigation measures MM AQ-1 and MM AQ-2, set forth above in Table 3 and also found on page 3.2-40 of the Draft EIR, are feasible and are adopted to mitigate significant effects from Impact AQ-1, as related to construction emissions. However, even with implementation of these measures, significant unavoidable impacts will occur as described above related to construction emissions for NOx and CO. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact AQ-1, as related to construction emissions, to a less than significant level.

Rationale for Finding.

Implementation of mitigation measures MM AQ-1 and MM AQ-2 will reduce construction-related ROG, NOx, and CO emissions to the extent feasible, which will reduce ROG emissions to a less than significant level, but not so for NOx and CO. Emissions of NOx and CO are primarily associated with the operation of heavy-duty diesel-powered construction equipment. MM AQ-1 requires the use of the cleanest diesel engine type that is now commercially available, and includes restrictions on the operation of such engines (i.e., non-essential idling limited to no more than five minutes). There are no other feasible technologies or construction operations aspects

that can be applied to further reduce those emissions and bring them to less than significant levels.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.2 and Final EIR Section 1.3.4.2.

- **Cultural Resources**

Impact CUL-1: The proposed project would cause a substantial adverse change in the significance of a historical resource.

Numerous structures, also referred to as "properties," exist within the project site. As detailed in Section 3.4 of the Draft EIR, the majority of those properties do not have historic significance and their demolition/removal as part of the project would not result in significant impacts to historic resources. Three properties within the project side were determined to be of historic significance, including the Sportfishing Pier, buildings at 208-210 Fisherman's Wharf (i.e., Tony's On The Pier, Tony's Hats 'N Things), and the Redondo Beach Pier Complex, as described below.

Sportfishing Pier

The Redondo Sportfishing Pier appears eligible for designation as a Redondo Beach landmark. Specifically, for its association with the 1960s redevelopment of the Redondo Beach Harbor, a pattern of events which brought about a significant physical and economic transformation of the community. The Redondo Sportfishing Pier (Polly's Pier) has been the site of sportfishing excursions, boat rentals and rides, tackle and bait sales, along with harbor side dining at Polly's on the pier, since the late 1960s. The Sportfishing Pier also has local historical significance relative to being an intact representative example of a timber frame coastal fishing pier. Implementation of the project would result in the complete reconstruction of the Redondo Sportfishing Pier and development of an 1,836-square foot commercial use on the pier. As such, the Sportfishing Pier would no longer have its historic character, which would constitute a significant adverse impact to a potential historical resource.

208-210 Fisherman's Wharf (Tony's On The Pier, Tony's Hats 'N Things)

Tony's On The Pier, or "Old Tony's", as it's known, is perhaps the oldest feature remaining on the Horseshoe Pier. The original one-story restaurant was established by owner Tony Trutanich in 1952. Immediately popular with pier visitors, the restaurant's success allowed Trutanich to be selected as a "master leaseholder" when King Harbor was developed in the 1960s. Constructed on the pier around 1960-61, directly adjoining Tony's restaurant on the southeast and also owned and operated by Tony Trutanich, was a shop that was called the Sea Spray Gift Shop. Presently known as Tony's Hats 'N Things, the shop also incorporated a variety of whimsical elements such as an exaggerated gabled entrance, scrolled vergeboards, and a roofline balustrade. Tony's On The Pier, with its companion structure, is eligible for designation as Redondo Beach local landmark as an excellent and intact example of 1960s era fantasy-themed commercial architecture. The building is also eligible for local landmark listing for its association with its developer, Tony Trutanich, and is also significant for its association

with important patterns of events in Redondo Beach history. Specifically, for its contribution to the popularity and success of the redeveloped pier during the era of waterfront renewal and expansion in Redondo Beach in the early to mid-1960s. Implementation of the project would result in the demolition of the Tony's On The Pier and its companion structure. This would constitute a significant adverse impact to a potential historical resource.

Redondo Beach Pier Complex

The "Redondo Beach Pier Complex" is composed of the Monstad Pier and the Municipal or "Horseshoe" Pier. The Monstad Pier and the timber portion of the Horseshoe Pier share close similarities in their construction, both being wood frame, timber pile piers. They are comparable in their dates of initial construction, being built within two years of each other, in 1926 and 1928, respectively. Further, the two structures are physically joined together, and for roughly a third of their lengths appear, when viewed from the shore or from the pier deck, as a single monolithic structure. These factors indicate that it is, therefore, most appropriate that the two timber piers be considered as a combined resource, the Redondo Beach Pier Complex, when assessing historical significance.

The piers serve as a reminder of the early days of wooden wharf and pier construction in the City and are a physical connection to the community's past. The early success of Redondo Beach was directly tied to its functioning as a port, supplying lumber shipped from the Pacific Northwest, and other goods, to the growing town and to the region. Redondo Beach once supported three timber framed wharfs, all active at the same time, and used by ships and the railroads to transport cargo, as well as by fishermen and weekend beach tourists alike. Later, as shipping declined and use of the wharfs faded, pleasure piers replaced them and were among the City's principal attractions, drawing tourists from throughout the region and beyond to Redondo Beach. The surviving portion of the Horseshoe Pier and the Monstad Pier date to this period in Redondo Beach harbor history when beach tourists thronged to the waterfront on weekends and summer days to enjoy the many attractions along El Paseo, and enjoy a stroll or some angling out over the harbor's waters on the piers.

Implementation of the project would result in the demolition of the timber portion of the Horseshoe Pier and may result in direct impacts to the Monstad Pier in the area immediately adjacent to the connection between the two piers (potential impacts are associated with the demolition and reconstruction of the connecting platform and pier support systems and joints of the Horseshoe Pier where it connects with the Monstad Pier). This would constitute a significant adverse impact to a historical resource.

Mitigation measure MM CUL-1 requires that prior to issuance of demolition or grading permits, the applicant shall prepare comprehensive documentation of the property, including all features previously identified as contributive to its historic character. The documentation shall be consistent with the requirements of Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) Level II, and shall conform with the applicable standards

described in the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. The approved documentation package shall be submitted to the Community Development Department and City's Historical Commission for curation, with copies distributed to the Redondo Beach Public Library and the Redondo Beach Historical Society Museum, where they shall be accessible to the public. Mitigation measure MM CUL-2 requires that an interpretive program be developed to include an internet website that shall be of educational benefit to the public and illustrate the history and historic architecture of the historical resource through photographs, video, and oral history interviews collected from persons familiar with the history and historic functioning of the property. Additionally, a permanent, on-site interpretive facility presenting the history of the property and incorporating HABS/HAER documentation, historical images, and salvaged elements of the historic property shall be created. Mitigation measures MM CUL-1 and MM CUL-2 serve to document and memorialize the significant historic features of the project site, including those that would be removed or substantially altered as part of the project, such as the Sportfishing Pier, buildings at 208-210 Fisherman's Wharf (i.e., Tony's On The Pier, Tony's Hats 'N Things), and the Redondo Beach Pier Complex. Additionally, MM CUL-3 sets forth requirements to ensure that the important historic character defining elements of the Monstad Pier are maintained during constructions. While the above mitigation measures will help maintain the memory and record of the historic features of the project site, they will not avoid the physical removal/loss or substantial alteration of the aforementioned historic properties.

Findings.

The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact CUL-1. Specifically, the mitigation measures MM CUL-1 through MM CUL-3, set forth above in Table 3 and also found on pages 3.4-65 and 3.4-66 of the Draft EIR, are feasible and are adopted to mitigate significant effects from Impact CUL-1. However, even with implementation of these measures, significant unavoidable impacts will occur as described above. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact CUL-1 to a less than significant level.

Rationale for Finding.

The complete reconstruction of Sportfishing Pier and the demolition of the timber portion of the Horseshoe Pier, which includes the removal of Tony's On The Pier and its companion building, and connects with the adjacent Monstad Pier, are essential elements of the project. Avoidance, relocation, or partial retention of these resources is not possible due to the existing condition of these structures. As detailed in Section 3.5 Geology and Soils of the Draft EIR, inspections of the Sportfishing Pier and Horseshoe Pier found the condition of the pier structures to be in very poor condition and any attempt to repair or replace existing piles and decks was determined to require demolition of a portion of the existing buildings and decks to sufficiently expose the bottom and allow equipment to repair and replace the structures. This essentially

translates to nearly total demolition and replacement of the existing piers and buildings (those on the Sportfishing Pier and Tony's On The Pier), which would result in removal or alteration to these potentially historical resources; therefore, a significant unavoidable impact would occur to Sportfishing Pier, Tony's On The Pier and its companion building, and the Redondo Beach Pier Complex.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.4 and Final EIR Section 1.3.4.4, Master Response #5, and Response to Comment PC312-1.

- **Hydrology and Water Quality**

Impact HWQ-5: The proposed project would expose people and structures to substantial risk associated with inundation by seiche, tsunami, mudflow, or sea level rise.

The project site is located within a tsunami-induced inundation zone for a tsunami originating in the coastal waters of California, according to the potential inundation map for the Redondo Beach area prepared by the California Governor's Office of Emergency Services. While the potential is rare, given the potential for future occurrence of earthquakes and tsunamis along the Pacific Rim, on- or near-shore development in Southern California, including the project site, would involve some measure of risk of impacts from a tsunami or seiche. Although rare, should a large tsunami or seiche occur, it would be expected to cause some amount of damage and possibly injuries and risk of life to most on or near-shore locations. As a result, this is considered as the average or normal condition for most on- and near-shore locations in Southern California, which would include the project site.

Since tsunamis and seiches are derived from wave action, the risk of damage or injuries from these events is lessened if the location is high enough above sea level, far enough inland, or protected by structures such as dikes or concrete walls. Implementation of the project would include raising the site elevation in the northern portion of the site. The raising of the boardwalk and some portions of the site in the northern portion would reduce, to some degree, the potential for hazards and damage associated with a future tsunami or seiche event compared to existing conditions; however, with revitalization of the project site, including the net increase in building area and the desired increase in activities at, and patronage of, the project site, there is also the potential of more people being present at the project site, and at risk, should a major tsunami or seiche occur in the future. Emergency planning and coordination by the City of Redondo Beach Fire Department and other City and County agencies, would contribute to reducing onsite injuries during a tsunami. However, the effectiveness of an emergency response would vary depending on amount of warning time provided (i.e., a distant tsunami may provide ample time to initiate an evacuation or other safety precautions, but there may only be a few minutes warning for local event). While no tsunami is known to have ever significantly affected the Los Angeles Coast in the past, the likelihood of such a future event is largely unknown, the potential exposure of buildings and people at the project

site to risk and damage associated with a tsunami or seiche is considered to be a significant impact.

Mitigation measure MM HWQ-1 sets forth the requirements for a tsunami/seiche awareness notification program, including placement of signage throughout the project area showing the designated tsunami emergency evacuation route, installation of a public address system that will be used to inform the public of evacuation order or emergency procedures in the event a tsunami warning or alert is issued, having on-site in the property management office a tsunami evacuation map and a copy of any City tsunami preparation/emergency response procedure manuals, providing tsunami preparedness training to on-site security personnel, and also make available at the project site additional information, such as brochures and signage, promoting tsunami awareness and providing the address to the City's emergency preparedness website. MM HWQ-1 provides numerous measures for warning of, and safety measures for, a tsunami event; however, due to natural uncertainties of such an event occurring in the future, it is not possible to conclude that the associated risks would be fully mitigated.

Findings.

The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact HWQ-5. Specifically, the mitigation measure MM HWQ-1, set forth above in Table 3 and also found on pages 3.8-76 and 3.8-77 of the Draft EIR, is feasible and is adopted to mitigate significant effects from Impact HWQ-5. However, even with implementation of these measures, significant unavoidable impacts will occur as described above. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact HWQ-5 to a less than significant level.

Rationale for Finding.

Due to natural uncertainties of a tsunami an event occurring in the future, including uncertainties regarding the timing, size, duration, and other characteristics of such an event, it is not possible to conclude that the associated risks can be fully mitigated.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.8 and Final EIR Section 1.3.4.8.

- **Noise**

Impact NOI-2: Construction activities associated with the proposed project would expose sensitive receptors to or generation of excessive groundborne vibration or groundborne noise levels.

Construction equipment associated with the project, such as dozers and plate compactors, would generate vibrations that could result in groundborne noise or vibration that may affect nearby structures and sensitive receptors. The estimated vibration levels associated with project construction would be below the significance

thresholds at the majority of receptor locations for most construction equipment. The most notable exception would be for pile drivers (impact type), which would exceed the annoyance thresholds at all locations and the structural damage thresholds at receptors close to the project site. Relative to other aspects of construction vibration near sensitive receptors possibly resulting in annoyance impacts, vibration associated with several other types of construction equipment operating in close proximity to sensitive receptors, such as large bulldozers, hoe rams, and loaded trucks, operating directly adjacent to the residential condominiums along the eastern edge of the site or Veterans Park, would exceed the significance threshold.

Depending on the type of pile driver to be used, vibration from an impact pile driver would exceed the criterion for potential damage of non-engineered wooden buildings/structures (0.2 in/sec) at a distance of 53 feet or less, and vibration from a sonic/vibratory pile driver would exceed that criterion at a distance of 23 feet or less. Based on the above, vibration from construction activities associated with the project would result in significant impacts relative to potential structural damage when pile drivers (impact type) operate within 55 feet of non-engineered timber and masonry buildings or within 30 feet of structures or buildings constructed of reinforced-concrete, steel, or timber. Additionally, short-term significant impacts related to human annoyance from vibration would occur during construction activities in close proximity to sensitive receptors.

Mitigation measure MM NOI-1 requires that, prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits for construction activities involving the use of pile drivers (impact) within 55 feet of non-engineered timber and masonry structures/buildings or within 30 feet of structures/buildings constructed of reinforced-concrete, steel, or timber, the project applicant shall retain a Professional Structural Engineer to perform certain tasks that will serve to ensure that construction-related vibration levels do not exceed significance thresholds at those nearby structures.

Findings.

The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact NOI-2. Specifically, the mitigation measure MM NOI-1, set forth above in Table 3 and also found on page 3.10-30 of the Draft EIR, is feasible and is adopted to mitigate significant effects from Impact NOI-2. However, even with implementation of these measures, significant unavoidable impacts will occur as described above. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact NOI-2 to a less than significant level.

Rationale for Finding.

With implementation of MM NOI-1, impacts related to potential structural damage from constructed-related vibration, particularly as related to pile driving (impact) would be

less than significant. No feasible mitigation measures are available relative to human annoyance from construction-related vibration, even though such impacts would only be short-term and periodic.

Reference. Draft EIR Section 3.10.

Impact NOI-3: The proposed project would cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

There is the potential for increased roadway noise level to result from project-related operational traffic. The greatest potential for increased roadway noise levels would occur in close proximity to the project site where increased traffic directly associated with the project would be most prominent (i.e., project-related traffic would be more dispersed, using different streets, at greater distances from the project site). Table 3.10-9 in the Draft EIR identifies roadways in close proximity to the project site that have noise sensitive uses (i.e., residential or hotel) nearby, the estimated existing CNEL along each roadway, the existing average daily traffic (ADT) for each road, the ADT for existing plus project-related traffic for each road, and the amount of CNEL increase attributable to the project-related traffic. As indicated in that table, the project-related increases in daily traffic on most of the local roadways with noise sensitive uses nearby would not exceed the allowable increments that define a significant impact; however, the project's operations-related increase in traffic and associated roadway noise on Torrance Circle/Boulevard between Project Site and Catalina Avenue would exceed the significance threshold (i.e., would result in a 4.4 dB increase to the existing ambient noise level of 60 CNEL, which would exceed the applicable significance threshold of 2 dB) and would, therefore, be a significant noise impact. No mitigation is available.

Findings.

The City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact NOI-3 to a less than significant level.

Rationale for Finding.

The increase in the existing ambient noise level on Torrance Circle/Boulevard between Project Site and Catalina Avenue is due to the increase in vehicle traffic along that segment, as attributable to the proposed reconnection of Pacific Avenue. Specifically, the existing ADT along that roadway segment would increase from an estimated 5,869 to 16,083. It is that increase in traffic volume that results in the projected 4.4 dB increase in outdoor ambient noise levels, which exceeds the threshold of 2 dB. Mitigation of roadway noise impacts typically occurs through the installation of a noise wall/barrier in order to achieve acceptable exterior and/or interior noise standards; however, in the case of the project, the resultant noise level of 60 CNEL for the existing ambient noise level plus the 4.4 dB increase from project-related traffic is still below the outdoor noise land use compatibility of 65 CNEL for the noise-sensitive uses located

nearby. To achieve that level of noise reduction a 39-foot tall wall would need to be constructed at the ground floor of the neighboring residential property line. Such a development is considered legally, socially, and environmentally infeasible. The City's certified Coastal Land Use Plan Implementing Ordinance generally prohibits walls in excess of six feet. (RBMC §§ 10-5.516(g) and 10-5.1524(b)(1)(b).) Furthermore, the City has received comments regarding concerns from the neighboring residences associated with blockage of private views; consequently, the City believes it would be socially infeasible to construct a 39-foot wall. Furthermore, construction of a 39-foot wall has the potential to effect biological resources, including birds, and, therefore, the City determines this measure is environmentally infeasible.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.10 and Final EIR Section 1.3.4.10 and Response to Comment PC-039-7.

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

Existing ambient noise levels during the daytime at sensitive receptor areas around the site range from approximately 52 dBA to 63 dBA. As indicated in Table 3.10.5 of the Draft EIR, noise levels associated with various types of construction equipment generally range around 80 dBA to 90 dBA at 50 feet, and construction noise levels associated with typical phases of development (i.e., multiple pieces of construction equipment operating at the same time during each phase), such as site clearing, grading, foundation work, construction, paving, and finishing, range from approximately 81 dBA to 85 dBA at 50 feet. As such, it is concluded that construction of the project would cause a substantial temporary and periodic increase in ambient noise levels in the project vicinity above levels existing without the project, exceeding the threshold of significance (i.e., construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use).

Mitigation measures MM NOI-2 through MM NOI-6 set forth numerous requirements to limit or attenuate construction-related noise, including requirements related to equipment mufflers, placement of stationary construction equipment and equipment staging areas away from noise-sensitive receptors, using grid-power instead of portable generators to power electric tools, and installation of temporary sound barriers. In addition, mitigation measure MM NOI-ALT-1 provides for the temporary relocation of liveboards located near the proposed boat launch ramp facility, thereby reducing exposure of noise sensitive uses to temporary significant noise during construction of the subject facility. Collectively, all of the aforementioned requirements would largely mitigate substantial temporary construction-related increases in ambient noise levels.

Findings.

The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact NOI-4. Specifically, the mitigation measures MM NOI-2 through MM NOI-6 set forth above in Table 3 and also found on pages 3.10-36 and 3.10-37 of the Draft EIR, are feasible and are adopted to mitigate significant effects from Impact NOI-4. However, even with implementation of these measures, significant unavoidable impacts will occur as described above. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact NOI-4 to a less than significant level.

Rationale for Finding.

Implementation of mitigation measures MM NOI-2 through MM NOI-5 would help reduce construction noise impacts, and mitigation measure MM NOI-6 could provide for a substantial reduction in construction noise impacts. With a 20 dBA of noise reduction associated with such noise barriers, the attenuated construction noise levels at most of the noise sensitive receptors around the project site would be generally comparable to, if not less than, existing ambient noise levels. The exceptions would be: (1) the western edge of Czuleger Park; (2) the northern edge of Veterans Park; (3) the western portions of the condominium complexes located immediately east of the project site; and (4) the Crowne Plaza Hotel during construction of the upper levels of multi-story structures within the project site. At Czuleger Park, the 20 dBA noise reduction offered by MM NOI-5 would largely, but not fully, reduce the noise exposure impact to a level that is less than significant. Similarly, a 20 dBA noise reduction offered by placement of a noise barrier along the northern edge of Veterans Park would largely, but not fully, address the construction noise impact. Relative to the condominiums east of the site, the combination of their close proximity to the project site and their elevated and multi-story nature would render any noise barrier as being unable to achieve a construction noise level reduction that would make the impact less than significant. A noise barrier located along the edge of the project site, which is approximately 20+/- feet lower than the base elevation of the condominiums, could not effectively shield/attenuate construction noise from reaching the westernmost portions of those condominium complexes, and even if it did, a 20 dBA noise reduction would not be sufficient. With regard to differences in elevation, construction of the upper levels of multi-story structures within the eastern portions of the project site, such as proposed Buildings A and D and the parking structures at the north and south ends of the site, may expose adjacent noise sensitive receptors, such as the Crowne Plaza Hotel and the condominiums east of the site, to temporary periods of construction noise that cannot be shielded/attenuated by construction noise barriers. There may also be other situations where it is not possible to effectively position a temporary noise barrier to break the line of sight (sound) between construction noise sources and nearby receptors, such as when constructing improvements at or near water areas. In summary, as indicated on page 3.10-37 of the Draft EIR, implementation of the project would result in an unavoidable significant construction noise impact.

Reference. Draft EIR Section 3.10.

1.6 Findings on Project Alternatives

1.6.1 Alternatives Screened Out from Detailed Consideration in the EIR

The City finds that the alternatives eliminated from further consideration in the Draft EIR (including the modifications contained in the Final EIR) are infeasible, would not meet most project objectives, and/or would not reduce or avoid any of the significant effects of the project, for the reasons described in Section 4.2.3 of the Draft EIR.

1.6.2 Alternatives Analyzed in the EIR

- **Alternative 1 – No Project – No Build**

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

Finding/Rationale: The Draft EIR determined that Alternative 1 would be environmentally superior to the project being approved. The City finds that this alternative is infeasible for specific economic, legal, social, technological, or other reasons and rejects this alternative. Specifically, Alternative 1 would not meet the project objectives. By leaving the project site in its current condition, Alternative 1 would not optimize the full potential of approximately 36 acres of the Redondo Beach Waterfront, would not reestablish a vibrant Waterfront destination that serves the community and attracts residents and visitors, would not increase net financial return to provide for the repair and replacement of aging and obsolete infrastructure, would not effectuate the goals and objectives of the City's Local Coastal Program, would not leverage a public-private partnership that generates sufficient revenues to support a coordinated revitalization of the Waterfront, would not create a project with readily accessible and easily identifiable pedestrian connections, transit connections, and conveniently located parking facilities, and would not 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.

- **Alternative 2 – No Project – Necessary Infrastructure Improvements**

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

Finding/Rationale: The City finds that this alternative is infeasible for specific economic, legal, social, technological, or other reasons and rejects this alternative.

Specifically, as indicated in Table 4-2 in the Draft EIR, all of the types of unavoidable significant impacts of the project would still occur under Alternative 2, with the exception of noise

Implementation of Alternative 2 would result in an unavoidable significant impact for Impact BIO-3 that would not occur under the project because, under Alternative 2, there is no readily foreseeable compensatory mitigation available for the filling of Seaside Lagoon (if it is determined to be federally protected jurisdictional Waters of the United States). Additionally, implementation of Alternative 2 would not meet the project objectives. Specifically, by limiting the project to only necessary infrastructure improvements and some amount of replacement of existing uses, Alternative 2 would not optimize the full potential of approximately 36 acres of the Redondo Beach Waterfront, would not reestablish a vibrant Waterfront destination that serves the community and attracts residents and visitors, would not increase net financial return to provide for those infrastructure improvements, would not effectuate the goals and objectives of the City's Local Coastal Program, would not leverage a public-private partnership that generates sufficient revenues to support a coordinated revitalization of the Waterfront, would not create a project with readily accessible and easily identifiable pedestrian connections, transit connections, and conveniently located parking facilities, and would not 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.

- **Alternative 3 – Landside Construction Only (No Federal Action)**

Under this alternative, no project elements requiring a USACE permit (i.e., waterside project elements) would be implemented. As with the project, a maximum of 312,289 square feet of net new development would be constructed, that includes retail, restaurant, creative office, an approximately 700-seat specialty cinema, and hotel, however, some of the square footage would be relocated under Alternative 3 as compared to the project.

Finding/Rationale: The City finds that this alternative is infeasible for specific economic, legal, social, technological, or other reasons and rejects this alternative.

Under this alternative, it is important to note that the waterside project elements that would not be implemented which are integral to the overall purpose, character, and benefits of revitalizing the Waterfront area as a coastal resource. Such improvements that would not be implemented under Alternative 3 include: construction of the boat launch ramp; creation of the natural beach area that would occur through opening the Seaside Lagoon to waters of King Harbor; demolition and possibly replacement of the Sportfishing Pier, which is currently suffering from deterioration; replacement of the timber portion of Horseshoe Pier, which is needed to support new development on the pier; limited modifications where the Monstad Pier connects with the Horseshoe Pier; provision of a new pedestrian/bicycle bridge at the mouth of Basin 3; reconstruction/redevelopment of the docks, gangways, and boat slips in Basin 3 and

buildings; and, the extent of enhancement and expansion of the pedestrian boardwalk along the water's edge that would otherwise occur with the project. By eliminating the waterside project elements under Alternative 3, the ability to meet the project objectives would be compromised in terms of not optimizing the full potential of approximately 36 acres of the Redondo Beach Waterfront, not fully reestablishing a vibrant Waterfront destination that serves the community and attracts residents and visitors, not effectuating the goals and objectives of the City's Local Coastal Program, not creating a project with readily accessible and easily identifiable pedestrian connections to the same extent that would occur under the project, and not restoring and enriching the community's connection to the Waterfront to the extent that the project would in providing improved connectivity to and along the Waterfront.

- **Alternative 4 – No Property Exchange with the State**

Alternative 4 would not include any property exchange that would require State Lands Commission approval. Therefore, under Alternative 4, the proposed change in designation of approximately 86,000 square feet of Tidelands on Mole D to Uplands, and in exchange for Basin 3 becoming subject to the Public Trust would not occur. All uses on the Tidelands need to be consistent with Public Trust Doctrine and meet certain criteria including allowable uses and time restrictions on leases in tidelands. As described in Section 2.2.1 of the Draft EIR, the Tidelands held in trust by the City are based on the Mean High Tide Line designated in 1935, prior to the construction of King Harbor in its current configuration, including Basin 3. As such, Basin 3 is classified as Uplands. Alternative 4 would be identical to the project with the exception of a reconfiguration of the conceptual site plan at Mole D.²

Finding/Rationale: The City finds that this alternative is infeasible for specific economic, legal, social, technological, or other reasons and rejects this alternative. Specifically, implementation of Alternative 4 would essentially have similar environmental impacts as those of the project. Additionally, Alternative 4 would not meet the project objective to 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.

- **Alternative 5 – No Pacific Avenue Reconnection**

Alternative 5 would include all the project elements except there would be no reconnection of Pacific Avenue as a roadway. The International Boardwalk and elevated walkway would be retained; however, the shops at the International Boardwalk may be closed in the future if the frequency of flooding at that location increases with a

² The currently proposed project, under the Staff Preferred Alternative, includes a modification to the layout of buildings originally proposed in the Draft EIR for the northern portion of the project site. Specifically, the subject modifications include the addition of a view corridor extending south from Harbor Drive through to the marina/bay. While this modification reflects some reconfiguration of uses within Mole D, it does not represent a complete reconfiguration of uses as would be required under Alternative 4.

predicted rise in sea levels. Should this occur, the building would be walled off, although the access road and elevated walkway would remain open to the public.

Finding/Rationale: The City finds that this alternative is infeasible for specific economic, legal, social, technological, or other reasons and rejects this alternative. Failure to provide the Pacific Avenue Reconnection would compromise the project's ability to meet several of the project objectives, such as: supporting adaptation to address sea level rise, enhancement of public safety, public amenities, and an upgrade of the deteriorated visual character of the Waterfront (i.e., under Alternative 5, the International Boardwalk and elevated walkway would be retained; however, the shops at the International Boardwalk may be closed and walled-off in the future if the frequency of flooding at that location increases with a predicted rise in sea levels); creating 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 (i.e., the Pacific Avenue Reconnection will provide a continuous link along the eastern edge of the site, including dedicated lanes/paths for vehicle access, pedestrian access, and bicycle access, that connects the northern portion of the site with the southern portion of the site, including transit access at the Torrance Circle).

- **Alternative 7 – Reduced Density**

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

Finding/Rationale: The City finds that this alternative is infeasible for specific economic, legal, social, technological, or other reasons and rejects this alternative. Implementation of Alternative 7 would not respond, or only partially respond, to some of the project objectives. Specifically, the 29 percent reduction in development that would occur under Alternative 7, as compared to the project, would not respond to the objective to optimize the full potential of approximately 36 acres of the Redondo Beach Waterfront and would only partially respond to the project objectives to: 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; and, leverage a public-private partnership that generates sufficient revenues to support a coordinated revitalization of the Waterfront. The City is not required to second guess previous planning decisions in the context of project specific EIRs. (See also *Citizens v. Goleta Valley v. Board of Supervisors of Santa Barbara County* (1990) 52 Cal.3d 553,571-573 [The Court held that the analysis of alternative locations in a project level EIR "would have been in contravention to the legislative goal of long-term, comprehensive planning...case-by-case reconsideration of regional land-use policies, in the context of a project specific EIR, is the very antithesis of that goal."] As discussed in Draft EIR Section 2.1.1.5.8, the project site has been the subject of over a decade of planning efforts, which were approved by Planning Commission, City Council, Coastal Commission, and the Redondo Beach electorate, which specifically allow for development of 400,000 square feet in the Harbor Pier area. As noted in the Draft EIR, the Harbor Commission, Planning Commission and City Council considered the appropriate amount of new development in the City's Harbor-Pier area. This cumulative development cap was reduced from 750,000 sq. ft., to 557,000 sq. ft., to the current 400,000 sq. ft. limit. Furthermore, it development is proposed that is not dense enough, it would not accomplish the underling goals of the zoning of creating a pedestrian oriented development. As noted in the City's April 8, 2008 Admin Report, p. 37 "a low [Floor to Area ratio or FAR] may not achieve the character and amenities desired for the Harbor area, and too low a FAR is not likely to result in a pedestrian-active character."

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

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

Of the four possible locations, Mole D is located within the project site, Mole C is located adjacent to the project site, and Mole A and Mole B are located to the north. Mole A is located along the North (Outer) Breakwater at the existing King Harbor Yacht Club approximately 0.5 miles northwest of the project site. There are existing docks as well as parking and yacht club facilities at this site. Mole B is the site of Moonstone Park and the Harbor Patrol Headquarters. It is approximately 0.33 mile northwest of the project site. Portofino Marina boat slips are located to the east of Mole B and the main channel is to the west.

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

Implementation of the boat launch ramp facility design at Mole B under the Staff Recommended Alternative would avoid a significant, albeit mitigable, impact to biological resources, specifically as related to surface water cover, that would otherwise occur with development of a boat launch ramp facility at Mole C under the project proposed in the Draft EIR. Developing a boat launch ramp facility at Mole B would be more feasible than doing so at Mole C, mainly because much of Mole B is owned and currently controlled by the City and because the leaseholder for a portion of Mole B has indicated a willingness to work with the City, whereas the site at Mole C is occupied by a use that currently has a long-term lease, which could substantially delay and complicate the ability to develop a boat launch ramp facility. That site control issue also affects the ability to fund the boat launch ramp facility.

Finding/Rationale: The City finds that, with the exception of a boat launch ramp facility at Mole B as designed and proposed under the Staff Recommended Alternative, Alternative 8 is infeasible for specific economic, legal, social, technological, or other reasons and rejects this alternative. As indicated in Table 4-3 in the Draft EIR, all of the unavoidable significant impacts of the project would still occur under all of the options for Alternative 8 and, as summarized below and more fully documented in Section 4.4.8.3 of the Draft EIR and Section 1.3.4 of the Final EIR (relative to the Staff Preferred Alternative), none of the unavoidable significant impacts of the project would be substantially reduced under Alternative 8. As noted in the Draft EIR project description (Chapter 2), the City has deteriorating infrastructure on the project site, which needs to be replaced in the near future. However, the City's Coastal Land Use Plan, Policy 1 requires the development of a public boat launch ramp in conjunction with future development projects within the Harbor area. Developing a boat launch ramp facility at Mole B best meets the project objectives because it can be completed in a short timeframe and because the Mole B leaseholder has indicated a willingness to work with the City to expedite such a facility, whereas the site at Mole C is occupied by a use that currently has a long-term lease, which could substantially delay and complicate the ability to develop a boat launch ramp facility. That site control issue also affects the ability to fund the boat launch ramp facility. Furthermore, construction at Mole C is anticipated to cost considerably more than Mole B (approximately \$8.25-12.25 million for Mole C versus approximately \$6 million). Furthermore, Mole B better meets the project objectives because it is located away from the entrance to King Harbor and would therefore reduce long-term operational costs and maintenance due to reduced wave activity. (See Harbor Commission June 13, 2016 Administrative Report for further details.)

Similar to Mole C, Mole B would be more feasible for developing a boat launch ramp facility in a timely manner than doing so at Mole A. This is mainly because placement of the proposed facility at Mole A compared to Mole B would take a longer period of time due to the current tenant's unwillingness to negotiate, which could substantially delay and complicate the ability to develop a boat launch ramp facility. Site control issue also affects the ability to fund the boat launch ramp facility. A boat launch ramp facility at Mole D is considered infeasible because both Mole D options would encompass a prime portion of the project site that is available for redevelopment, which would conflict with the project objectives, in particular the objective to "optimize the full potential of approximately 36 acres of the Redondo beach Waterfront" which includes the elimination of underutilized surface parking. Under existing conditions, the two boat hoists typically only see a maximum 12 to 14 boat launches per day, with a maximum on holiday weekends of 20 to 25. Placing the boat launch facility and associated parking at Mole D would greatly limit the area available for creating a pedestrian-oriented environment and it would benefit only a small number of individuals and maintain a large area as underutilized surface parking. By eliminating underutilized surface parking, and creating parking structures, the City has been able to increase the amount of useable active land area by approximately eight acres in the Harbor.

In addition, a boat launch ramp at Mole D would conflict with the objective to improve connectivity because 1) no pedestrian bridge would be constructed to connect the northern and southern portions of the site; 2) only a limited walkway would be provided along Mole D to meet minimum code requirements and safety considerations (as opposed to a 20 to 30-foot multi-use promenade); 3) the development would be more dense resulting in constraints on pathways and bikeway design; and 4) the village concept connecting the northern and southern portions of the site would not be implemented. Further, the project would have a denser development with buildings likely built to maximum height limits and floor area ratio limits, concentrated in a smaller area at both the northern and southern portions of the site. This would result in less public open space, reduced views and reduced public access to the waterfront, as compared to the project and it would affect circulation at and within the project site. A boat launch ramp at Mole D with 67 parking spaces would require a substantially larger portion of that site and would further separate the pedestrian active components of the project. As noted in the City's April 8, 2008 Administrative Report, the City had concerns about setting development density too low, which would not achieve a pedestrian activated area. This concept is equally applicable to separating the pedestrian related components of the project to two disconnected areas, as would occur with an alternative boat launch ramp at Mole D. As expressly noted in that 2008 Report "it is intended under the General Plan for development to be reconfigured to create a unified seaside 'village', siting buildings adjacent to one another and orienting them along common pedestrian promenades and public plazas."

Additionally, given the proximity of a ramp at Mole D to the mouth of Basin 3 and to the Sportfishing Pier, potential traffic conflicts with vessels (i.e., including charter vessels maneuvering to and from berths at the Sportfishing Pier) could pose a potential safety hazard, particularly during times of peak use. Additionally, a launch ramp at Mole D

could result in potential traffic conflicts associated with queuing of vehicles along Harbor Drive waiting to access the boat ramp site. Depending on the precise location of the entrance to the boat ramp facility and entrance to the project development on the northern portion of the project site, this could cause potential backups along Harbor Drive, Pacific Avenue, and the Pacific Avenue Reconnection, and result in potential conflicts with the cycle track located along Harbor Drive.

1.7 Findings on Suggested Project Revisions in Comments

Several comments on the Draft EIR suggested additional project modifications. Where the suggestions requested minor modifications in adequate mitigation measures, requested mitigation for impacts that the Draft EIR determined were less than significant, or requested mitigation for impacts for which the Draft EIR already identified measures that would reduce the impact to less than significant, these requests were declined as unnecessary. Similarly, where the suggestions proposed minor variations or iterations of project alternatives presented and addressed in the Draft EIR, these requests were also declined as unnecessary. The City adopts and incorporates by reference the specific reasons for declining such measures contained in the responses to comments in the Final EIR as its grounds for rejecting these measures.

Additionally, certain mitigation measures and/or alternatives suggested in comments could reduce impacts that would otherwise be significant, but implementation of measures and/or alternatives would be infeasible.

Finding. The City finds that specific economic, legal, social, technological, or other considerations make infeasible the following mitigation measures or project alternatives identified in the Final EIR, for the reasons explained below.

- Comments were received suggesting ways to reduce roadway noise impacts from traffic associated with the Pacific Avenue Reconnection. Such comments included suggestions to restrict traffic on, or divert traffic from, the subject roadway segment. As discussed in Response to Comment PC317-3 of the Final EIR, traffic management measures such as those suggested are contrary to the project objectives, could create their own air quality and noise impacts that would not otherwise occur with the proposed project, and are legally infeasible. Specifically, the subject segment of Pacific Avenue, between North Harbor Drive and Torrance Circle provides a key connection between Catalina Avenue and Harbor Drive, serving not only the residents along the block but also the uses in the waterfront area. As noted in Draft EIR Chapter 2, one of the project objectives is to provide improved vehicular access, at which implementation of the proposed project with the Pacific Avenue Reconnection would improve vehicular access in the local area and support that objective. Installation of speed bumps, traffic lights, and/or stop signs, as suggested by the commenter, would hinder the flow of traffic along the subject street segment and therefore would compromise the project's ability to respond to that project objective. Additionally, the installation of speed-bumps, traffic lights, and/or stop signs along the subject street segment would result in air

quality and noise impacts that would not otherwise occur with the project as currently proposed, due to repeated vehicle deceleration and (re)acceleration associated with approaching and departing from such traffic control devices. The City of Redondo Beach's policy on installing speed cushions (a form of traffic calming devices similar to speed humps) indicates that these traffic-calming devices "shall only be installed on local neighborhood residential streets." Additionally, Harbor Drive is listed as exempt from speed cushion installation because of its designation and use as an access route for the Fire Department. Per the Manual on Uniform Traffic Control Devices, stop signs are used for intersection control. Stop signs are typically not installed for speed control alone.

- Other comments related to roadway noise impacts along Pacific Avenue included the suggestion to ban motorcycles from Torrance Circle. Such a measure would do little to reduce roadway noise impacts, given the relatively low percentage of motorcycles within the typical daily vehicle mix, and, moreover, is considered legally infeasible. The state has plenary power and has preempted the field of traffic control. (Vehicle Code Section 21.) More specifically, California Vehicle Code Section 21101.6 states "local authorities may not place gates or other selective devices on any street which deny or restrict the access of certain members of the public to the street, while permitting others unrestricted access to the street." While some exceptions have been permitted for certain categories of vehicles, such as trucks or tractors, motorcycles are not inherently noisy, and must comply with noise limits contained under California Vehicle Code Sections 27201 and 27202. Furthermore, such limitations would, in practice, be difficult to enforce, and are not expected to significantly reduce or avoid a significant noise impact and would simply relocate the vehicles to a different location adjacent to other structures.
- Comments related to reducing roadway noise impacts also included suggestions to fund double-paned windows for condominiums exposed to additional noise. Such comments generally came from homeowners/occupants located in areas where the project-related increase in ambient noise levels would be both less than significant and within acceptable noise exposure levels (i.e., would be less than 65 decibels, Community Noise Equivalent Level [CNEL], and, therefore, mitigation is not warranted. The only area where the proposed project would result in a significant roadway noise impact would be at Torrance Circle between the project site and Catalina Avenue. Along this roadway segment, the project-related increase in existing ambient noise levels, due to increased traffic associated with the Pacific Avenue Reconnection, would exceed the applicable threshold of significance; however, the resultant noise exposure level at the nearby condominiums would still be within acceptable limits. Additionally, the noise levels calculations used to assess the significance of noise impacts apply to exterior/outdoor noise

levels, and do not reference interior residential noise levels; hence, installation of windows would not alter this significance conclusion. It should also be noted that the outdoor-to-indoor noise reduction level typical for residential buildings is typically at least 20 dB (i.e., outdoor noise level of 64.5 dB would be reduced to approximately 44.5 dB indoors). This is also consistent with California Building Code, which requires installation of noise insulation for residential developments. Notwithstanding that the future noise levels along the subject roadway segment would be within noise exposure levels considered acceptable for residential development, it should also be noted that construction of a noise barrier along the roadway segment to shield nearby residential development from the project-related 4.5 dB increase is not feasible as described above under the NOI findings. Other considerations contributing to the infeasibility of such a noise wall/barrier include costs, constructability, and long-term maintenance.

I.8 Finding on Responses to Comments on the Draft EIR and Revisions to the Final EIR

Chapter 2 of the Final EIR includes the comments received on the Draft EIR and responses to those comments. The focus of the responses to comments is on the disposition of significant environmental issues as raised in the comments, as specified by CEQA Guidelines § 15088(b). The City finds that responses to comments made on the Draft EIR and revisions to the Final EIR merely clarify and amplify the analysis presented in the document and do not trigger the need to recirculate per CEQA Guidelines §15088.5(b). The City further finds that the Staff Recommended Alternative with the Mole B Boat launch option is not considerably different from those analyzed in the Draft EIR and incorporates revisions suggested by the Public and City Staff. As noted under CEQA Guidelines Section 15126.6(a), "An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation." The Draft EIR included a reasonable range of eight alternatives; with the last alternative including different boat launch ramp locations within King Harbor. Alternative 8 informed the public and the decision-makers regarding the possibility for alternative locations for the boat launch ramp project component up to 0.5 miles from the project site (Mole A boat launch option). Inclusion of a boat launch ramp at another Mole within the King Harbor (0.33 miles from the project site) is within the range of alternatives previously analyzed. Furthermore, this modification would only affect one out of the 27 project elements identified in Table 4-1 of the Draft EIR (and Final EIR Table 1-4). Similar to Alternative 4, the Staff Recommended Alternative also includes the reconfiguration of buildings in the northern portion of the project site. While the Staff Recommended Alternative includes reconstruction of the Sportfishing Pier, this option was included with the proposed project (Draft EIR page 2-57.) While the Staff Recommended Alternative may be phased, this is consistent with Alternative 6 in the Draft EIR; phasing will depend upon the ability to acquire leaseholds after the initial project approvals.

I.9 Custodian of Records

The documents and other materials that constitute the record of proceedings on which the project findings are based are located at the City of Redondo Beach Community Development Department, 415 Diamond Street, Redondo Beach, CA. The custodian for these documents is the Community Development Department of the City of Redondo Beach. This information is provided in compliance with Public Resources Code §21081.6(a)(2) and CEQA Guidelines §15091(e).

II. STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable." (CEQA Guidelines § 15093.) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency must state in writing the specific reason to support its actions based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record. (Id.)

Having (i) adopted all feasible mitigation measures, (ii) recognized all significant, unavoidable impacts, and (iii) balanced the benefits of the project against its significant and unavoidable impacts, the City finds that the project's benefits outweigh and override its significant unavoidable impacts for the reasons stated below. Each benefit (and subsection thereof) set forth below independently constitutes an overriding consideration warranting approval of the project despite each and every unavoidable impact.

1. Revitalization of the Redondo Beach Waterfront through the provision of a distinctive high quality mixed-use environment that supports economic and recreational revitalization of the area, serves the local community, attracts residents and visitors, and honors Redondo Beach's rich history and family-friendly beach culture.

As described in Section 2.1, Introduction, of the EIR, Redondo Beach, including the Waterfront Area in particular, has a long and rich history of coastal development uses, beginning in the late 1800s when it showed promise as an industrial harbor and a resort. With the decline of the shipping industry at Redondo Beach near the turn of the century, tourism and recreation became the City's main focus. The development of resort uses and activities in the local area, along with the quick and convenient electric rail to Los Angeles, made Redondo Beach a major resort destination. Over the next several decades, Redondo Beach underwent many changes, especially along the waterfront, including the periodic addition of new buildings and uses, as well as the demolition and loss of historic structures.

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 had only five to ten years of service life remaining since the time of publication of the Draft EIR. 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. The ongoing degradation of both the physical condition of the waterfront area and the business and activity levels of the waterfront area was acknowledged by many residents of the local area and former patrons of the waterfront, who indicated in oral testimony at public meetings held during the review period for the Draft EIR that while they used to frequent the waterfront area in past times, the current state of the area is no longer attractive and, as such, they, their families, and their guests now go to other coastal business and recreation complexes outside of Redondo Beach (including but not limited to Final EIR Comments PC225, PM1-18, PM1-19, PM1-21, PM1-25, PM1-29, PM1-30, PM2-06, PM2-09, PM2-26, PM2-28, and PM3-09, PM3-10, and PM3-15).

The 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 project also proposes substantial improvements in site connectivity, and public access and public views to and along the waterfront. The main components of the project include the proposed demolition of approximately 207,402 square feet of existing structures, demolition/renovation of the existing Pier Parking Structure, and construction of up to approximately 511,460 square feet resulting in approximately 312,289 square feet of net new development (the project includes renovation of approximately 12,479 square feet of existing structures), to include retail, restaurant, creative office, specialty cinema, a market hall, and a boutique hotel. Enhancements to public recreation and open space include a new small craft boat launch ramp, Redondo Beach Marina/Basin 3 reconstruction/redevelopment (including repair of bulkhead and cap within Basin 3), the opening of Seaside Lagoon to the harbor as a protected beach (currently the lagoon is not directly connected to the ocean), new and expanded pedestrian and bicycle pathways, as well as new open spaces. Site connectivity and coastal access would be increased by the establishment of a new pedestrian bridge across the Basin 3 entrance, a new pedestrian promenade 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 (associated with new storm-water facilities described in the EIR and opening the Seaside Lagoon to ocean waters which will eliminate the ongoing clean water act regulatory issues), measures to accommodate sea level rise projections, and replacement or upgrades to aging infrastructure.

The nature and mix of uses proposed at the project site are projected to succeed in revitalizing the waterfront area, based on the *Market Study of the Proposed Waterfront Revitalization Project* completed by AECOM in February 2015. The Study concluded that, in summary, current and anticipated future market demand appears sufficient to support the proposed project's programming. AECOM's analysis on comparable development of similar quality and scale suggest that the project will perform strongly in the market based on its mix of proposed uses. A detailed summary of the competitive market area, retail, dining, and entertainment or RDE, upscale boutique hotel, and creative office components are provided below. In short, implementation of the project as proposed will provide the benefit of revitalizing the Redondo Beach Waterfront through the provision of a distinctive high quality mixed-use environment that supports economic and recreational revitalization of the area, serves the local community, attracts residents and visitors, and honors Redondo Beach's rich history and family-friendly beach culture.

- 2. 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.**

Much of the public infrastructure in the Waterfront, including parking structures, marina basins, pathways, and roadways were constructed over 50 years ago. The age of the construction coupled with decades of exposure to the ocean elements has significantly degraded much of the infrastructure. An engineering report by Walker Parking Consultants indicates that the Pier parking structure, specifically, has less than 5 to 10 years of remaining useful life. Replacement cost for the Pier parking structure, essential to Waterfront merchants and visitors, is estimated to be as much as \$30 million. Through the project, CenterCal, the Waterfront Project developer selected by the City, will contribute to the upgrade and replacement of aging City infrastructure at the Waterfront, including the Pier Parking Structure. Additionally, the project has the potential to deliver significant benefits to Redondo Beach, and could generate as much as \$4-\$5 million in new annual tax revenue.

Additionally, as described in Section 3.8, Hydrology and Water Quality, of the EIR, implementation of the project will provide extensive improvements to the existing storm water drainage system on-site. Presently, surface runoff, including stormwater runoff as well as non-stormwater runoff, such as from washing-down surface areas, irrigation systems, and various "nuisance flows", flow directly into the bay/ocean. Implementation of the project will include compliance with the City of Redondo Beach's Low Impact Development (LID) Ordinance to treat both the quantity and quality of storm/surface water flows. Per the LID Ordinance, Best Management Practices (BMPs) are required to treat, infiltrate, and/or retain the first 0.75 inches of rain in bio-retention basins or the 85th percentile 24-hour

storm event, whichever is greater. The quantity of flow would be reduced and the quality of flow improved by implementing BMPs including, but not limited to, permeable pavers, infiltration, bio-filtration planters, modular wetlands and french drains. The project as proposed would also add/redevelop approximately 119,000 square feet of new roadway areas (new main street and Pacific Avenue Reconnection). The new roadways would be required to comply with the City's Green Street Policy adopted in May 2015. Green streets are required to incorporate infiltration, biofiltration, and/or storage and use BMPs to collect, retain, or detain stormwater runoff in conjunction with design elements to create attractive streetscapes. These BMPs would reduce runoff and pollutants from discharging into the Pacific Ocean. Runoff from the project site would reduce contamination associated with roadways, parking lots, landscaping, and accumulated atmospheric deposition on impervious surfaces in comparison to existing conditions. Approval of a LID implementation plan is required by the City prior to beginning construction.

Additionally, as discussed in Section 4.8 of the EIR, the project would open the Seaside Lagoon to King Harbor, consequently the existing NPDES discharge permit for the facility would no longer be required. Cooling water from the AES power generating station (AES power plant) that currently serves as the water for the facility would be replaced with tidal flows from the harbor. This would eliminate water quality requirements currently imposed on the facility, including addressing total suspended solids (TSS). The water exchange time for the area within the proposed breakwater entrance, including Seaside Lagoon and the area that is outside of the lagoon but inside of the breakwater entrance, would be approximately 20 hours, which would be much shorter than the exchange time for the three existing marina basins of King Harbor. A shorter water exchange time can potentially lead to better water quality. The results indicate that the project components would have a less than significant impact to the overall water quality within King Harbor. The water residence time for the project area would be less than two days, which would be shorter than most regions of King Harbor.

As also discussed in Section 4.8 of the EIR, portions of the project site, particularly the boardwalk area, are currently subject to inundation during periods of extreme high tides. Additionally, based on a sea level analysis conducted for the proposed project, more extensive inundation could occur in the future due to projected sea level rise, ranging from 0.20 feet to 1.1 feet at Year 2040 and 0.99 feet to 4.5 feet at Year 2090. Implementation of the project would include raising the site elevation in the northern portion of the site. Specifically, the boardwalk would be raised approximately four feet and the overall raising of the site would vary from zero to eight feet. Site elevations would not substantially change on the southern portion. The raising of the boardwalk and some portions of the site in the northern portion would reduce, to some degree, the potential for hazards and damage associated with a future tsunami or seiche event compared to existing conditions. The project also includes several mitigation measures that

would provide certain improvements and benefits, compared to existing conditions, as related to potential inundation hazards. Such mitigation measures include MM HWQ-1: Tsunami/Seiche Awareness Notification Program, MM HWQ-2: Wave Uprush Protection, and MM HWQ-3: Sea Level Rise Adaption Plan.

3. 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

As described in Section 3.9, Land Use and Planning, in the EIR, the proposed net new construction under the project 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 of allowed development under the City's 400,000 square foot limit (RBMC Sections 10-5.813(a), 10-5.814(a), 10-5.815(a), and 10-5.816(a)). Subsequent to the adoption of this resolution, there was an amendment to the Shade Hotel Project approval, which increased the square footage of that project by 8,649 square feet (allowing for an additional 362,989 square feet under the City's 400,000 square foot limit). With the additional 277,901 square feet of net new construction in the Coastal Commercial zones that would occur under the project under the Coastal Zoning Baseline, the total net new development within the CC zones since April 22, 2008 would be 314,912 square feet. This is within the 400,000 square foot maximum. After buildout of the project, 85,088 square feet of remaining net new development would be allowed within the CC zones. As detailed in Tables 3.9-5 through 3.9-8, of the EIR, the project complies with the many applicable policies and development standards of the Local Coastal Plan for Redondo Beach. The ability to provide for the size and nature of a mixed-use development that effectuates the goals and objectives of the City's Local Coastal Program is not easy and is considered to be a key benefit of project as proposed.

The project would also promote alternative modes of transportation by creating a pedestrian active and bicycle oriented development. As noted in the City Council's 2008 Administrative Report for the current zoning "pedestrian-active commercial areas generally require higher FARS than auto-oriented centers...Although the Harbor area will not be a 'downtown', it is intended under the General Plan for development to be reconfigured to 'create a unified seaside 'village', siting buildings adjacent to one another and orienting them along common pedestrian promenades and public plazas." As described in greater detail in Draft EIR Chapter 2, the proposed project provides a number of these amenities.

Furthermore, construction of the parking structures will reduce the amount of surface parking, thereby freeing additional lot area to be utilized in the Harbor for non-parking purposes. This is consistent with the underlying goals of the City, as

discussed in the April 8, 2008 Administrative Report for the current zoning, "Clustered new development in conjunction with replacing surface parking with parking structures will in fact increase the amount of useable open space, provide pedestrian walkways and view corridors in place of walking through parking lots, and enhance the character of the harbor area as a pedestrian-active area." As noted in the Final EIR, under existing conditions the project site has lot coverage of approximately 546,056 square feet (or over 12 acres) of surface and structured parking footprints (not including Joes Crab Shack). Under the project, the site would consist of approximately 184,879 square feet (or just over four acres) of surface-and structured parking footprints.

4. Leverage a public-private partnership that generates sufficient revenues to support a coordinated revitalization of the Waterfront.

One of the central strategies in the Redondo Beach 2007 Assess Management Plan is to promote the highest and best use of the waterfront property through consolidated ownership and the attraction of new private section investment. The ultimate goal of this property consolidation was to attract a private section partner with the capital and resources to redevelop the Waterfront within the parameters established by the citizens through Measure G. In October 2012, after a lengthy and comprehensive evaluation process, the City Council selected CenterCal Properties as the preferred development partner for the Waterfront. Based on the submittals, extensive references, and site visits, CenterCal was deemed the most qualified to take on the complex mix of uses and extensive community engagement that the project would require. CenterCal has an impressive track record of building and operating great places as a proven, long-term capital partner. Subsequent to selecting CenterCal, an Exclusive Negotiating Agreement was approved on January 8, 2013, providing negotiating certainty and exclusivity for both parties. Over the past 3+ years, the City and CenterCal have worked together in the formulation, evaluation, and refinement of a concept for redevelopment of the Waterfront area. This public-private partnership provides a solid foundation for realizing a development plan that results in significant revitalization of the City's Waterfront and could generate as much as \$4-\$5 million in new annual tax revenue.

5. 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.

A major component of the project is improved site connectivity between the pier and harbor area with residents and visitors serving uses to the east. Site connectivity improvements include new pedestrian and bicycle pathways, many of which are separated from vehicular traffic, a new pedestrian bridge across the

Redondo Beach Marina/Basin 3 entrance, and the reconnection of Pacific Avenue to Torrance Circle (also known as Coral Way) south of the Waterfront area. Implementation of the project would further enhance the bicycle and pedestrian environment, providing even more favorable conditions for bicycling and walking.

The Pacific Avenue Reconnection will convert an existing car-free, pedestrian-only facility into a full-access roadway for vehicles, bicyclists, and pedestrians with sidewalks and a marked crossing. The provision of high-quality crossings and other new pedestrian facilities, including new pedestrian pathways and a pedestrian bridge across Basin 3, would enhance access within the project site. Additionally, the character and mix of uses included in the project are compatible with pedestrian-oriented areas. Visitors to the project site arriving on foot, or those choosing to circulate around the project site on foot after having parked, will be able to utilize wide sidewalks provided throughout the project site, particularly along the Pacific Avenue Reconnection and enhanced crosswalks. While the operation of the project would add vehicular traffic to new pedestrian crossing points, the added traffic would not exceed the capacity of these facilities based on their design, and this additional traffic would not be expected to add significant delay for pedestrians. Pedestrian crossings along the Pacific Avenue Reconnection will provide sufficient capacity to accommodate the added pedestrian volumes based on the design of those facilities. The project would also create a more typical four-way perpendicular intersection geometry for the intersection of Pacific Avenue and Harbor Drive compared with the existing condition, which has a near 270 degree turn from the southbound Harbor Drive to northbound Pacific Avenue.

Visitors to the project arriving by bicycle may utilize existing bicycle facilities on Harbor Drive, Catalina Avenue, Diamond Street, and through Veterans Park. A Class IV cycle track was recently completed as part of the Herondo Gateway project. It will be extended through the project site along the Pacific Avenue Reconnection to connect the existing Class I bicycle path in Veterans Park, providing high-quality bicycle facilities along the Waterfront where today there are none. The project would also provide a missing link of the California Coastal Trail.

Overall, implementation of the project as proposed would 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.

Mitigation Monitoring and Reporting Program

Introduction

Assembly Bill 3180 (AB 3180) codified in Section 21081.6(a) of the California Public Resources Code (PRC), became effective January 1, 1989, and requires a Lead Agency to adopt a mitigation monitoring and reporting program (MMRP) when approving or carrying out a project for which mitigation measures have been identified in the environmental review process. The Lead Agency responsibility also originates in the State California Environmental Quality Act (CEQA) Guidelines Sections 15097 (Mitigation Monitoring or Reporting). As the Lead Agency under CEQA, the City of Redondo Beach (City) is required to adopt a program for reporting or monitoring regarding the implementation of mitigation measures for The Waterfront Project (hereafter referred to as the "proposed project" or "project"), if it is approved, to ensure that the adopted mitigation measures are implemented as defined in the Environmental Impact Report (EIR). The EIR, prepared for the proposed project, addressed the potential environmental impacts and identified measures, where appropriate, to reduce adverse environmental impacts to less than significant levels.

As such, the purpose of this MMRP is to ensure that adopted mitigation measures are successfully implemented. Once the Redondo Beach Harbor Commission adopts the MMRP, the applicable City department(s) will incorporate the mitigation monitoring/reporting requirements in the appropriate permits (i.e., engineering specifications, engineering construction permits, real estate entitlements, and/or coastal development permits). Therefore, in accordance with the aforementioned requirements, this document lists each mitigation measure, describes the methods for implementation and verification, and identifies the responsible party or parties as detailed below in the MMRP implementation section. While the Draft EIR also discussed Conditions of Approval (COA), these conditions were not proposed to reduce or avoid a significant environmental impact. The finalized COA will be included as an attachment to the Waterfront project's entitlement resolution(s).

Mitigation Compliance Responsibility

The Applicant or City is responsible for successfully implementing all the mitigation measures in the MMRP and for assuring that these requirements are met by all of its contractors and field personnel throughout the design/construction and operation of the proposed project.

Monitoring and Reporting Procedures

The City is responsible for administering and enforcing the procedures adopted for monitoring throughout the design, construction and operation of the proposed project. The City and responsible/jurisdictional agencies may delegate their duties and responsibilities for monitoring to staff or consultants as "environmental monitors." The environmental monitor assigned to the proposed project shall maintain adherence to all mitigation measures by tracking and documenting compliance through periodic reports; notifying appropriate parties of any noncompliance issues and, coordinating any deficiencies are promptly corrected. The number of designated monitors for the proposed project will depend on the number of concurrent activities and their locations. Some of the mitigation measures can be completed in the short-

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term and will not require additional monitoring. Others are long-term or on-going and will require annual or on-going monitoring for the foreseeable future.

Mitigation Monitoring Table

Table 1 presents a summary of MMRP requirements for the mitigation measures identified in the EIR as applicable to the proposed project. This MMRP identifies each mitigation measure by discipline, the entity (organization) responsible for its implementation, and the report/permit/certification required for each measure. Certain inspections and reports may require preparation by qualified individuals, and these are specified as needed. The timing and method of verification for each measure is also specified. This mitigation measures below are applicable to the complete Waterfront project, consequently, if the project is phased and mitigation measures are implemented during the first phase, the city shall retain mitigation credit for any subsequent phases of the project, including but not limited to the transportation mitigation measures.

Table 1: Mitigation Measure Reporting Program Requirements for the Mitigation Measures Identified in The Waterfront EIR

Mitigation Measure	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
Air Quality						
MM AQ-1: Fleet Modernization for Construction Equipment: Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that the construction contractor shall ensure that all off-road equipment with a horsepower greater than 50 horsepower (HP) be required to have USEPA certified Tier 4 interim engines or engines that are certified to meet or exceed the NOx emission ratings for USEPA Tier 4 engines. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. During construction, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the City's Building and Safety Division. The construction equipment list shall state the makes, models, and numbers of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449. These activities shall be verified by the Building and Safety Division during construction.	Prior to issuance of any grading permit and during construction	Applicant/Construction Contractor to submit grading plan, building plans, and construction specifications for review by the City for compliance with MM-AQ-1; routine inspections during construction	Redondo Beach Building and Safety Division and Public Works Department			
MM AQ-2: Use of Low-VOC Coatings and Paints: Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the construction plans and specifications stipulate that all architectural coatings shall meet a volatile organic compound (VOC) content of 50 grams per liter (g/L) or less for interior coating and 100 g/L or less for exterior coatings. Use of low-VOC paints shall be verified by the Building and Safety Division during construction. However, if the project is phased such that less square footage is coated on a daily basis, then coatings with higher VOC levels may be used over a longer period of time such that the combination of daily square footage coated and VOC content does not exceed South Coast Air Quality Management District's regional threshold for ROG during construction of 75 pounds per day when combined with other on-site activities occurring on the same day.	Prior to issuance of any grading permit and during construction	Applicant/Construction Contractor to submit grading plan, building plans, and construction specifications associated with Coatings and Paints for review by the	Redondo Beach Building and Safety Division and Public Works Department			

Mitigation Measure	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
				Initial	Date
		City for compliance with MM-AQ-2; routine inspections during construction			
Biological Resources					
<p>MM BIO-1: Protection of Marine Mammals During Construction: Pile-driving could result in Level B harassment that leads to avoidance behavior by marine mammals. Therefore, a Level B (harassment) safety zone shall be established around the pile-driving site and monitored for marine mammals as shown in Table MM BIO-1 below. The Level B radius is based on the estimated safe distance for installation of piles proposed for use in the project and is adequate to ensure that pinnipeds would not be exposed to Level B harassment sound levels. The safety zone varies by pile size and hammer type. Because the noise levels anticipated under this analysis are based on measured values from multiple different projects, the protective buffer has been increased by 20 percent to address inherent variability. The buffers are to be applied using direct straight line exposure thus barriers that create an acoustic shadow (e.g., a jetty or breakwater) separating the noise generation from mammal receptors would eliminate the buffer requirement.</p> <p>The pile-driving site will move with each new pile; therefore, the safety zones shall move accordingly. Prior to commencement of pile-driving, a qualified marine mammal observer¹ on shore or by boat shall survey the safety zone to ensure that no marine mammals are seen within the safety zone before pile-driving of a pile segment begins. If a marine mammal is observed within the safety zone during pile-driving operations, pile driving shall be delayed until the marine mammal moves out of the safety zone. If a marine mammal remains within the zone for at least 15 minutes before pile-driving commences then pile-driving may commence with a "soft start" to warn mobile aquatic species to leave the area.</p>	Prior to and during pile drive construction activities	Routine site inspections	Redondo Beach Building and Safety Division through the use of a qualified marine mammal observer ¹		

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

Mitigation Measure				Monitoring Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
Horseshoe Grunion Pile Type				Pile Driving Method	Height (ft) / dBRMS (meters)	Height (ft) / dBRMS (meters)	Initial	Date
Horseshoe Pier: 18-inch steel piles				Vibratory hammer	>12 and <16	63 ft (19 m)		
Pedestrian/Bicycle Bridge: 14-18-inch steel piles				Vibratory hammer	>3 and <16	63 ft (19 m)		
Sportfishing Pier: 11-14-inch wood or concrete piles				Impact hammer	10 meters	39 ft (12 m)		
Small Craft Boat Launch Ramp: >18-inch concrete pile				Impact hammer	>14 meters	55 ft (17 m)		
Marina Reconstruction: 16-inch concrete pile				Impact hammer	13-18 meters	71 ft (22 m)		
dBRMS - decibels Root Mean Square ft - feet m - meters								
If marine mammals enter the safety zone after pile driving of a segment has begun, pile driving will continue. The qualified marine mammal observer shall monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile-driving shall cease until the animal leaves the area. Prior to the initiation of each new pile-driving episode, the area will again be thoroughly surveyed by the qualified marine mammal observer.								
1 A qualified marine mammal observer must meet the professional expectations laid out in the Marine Mammal Observer Associations website: http://www.mmo-association.org/about-mmobs , or equivalent, as applicable								
MM BIO-2: California Grunion: Horseshoe Pier construction that could disturb the sandy beach under the pier structure shall be scheduled outside of the grunion spawning season (March to August), unless the applicant fulfills the following procedures:				During construction activities that would disturb the sandy beach near Horseshoe	Inspection of Horseshoe Pier Beach during Horseshoe Pier construction	Redondo Beach Building and Safety Division through the use of a		
If construction overlaps the grunion spawning season, grunion monitoring shall be conducted prior to any sandy beach-disturbing activity (check California Department of Fish and Wildlife [CDFW] website for spawning events as spawning								

Mitigation Measure	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
				Initial	Date
<p>events occur bi-weekly). If no grunion are observed, construction may proceed. If spawning occurs within the work area and is of a Walker Scale 1 2 or higher, work shall not be performed if it would disrupt the high spawning beach used by grunion. Work shall be deferred until after the next spring tide series when eggs would be expected to hatch and larval fish would return to the water. However, construction can continue where work would not overlap with grunion spawning locations.</p> <p>1 The Walker Scale for assessment of California Grunion (<i>Leuresthes tenuis</i>) spawning runs, developed by K. Martin, M. Schaadt and S. Lawrenz-Miller, is named for Boyd Walker, whose pioneering research provided the scientific basis for understanding the periodicity of <i>L. tenuis</i> spawning runs in California. Scale increases exponentially with greater numbers of fish, greater area involved, and increased duration of the run.</p> <p>2 The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related environmental science, having a demonstrated familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the site, demonstrated familiarity with the laws and regulations governing the protection of the species, and 2 years of construction and/or operations effects monitoring experience.</p>	<p>Pier (limits during March to August-check CDFW spawning event listing).</p>	<p>Applicant/Construction Contractor to submit evidence to the City that permits were obtained from appropriate federal and state agencies</p>	<p>qualified biologist²</p>		
<p>MM BIO-3: Mitigation for Increase in Surface Coverage: The applicant shall be required to obtain all required permits from appropriate federal and state agencies for in-water work such as a Clean Water Act Section 404 permit, Section 401 Water Quality Certification and/or Rivers and Harbors Act Section 10 permit. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that permits have been obtained and significant impacts related to any net increase in surface coverage of harbor waters that would occur as a result of the proposed project would be mitigated to less than significant through avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the establishment of an equivalent amount of new open water surface area within King Harbor through the opening of Seaside Lagoon to harbor waters; (b) other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere in Santa Monica Bay; (c) obtaining credits from a mitigation bank within the Santa Monica Bay; and/or (d) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities within the Santa Monica Bay. Any required</p>	<p>Prior to issuance of any grading or construction permits for in-water elements of the project</p>	<p>Applicant/Construction Contractor to submit evidence to the City that permits were obtained from appropriate federal and state agencies</p>	<p>Redondo Beach Community Development - Planning Division</p>		

Mitigation Measure	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
				Initial	Date
compensatory mitigation or other mitigation shall be implemented as set forth in the permits.					
<p>MM BIO-4: Fill in Waters of the U.S.: The applicant shall comply with U.S. Army Corps of Engineers (USACE) Clean Water Act and Rivers and Harbors Act permitting requirements. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that any required permits such as Clean Water Act Section 404 permit, Section 401 Water Quality Certification, and/or Rivers and Harbors Act Section 10 permit have been obtained. If it is determined that fill of waters of the United States would result from implementation of the proposed project, authorization for such fill shall be secured through the Section 404 and/or Section 10 permitting process. The net amount of Waters of the United States that would be removed during project implementation shall quantified and replaced or rehabilitated in accordance with the USACE mitigation guidelines. If required in compliance with permit requirements, mitigation shall be implemented that includes one of the following: avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the enhancement of marine habitat associated with the opening of Seaside Lagoon to the waters of King Harbor or other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere Santa Monica Bay; (b) obtaining credits from a mitigation bank; and/or (c) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.</p>	Prior to issuance of any grading or construction permits for in-water elements of the project	Applicant/Construction Contractor to submit evidence of permits obtained from U.S. Army Corps of Engineers (Section 404 Permit and Section 10 Permit), and California Regional Water Quality Control Board (Section 401 Water Quality Certification)	Redondo Beach Community Development - Planning Division and Building and Safety Division		
Cultural Resources					
<p>MM CUL-1: Recordation: Prior to the issuance of any project related demolition or grading permits, the applicant shall prepare comprehensive documentation of the significantly impacted historic resources, including all features previously identified as contributive to its historic character. The project-specific historical resources identified as meeting the eligibility criteria for City of Redondo Beach Landmark designation (although there is no official designation) are:</p>	Prior to issuance of demolition and grading permits	Applicant/Construction Contractor to submit documents for	Redondo Beach Community Development		

Mitigation Measure	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
				Initial	Date
<ul style="list-style-type: none"> • Sportfishing Pier (including buildings) • 208-210 Fisherman's Wharf (Tony's On The Pier and its companion building, Tony's Hats 'N Things) • Redondo Beach Pier Complex (includes the timber portion of the Horseshoe [Municipal] Pier and the Monstad Pier) <p>The documentation shall be consistent with the requirements of Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) Level II, and shall conform with the applicable standards described in the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation.</p> <p>HABS/HAER/HALS Level II documentation typically includes a written historical report accompanying photocopies of any existing architectural drawings and a set of large format (minimum 4" x 5" neg.) archival quality black and white photographs. The original documentation package shall be submitted to the City of Redondo Beach Community Development Department and Preservation Commission for review and issuance of Certificate of Appropriateness if necessary. The approved documentation package shall be submitted to the Community Development Department and City's Historical Commission for curation, with copies distributed to the Redondo Beach Public Library and the Redondo Beach Historical Museum, where they shall be accessible to the public.</p>		review and approval	and Historical Commission		
<p>MM CUL-2: Interpretive Program: An interpretive program shall be developed to include an internet website that shall be of educational benefit to the public and illustrate the history and historic architecture of the historical resource through photographs, video, and oral history interviews collected from persons familiar with the history and historic functioning of the property. Additionally, a permanent, on-site interpretive facility presenting the history of the property and incorporating HABS/HAER documentation, historical images, and salvaged elements of the historic property shall be created. The interpretive program shall be coordinated with the City of Redondo Beach Community Development Department, in coordination with the City's Preservation Commission and Historical Commission, and other agencies and organizations, as appropriate. Integration of the interpretive program with existing programs, such as the Paths of History marker</p>	Design review and prior to construction	Applicant to submit interpretative program for review for compliance with MM CUL-2	Redondo Beach Community Development Department – Building and Safety Division and Planning Division, and Historical Commission		

Mitigation Measures	Monitoring Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
				Initial	Date Remarks
program, and the Redondo Beach Historical Society website is acceptable.					
<p>MM CUL-3: Protection of the Monstad Pier During Construction: Prior to the issuance of demolition permits associated with the Horseshoe (Municipal) Pier element of the project, construction documents shall be reviewed and approved by a qualified preservation professional to ensure that the important historic character defining elements of the Monstad Pier are maintained. To ensure that the Monstad Pier is not inadvertently damaged during construction, plans and specifications shall incorporate measures consistent with National Park Service guidance for temporary protection of historic structures ("Temporary Protection No. 3: Protecting a Historic Structure during Adjacent Construction." National Park Service, Technical Preservation Services, Washington, D.C., 2001). These plans shall also be submitted to, and reviewed by, the City's Preservation Commission and Historical Commission, pursuant to Redondo Beach Municipal Code Section 10-4.501.</p>	Prior to issuance of demolition permits associated with the Horseshoe (Municipal) Pier element of the project	Applicant/Construction Contractor to submit site plans, construction/building plans and specifications for review for compliance with MM CUL-3	Redondo Beach Building and Safety Division, and Historical Commission through the use of a qualified preservation professional		
<p>MM CUL-4: Phase I Archaeological Work: A Phase I archaeological evaluation shall be conducted in association with excavation activities (either prior to or during excavation) of the northeast and southern edges of the project site as shown on Figure 3.4-5 Phase I Archaeological Mitigation Area of the Waterfront Draft EIR. The Phase I archaeological evaluation shall be conducted with a backhoe, two supervising archaeologists, and a Native American monitor. The archaeologist in charge shall meet or exceed the qualifications set by the Secretary of the Interior's Standards and Guidelines as published in the Code of Federal Regulations, 36 CFR Part 61. If resources are determined to be present, then an evaluation of their significance would be undertaken, and if feasible, the archaeological resources shall be preserved in place. If preservation in place is infeasible, a Data Recovery Plan shall be prepared and implemented that includes, treatment, recordation and/or curation consistent with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation. Once a decision has been made to recover archeological information through the naturally</p>	Prior to or during excavation activities of the northeast and southern edges of the project site as shown on Figure 3.4-5 Phase I Archaeological	Applicant/Construction Contractor to conduct a Phase I archaeological evaluation per Figure 3.4-5 of the Draft EIR; upon discovery of archaeological artifacts, submit results of data	Redondo Beach Community Development Department and Historical Commission; Waterfront and Economic Development Department, if applicable		

Mitigation Measure	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
				Initial	Date
destructive methods of excavation, a research design and data recovery plan based on firm background data, sound planning, and accepted archeological methods should be formulated and implemented. Data recovery and analysis should be accomplished in a thorough, efficient manner, using the most cost-effective techniques practicable. A responsible archeological data recovery plan should provide for reporting and dissemination of results, as well as interpretation of what has been learned so that it is understandable and accessible to the public. The data recovery plan shall be grounded in and related to the priorities established by the local historic preservation commission plans and the needs of other City Departments (such as the Waterfront and Economic Development Department). Appropriate arrangements for curation of archeological materials and records shall be made.	cal Mitigation Area of the Waterfront Draft EIR	recovery plan and analysis for review for compliance with MM CUL-4			
MM CUL-5: Potential to Encounter Unknown Paleontological Resources: Prior to excavation activities, a qualified paleontologist (i.e., a paleontologist with an M.S. or Ph.D. degree in paleontology or geology and be familiar with paleontological salvage or mitigation procedures and techniques) shall examine final design construction plans and bore logs of the project site to determine if potentially fossiliferous strata underlying the site would be encountered by excavation and, if so, what level of paleontologic monitoring should be implemented during excavation. If it is determined that such strata would be encountered by excavation, the paleontologist shall develop a written storage agreement with a recognized museum repository such as the Natural History Museum of Los Angeles County (LACM) regarding the permanent storage and maintenance of any remains that might be recovered as a result of implementing these mitigation measures. If warranted, the paleontologist shall be present at a preconstruction meeting to consult with appropriate City of Redondo Beach and Construction Contractor staff. During the meeting, the paleontologist shall conduct an employee environmental awareness training session for all personnel who will be involved with excavation. If it is determined that monitoring is necessary, a paleontologic monitor shall be on site to inspect new exposures created by excavation once that earth-moving activity has reached a depth of five feet below the current ground surface in areas underlain by Holocene beach sediments, but at any depth when excavation involves lagoonal deposits or Pleistocene marine deposits. Monitoring will allow for the recovery of fossil remains that might be	Prior to excavation activities and during construction activities if determined to be necessary by the Paleontologic Monitor.	Review of construction plans, designs, and bore logs submitted by the Applicant; upon discovery of fossiliferous strata or recovery of fossil remains, implement paleontologic monitoring plan. Evidence from the Applicant showing that an employee environmental	Redondo Beach Building and Safety Division and Historical Commission utilizing a qualified paleontologist		

Mitigation Measure	Monitoring Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
				Initial	Date
<p>uncovered by excavation.</p> <p>If fossil remains are discovered, the monitor will recover them and record associated specimen and locality data. If necessary, excavation at the fossil locality will be halted or diverted temporarily around the locality until the remains have been recovered. The paleontologic monitor will be equipped to allow for the timely recovery of such remains. If necessary to reduce the potential for a delay of excavation, additional personnel will be assigned to the recovery of an unusually large or productive fossil occurrence. Following the discovery of the remains, monitoring will be raised to full time when excavation involves the fossil-bearing unit and full-time monitoring is not already in effect. On the other hand, if too few or no fossil remains have been found once 50 percent of the area comprising a particular rock unit has been excavated, the Principal Paleontologist can recommend that monitoring be reduced.</p> <p>Recovered fossil remains will be prepared to the point of identification, identified to the lowest taxonomic level possible by knowledgeable paleontologists, and curated and cataloged in compliance with designated museum repository requirements. All curation is assumed to meet the standards identified in 36 CFR 79.9, and specifically set forth by the Department of Interior - Museum Property Handbook, DM 411, which is the standards that must be met for facilities that house federally owned museum collections. The entire fossil collection (along with associated specimen data and corresponding geologic and geographic locality data and copies of pertinent field notes, photos, and maps) will be transferred to the repository for permanent storage and maintenance. Associated specimen data and corresponding geologic and geographic locality data will be archived at the repository and, along with the fossil specimens, will be made available to paleontologists for future study.</p> <p>A final report of findings that summarizes the results of the work conducted under these mitigation measures will be prepared by the Principal Paleontologist and submitted to the City of Redondo Beach. A copy of the report will be filed at the museum repository. Submission of the report will signify completion of the mitigation program.</p>		<p>awareness training session has occurred.</p> <p>If fossil remains are encountered, then the applicant shall submit a final summary report indicating compliance.</p>			

Hydrology and Water Quality

Mitigation Measure	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
				Initial	Date
<p>MM HWQ-1: Tsunami/Seiche Awareness Notification Program: The following shall be implemented on-site to reduce risks associated with tsunami:</p> <p>The following shall be implemented on-site to reduce risks associated with tsunami:</p> <ol style="list-style-type: none"> 1. Signage shall be provided throughout the project area, showing the designated tsunami emergency evacuation route. 2. A public address system audible at both northern and southern locations of the site shall be installed and used to inform the public of evacuation order or emergency procedures in the event a tsunami warning or alert is issued. Contact information for the on-site management office with access to the public address system shall be provided to the Redondo Beach Fire Department and provided for inclusion in City tsunami preparation/emergency response procedure manuals. 3. A tsunami evacuation map and a copy of any City tsunami preparation/emergency response procedure manuals shall be kept in the on-site management office at all times. 4. Tsunami preparedness training shall be provided to on-site security personnel. 5. Additional information, such as brochures and signage, promoting tsunami awareness and providing the website to the City's emergency preparedness website shall also be made available at the project site. 	<p>During design and prior to construction</p> <p>Once the project is operational, the applicant shall provide tsunami preparedness training and keep emergency response manuals on-site.</p>	<p>Applicant/Construction contractor to submit plans for review for compliance with MM HWQ-1.</p>	<p>Redondo Beach Fire Department and Building and Safety Division</p>		
<p>MM HWQ-2: Wave Uprush Protection: A four-foot high recurved splash wall shall be placed within the existing revetment at the seaward edge of the boardwalk to redirect up-rushed water back toward the ocean (as shown in Figure 3.8-16 of the Waterfront Draft EIR), or other wave uprush protection that prevents inundation from occurring at the buildings and pedestrian boardwalk located landward of the northern portion of the Horseshoe (Municipal) Pier (just to the north and south of Kincaid's restaurant) shall be installed, subject to California Coastal Commission recommendations and approval, prior to certificates of occupancy for the buildings. The top of the splash wall shall be level with the finished grade of the boardwalk.</p>	<p>Prior to construction and prior to obtaining certificate of occupancy associated with building and boardwalk</p>	<p>Applicant/Construction contractor to submit design plans for review and approval</p>	<p>Redondo Beach Building and Safety Division, and California Coastal Commission</p>		

Mitigation Measure	Monitoring Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
				Initial	Date Remarks
	located landward of the northern portion of the Horseshoe Pier				
MM HWQ-3: Sea Level Rise Adaption Plan: The Applicant shall every 10 years from the first Certificate of Occupancy issued for the proposed project, review information from the National Oceanographic and Atmospheric Administration's (NOAA) tide measurement at the Santa Monica tide gauge and the recorded sea level rise trend, as well as pertinent literature that updates the sea level rise trend, to determine if sea level rise at the project site is trending toward the high, mid-level or low projections recommended by the Californian Ocean Protection Council (COPC). If the review of information shows that trend is consistent with the high projections of the COPC, then the Applicant shall design and implement a supplemental feature, such as a parapet adaptation to (and on top of) the proposed recurved splash wall or a raised splash wall to respond to sea level rise under the high projection trend (see Figure 3.8-17 of the Waterfront Draft EIR). If the future sea level rise shows an accelerating trend, the construction of such adaptations may then be implemented at an appropriate time in the future.	Ten year increments after first issued certificate of occupancy	Applicant to submit evidence of the review of NOAA information	Redondo Beach Community Development - Building and Safety Division		
Noise					
MM NOI-1: Pile Driving Vibration: Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits for construction activities involving the use of pile drivers (impact) within 55 feet of non-engineered timber and masonry structures/buildings or within 30 feet of structures/buildings constructed of reinforced-concrete, steel, or timber, and to the satisfaction of the City of Redondo Beach Building and Safety Division, the project applicant shall retain a Professional Structural Engineer to perform the following tasks: <ul style="list-style-type: none"> • Review the project plans for demolition and construction; • Investigate the area where pile driving is proposed to occur, including geological testing, if required; and 	Prior to approval of grading plans and/or issuance of demolition, grading and building permits for	Applicant/Construction contractor to submit structural engineering report for review for compliance	Redondo Beach Building and Safety Division		

Mitigation Measure	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
				Initial	Date
<ul style="list-style-type: none"> • Prepare and submit a report to the Chief Building Official to include, but not be limited to, the following: <ul style="list-style-type: none"> - Description of existing conditions at the subject area; - Vibration level limits based on building conditions, soil conditions, and pile driving approach to ensure vibration levels would be below 0.2 in/sec for non-engineered timber and masonry buildings if nearby or 0.5 in/sec for structures or buildings constructed of reinforced-concrete, steel, or timber if nearby; and - Specific measures to be taken during pile driving to ensure the specified vibration level limits are not exceeded. 	construction activities involving the use of pile drivers (impact) within 55 feet of non-engineered timber and masonry structures/buildings or within 30 feet of structures/buildings constructed of reinforced-concrete, steel, or timber	with MM NOI-1			
MM NOI-2: Equipment Mufflers: During all project construction, all construction equipment, fixed or mobile, shall be operated with closed engine doors, if so equipped, and shall include properly operating and maintained residential-grade mufflers consistent with manufacturers' standards.	Throughout construction	Routine in-field inspections	Redondo Beach Building and Safety Division		
MM NOI-3: Stationary Equipment: Stationary construction equipment (fixed equipment such as compressors, generator, fans, as well as idling vehicles, etc.) operating in proximity to noise sensitive receptors (i.e., residential structures) shall be placed a minimum of 50 feet away from such receptors so that emitted noise is naturally dissipated from the receptors.	Throughout construction	Routine in-field inspections	Redondo Beach Building and Safety Division		

Mitigation Measure	Monitoring Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
				Initial	Date/Remarks
			Safety Division		
MM NOI-4: Equipment Staging Areas: Equipment staging shall be located in areas that are shielded from and/or set back noise sensitive receptors, with a minimum of 50 feet separation between the sensitive receptor and the nearest edge of the staging area.	Throughout construction	Review of site plans and routine in-field inspections	Redondo Beach Building and Safety Division		
MM NOI-5: Electrically-Powered Tools and Facilities: Where available, electrical power from a grid connection shall be used to run air compressors and similar power tools and to power any temporary equipment.	Throughout construction	Routine in-field inspections	Redondo Beach Building and Safety Division		
MM NOI-6: Sound Barriers: Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and the residences to the east as needed during construction phases with high noise levels. Temporary sound barriers shall consist of either sound blankets capable of blocking approximately 20 A-weighted decibels (dBA) of construction noise or other sound barriers/techniques such as acoustic padding or acoustic walls placed near the existing residential buildings to the east of the project site that would reduce construction noise by approximately 20 dBA. Barriers shall be placed such that the line-of-sight between the construction equipment and immediately adjacent sensitive land uses is blocked.	Throughout construction	Review of site plans and routine in-field inspections	Redondo Beach Building and Safety Division		
MM NOI-ALT-1: Temporary Relocation of Liveaboards: A temporary moorage location within King Harbor shall be provided to liveaboard vessels located within 150 feet of construction activities as needed during construction phases with high noise levels. The need for relocation should be evaluated on a case-by-case basis considering the type of construction activities occurring, equipment being used, duration, and distance to the noise sensitive receptors.	Throughout construction	Review of site plans and routine in-field inspections. The applicant shall coordinate with the Waterfront	Applicant and Redondo Beach Building and Safety Division		

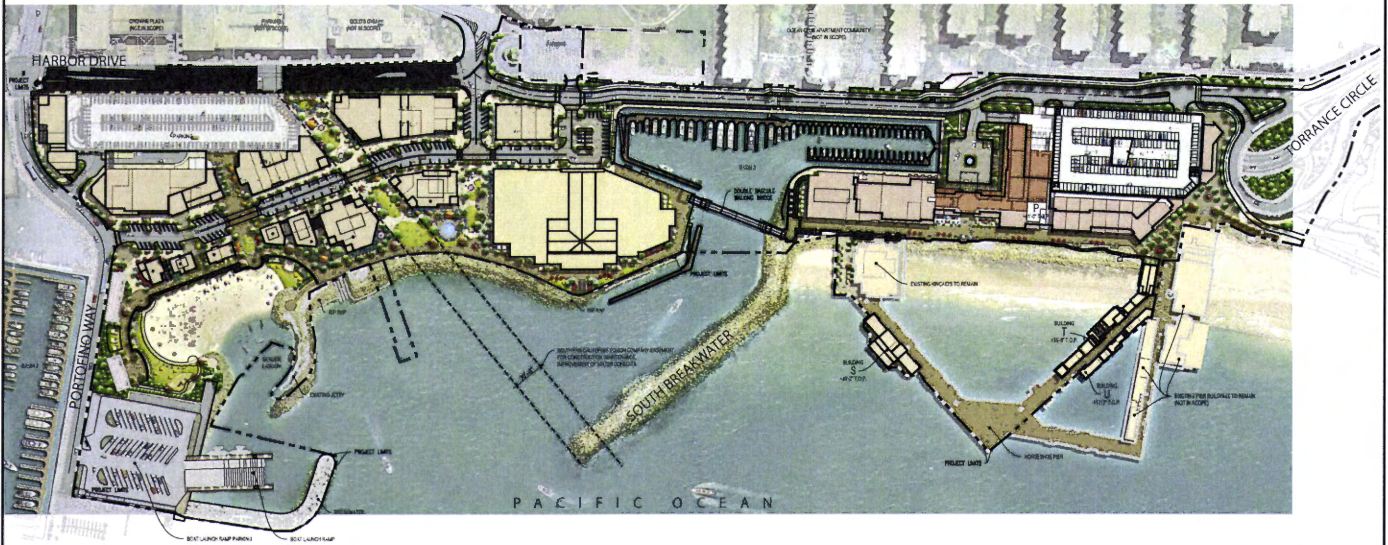
Mitigation Measure	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
				Initial	Date
		and Economic Development Department and the Harbor Master on temporary moorings.			
Traffic and Transportation					
MM TRA-1: Valley Drive/Francisco Avenue & Herondo Street (Intersection 6) – City of Hermosa Beach: A traffic signal would be installed at this intersection for which the project Applicant would provide fair share funding.	Prior to final certificate of occupancy or prior to final certificate of occupancy for Phase 1 if the project is phased	Applicant shall pay the City of Redondo Beach a fair share contribution. Upon receipt of funding, the City shall consult with the City of Hermosa Beach to implement the physical improvements (fair share funding for installation of traffic signal).	Redondo Beach Public Works Department		
MM TRA-2: Pacific Coast Highway & Herondo/Anita Street (Intersection 7): An additional westbound and eastbound through lane would be added. For the westbound approach, the center-raised median would be narrowed or eliminated. The two westbound left turn lanes would be shifted to the south to accommodate	Prior to final certificate of occupancy or prior to	Applicant shall pay the City of Redondo Beach a fair	Redondo Beach Public		

Mitigation Measure	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
				Initial	Date/Remarks
the additional westbound through lane. An additional westbound receiving lane would be added extending for a minimum of half a block length to the west of Intersection 7. The additional eastbound through lane would need to extend for a minimum of half the block length to the west of Intersection 7. The on-street angled parking on Herondo Street conflicts with the additional eastbound and westbound lane, and will require their removal. Parking will be replaced at 1:1 ratio to the satisfaction of the City Engineer, which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive, and/or parking at the project site over and above the ULI Parking Demand of 2,147 parking spaces. In addition, the on-street bike lanes would be shifted from their current location, but can be accommodated with the addition of the two through lanes.	final certificate of occupancy for Phase 1 if the project is phased	share contribution. Upon receipt of funding, the City shall implement the improvements or the applicant shall install the physical improvements under MM TRA-2 including but not limited to an additional westbound and eastbound through lanes with replacement parking	Works Department		
MM TRA-3: Pacific Coast Highway & Catalina Avenue (Intersection 10): One additional eastbound left turn lane would be added to provide two left turn lanes onto Pacific Coast Highway northbound. The intersection would also be restriped to provide one shared left-right lane, for a total of three lanes on the eastbound approach.	Prior to final certificate of occupancy or final certificate of occupancy for Phase 1 if the project is phased	Applicant shall pay the City of Redondo Beach a fair share contribution. Upon receipt of funding, the City shall implement the	Redondo Beach Public Works Department		

Mitigation Measure	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
				Initial	Date
		improvements or the applicant shall install the physical improvements under MM TRA-3			
MM TRA-4: Pacific Coast Highway & Beryl Street (Intersection 19): Add a southbound dedicated right-turn lane. This additional lane would encroach into the existing sidewalk right-of-way of the Gertruda Avenue cul-de-sac, and require the removal of mature trees that line the western side of the street. The sidewalk would need to be reconstructed to the west of its current location, which would narrow the end of the cul-de-sac.	Prior to final certificate of occupancy or prior to final certificate of occupancy of Phase 1 if the project is phased	Applicant shall pay the City of Redondo Beach a fair share contribution. Upon receipt of funding, the City shall implement the improvements or the applicant shall install the physical improvements under MM TRA-4	Redondo Beach Public Works Department		
MM TRA-5: Pacific Coast Highway & Torrance Boulevard Avenue (Intersection 26): A northbound and an eastbound right-turn lane would be added at this intersection to mitigate the project's impact. The northbound right-turn lane is an approved project identified as mitigation from a prior project in the City, and therefore, the Applicant would provide a fair share contribution for these improvements. The eastbound right-turn lane would be fully-funded by the proposed project. The eastbound right-turn lane can be accommodated through	Prior to final certificate of occupancy or prior to final certificate of occupancy	Applicant shall pay the City of Redondo Beach a fair share contribution. Upon receipt	Redondo Beach Public Works Department		

Mitigation Measure	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
				Initial	Date Remarks
restriping the outer eastbound lane on Torrance Boulevard, which measures 24 feet.	of Phase 1 if the project is phased	of funding, the City shall implement the improvements or the applicant shall install the physical improvements Document showing traffic improvement credit (fair share funding) for installation of additional northbound lane; installation of eastbound right-turn lane			
MM TRA-6: Pacific Coast Highway & Palos Verdes Drive (Intersection 36): Add a southbound right-turn lane. The project Applicant shall provide a fair share percentage of contribution to this mitigation measure along with other development projects that would impact this intersection.	Prior to final certificate of occupancy	Applicant shall pay the City of Redondo Beach a fair share contribution. Upon receipt of funding, the City shall implement the improvements or the applicant shall	Redondo Beach Public Works Department		

Mitigation Measure	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
		install the physical improvements Document showing traffic improvement credit (fair share funding) for installation of additional southbound right-turn lane				



Draft EIR - Proposed Project

Final EIR - Staff Recommended Alternative



Source: Psomas; Callison, 2016

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



UNITEHERE! Local 11

464 S Lucas Ave Ste 201 • Los Angeles CA 90017 • (213) 481-8530 • FAX (213) 481-0352

FACSIMILE TRANSMITTAL SHEET☐ URGENT ☒ PLEASE REPLY

DATE:

11/1/16

FROM:

Alexandra Weyman

TO:

California Coastal Commission
ATTN: Amber Dobson

TOTAL NO. OF PAGES INCLUDING COVER:

9 pages

FAX NUMBER:

562-590-5084

RE:

Appeal of CDP for waterfront redevelopment

MESSAGE:

This is an appeal by Unite Here Local 11 of CDP No. 2016 -
06 - CDP - 04 for the waterfront redevelopment permit
in the City of Redondo Beach.

Please confirm receipt of the appeal either by phone
at (213) 481-8530 ext. 350 or email at AWeyman@UNITEHERE11.org

This message contains confidential information and is intended only for the individual named above. All information contained is the property of
UNITE HERE Local 11, which may NOT be used, reproduced, copied or faxed to another source without the expressed approval of UNITE
HERE Local 11. All violations will be subject to prosecution according to appropriate privacy laws. Please notify the sender immediately if you
have received this in error. Thank you.

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NOV 01 2016

STATE OF CALIFORNIA - THE RESOURCES AGENCY

EDMUND G. BROWN JR., Governor

CALIFORNIA COASTAL COMMISSION

SOUTH COAST DISTRICT OFFICE

200 OCEANGATE, 10TH FLOOR

LONG BEACH, CA 90802-4418

VOICE (562) 590-5071 FAX (562) 590-5084

CALIFORNIA
COASTAL COMMISSION

**APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT****Please Review Attached Appeal Information Sheet Prior To Completing This Form.****SECTION I. Appellant(s)**

Name: **Unite Here Local 11, Attn: Alexandra Weyman**
 Mailing Address: **464 S. Lucas Ave. STE 201**
 City: **Los Angeles** Zip Code: **90017** Phone: **(213) 481-8530 Ext. 350**

SECTION II. Decision Being Appealed1. Name of local/port government: **City of Redondo Beach**

2. Brief description of development being appealed:

The revitalization of 36 acres of Redondo Beach's Waterfront including the demolition of approximately 199,171 SF of existing structures, the retention of 12,489 SF of existing development, the replacement of the pier parking structure, and the construction of up to 511,480 SF including retail, restaurant, creative office space, specialty cinema, a public market and a 120 room boutique hotel.

3. Development's location (street address, assessor's parcel no., cross street, etc.):

Redondo Beach Waterfront Between Portofino Way And Torrance Circle, Redondo Beach, Los Angeles County,

4. Description of decision being appealed (check one.):

- ☐ Approval; no special conditions
☒ Approval with special conditions:
☐ Denial

Note: For jurisdictions with a total LCP, denial decisions by a local government cannot be appealed unless the development is a major energy or public works project. Denial decisions by port governments are not appealable.

TO BE COMPLETED BY COMMISSION:	
APPEAL NO:	A-5-RDB-16-0092
DATE FILED:	Nov. 1, 2016
DISTRICT:	South Coast

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 2)

5. Decision being appealed was made by (check one):

- ☐ Planning Director/Zoning Administrator
☒ City Council/Board of Supervisors
☐ Planning Commission
☐ Other

6. Date of local government's decision: October 18, 20167. Local government's file number (if any): 2016-06-CDP-04**SECTION III. Identification of Other Interested Persons**

Give the names and addresses of the following parties. (Use additional paper as necessary.)

a. Name and mailing address of permit applicant:

CenterCal Properties LLC
1600 E. Franklin Ave.
El Segundo, CA 90245

b. Names and mailing addresses as available of those who testified (either verbally or in writing) at the city/county/port hearing(s). Include other parties which you know to be interested and should receive notice of this appeal.

(1) Rescue Our Waterfront c/o Nils Nehrenheim
344 Avenue E
Redondo Beach, CA 90277

(2) South Bay Parkland Conservancy
115 S. Guadalupe Avenue # H
Redondo Beach, CA 90277

(3) Sierra Club-Palos Verdes South Bay
P.O. Box 2464
Ranchos Palos Verdes, CA 90274

(4) Building a Better Redondo
602 S. Broadway Ave. Unit B
Redondo Beach, CA 90277

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 3)**SECTION IV. Reasons Supporting This Appeal****PLEASE NOTE:**

- Appeals of local government coastal permit decisions are limited by a variety of factors and requirements of the Coastal Act. Please review the appeal information sheet for assistance in completing this section.
- State briefly your reasons for this appeal. Include a summary description of Local Coastal Program, Land Use Plan, or Port Master Plan policies and requirements in which you believe the project is inconsistent and the reasons the decision warrants a new hearing. (Use additional paper as necessary.)
- This need not be a complete or exhaustive statement of your reasons of appeal; however, there must be sufficient discussion for staff to determine that the appeal is allowed by law. The appellant, subsequent to filing the appeal, may submit additional information to the staff and/or Commission to support the appeal request.

Please See Attached:

UNITE HERE! *Local 11*

464 Lucas Ave., Suite 201 • Los Angeles, California 90017 • (213) 481-8530 • FAX (213) 481-0352

To: California Coastal Commission and Staff

Re: Local Application No. 2016-06-CDP-04

Date: October 26, 2016

Permit Background

On July 18, 2016 the City of Redondo Beach Harbor Commission approved a Coastal Development Permit for the revitalization of the Redondo Beach Waterfront ("The Waterfront Project"). The Waterfront Redevelopment Project is a public-private partnership between the City of Redondo Beach and CenterCal Properites, LLC ("CenterCal") doing business as Redondo Waterfront LLC.

The project will include the revitalization of 36 acres of the Redondo Beach Waterfront, including the demolition of approximately 199,171 square feet of existing structures, the retention of 12,479 square feet of existing development, the replacement of the pier parking structure and the construction of 511,460 square feet of retail, restaurant, creative office space, specialty cinema, a public market hall and a 120 room boutique hotel.

Jim Light appealed the Harbor Commission approvals, including the Coastal Development Permit to Redondo Beach City Council. The Redondo Beach City Council affirmed the Harbor Commission's decision on October 18, 2016. UNITE HERE Local 11 is appealing the Coastal Development Permit to the California Coastal Commission on the grounds that the 120 room boutique hotel will not provide affordable guest accommodations at the Redondo Beach Waterfront.

UNITE HERE Local 11 asks that the Coastal Commission deny the Applicant's request for a permit.

The Coastal Commission should not grant this Coastal Development Permit as it violates the California Coastal Act.

The proposed project includes a boutique hotel that is inconsistent with the California Coastal Act.

Article 2, Section 30213 of the California Coastal Act stipulates that:

Lower cost visitor and recreational facilities shall be protected, encouraged, and where feasible, provided. Developments providing public recreational opportunities are preferred.¹

¹ The California Coastal Act, Article 2 Section 30213 page 33

The Coastal Commission has a duty to follow the Coastal Act and local coastal programs, and based on the following evidence the Commission should not approve the Coastal Development Permit for this project.

I. The AECOM market study indicates that the boutique hotel will be a luxury hotel that will not provide lower cost accommodations in the Coastal Zone.

The Draft Environmental Impact Report included a market study of the proposed Waterfront Revitalization Project (appendix O), prepared by AECOM that included a study of hotel accommodations in the greater South Bay area, including Redondo Beach. In their report, AECOM explains, "hotels in the boutique segment are typically concentrated in the luxury, upper-upscale, and upscale chain and class categories... [and] have an actual or estimated room rate double the nationwide average."²

Additionally, AECOM says that boutique hotels "typically attract younger, wealthier individuals."³ The study also analyzes the hotel market in both the South Bay and Redondo Beach. AECOM looked at other boutique hotels in the upper upscale and luxury class that will be primary and secondary competitors with the future boutique hotel at the Waterfront. In 2015, at the time of the market study, The Shade Hotel in Manhattan Beach was "quoted pricing for the best available rate ranges from \$350 to \$400 per night for midweek to weekend rates respectively."⁴ The Beach House in Hermosa Beach was "quoted pricing for the best available rate ranges from \$250 to \$300 per night for midweek to weekend rates, respectively. Ocean front rooms ranging from \$300 to \$400 per night for midweek to weekend rates, respectively."⁵ In their performance analysis, AECOM made the conservative estimate that "the ADR (average daily rate) for the hotel property will start at \$230 [per night] in 2014 dollars."⁶

In sum, the hotel in the proposed project will provide high cost visitor accommodations, which violates the Coastal Act and Redondo Beach Local Coastal Plan.

II. The CenterCal brochure for the Waterfront Project describes the target demographic as the affluent surrounding community and it will not provide lower cost accommodations in their proposed project.

CenterCal produced a brochure that describes the different aspects of their proposal for the Waterfront Project. CenterCal describes the redeveloped Waterfront as "a hub of vitality for the people who choose to live in these affluent communities."⁷ Page 24 of the brochure defines 8 different demographic groups that live near the Waterfront. All of these groups make at least \$71,273 median household income.⁸ These different demographic groups are further described on

² Draft Environmental Impact Report, Appendix O page 3

³ Ibid, 35

⁴ Ibid, 38

⁵ Ibid, 38

⁶ Ibid, 42

⁷ CenterCal Waterfront Project Brochure page 12

⁸ Ibid, 22

page 23 under Community Psychographics, where the brochure states that, "the Waterfront offers a distinctive collection of unique and essential goods, services, and lifestyle amenities."⁹

The brochure also describes the hotel as a "four-star boutique oceanfront hotel experience."¹⁰ The Waterfront Project will serve the affluent local community members who live in the surrounding area, and it will not provide lower cost accommodations for low income visitors.

III. The metrics used by the Redondo Beach Local Coastal Plan indicate that the projected average daily rate for a room at the proposed boutique hotel will not be considered a lower cost visitor accommodation.

The City of Redondo Beach Municipal Code Chapter 5 Article 2 Section 10-51.811 (b)(8) states that:

When referring to any overnight visitor accommodations, lower cost facilities shall be defined as any facility with room rates that are below seventy-five (75%) percent of the statewide average room rate, and higher cost facilities shall be defined as any facility with room rates that are 125% percent above the statewide average room rate. Statewide average room rates can be calculated by the Smith Travel Research website (www.visitcalifornia.com) or other analogous method used to arrive at an average statewide room rate value.¹¹

A report from Smith Travel Research on the www.visitcalifornia.com website the average daily rate for hotels in California in August 2016 was \$169.74.¹² According to the Redondo Beach Local Coastal Plan and the Coastal Commission's own standards, an affordable room would cost \$127.31 (169.74×0.75) per night or less. The AECOM market study's conservative projected average daily rate of \$230 per night, which falls under the definition of a higher cost facility, since it is more than 125% of the statewide average daily room rate.¹³

IV. The Coastal Commission should not approve the Coastal Development Permit, but if it does, then in-lieu fees should be \$30,000 per room where mitigation is required.

The City of Redondo Beach Municipal Code Chapter 5 Article 2 Section 10-5.811 (b)(8) stipulates that:

Lower cost visitor accommodations shall be protected, encouraged, and where feasible provided. In the coastal zone when demolition of existing lower cost overnight visitor accommodations or when hotels or limited use overnight visitor accommodations are proposed that include high-cost overnight visitor accommodations, an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach shall be imposed. The fee shall be \$30,000.00 per room that mitigation is required for, and the fee shall be adjusted annually to account for inflation according to increases in the Consumer Price Index U.S. City Average.

⁹ Ibid, 23

¹⁰ Ibid 16

¹¹ The City of Redondo Beach Municipal Code Chapter 5 Article 2 Section 10-5.811 (b)(8)

¹² http://industry.visitcalifornia.com/media/uploads/files/editor/VisitCalifornia_201607.pdf

¹³ Draft Environmental Impact Report, Appendix O page 42

An in-lieu fee shall be required for new development of overnight visitor accommodations in the coastal zone that are not low or moderate cost facilities. These in-lieu fee(s) shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone.

The Redondo Beach Municipal Code requires in lieu fee is \$30,000 per room where mitigation is required. The Coastal Commission has approved this standard not only in Redondo Beach, but also in Ventura and Long Beach.¹⁴ The California Coastal Commission Public Workshop: Lower Cost Visitor Serving Accommodation Draft Agenda on December 10, 2014, stated that at the time of the agenda, "the Commission staff had adjusted the \$30,000 cost upwards to \$33,970 to account for inflation."¹⁵

If the Coastal Commission does approve the Waterfront Redevelopment Project, UNITE HERE Local 11 asks that the Coastal Commission adjust the in lieu fee to account for inflation using the Consumer Price Index.

V. Conclusion

The Redondo Beach Waterfront is currently an affordable, family friendly destination for all people that live, work and play in the surrounding communities. The preservation of coastal access is one of the foremost goals of the California Coastal Act. The Coastal Commission has a duty to uphold the Coastal Act and enforce the provisions of the Redondo Beach Local Coastal Plan.

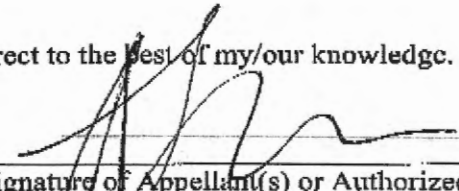
The members of UNITE HERE Local 11 respectfully request that the Coastal Commission deny the application for Coastal Development Permit No. 2016-06-CDP-04 so that the Redondo Beach Coastal Zone remains accessible to people of low and moderate incomes.

¹⁴ California Coastal Commission Public Workshop: Lower Cost Visitor Serving Accommodation Draft Agenda on December 10, 2014 page 19

¹⁵ California Coastal Commission Public Workshop: Lower Cost Visitor Serving Accommodation Draft Agenda on December 10, 2014 page 20

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 4)**SECTION V. Certification**

The information and facts stated above are correct to the best of my/our knowledge.



Signature of Appellant(s) or Authorized Agent

Date: 10/1/10

Note: If signed by agent, appellant(s) must also sign below.

Section VI. Agent Authorization

I/We hereby
authorize

_____ to act as my/our representative and to bind me/us in all matters concerning this appeal.

Signature of Appellant(s)

Date: _____

CALIFORNIA COASTAL COMMISSION

SOUTH COAST DISTRICT OFFICE
200 OCEANGATE, 10TH FLOOR
LONG BEACH, CA 90802-4416
VOICE (562) 590-5071 FAX (562) 590-5084

**APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT**

Please Review Attached Appeal Information Sheet Prior To Completing This Form.

SECTION I. Appellant(s)

Name: Multiple See Attachment

Mailing Address:

City:

Zip Code:

Phone:

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South Coast Region

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CALIFORNIA
COASTAL COMMISSION

SECTION II. Decision Being Appealed

1. Name of local/port government:

City of Redondo Beach

2. Brief description of development being appealed:

The Waterfront Project

3. Development's location (street address, assessor's parcel no., cross street, etc.):

Redondo Beach Waterfront between Portofino Way and Torrance Circle
Redondo Beach, CA 90277

4. Description of decision being appealed (check one.):

- ☒ Approval; no special conditions
☐ Approval with special conditions:
☐ Denial

Note: For jurisdictions with a total LCP, denial decisions by a local government cannot be appealed unless the development is a major energy or public works project. Denial decisions by port governments are not appealable.

TO BE COMPLETED BY COMMISSION:

APPEAL NO:

A-5-RDB-16-0092

DATE FILED:

11/7/16

DISTRICT:

South Coast

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 2)

5. Decision being appealed was made by (check one):

- ☐ Planning Director/Zoning Administrator
- ☒ City Council/Board of Supervisors
- ☐ Planning Commission
- ☐ Other

6. Date of local government's decision: 18 Oct 16

7. Local government's file number (if any): Agenda Item L1, 18 Oct 15, City Council Agenda

Local Application No. 2016-06-CDP-04

CCC Post-Cert No. 5-RDB-16-1044

SECTION III. Identification of Other Interested Persons

Give the names and addresses of the following parties. (Use additional paper as necessary.)

a. Name and mailing address of permit applicant:

Redondo Beach Waterfront LLC
1600 E Franklin
El Segundo, CA 90245

b. Names and mailing addresses as available of those who testified (either verbally or in writing) at the city/county/port hearing(s). Include other parties which you know to be interested and should receive notice of this appeal.

(1) City of Redondo Beach
City Clerk
415 Diamond St
Redondo Beach, CA. 90277

(2) Unite Here! Local 11
464 South Lucas Avenue, Suite 201
Los Angeles, CA 90017

(3)

(4)

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 3)

SECTION IV. Reasons Supporting This Appeal

PLEASE NOTE:

- Appeals of local government coastal permit decisions are limited by a variety of factors and requirements of the Coastal Act. Please review the appeal information sheet for assistance in completing this section.
- State briefly **your reasons for this appeal**. Include a summary description of Local Coastal Program, Land Use Plan, or Port Master Plan policies and requirements in which you believe the project is inconsistent and the reasons the decision warrants a new hearing. (Use additional paper as necessary.)
- This need not be a complete or exhaustive statement of your reasons of appeal; however, there must be sufficient discussion for staff to determine that the appeal is allowed by law. The appellant, subsequent to filing the appeal, may submit additional information to the staff and/or Commission to support the appeal request.

See attachment detailing reasons for the appeal

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 4)

SECTION V. Certification

The information and facts stated above are correct to the best of my/our knowledge.

See attached sheet, more than one signature

Signature of Appellant(s) or Authorized Agent

Date:

11/6/16

Note: If signed by agent, appellant(s) must also sign below.

Section VI. Agent Authorization

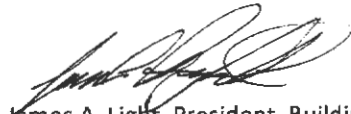
I/We hereby
authorize

_____ to act as my/our representative and to bind me/us in all matters concerning this appeal.

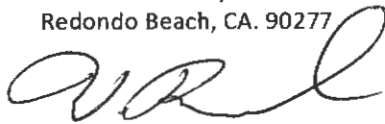
Signature of Appellant(s)

Date:

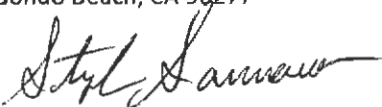
Attachment to Waterfront Appeal
Appellants' Signatures and Addresses:



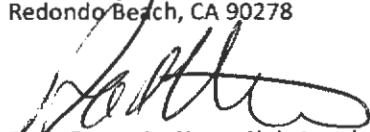
James A. Light, President, Building a Better Redondo
602B S Broadway
Redondo Beach, CA. 90277



Bill Brand, Redondo Beach City Councilman, District 2
125 S Broadway
Redondo Beach, CA 90277



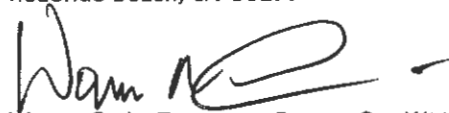
Stephen Sammarco, Redondo Beach City Councilman, District 4
2304 Mathews #4
Redondo Beach, CA 90278



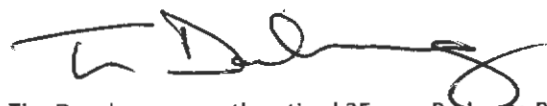
Dean Francois, Sierra Club Angeles Chapter
PO Box 2464
Rancho Palos Verdes, CA. 90274



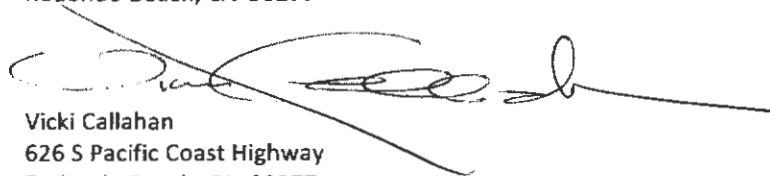
Martin Holmes, Officer, Rescue Our Waterfront
531 Esplanade, #912
Redondo Beach, CA 90277



Wayne Craig, Treasurer, Rescue Our Waterfront
506 S Broadway #A
Redondo Beach CA 90277



Tim Dornberg, recently retired 25 year Redondo Beach Harbor Patrolman
218 Via La Soledad,
Redondo Beach, CA 90277



Vicki Callahan
626 S Pacific Coast Highway
Redondo Beach, CA. 90277

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South Coast Region

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CALIFORNIA
COASTAL COMMISSION

Appeal of the Redondo Beach Waterfront Project

Supported by:

James A Light, President Building a Better Redondo
Bill Brand, Councilman District 2
Dean Francois, President, Friends of the Bike Path
Martin F. Holmes, Founder, Rescue Our Waterfront
Candace Allen Nafissi
Nils Nehrenheim
David Wiggins, Former President, Board of Education, Redondo Beach Unified School District
Building a Better Redondo
Rescue Our Waterfront
Sierra Club, Angeles Chapter, Palos Verdes-South Bay Region
South Bay Parkland Conservancy

3 November 2016

Section 1: Executive summary

South Bay residents and visitors have ample access to hotels, restaurants, and retail shopping throughout the South Bay.

King Harbor is the only harbor between Marina Del Rey and the Port of LA – 25 miles of coastline.

We should not sacrifice the long standing recreational value and capacity of King Harbor to commercial uses that are already abundantly available.

This project does not adequately balance the mall development with coastal dependent recreational uses and commercial uses.

Despite repeated input by the residents of the City of Redondo and users of Harbor and Pier area of Redondo Beach over the past three year period, the City has approved a Coastal Development Permit, Conditional Use Permit, Statement of Overriding Considerations and Final EIR for a Waterfront Project that violates the California Coastal Act, the City's approved Local Coastal Plan and other requirements.

The project more than doubles development (excluding the square footage of the additional parking structure) in the southern end of the harbor and pier area while only increasing parking by 7%. If you include the new parking structure, the development triples what is on the ground today. The harbor area bears the brunt of the development. Excluding the pier area, the project, including the new 272,000 sq ft five level parking structure, represents more than 10x the development currently on the ground in the same area today.

All this retail, entertainment, dining and hotel development comes at a huge cost. All coastal dependent uses of the waterfront are negatively impacted. These uses are crammed together in a much smaller footprint than they are afforded today. The alterations and consolidation into such small areas of the harbor create hazards and limit the appeal to those who use these precious resources today. The project's parking supply is inadequate to support these uses, artificially constraining access. The City's studies show that this project will more than double traffic in an area that suffers from constrained circulation infrastructure. Despite claims by the City to the contrary, the roads already suffer at peak hours and will be gridlocked once the project is completed.

To add insult to injury, the city still has not adequately defined the project for residents and the Coastal Commission to truly understand the impacts. Without any prior workshop or stakeholder input, the City changed the location of the boat ramp to Mole B, a location ruled out

Redondo Beach Waterfront Project Approval Appeal – 3 November 2016

in the Draft EIR, and changes to critical elements of the boat ramp and Mole B remain moving targets. Our Harbor Patrol and Baywatch lifeguards in King Harbor oppose the new location because it is too dangerous to the trailer boaters and to the hundreds of current boaters whose boats are berthed in Basin 1. Hundreds of harbor area parking spaces are displaced or mandated without their placement or replacement being defined. In fact a frustrated Harbor Commissioner accused the city of “kicking the can down the road.” And commercial vessels and recreational boats must be moved with no definitive definition of where exactly they will be berthed. According to City records, King Harbor has little vacancy for large boats.

The residents are so disenfranchised from the process that they have circulated a petition to qualify The King Harbor CARE Act for the ballot. In fact, a grass roots group of over 100 residents gathered nearly 7000 signatures in just 45 days. The main tool for gathering signatures were pictures of the developer's model of the project. The King Harbor CARE Act has now been certified for the ballot by the LA County Elections Official.

The King Harbor CARE Act adds further definition to the protections approved by the Coastal Commission and embodied in the Measure G zoning and Local Coastal Program modifications approved by the voters in 2010. The Harbor CARE Act adds the following requirements to the City Local Coastal Program and implementing ordinances:

- Ensuring that parking structures are included in the calculation of the harbor development cap.
- Preserving or expanding the usable public open space of Seaside Lagoon Park. Preserving a swim/wading feature that is separate from harbor waters.
- Protecting a minimum of 40% of the views of the harbor from North Harbor Drive and 60% of the views from Czuleger Park
- Providing adequate and convenient parking for peak use of coastal dependent recreational uses of the harbor and waterfront separate from any demand for the non-coastal dependent use demand.
- Building a safe, full size two lane boat ramp with a minimum of 60 trailer parking spaces and adequate maneuvering space. The new boat ramp cannot impact current slip capacity in the harbor.
- Prohibiting any new, additional parking structure in the southern harbor area due to view impacts and massing/scale incompatibility
- Prohibiting of the reconnection of Harbor Drive and Torrance Boulevard due to traffic and noise impacts

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- Requiring for a safe location of the hand launch boat ramp

These are reasonable requirements that **should** have been implemented by the City in order to fairly balance the project and comply with the California Coastal Act and our Local Coastal Program. However, our City staff have repeatedly interpreted these controlling regulations to prioritize commercial, non-coastal development over non-coastal dependent uses. The residents also anticipate filing a lawsuit to force the city to follow these controlling regulations and to apply the CEQA process adequately. As you will see in this document there is ample evidence that the City is a biased advocate of the commercial retail, dining, entertainment and hotel project. The public is forced to rely on the Coastal Commission to enforce an objective balance on the project.

South Bay residents and visitors have ample access to hotels, restaurants, and retail shopping throughout the South Bay. But there is only one harbor in the 25 miles of coastline between Marina Del Rey and the Port of Los Angeles. Residents should not have to go to these expensive, divisive, and time consuming measures to achieve the reasonable balance required by law. The people of Redondo beseech the Coastal Commission to objectively enforce the balance required by the Coastal Act and our approved Local Coastal Program.

SECTION 2: DESCRIPTION OF PROJECT VIOLATIONS

The following sections describe examples of the violations of the California Coastal Act and/or Redondo's Local Coastal Program/ Coastal Land Use Plan / Implementation Ordinances. A summary of the violations and the specific references to specific sections of these regulations is included in a Summary section at the end of this document.

2.1 DEVELOPMENT CAP MISCALCULATION

Since the current zoning was approved by voters, the interpretation should be about voters' intent and record in front of voter at the time of the vote - NOT staff's recent and convenient interpretation.

City staff excludes the square footage of the new 272,000 sq ft parking structure from the development cap calculation. The City relies a convenient and very recent interpretation of the LCP defined harbor area development cap to support their desired solution. However, since Measure G was a voter approved change to the city Coastal Land Use Plan, the voter's intent is the critical interpretation. None of the documentation in front of the voters detailed the exclusion of a parking structure from the calculation of this cap.

From the ballot:

*"Shall [CLUP]...be amended to provide for major changes in existing land use policies and development standards including: ... **limiting total development** ..."*

From Measure G Zoning included in the ballot book and voter supplemental mailer:

*"...cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of **floor area**....."*

City staff has alternately explained that "floor area" is the same as "floor area, gross"; or that "floor area" is commonly interpreted to mean the exclusion of parking structures. But neither of these withstands reasonable scrutiny.

Measure G uses the specific term "floor area, gross" many times throughout its requirements, but NEVER in calculating the development cap. And while "floor area, gross" is specifically defined in city zoning ordinances, the broader term "floor area" is used regularly, but never formally defined. In fact, the zoning ordinance definition of "floor area, gross" depends on the broader term "floor area":

“Gross floor area shall mean the floor area of the ground and additional stories, and the floor area of mezzanines, lofts, and basements of a structure. Gross floor area shall not include any area used exclusively for parking and loading, enclosed vertical shafts, or elevators.”

If the city meant to exclude parking structures from the development, it should have used the specific and defined the development cap using the term “floor area, gross”. Nothing in Measure G or current zoning would inform the public voting on Measure G that development cap calculations would exclude new parking structures.

Since Measure G was approved by voters, the interpretation should respect the voters’ intent and the record in front of voter at the time of the vote - NOT staff’s recent and convenient interpretation. The floor area of the new parking structure should be used in the development cap calculation for the project.

The City’s exclusion of the new parking structure from the development cap assessment is a violation of the LCP.

2.2 INADEQUATE AND UNDEFINED RECREATIONAL PARKING

The project does not meet the parking demand of recreational uses that were excluded from city analyses

The parking demand assessment used to demonstrate that the project includes adequate parking, does not include any recreational uses except parking for slips in Basin 3:

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

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

Figure 1: Waterfront Parking Demand Analysis (from Waterfront EIR)

The project describes a total of 2,296 parking spaces, resulting in an excess of 149 parking stalls. Prior to the “shared use ULI assessment, the City analysis resulted in a demand of 2,567 parking spaces or a 271 parking space shortfall. It is important to note that the ULI shared use parking study did not include a harbor or other waterfront recreational parking demand. But even worse, the analysis ignores parking required to support:

- Fishermen using the Monstat or Sport Fishing Piers
- The 81,000 annual visitors (peak of over 1,200 per day) to Seaside Lagoon
- Passengers on sport fishing and whale watching boats
- Stand up paddlers, kayakers, and outrigger canoeists
- Visitors to Moonstone Park
- Walkers, bicyclists, joggers, and sightseers
- Beachgoers
- Trailer boaters and guests

Exacerbating this issue is the deferred parking requirements embedded but never defined in the project and CUP’s. In fact, a Harbor Commissioner quipped that the city was “kicking the can down the road”. These deferred parking requirements include:

- Overflow Mole B trailer parking
- Overflow Mole B visitor parking
- Replacement parking spaces for parking spaces eliminated on Herondo Blvd
- Replacement parking for to replace parking displaced by yet to be defined increases in the length of southbound Harbor Drive turn pockets

Redondo Beach Waterfront Project Approval Appeal – 3 November 2016

While the EIR states a replacement for lost Herondo parking may be the parking at the Triton Oil site, this parking is currently allocated to Shade Hotel valet parking and Cheesecake Factory employee parking. This lot is half a mile from Herondo. It is unlikely that current users of Herondo parking would trek half a mile for parking. This loss of parking, unless replaced in the vicinity of the current parking would add to the current oversaturation of coastal parking in Hermosa Beach. Likewise, lengthy walks from these other unnamed parking replacement solutions would be a deterrent to use and therefore an access issue.

Figure 2 conservatively estimates the total undefined parking demand for the project:

PARKING DEMAND	DEFERRED OR UNACCOUNTED FOR?	ESTIMATED NUMBER OF CONCURRENT SPACES	BASIS OF ESTIMATE
Mole B boat ramp overflow trailer parking (30 double spaces)	Deferred	60 single parking spaces	CUP Requirement
Mole B overflow car parking	Deferred	30	CUP Requirement
Herondo Parking Replacement	Deferred	40	CUP Requirement - but total amount undefined
Seaside Lagoon Visitor Parking	Unaccounted for	250	Former lease required 207 spaces + overflow capability
Sport fishing/whale watching passengers	Unaccounted for	64	60 was former lease requirement, this is based on actual boats in harbor
SUP Parking	Unaccounted for	20	Based on observed weekend traffic
Kayaker Parking	Unaccounted for	10	Based on observed weekend traffic

Redondo Beach Waterfront Project Approval Appeal – 3 November 2016

ACTIVITY DEMAND	DESIGNED OR UNACCOUNTED FOR?	ESTIMATED NUMBER OF CONCURRENT SPACES	BASIS OF ESTIMATE
Monstad Pier Fishing	Unaccounted for	13	Estimate
Sport fishing pier fishing	Unaccounted for	7	Estimate
Beach Parking	Unaccounted for	38	Estimate
Extended turn pocket parking replacement	Unaccounted for	10	CUP Requirement - but total amount undefined
TOTAL UNDEFINED PARKING		542	

Figure 2: Parking demand excluded from Project Demand Analysis

This conservative assessment results in a total parking shortage of about 400 parking spaces for recreational uses. This assessment does not include the parking shortage due to the reconfiguration of Mole B. Mole B parking has been a moving target. **The city has not performed any demand analysis for Mole B.** Also, this analysis does not assess peak weekends. So this parking shortage is likely less than will be experienced.

City documents show the city has previously recognized the harbor area recreational uses demand for parking. A November 20, 2007 staff report entitled "Seaside Lagoon Operation and Facility Planning" states:

"Parking for the facility is available in an adjacent 2.25 acre lot that is owned by the City, but operated privately by the Redondo Beach Marina Leaseholder, and contains 207 spaces for cars ."

Likewise the City's lease with MarVentures specified the number of parking spaces for commercial boats and recreational boaters in Basin 3. From the August 19th, 2003 staff report entitled "Approval of a New Lease for Redondo Beach Marina":

Redondo Beach Waterfront Project Approval Appeal – 3 November 2016

“MCC would allocate on a non-exclusive basis, 110 parking spaces to maritime operations. (60 for sport fishing, etc. and 50 for slips) as well as space for showers/lockers and sport fishing sales.”

Another excluded parking demand is parking for visitors (largely regional visitors with limited opportunities to visit the beach area) bused into Seaside Lagoon. Church and school groups regularly visit Seaside Lagoon via bus. Staff has stated the project cannot accommodate bus parking. And their response indicated they do not intend to.

The fact that the city now tries to explain away this parking demand in their EIR reveals that the project is way too big for the site, that staff's assessment has become biased towards the mall development, and that commercial development has been prioritized over long standing coastal dependent recreational uses of the harbor

Furthermore, the City's CUP allows the Waterfront leaseholder to set up valet parking. Valet parking would only exacerbate the shortage of parking for recreational, coastal dependent uses as these users would be unlikely to use valet parking. Visitors travelling from inland generally arrive later in the day. The shortage in parking would in essence prioritize access by the more affluent visitors who reside on the coast.

The absence of parking for recreational uses represents a significant access issue and thus violates both the Coastal Act and City LCP requirements.

2.2.1 Parking inconvenience limits access for coastal dependent recreational uses

The contrived and convoluted parking solution for this growing class of harbor users demonstrates that non-coastal dependent uses were prioritized over coastal dependent recreational uses, and represents a real access issue to current and a growing number of future SUP'ers and kayakers.

In most cases the project forces participants in coastal dependent recreational uses to search for parking in parking structures shared with shoppers, diners and movie goers and/or quite a distance away from the coastal dependent recreational use. Often these users must lug a substantial amount of equipment and supplies from their car to the recreational use. As described earlier, the City has hinted that Mole overflow and replacement parking from the northern portion of the harbor would be provided in the Triton Oil Site (on Portofino Way) or in the parking structures on the south end of the project. This is generally a half mile or more from

Redondo Beach Waterfront Project Approval Appeal – 3 November 2016

the removed parking spaces or Mole B. The lack of convenient parking represents a significant access issue for these users.

EXAMPLE: SUP/Kayak parking - Today SUP'ers and Kayakers can drive down the access road to the hand launch dock and drop off their vessel and equipment right at the dock. Users can then park in the surface parking near the sport fishing pier or the east side of Seaside Lagoon. Since there is only one entry and access to the hand launch dock, users could see anyone who might try to steal their equipment.

The FEIR shows a configuration that represents a major deterrent to SUP'ers and kayakers. The option of parking your vehicle and carrying your equipment to the launch point is eliminated. There are a limited number of nearby surface level parking spaces. And the CUP has not reserved these spaces for these recreational uses. Therefore it is reasonable to conclude that users would be forced to park in parking structures. The height of SUV's with an SUP or kayak on top would likely preclude the ability to even enter the parking structure. But even if a user could, they would then have to cart their equipment through the parking structure as elevators cannot hold standard SUP's or kayaks. Parking structures are not designed for people to walk down the ramps. It would be dangerous for users as there are many blind spots and drivers are preoccupied looking for an available parking spot. The length of the boards and kayaks would also risk regular damage to vehicles and/or the SUP or kayak, especially carbon fiber SUP's and kayaks. Just the distance added by negotiating the levels of the parking structure represents a major deterrent. But then, once free of the parking structure, the user would then have to navigate through two rows of shops and restaurants, cross the new street, and multiple pedestrian/bike paths to get to the reconfigured Seaside Lagoon. Then amidst all the people and bike traffic on the pedestrian/bike esplanade, the user would have to negotiate two 90 degree turns with equipment over 9 feet long and some 20 feet or longer and go down a set of stairs to reach the beach and launch. This represents a significant risk of injury to people and damage to property, landscaping and kayaks/SUP's.

The FEIR attempts to remedy this by providing a drop off point and some lock boxes. But the FEIR fails to describe the dimension of these lockboxes or how they would work. Are they lockers with a door and key? Lockers that would fit the length of SUP's and kayaks and the height of their skegs, decks and bow and stern rocker, would be huge. How many would be required? If it is not a locker, it would be difficult to secure paddles, PFD's, fishing gear, and other equipment. How do the users get the locks and keys? What happens if someone "camps" in a locker – preventing its use by other? How much does a locker cost? No other harbor has a locker system for users who come to launch their SUP or kayak. Without proper definition of this solution, it is impossible to evaluate its viability as a realistic solution. And without characterizing the traffic, how does the city determine how many lockers are required? Neither the CUP nor the FEIR define the number of lockers.

Even assuming the city could create and manage such a complex system, the process would deter users. It would take on the order of 10 minutes to offload a vehicle; carry all the equipment to a locker negotiating people who are shopping, dining, walking and biking; carefully

load all the equipment into the locker to preclude damage to the equipment; and returning to your vehicle. The same would be true on the return trip. So the simple act of loading and offloading one's equipment from their vehicle would take 20 minutes. But now the user must find parking in the parking structure. Based on the limited parking provided it is likely the user would have to search the few ground level parking spots, then try the harbor parking structure, then try the other parking structures further south. It is easily foreseeable that on a busy weekend this process and walking back to the launch point would take half an hour or more. Even more frustrating is that the user may not find any parking space – totally wasting their time- or have to pay even more for valet parking.

2.2.2 City misrepresents current parking utilization in the harbor, pier and Mole B area

The project increases commercial development by over 100% while only increasing parking by 7%. When you add in the unaccounted for parking demand for coastal dependent recreational uses, overflow parking from Mole B, and replacement of current parking eliminated by the project; the project represents a severe parking shortage.

The city portrays that our harbor area parking lots are empty most of the time. Certainly during off season week days this is true. However, weekend parking utilization frequently is near or at capacity through much of the year. The Waterfront should be designed to accommodate normal weekend traffic during the summer season when the harbor and pier see their highest use. The public understands that it would be unreasonable to expect the city to accommodate peak holiday weekend traffic, but lack of parking should not be a normal occurrence on a normal summer weekend. Figure 3 shows weekend parking utilization already at or near capacity at a wide span of seasons:



Figure 3: Harbor area parking saturation at various times of the year

Figure 3 is representative of regular weekend utilization, residents have many more images of packed parking lots as early as February and as late as October. The demand for parking in the harbor area today during weekends demonstrates that the city understates the need for parking in the future. The project increases commercial development by over 100% while only increasing parking by 7%. When you add in the unaccounted for parking demand for coastal dependent recreational uses, overflow parking from Mole B, and replacement of current parking eliminated by the project; the project represents a severe parking shortage. Insufficient parking capacity during normal summer weekends represents a significant access impact. Therefore, the project violates the California Coastal Act and the City's Local Coastal Program.

2.3 PROJECT COMMERCIAL DENSITY CONCENTRATES COASTAL DEPENDENT RECREATIONAL USES INTO SMALL PORTIONS OF THE HARBOR CREATING OVERUSE, INCREASING HAZARDS, AND IMPACTING ACCESS

It is very clear that the project's commercial uses out prioritized both long existing current recreational uses and the required new boat ramp. This project does not represent an equitable and reasonable balance.

The project more than doubles commercial development in the south end of the harbor and pier area. If you include the huge new parking structure, it triples the current level of development. In the southern tip of the harbor, south of Portofino Way, when you include the square footage of the new parking structure, the project represent ten times the development on the ground today.

This level of development has a profound impact on existing recreational resources in the harbor area and on the usability and safety of the required new boat ramp. Figure 4 shows the distribution of key recreational uses today:



Figure 4: Distribution of recreational resources today

Note that these uses are largely well spread out from one another with independent access and convenient and ample nearby parking. Now compare to the same uses and the new boat ramp under the approved project as shown in Figure 5:



Figure 5: Project concentrates key recreational uses into two small areas of the harbor creating conflicts for access and parking and hazards in actually participating in the recreational uses

The project reduces the usable open space of the Seaside Lagoon Park by one third. Access to the Seaside Lagoon swim area is much smaller than the access in the current configuration (see Seaside Lagoon discussion) and is now shared with SUP'ers and kayakers. And other than a very few spots on the new mall access road, parking is much farther away in the parking structures.

Mole B fares even worse. The boat hoist and boat ramp also serves hand launch SUP'ers and kayakers (after 10AM) and the parking reconfiguration reduces parking for slip tenants, the outrigger canoe club and Moonstone Park visitors. The open space available to Moonstone Park and outrigger canoe clubs is encroached upon by trailer parking and the need to provide even more parking along the driveway leading to the Harbor Patrol building. The issues with

this combination of uses packed into Mole B are further discussed in the Mole B section of this document.

It is very clear that the project's commercial uses out prioritized both long existing current recreational uses and the required new boat ramp. Both the Coastal Act and the City's LCP call for coastal dependent uses to be prioritized and when land use requirements conflict that the City strike an equitable balance. This project does not represent an equitable and reasonable balance.

2.4 MOLE B BOAT RAMP INADEQUATE, UNSAFE AND TOO IMPACTFUL

Decision on placement of the boat ramp is critical now.

Project approval would eliminate Mole D as an option and would constrain a boat ramp solution on Mole C particularly for circulation infrastructure and trailer parking.

The requirement for a boat ramp in the harbor was levied by the Coastal Commission during as a condition to approve Redondo's LCP for the harbor area. The ramp was required to address boater concerns that the current boat hoists were not available when boaters wanted to use them and the inconvenience of using slings and hoists deterred many potential users who instead either didn't go boating or diverted to Cabrillo or Marina Del Rey. Since the goal is to increase access to boaters, the proposed boat ramp should be convenient and have ample capacity to service the foreseeable demand.

Throughout the two year process culminating in the DEIR, the City has advocated a boat ramp at Mole C. The City went to great lengths to justify the location and show a variety of solutions to make the location's proximity to the hand launch boat ramp safe. After the DEIR was approved, the Portofino Hotel complained about the impacts to their onsite events such as weddings. So the City explored Mole A. King Harbor Yacht Club complained as their club would have to be moved. They provided ample reasons why Mole A was a bad location. So just prior to the release of the Final EIR the City recommended siting the boat ramp on Mole B to the shock of the public. The site already houses boat slip tenants, Moonstone Park, multiple outrigger canoe clubs and the Harbor Patrol facility. Fishermen regularly fish from the break wall along Moonstone Park and the Mole B parking area. Mole B also acts as a site for emergency evacuation by helicopter. Indeed, that capability was used just this past summer to get a "bent" diver to the Catalina hyperbaric training and to transfer a boating accident victim to a nearby hospital. So the site suffers from being small and catering to a lot of users already. It is clear the City's proposed boat ramp suffers from trying to shoehorn a very intensive and space demanding use into an already oversubscribed small area.

It is very important to note that Moonstone Park itself has been suffering from neglect by the

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city. The city quit watering the grass. The outrigger canoe club has encroached onto the park area. And despite earmarking over \$2M in funds from Chevron (reimbursement for using the Mole to bring in large equipment for their El Segundo refinery), and spending months deliberating over a Mole B Master Plan, the city has let the park deteriorate. The park would be more utilized had the city followed through with the several year old master plan and put proper signage on Harbor Drive. Now the park is mainly used by slip tenants on Mole B. Some maintain the city did this intentionally to make the public more receptive of the boat ramp move to Mole B.

Decision on placement of the boat ramp is critical now. Project approval would eliminate Mole D as an option and would constrain a boat ramp solution on Mole C particularly for circulation infrastructure and trailer parking.

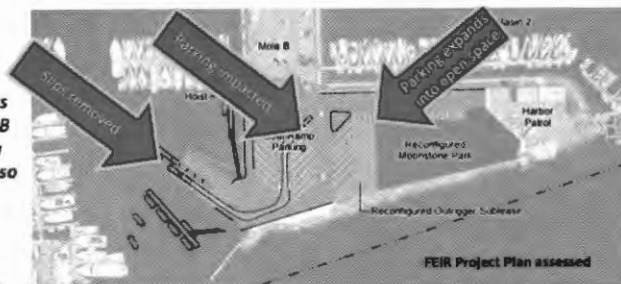
2.4.1 Mole B Boat Ramp design is still evolving and substantive impacts have increased since the Harbor Commission's approval

There were no public workshops to discuss this new location and the proposed configuration. In fact the DEIR and over two years of previous public workshops all concluded Mole B was not a viable location. Substantial and impactful changes to the Mole B boat ramp continued AFTER the Harbor Commission approved the Final EIR. Even the Chair of the Harbor Commission stated the Mole B boat ramp deserved more discussion but then stated that would happen at an assumed appeal of the Harbor Commission's approval of the EIR. Commission Chairperson Bloss said "it is likely the Harbor Commission decision will be appealed to Council. She agreed another discussion is necessary and suggested that if the EIR is certified with the Mole B recommendation, Council will have another opportunity to discuss." – City minutes of 12 August Meeting

Figure 6 shows the evolving substantive changes to the Mole B boat ramp after the certification of the EIR and other related documents.

DEIR:

"...it was determined that the potential environmental impacts associated with Mole B would be greater than the proposed project, so Mole B has been eliminated from the project."



**Impacts of Mole B
Boat Ramp still
evolving
Not assessed in EIR**

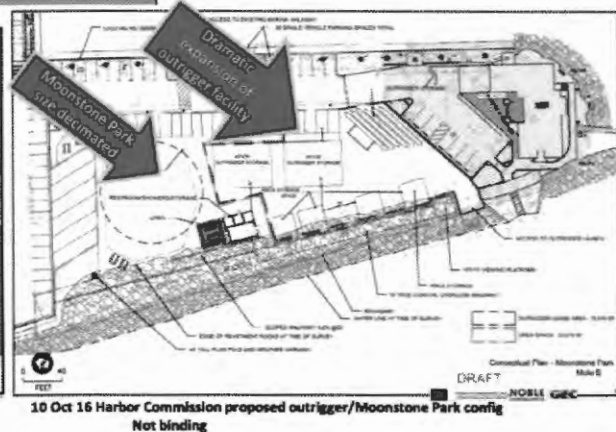
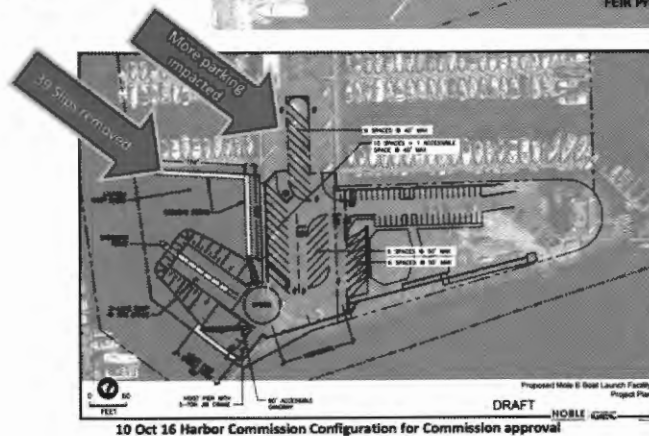


Figure 6: The Mole B Boat Ramp evolution. The ramp design and Mole B reconfiguration to make room is still evolving. Its impacts have increased since Harbor Commission approval of this location

In the DEIR there were no impacts to Mole B because the DEIR eliminated Mole B from consideration due to impacts. In the FEIR, the described plan eliminated about 26 boat slips and parking west of the driveway leading to the Harbor Patrol facility. The trailer parking encroached on the open space occupied by the outrigger clubs and Moonstone Park. The open space solution flip flopped the location of Moonstone Park and the outrigger club. This plan had insufficient trailer parking and created hazards to the slip tenants to the west. The outrigger canoe clubs found the swap and space allocation would prevent them from operating.

After approval of EIR, the City evolved the plan. It now increased the elimination of boat slips to about 39 slips and it extended trailer parking further east into the parking used by slip tenants. Though not binding, the City showed a configuration of the public open space that greatly increased the space allocated to outrigger canoe club. The city only got to the required Moonstone Park square footage by counting parking slots as parkland and building a concrete overlook on the Mole D breakwater. This is something expressly rejected by the City Council in the Mole B Master Plan. So this solution violates the Mole B Master Plan approved by the City Council. Also since the current plan introduces impacts that exceed those evaluated in the EIR, the EIR should be invalidated. The City refuses to invalidate the EIR. These impacts also violate the Coastal Act and the City's LCP.

The public still does not know the final configuration of Mole B and thus cannot accurately evaluate the potential impacts.

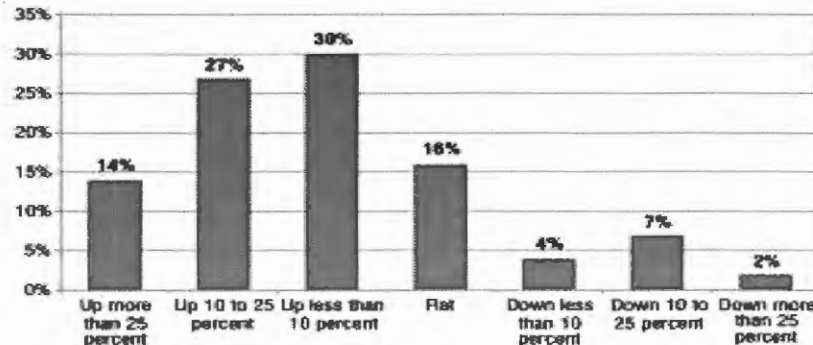
2.4.2 Impacts of slip elimination not properly assessed or addressed

The City has not adequately addressed the impact of the boat ramp's reduction in slips alone or combined with the move of commercial vessels from Basin 3. Therefore the City cannot substantiate a conclusion that the impacts of the ramp location complies with the Coastal Act and our LCP.

The proposed location eliminates 39 slips occupied by commercial and recreational boats of a variety of lengths. The Coastal Act and Redondo's LCP only allow reduction of slips if the city can show a decrease in demand. The City attempts to justify the reduction by citing the total number of open slips in the harbor today. However, the City neglects to assess the impact of the size of slips eliminated adequately. The City's own data show that vacancies for bigger boat slips (>33') is very low. And you cannot simply move a 50 foot commercial vessel into a vacant 24' slip. The City has not represented how and where the larger vessels will be accommodated. Changing existing smaller slips with their attendant narrower fairways to accommodate much larger vessels is a significant reconfiguration. The public and the City cannot understand the full impact of this rippling impact created by the elimination of the 39 slips. This is further exacerbated by the City's plan to move the larger commercial vessels out of Basin 3 due to the pedestrian bridge over the Basin 3 fairway. The city must demonstrate the final solution so the public can assess all the impacts. Assessing the impacts of reconfiguration AFTER the plan is approved eliminates less impactful options for Boat Ramp location that might be the only reasonable remedy for the slip reduction impacts.

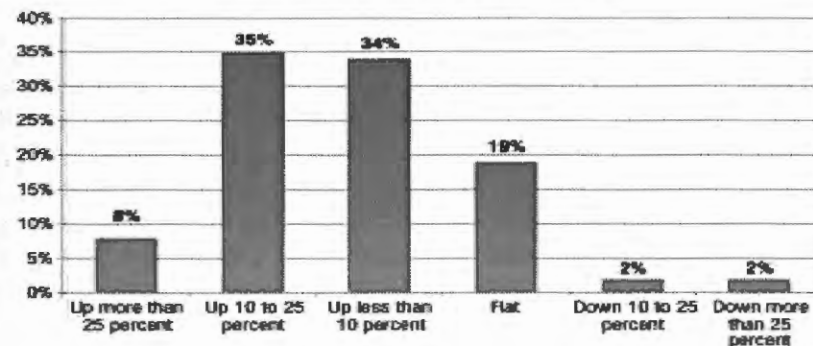
Also the city fails to assess the future demand for boat slips. Up until the recession, there was a 10 year waiting list for larger slips in King Harbor. Now boating industry data shows a recovery in demand for new boats. The city simply dismisses industry statistics. Figure 7 shows evidence from the recreational boating industry that demand for new boats has increased since the recovery from the recession.

**HOW HAS YOUR 2015 REVENUE
COMPARED TO 2014?**



[Click image to view larger \(Source: Boating Industry survey\)](#)

**WHAT ARE YOUR EXPECTATIONS FOR
2016 REVENUE VS. 2015?**



[Click image to view larger \(Source: Boating Industry survey\)](#)

Figure 7: Boating industry data shows increase in boat sales post-recession and that they expect this growth in sales to continue

In 2015, 71% of all boating retailers saw an increase in boat sales from 2014 to 2015. 41% saw growth better than 10%. 77% of boat retailers forecast an increase over their 2015 sales and 43% expect sales to increase over 10% over 2015 sales.

In addition to the increase in boat sales, the future use projection should account for the increase in population in the South Bay. Los Angeles County ranks as the 3rd fastest growing county in the US. But the city did not account for an increase in population increasing the demand for boat slips and boat ramp utilization.

In order to understand the total impact of the slip reduction, the city should assess the future demand of boat slips and demonstrate their plan to accommodate the eliminated slips and displaced vessels from the boat ramp area and Basin 1.

The City has not adequately addressed the impact of the boat ramp's reduction in slips alone or combined with the move of commercial vessels from Basin 3. Therefore the City cannot substantiate a conclusion that the impacts of the ramp location complies with the Coastal Act and our LCP.

2.4.3 Mole B Boat Ramp configuration is hazardous to ramp users and existing harbor users

Before the City had plans for a mall project, in 2007, the City Manager convened a Harbor Area

The City's conclusions on the safety of different boat ramp locations demonstrate the bias that has crept into the City's analyses for this project.

Working Group that included representatives of the boating public, Harbor Patrolmen, Harbor Commissioners, city staff and elected officials to evaluate potential boat ramp locations. This Task Force concluded Mole D was the best and safest site in the Harbor. According to the August 30, 2007 article in the Beach Reporter entitled "City studies feasibility of building a new public boat ramp", by Sascha Bush:

"For several years, the city has been actively evaluating several sites within King Harbor to locate the best possible site for a public-access boat launch ramp. The Harbor Area Working Group – a committee made up of two council members, city staff, and boaters – had identified the site at Mole D as having the most potential development of the ramp. The location provides the most convenient in/out water access, offers more space for watercraft to maneuver safely without creating excess traffic and compared to other sites in the harbor it enjoys the most shelter from the existing breakwater."

Now with the carrot of a mall project dangling in front of city staff, residents have experienced the manipulation of assessments to move the boat ramp out of where the developer wants to put a Market Hall on Mole D. First, in the DEIR it was constrained site on Mole C. In the DEIR Mole B was eliminated as an option. Now the Final EIR and some City staff attempt to conclude that the Mole B boat ramp is safe. The city presented that there is adequate space to maneuver. Here the City shows that bias has crept into their assessment.

Here is a side-by-side comparison of the exact words used in the City's DEIR and EIR assessing the safety of a Mole D and Mole B boat ramp:

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Mole D – DEIR Assessment

*“the Mole D ...boat launch ramp would be located **near the** mouth of Basin 3, which **could** result in a **traffic conflict**. Additionally,...there would be **potential traffic conflicts** with vessels (i.e. charter vessels) maneuvering to and from berths at the Sport fishing Pier. This **could** pose a **potential safety hazard**, particularly during times of peak use.”*

Mole B – EIR assessment

*“...boats **feeding into the Basin 1** fairway would be **sufficiently spaced** far enough apart so they would be smoothly introduced into arriving or departing Basin 1 boat traffic. Boater sight lines to outbound and inbound lanes of the fairway...would provide **sufficient visibility to avoid conflict** with other boaters.... It is **anticipated** that the facility would be **managed...to ensure safe operating conditions....**”*

Figure 8 compares the maneuvering space of the proposed ramp at Mole B to the maneuvering space for a Mole D boat ramp.



Figure 8: Comparison of Mole B boat ramp maneuvering space to Mole D boat ramp maneuvering space. The City concludes that Mole B is safe while Mole D's much greater area out of any channel or fairway is unsafe.

The DEIR concludes that a Mole D boat ramp is unsafe due to proximity to the Basin 3 Fairway and the sport fishing pier. But as demonstrated in Figure 8, there is ample room for trailer boaters to maneuver without entering the Basin 3 Fairway. The only boat traffic to the sport fishing pier are commercial whale watching and sport fishing vessels piloted by Coast Guard licensed professional captains. It is also important to note that Basin 3 only houses about 60 boats about half of which are commercial vessels with very experienced skippers. There is no risk of a trailer boater hitting a boat in a slip, as there are no slips in the vicinity. Also, Mole D

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minimizes the exposure of other harbor boat traffic to trailer boaters due to the close proximity to the harbor entrance.

Conversely, the Mole B location was deemed safe despite the fact that it has far, far less maneuvering space and trailer boaters must use the narrow Basin 1 Fairway. Slips to the north of the boat ramp are risk of being damaged by a panicking or inexperienced trailer boater or a trailer boater drifting with a dead engine in south wind conditions. The Basin 1 fairway serves over 600 recreational boats - 10x the boats in Basin 3. Any congestion at the boat ramp on launch or return will clog the narrow Basin 1 Fairway despite city claims to the contrary. In fact the use of a Mole B Boat ramp is so complicated and compact that the CUP requires two attendants during peak uses. The vast majority of boat ramps in the US are not staffed.

To add insult to injury, several Commissioners and Council people opined they preferred the Mole B location due to Mole C and D locations' proximity to the hand launch boat ramp at Seaside Lagoon. City staff made a big deal about relocating the commercial Tarsans SUP rental launch site into Basin 2. **Both parties seem to ignore that the CUP permits SUPs and kayaks to launch from the Mole B boat ramp itself after 10AM.** The 10AM rule shows City Staff don't really understand the boating community... City Staff seem to think all boaters go out at the crack of dawn to fish. They ignore families, sail boaters, cruisers, and jet skiers who tend to go out late morning and afternoon and lobster fishermen who go out after dusk. Certainly a Mole C or D boat ramp represents less of a hazard than the Mole B launching of SUP's and kayaks right from the Mole B boat ramp itself.

Finally staff cites the lack of surge at the Mole B site. The DEIR concluded that this Mole C location did not represent a surge hazard. And the DEIR states that Mole D has less surge than Mole C. Recently city staff has stated Mole D could be subject to storm damage citing earlier storm damage at this location. However, the city staff failed to point out that the harbor breakwater has been strengthened and heightened and no damage has occurred since this improvement. And as shown earlier, a joint Harbor Working Group concluded "*compared to other sites in the harbor it [Mole D] enjoys the most shelter from the existing breakwater.*" But more importantly, if the city is afraid of the boat ramp being damaged, why are they okay with siting the huge market hall at this location? Again, a sign of bias creeping into the evaluation.

On top of the obvious flaws in the City's assessment, current and recently retired King Harbor Harbor Patrol staff and current Baywatch Lifeguards stationed in King Harbor oppose the Mole B location because the location does not have enough maneuvering space to be safe.

A recent public records request reveals the Harbor Patrol opposition to the location is resolute. The email chain below is the result of the public records request. Robert Metzger is our Fire Chief (with limited harbor experience) and Norman Matte is our most senior Harbor Patrol.

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From: Robert Metzger

Sent: Monday, September 19, 2016 6:54 PM To: Norman Matte

Cc: Christopher Lubba; Matthew Bandy Subject: Re: Mole B Boat Launch Concept

Thank you for responding with your point of view. I will be sharing it verbatim with those who are involved in making these decisions.

Robert Metzger, Fire Chief City of Redondo Beach, CA

On Sep 19, 2016, at 19:11, Norman Matte wrote:

Chief,

Once again I know my opinion is not popular and probably not what the city wants to hear. However it is honest, professional and without political bias.

In my opinion any location that launches into a small area of maneuvering water, especially a narrow fairway that is highly trafficked is unsafe.

I probably have more boating experience, specifically, trailering and launching vessels between 23' and 27' from Ventura to San Diego than the entire Harbor Patrol staff combined. Possibly Tim Dornberg has more experience than me, but that's a long long story as we know.

I will never say that any location is safe other than the Turning Basin. No matter how many times I am asked or how the question is framed. Design variations are not mitigating of the overwhelming hazard, which is limited maneuvering water combined with high traffic.

I would not be honest to my education, background, experience, my years as a professional boat operator and most importantly I would violate the public trust by giving a false endorsement to a plan that every boater knows is ludicrous.

Respectfully, Norm

We can see that Patrolman Matte refuses to endorse the Mole B location. It is also revealing to note that according to discussions with Harbor Commissioners, Chief Metzger never passed on Norm Matte's opinion "verbatim", despite his written commitment.

And Harbor Patrolman Matte is not alone in his assessment. Current Lifeguards and Harbor Patrolmen and a recently retired King Harbor Harbor Patrolman submitted emails stating their opposition to a Mole B boat ramp:

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To whom it may concern,

I, Lee Davis, have grown up around the marine environment. My parents had a boat as a kid and to this day I own and operate a sportfisher out of the Portafino Marina. I've been a L.A. County Lifeguard for over 35 years, a Rescue Boat Captain for 17 years and hold a 100 Ton Coast Guard Masters license.

In regards to the proposed launch ramp in mole B. The marine traffic at the entrance to basin 1 will be a source of frustration for both marina tenants as well as trailer boats standing by for the ramp. The 35 parking spots will go quick on week days and the weekends will be extreme. I would foresee King Harbor Marina parking being used for trailer parking.

All in all there are not only better, but more importantly, safer places to locate a launch ramp in King Harbor.

Sincerely,

Lee Davis
Rescue Boat Captain
L.A. County Lifeguards

As a 30 year boater in Redondo Beach and 6 year Harbor patrol officer in Redondo Beach, I feel we need a ramp in a safe place. Mole B has traffic and wind coming into a narrow channel with no room for error making this an unsafe place to put a ramp. Please do not rush into this and put the ramp in a safe location for everybody to enjoy. I feel strongly that this is a unsafe area for a ramp. There are many other areas in King Harbor that would make for a safe boat launch.

Thank you,
Joe Bark

From: Erik Nelson, Rescue Boat Captain, EMT-P (Paramedic), Worked in King Harbor/Redondo Beach since 1985

The Mole B location for a public boat ramp will introduce the inexperienced general public to a narrow channel with a blind corner in a busy fairway leaving little room for error. This constrained location with lots of traffic, especially on summer weekends, make it an inherently unsafe location for a public boat ramp.

There are other areas in King Harbor that could make safe for a boat launch. I don't consider Mole B to be one of them.

Many thanks!

To whom it may concern

Having just concluded a 25 year career as a boating safety professional in King Harbor (Rescue Boat Captain), I am extremely concerned about the unsafe and ill advised consideration of a mole B location for a boat ramp.

With over 40 years of boating experience in King Harbor, I have developed a thorough understanding of the intricate and involved flow of traffic within our harbor. With respect to trailer launched small craft, there are many considerations that make mole B the least desirable choice within our small harbor.

A mole B boat ramp location has several detrimental aspects with respect to boating safety and boating rescue and law enforcement. Both land side and waterside problems exist that make mole B the least safe location of all the moles. My concerns and conclusions are shared amongst my peers.

The City's consideration of mole B for a boat ramp location can only be supported by financial considerations. The prioritization of development has inarguably put the best interest of the boating community, and the safety of our harbor, into a subordinate position.

Any city official that argues on behalf of a mole B boat ramp location is either driven by financial considerations or is, unfortunately, not very familiar with how our harbor works.

My opinions are based on years of experience and my motives are formed around the best interests and safety of our boating community.

My family and I are avid users of King Harbor, and I can assure you that safe boating is my number one concern!

I look forward to sharing my views and concerns regarding a safe and logical selection of a King Harbor boat ramp location.

Sincerely,

Tim Dornberg
Retired Redondo Beach Harbor Patrol Captain

Likewise the only Coast Guard licensed captain on the Harbor Commission and the only lawyer on the seven person Harbor Commission opposed the boat ramp location based on safety and other impacts.

The City's conclusions on safety demonstrate the bias that has crept into the City's analyses for this project.

Redondo LCP and a variety of other city requirements require that the city maintains the safety of the public in their land use decisions in the harbor. For example, Redondo Beach Local Coastal Plan Subsection VI, Subsection D Land Use Policies Subparagraph 3 requires "the

operation and maintenance of the Pier and Harbor area as a commercial/recreational asset of the City and region, ensuring ... adequate safety...."

Despite the City's biased conclusions, the preponderance of objective evidence demonstrates the Mole B boat ramp represents a danger to the ramp users, the existing boaters whose vessels reside Basin 1, and SUP'ers and kayakers who use the Basin 1 Fairway. The locations in the Turn Basin (Moles C and D) represent a much safer location supported by the public safety professionals in the harbor.

2.4.4 Mole B Boat Ramp impacts on Mole B parking are not properly evaluated

The Mole B Boat Ramp does not provide adequate parking for the boat ramp and it displaces current parking spaces for current users creating a parking shortage. The amount of impact cannot be determined because the City keeps changing the configuration and because the city has not conducted a demand assessment. The Harbor Commission recognized the shortage of parking and required in the CUP that overflow parking for 30 vehicle/trailer combinations and 30 vehicles. However the city has not defined where these overflow parking spaces would be. The city admitted it is not possible to provide overflow parking on Mole B or in its immediate vicinity. The Department of Boating and Waterways boat ramp design guidelines call for parking within 600 feet. Any overflow parking will not be close to 600 feet from the ramp.

The Department of Boating and Waterways guidelines for boat ramps calls for a minimum of 20-30 trailer spaces per lane. Even in its latest plan, the city has only been able to provide 31 or 32 trailer parking spaces at the boat ramp. This is below the minimum of the state guidelines. Use data from Cabrillo Boat Ramp shows demand would exceed this capacity on about 60 days, mostly weekends. And of course this comparison does not take into account the post-recession recovery of recreational boat sales. Recovery of boat sales combined with the steady population and density growth in the region requires the reasonable conclusion that demand would increase. Yet the City does not account for future demand increases.

City testimony at the Harbor Commission meeting shows the city must understand the ramp parking is undersized and the demand understated. City staff testified that the ramp configuration is designed to limit capacity and throughput. Staff even reserves the right to use a reservation system for boat ramp usage. Any boater understands a reservation system would not work. No other boat ramp that we are aware of uses a reservation system. But it does demonstrate that the City knows the demand for the ramp will exceed the site's capacity.

In fact, a city study of a boat ramp at Mole D indicated the demand for a boat ramp would be great. On November 14, 2007, City Consultant Moffatt and Nichol, submitted a memorandum to the City of the Redondo Beach entitled "Redondo Beach Boat Ramp Launch Ramp Facility Feasibility Memo". In this memo, Moffatt and Nichol states:

*“Trailerable boats account for the overwhelming majority of vessels registered in the State of California, and the demand for boat launching facilities along the coastline in populous areas is **ever increasing with population growth.**” “The launch ramp facility is envisioned to be a popular amenity, and **overflow parking opportunities will need to be explored** to further accommodate peak use periods.”*

So the trailer parking is clearly inadequate, but what of the other parking. The city did not perform a demand analysis. Lanakila Outrigger Canoe Club submitted testimony that their practice sessions demand 54 to 78 parking space. The DEIR estimates 50 SUP launches per day from the hand launch ramp. In Figure 9, images provided by Lanikila showing Mole B parking during a practice session and another resident provided pair of photos of Mole B parking on a September Sunday afternoon (no outrigger canoe practice) show a high demand on Mole B parking.



Figure 9: Current demand for Mole B parking high on weekends and during outrigger practices

The City has not adequately evaluated the parking demand for Mole B with all the recreational uses packed into such a small area. Based on current evidence it is reasonable to conclude the likelihood of exceeding parking capacity with the proposed project is high on any weekend and especially summer weekends. Lack of parking is a significant access issue and thus violates the Coastal Act the City's LCP.

Conversely, comparison to Mole D (Figure 10) shows it has adequate space to provide ample trailer parking without impacting parking for other coastal dependent uses. In fact, Mole C currently has 67 trailer boat parking spots for the current boat hoist on Mole D.



Figure 10: Comparison of Mole D to Mole B again reveals Mole D is a superior location for a boat ramp. Mole B is too compact and already is saturated with coastal dependent recreational uses.

Once again, the city's elimination of Mole D as the location for the boat ramp shows the City's prioritization of non-coastal dependent commercial development's prioritization and its significant negative impact on the coastal dependent recreational use of the harbor as an actual harbor.

2.4.5 Mole B Boat Ramp traffic flow negatively impacts coastal access

In order for trailer boaters to get to the Mole B boat ramp, they would have to travel through an active commercial area through a long parking lot for slip tenants with parking on boat sides of the access lane. The commercial area is home to a thriving work out facility and spa that has hourly traffic with peaks in the morning and after work – just as the boat ramp would likely have.

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And one sub-tenant of the workout/spa facility complained in the public hearing that her clients are often unable to find parking. Figure 10A demonstrates that in order to get to the boat ramp, a boater would have to go through a narrow two lane parking gate, across a cross driveway from the workout/spa facility, between hundreds of parked cars and the active restroom facility before finally arriving at the ramp. If the ramp is backed up, the trailers will be blocking parking ingress and egress over through that portion of Mole B. While City staff state the lanes between the parking stalls are 24 feet wide, enough for two vehicles side by side, the reality is everyone drives down the center to maximize the distance between cars and pedestrians on both sides. A trailer boater would do the same. The maneuvering space for a trailer is very tight on this packed lot. And the through lot traffic concerns are only exacerbated by the use of overflow parking, which would double the trips through this tight area.



Figure 10A: Traversing Mole B to get to the boat ramp is challenging and any back up would limit access to the boat ramp and any other existing use of the Mole including existing slip tenant, Moonstone Park, and Outrigger Canoe Club access.

A is the entrance to Marina Way; B is where boaters must traverse a narrow gate and cross traffic from the health club/spa parking; C is the long passage through the double sided parking area; and D is where the boat ramp is proposed.

2.5 PROJECT DECIMATES ATTRACTIVENESS, CAPACITY, AND SAFETY OF SEASIDE LAGOON REGIONAL PARK

Currently Seaside Lagoon is 3.5 acre Public Park with a salt water swim feature that is approximately 1 acre in size. The salt water swim feature takes Harbor waters from the AES power plant cooling water outflow. On the rare occasions the plant runs, the water piped into the lagoon is warm. It has a Ruby's restaurant right outside its eastern border with a concession window to serve Seaside Lagoon visitors. East of the park boundary are hundreds of parking spaces. Historically 207 parking spaces were allocated to Seaside Lagoon based on city lease documents. The lease documents included a requirement for overflow parking for peak days.

According to city provided data, in 2015 the Seaside Lagoon Park served over 81,000 day visitors, nearly 600 kids in day school and 73 private events in the approximately 100 days the park is open. During peak weeks, the park attracted over 1200 visitors per day. City studies show that about 70% - 80% of the day visitors are from outside Redondo making Seaside Lagoon truly a park.

The project plan approved by the city fills in the current swim feature of the Lagoon and paves over about one third of the current usable public open space in the park. The remaining beach area is about the size of the current water feature in the park and slopes down 10 feet to untreated harbor waters. The access road and hand launch boat dock are eliminated.

2.5.1 Paving over park violates General Plan documents and LCP

Multiple documents in the City General Plan and the LCP call for preservation and expansion of Seaside Lagoon Park. The project shrinks the usable parkland by paving over one third of the current parkland with a project service road, parking spaces and multiple "concessions". This effective shrinkage of the usable public parkland violates the General Plan and LCP.

In fact, history shows that the city has been reducing the size of Seaside Lagoon for quite some time. An August 19, 2003 Staff Report entitled "Approval of New Lease and All Related Documents Between the City of Redondo Beach and MCC Redondo Beach II LLC for the Leasehold at Redondo Beach Marina" clearly shows that the city allocated 2.5 acres for parking for Seaside Lagoon Park:

"In exchange for operating the hoist, Redondo Beach Marina also operates the 2 ½ acre Seaside Lagoon parking lot, collects the revenues and absorbs the expenditures associated with the lot and the hoist."

The lease agreement included with the staff report clearly states:

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"C. Adjacent to the Leased Premises is a parcel of land (the "Adjacent Land") that is used for parking, including parking for the boat hoist and the recreational area known as the "Seaside Lagoon."

In fact, the agreement demonstrates that even back in 2003, the city realized parking would get saturated in the Harbor area:

"In order to provide additional parking for Seaside Lagoon, MCC will cooperate with the City in developing a plan to use the Triton Oil site as overflow parking for Seaside Lagoon and other nearby uses."

This demonstrates that the parking for Seaside Lagoon was specifically set-aside outside the park security fence. Thus the paving over of the usable park area in the proposed plan represents a much more substantive decrease in the land area set aside for this recreational use than just the park boundary. The actual loss in total park area, parking AND usable public open space is closer to 3.5 acres out of a total of 5.5 acres – a 64% loss in space allocated to Seaside Lagoon. In fact, it shows that the city recognized the 2.5 acres of parking was insufficient and that they were exploring overflow parking nearby.

The city deems the new road is allowable by calling it an "access" road for the park. That is clearly not the case. The road provides access to the parking structure, the movie theater, and other retail and restaurant facilities south of Seaside Lagoon. The parking alongside the road is not reserved for Seaside Lagoon use. Since the Seaside Lagoon was built people have accessed Seaside Lagoon from a drop off point on Portofino Way or from the parking lot east of the park. Clearly, this new road is not access for the park. It is required for circulation at the mall. And the parking is not for the park. And that makes both unallowable uses of a park and a violation of our LCP. It also shows the lack of balance in the project. Why did the city not move the road and parking spaces east of the park boundary? The answer is: to make space for more non-coastal dependent food, entertainment and retail uses and the huge parking lot that replaces the surface parking area lost to commercial development.

While concessions are an allowable use of public parkland in Redondo Beach zoning, it is questionable whether these are truly park concessions and not merely encroachment of the mall onto the public parkland. CenterCal's renderings clearly show a restaurant on park grounds. This restaurant is oriented toward the new mall access road. While CenterCal talks about the other "concessions" being rental places for paddleboards and kayaks, there appear to be too many buildings to serve that need. And the CUP does not address any constraints on the use of these lease spaces on public parkland. So this represents another violation of the LCP. It also serves as an indicator that commercial development out prioritized the preservation of usable open space in a public park. Otherwise, why, out of the over 100 lease spaces in the project, could the city not have provided these "concessions" east of the park boundary, like Ruby's is today?

The lack of balance of the impacts of the commercial development on the long existing and well

used regional park represents a violation of the Coastal Act and the City's LCP. And the new street and parking spaces located within park boundaries are not permitted uses under current zoning.

2.5.2 Project eliminates the elements of the Seaside Lagoon Park that made the park so attractive for families with young children

Figures 11 and 12 highlight features that made the Seaside Lagoon so attractive to families with young children. Also note on Figure 11 the access road and separate launch dock that makes the current hand launch boat ramp so appealing today. The access road has only one entrance and exit which provides security that no one will steal a dropped off SUP or kayak.

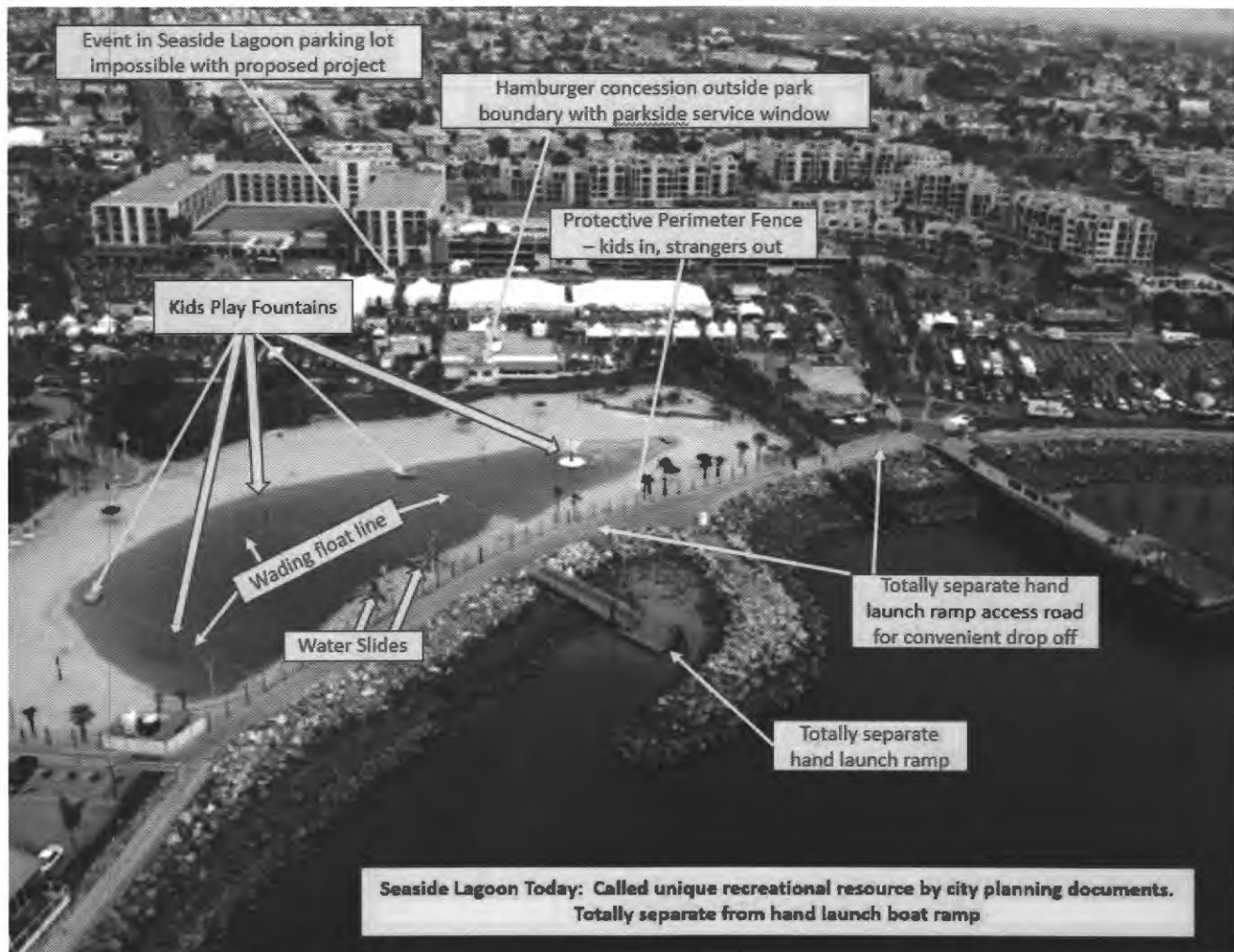


Figure 11: Amenities that make Seaside Lagoon Park attractive to over 81,000 visitors during the summer season and the hand launch boat ramp attractive to about 50 users per day during the weekends.

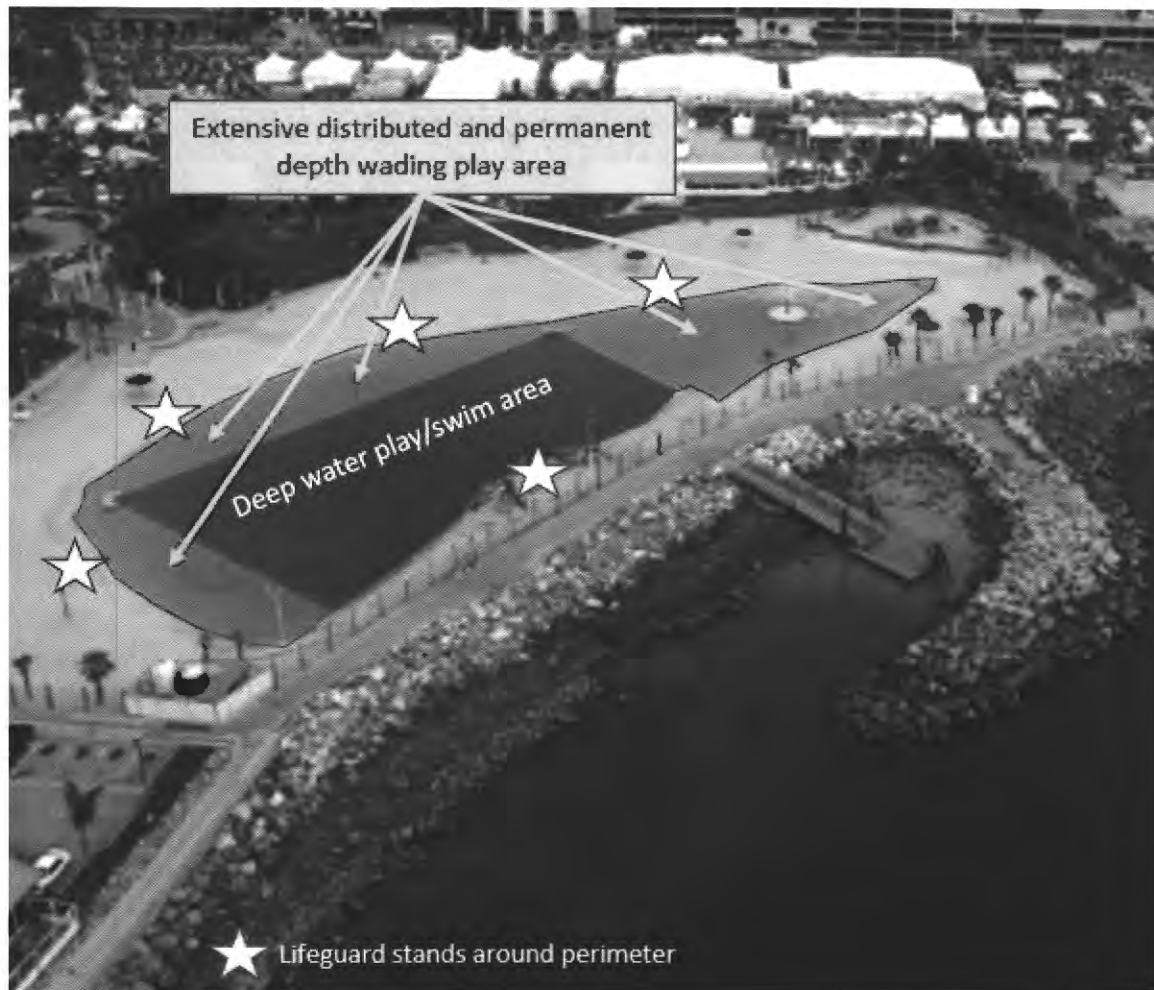


Figure 12: Note the extensive shallow wading areas roped off for toddlers around the lagoon's perimeter. The configuration allows parents to sit near the wading toddlers and provides lifeguard protection on all sides.

Now compare to Figure 13, an image of the CenterCal 3D model showing the reconfiguration of Seaside Lagoon. Just for reference, the sand beach area is about the size of the current water area of the lagoon. It is obvious both the usable beach area and the water area have shrunk dramatically. The very narrow wading area changes with the tide and is subject to surge and is

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much, much smaller than the current configuration. It is bounded by breakwater rocks which represent a hazard to curious toddlers. A safe depth wading area cannot be roped because the depth will constantly fluctuate with the tide. The number of parents who can sit near their wading children is extremely limited due to the narrow wading area. The lack of perimeter fence means kids can wander off and strangers have quick access. The slope of the beach reduces the comfort as beach chairs and towels/blankets would lean downhill uncomfortably. The play fountains and waterslides are gone. And of course mixing toddlers with kayakers and SUP'ers maneuvering 9' to 20 foot boards and kayaks in and out of the water only adds to the hazard and further limits the capacity of the new configuration.

It is doubtful the new configuration would support the sustainment of kids' day camps that have been held at the lagoon during the summer for over a decade. These camps currently serve about 600 children.

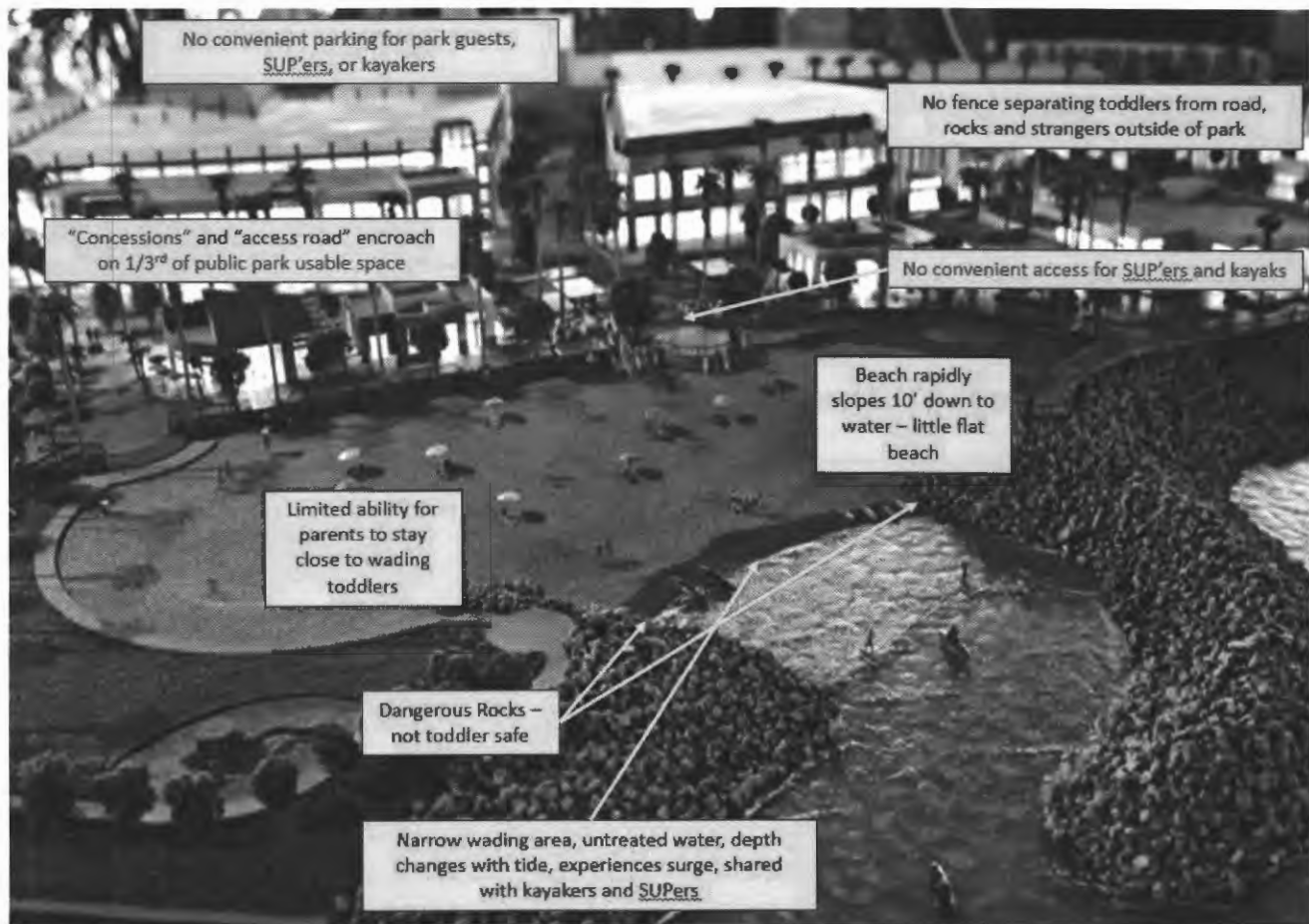


Figure 13: Attractive features of current Seaside Lagoon are eliminated in new configuration

A side-by-side comparison (Figure 14) shows that the proposed configuration could not support the current capacity of the Seaside Lagoon Park swim feature and beach. When asked for any analysis of impact on the new Seaside Lagoon configuration capacity and demand, the City replied there was none. Any reasonable, objective reviewer of the current and planned Seaside Lagoon would conclude the reconfigured lagoon will not attract nearly as many guests.

The City General Plan Parks and Recreation Element and the Harbor Business Plan both highlight the unique nature of the Seaside Lagoon. The project removes the very elements that make it both unique and attractive to families from around the region.

Clearly the reconfiguration, driven by the space allocated to the commercial development, has a substantial negative impact on the Seaside Lagoon Park. And that is a violation of the Coastal Act and the City's LCP.



Figure 14: Side-by-side comparison shows planned configuration cannot support the activity levels supported by the Seaside Lagoon today. Note the number of parents aligned with the edge of the beach and the toddlers playing all along the perimeter of the lagoon.

2.5.3 Reconfiguration of Seaside Lagoon Park would expose toddlers to the hazards of untreated harbor waters

City staff imply that because they have models that show the proposed swim area would be flushed every 48 hours, the waters would be safe to swim in. However, Heal the Bay testing of waters just north and south of the harbor show the ocean fails water quality 25% of the time in both dry and wet weather conditions. Obviously, ocean water that fails water quality standards cannot flush the swim area clean. Heal the Bay Report Cards repeatedly show swim beaches in enclosed harbors suffer from bad water quality. Heal the Bay publishes the warning: "Avoid

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enclosed beaches.” “Bacteria levels are usually much higher and survive longer in duration in enclosed beaches.” And according to the EPA Children are the most likely population to develop illness from exposure to contaminated swim waters.

The City contends the treatment of runoff water from the project will mitigate water contamination. But in public testimony City Staff admitted runoff from outside the project will still empty straight into the harbor waters. The City also ignores contamination from bird guano washing off harbor rocks, sea lion defecation from the upwind sea lion barge, and from boating traffic.

The city only conducted water testing on one day in the harbor. That test was taken in April when the surrounding ocean water was graded A by Heal the Bay. So it is no surprise this single day sample passed water quality standards for pathogens. But what was revealing was that the testing showed indicator species concentration at the swim area test sites were more than 2.5 x the concentration at the harbor channel and harbor mouth test sites. This demonstrates that the relatively stagnant waters in the swim area are more contaminated than open waters.

The other issue the City never considered is the fact that people playing in the water will relieve themselves in the water. This is especially true of toddlers. In the current Lagoon, chlorination and pumps that change over the water a minimum of 6x per day negates this impact. There is no such treatment of the harbor waters. In fact, to do so would violate water quality laws. Even if the area flushes in 48 hours, that is insufficient to preserve the health of those using the facility. If the facility were to attract the 81,000 summer guests the current facility attracts, this area would turn into a veritable cesspool.

Building a Better Redondo and Rescue Our Waterfront hired a Water Quality Consultant to assess the issues with opening up the Seaside Lagoon to untreated harbor waters. We have attached the report to this document. The findings match our preceding statements.

While residents make a well supported case that we can expect harbor waters to be more contaminated than open ocean waters and that the water in the harbor is likely fail water quality health standards frequently, the City simply denies with no justification other than the 48 hour flushing action in the harbor. The City has known it intends to open the Seaside Lagoon to open harbor waters for at least two years. Yet it was only after public comment on the DEIR that the city actually did testing. And then they did it on one day. A single day of testing is insufficient indicator of year round water quality.

The Redondo City Council modified the CUP to require weekly water testing once the feature is open, but then it will be too late to implement an alternative that would mitigate the loss of the popular Seaside Lagoon we have today.

Without comprehensive water quality testing results and a strong case that water quality in the harbor would fail health standards frequently, the solution approved by the City violates the City's LCP that requires the city to consider the safety of those using the harbor.

2.5.4 Seaside lagoon beach could become a sea lion haul out

King Harbor has a growing population of sea lions... so much so, that the city has built a \$53,000 sea lion barge and has lined city docks with pipe and PVC to keep the sea lions off city docks. Slip tenants still complain that sea lions are invading their slip fingers and swim steps. This occurs when dominant males force subdominant males to other haul outs. The new lagoon beach would be an inviting place to haul out. This has been observed in many locations including well populated and well used beaches such as La Jolla Cove depicted in Figure 14A.



Figure 14A: Sea lion colony has impacted human use and access of beach at La Jolla Cove

La Jolla Cove is a very concrete example of how marine mammals could impact the ability of the reconfigured Seaside Lagoon. While the city talked of Marine Mammal Management Plan, without one approved it is impossible to determine the impact or efficacy. For example, staff at one point stated City staff would be assigned to chase a marine mammal off the beach. Staff could answer how a kayak fisherman coming back at 9PM would contact city staff to clear the beach for safe his or her return.

The question no one can answer with certainty is whether the sea lions would haul out on the beach. Certainly we already see the dominant male sea lions forcing sub dominant males to other parts of the harbor and females follow these males. The proposed Seaside Lagoon beach would be closer to the sea lion barge and harbor mouth than the vast majority of slips they are

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invading. And sea lions have already made it to the parking lot on Mole D as evidenced by a Daily Breeze article dated 21 April 2015 and entitled "Sea lion population at Redondo Beach's King Harbor is 'out of control'":

"We have a problem," said Leslie Page, the property manager of Redondo Beach Marina. "I've had five of them wandering around the parking lot. I had one knock on the front door of the marina office next to R10 Social House (restaurant)."

Certainly if sea lions make it all the way to the Mole D parking lot, the new Seaside Lagoon Beach is far easier and far more sea lion friendly.

The potential for sea lion haul out to impact access to the reconfigured Seaside Lagoon is real. The City has not presented how it would handle it with any detail that the public can assess. And by the time we would know it is an issue, it would be too late to fix.

Keeping the park swim feature independent of the untreated and uncontrolled harbor waters solves this issue and the others previously mentioned. As it the project is now, sea lion incursion represents an access issue that does not exist today for the park and thus represents a violation of the Coastal Act and the LCP.

2.5.5 Year round opening of Lagoon: Boon or bust?

City staff tout that they are increasing accessibility by opening Seaside Lagoon year round, making it free and having a beach entry for the SUP'ers and kayakers. But would reality match the City's claims?

Here we address arguments used by the City and CenterCal when they want to deflect attention from the obvious resulting lower utilization of Seaside Lagoon Regional Park.

SUP/Kayak Year Round Zero Depth Entry - SUP'ers and kayakers have year round access. When the city pulls the hand launch dock in winter, SUP'ers and kayakers either use the existing asphalt path to beach launch from the same location of the hand launch boat ramp or they use the ramp and dock used by the boaters using the boat hoist. If people want a zero depth beach launch, they can use the asphalt path through the break water at the hand launch ramp today. And the city could covert the current launch site to a zero depth beach launch without reconfiguring Seaside Lagoon at a much cheaper cost. This would preserve the drop off access on the road between the west boundary of the Seaside Lagoon and breakwater, which is a well used feature of this launch site.

Free Entry - the cheap entry fees for Seaside Lagoon have not impacted Seaside Lagoon utilization to date. It is one of the most used parks in Redondo during the months it is open. In fact many parents consider the fence around the facility a security feature to keep their kids from wandering off and keeping strangers out.

Year Round Swim Capability - Seaside Lagoon closes in fall when school starts back up, not because it is not possible to keep the lagoon open, but attendance plummets due to school and school related activities and the change in weather and water temperature. Weekly attendance statistics show visitors are very low at the beginning and end of the season. It is unlikely year round opening would result in any significant post season utilization.

Events at Seaside Lagoon - The City and CenterCal talk about adding events to Seaside Lagoon to increase utilization under the new configuration. They talk about having bands perform, movies, exercise classes and events. The problem with this, is we have all these things already – most in the current park, but bands and exercise classes are provided elsewhere in the harbor today. We do not need to ruin Seaside Lagoon to support these activities. And since all these activities exist today, they do not represent any increase in utilization.

Pedestrian promenade at Lagoon - The DEIR and EIR claim that the reconfiguration adds 600 feet of access to the coastline. This is inaccurate and misleading. Currently the access road to the west of Seaside Lagoon Park provides a contiguous 20 foot wide path closer to the harbor waters than is provided in the project configuration. In addition to providing access to SUP'ers and kayakers this access road is used even more frequently by joggers and walkers.

Public Open Space – the City claims 11 acres of public open space currently and with the project. The City counts inaccessible and unusable bioswales and landscaped areas to achieve this parity. Also the City weighs standard mall amenities (seating areas, kids play distractions, water fountains) the same as the one acre of lost usable public open space from our well used and popular Seaside Lagoon Regional Park. In essence, the project will just turn our most used regional park into just another mall amenity. The quality, usability, and attractiveness of the park is degraded substantially.

Loss of current unique features - With so many of the unique features of the current Seaside Lagoon eliminated, the inconvenient parking, the risk of untreated harbor waters, and the lowered capacity of the new configuration; the most likely outcome is a dramatic reduction in use of the park.

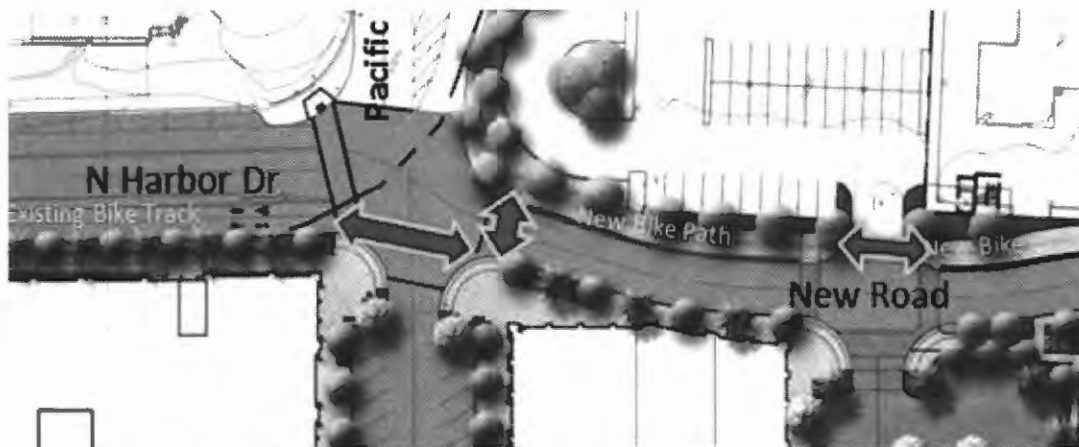
2.6 PROJECT BIKE PATH IS DANGEROUS

The City recently spent over \$5M rerouting the Harbor Drive bike path onto the new Bike Track. One of the primary justifications of the change was the fact that northbound bike traffic would have to cross Harbor Drive at both ends to reconnect with the beach bike path at either end. The City wanted to reduce the safety risk of bicyclists crossing Harbor Drive traffic twice.

The project reroutes the bike path in the pier area so that bicyclists going both directions have to cross traffic three times to connect with the beach bike path at the south end and the new bike track on the north end. This results in many more bicyclists crossing active streets more times

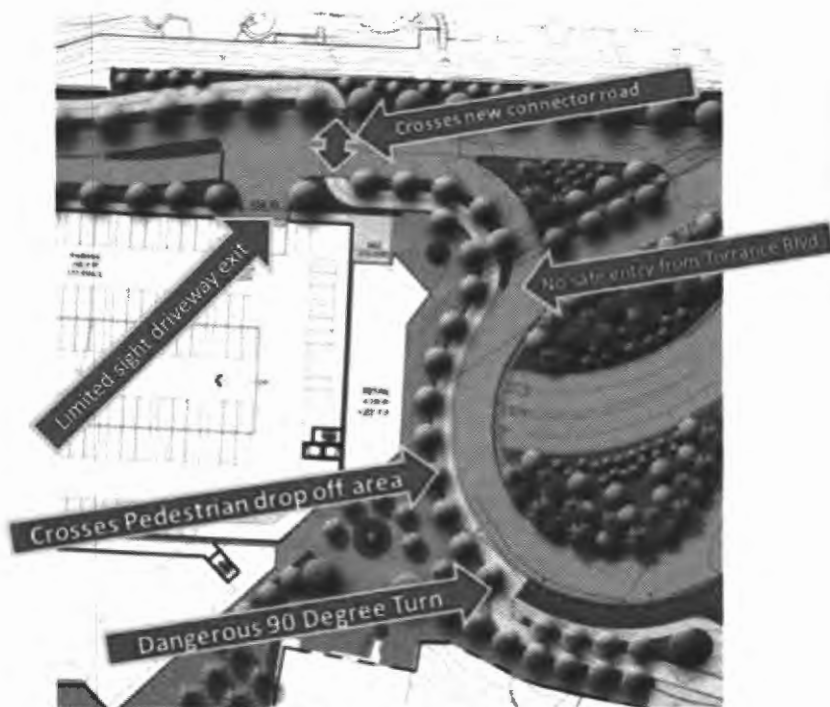
than the situation the city just paid over \$5M to fix. And to add insult to injury, the crossing in the south end is in close proximity to a main parking garage exit where drivers exiting would be looking the opposite direction to ensure no car traffic is coming. At the north end there is a new parking lot crossing that does not exist today. And finally, the project adds a new crossing to the bike track where the new traffic structure exists onto Harbor Drive.

Figures 15 and 16 highlight the hazards built into the design of the new bike path through the pier area.



**CenterCal Bike Path must cross new roads and driveways
three times to connect to existing Bike Track on Harbor Dr**

Figure 15: Hazards designed into the north end of the new bike track



CenterCal Bike Path design dangerous to bicyclists and pedestrians at south end of new path

Figure 16: Hazards designed into the south end of the new bike track

2.7 PROJECT CREATES A VIRTUAL WALL OF DEVELOPMENT ALONG HARBOR DRIVE BLOCKING VAST MAJORITY OF HARBOR VIEWS

After spending more than \$5M for a more functional and safer bike track along south harbor, the city blocks over 85% of the current views from Harbor Drive with an intimidating wall of development with some view slivers cut between buildings.

Figure 17 shows an example of the view from Harbor Drive Bike Track and sidewalk today. This

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figure is representative of the current views. Currently one can see boats and harbor waters all along Harbor Drive south of Portofino Drive.



Figure 17: Representative view from Harbor Drive sidewalk. Open ocean waters, the tip of Catalina Island, and cliffs of Palos Verdes make an enjoyable view.

Over 85% of current ocean/harbor views from Harbor Drive blocked



Figure 18 shows a site view analysis of the views from Harbor Drive. This analysis shows that over 85% of the current views

Figure 19 is a picture taken of the CenterCal model of the project. This model demonstrates the visual impact of the wall of development that the project represents. It also demonstrates the intimidating urban canyon created between existing development on the east side of Harbor Drive and the wall of development this project would add.



Figure 19: This image of the CenterCal model of the project shows that not only are the vast majority of views blocked, but also how intimidating the wall of development and resulting urban canyon is to those walking, biking or driving along Harbor Drive.

Similarly, the views from Czuleger Park are substantially impacted, particularly from the plaza at the western edge of the park. Where today park goers can view across Mole D into the harbor and out to the ocean, the view from the plaza would be dominated by the gargantuan Market Hall that would cover nearly all of Mole D.

2.8 EXCLUSIVITY PURPOSEFULLY DESIGNED INTO PROJECT

CenterCal and their supporters stated from the start that one of their goals was to attract a more affluent crowd to the harbor and drive away lower income people from outside of Redondo. The project accomplishes this by changing the commercial mix to more “sophisticated”, higher end shops, restaurants and movie theater. While the City has responded that the Seaside Lagoon is now free, the section on Seaside Lagoon shows that the new configuration is a deterrent to visitors.

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Here are some quotes from CenterCal and their supporters that validate this position:
Fred Bruning, CenterCal CEO, August 29th, in the Daily Breeze:

"From the greater community, we heard, 'I never go to the waterfront anymore. It's rundown. It's just a bunch of bars. I wouldn't go there after dark,' " he said.

"Because there's bad people there,' comments like that," he said.

Arnette Travis, CenterCal's 'CREW' leader on Facebook:

"It's scary on weekends and not reflective of Redondo's demographics."

Facebook posts from Tony Trutanich, from the family that runs Old Tony's restaurant on the pier and editor of a pro-Waterfront Project Facebook site:



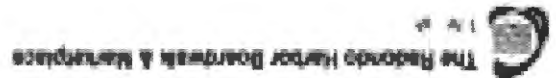
Tony Trutanich

I'm beyond excited. I'm probably one of the few locals that actually did use the Lagoon to bring their kids to during the summer.

If you only visit Seaside Lagoon during Lobsterfest then you're only seeing it through one event.

Go to Seaside Lagoon during the summer time, it's NOT LOCALS it's families from nowhere near Redondo, I would say 60% Black 30% South American (Mexican etc). When I go with my boys we are 100% the minority, which has never bothered in the least but for the average local they don't want hear boom box battles from different families and people who seem to have no idea how to use the trash cans.

The Center cal plan for Seaside lagoon is to make it smaller, more beautiful and to have activities geared toward the locals 200+ days a year like Jazz festivals, art festivals, featuring a lot of local talent. It will be integrated into the new development which will be great.



This is Tony Jr

So I had a private event at New Tony's (Mission Pk) this past Sunday I say that because so many people have mentioned or made comments like "why a hotel, the hotel does not benefit the local at all." A few things. One example is that an upscale hotel will definitely bring down a better crowd. This past Sunday the bar was packed with non locals, dancing their car stereo, camping out literally in the middle of the bar, the cheap beer and cheap places were packed. Great crowd at Old Tony's but I had to bring friends from out of town to Old Tony's I would need to walk them through a very shady crowd to get there. There were no locals walking the bar. Secondly, there is an awesome report in Place Vandal and when I go there I always bump into friends who are staying there for the weekend. I think after all the changes are made down at the bar the new hotel will be used by a lot of locals. Lastly, the revenue the city will receive will be great.



Share

5

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And a Facebook exchange with another Waterfront supporter:



Gene Solomon Tony. Can you please describe the differences-by sight-between a Redondo resident and a "non local". Do you not welcome all people to your restaurant? Do you think the City should not welcome everyone to the harbor?

14 hrs · Edited



Timothy Oconnell No the city should not welcome all people to the harbor . Let Santa Monica do that

5 hrs

But it is more than statements in local media. The City's market study analysis performed by AECOM and included in the DEIR as an attachment further demonstrates the project is aimed at more affluent customers. The hotel is described as a *"boutique hotel"* designed to *"create and promote a stylish, luxurious, aspirational, or advantage-grade ambiance."* *"Boutique hotels will typically command a **higher ADR** than other hotel properties, with a **premium up to 20 to 30 percent above market pricing** for competitive properties."* The analysis describes the movie theater as a *"specialty or luxury cinema"*. *"The specialty cinemas **target affluent** and older movie going demographic and to some degree families."* *"The **higher price point** compared to traditional theaters indicates the market area is wider yet capture rate is lower."*

The marketing brochure being floated by CenterCal's tenant sourcing partner, The McDevitt Company shows that the move to exclude regional minorities from the harbor and pier is more than just local marketing rhetoric. The following phrases from the marketing brochure paint a picture of anything but an inclusive waterfront development:

*"A hub of social vitality for people who choose to live in this **affluent** community"*

*"Full service restaurants with a diverse collection of cuisine and dining experiences to create a vibrant and **sophisticated** nightlife scene."*

*"**Elevated-yet-relaxed** restaurants"*

*"**One-of-a-kind** shops and established **best-in-brands** "*

*"The Waterfront offers a nice relevant environment for **distinctive** brands to reach **exceptional consumers** who have chosen to live/work/play just steps from the beach."*

*" **Unique** retailers placed in a **sophisticated** yet laid back environment"*

“Best in class health, beauty, and lifestyle amenities.”

*“Retail/restaurant **hand picked** to resonate with the sophisticated, yet laid back culture of the South Bay”*

The brochure then lays out the demographics with terms like “urban chic, connoisseurs, top rung, laptops and lattes, trendsetters, Pacific Heights, wealthy seaboard suburbs, and silver and gold”, most of the inland neighborhoods are designated “all others”.

For comparison the lease opportunity advertising for Shoreline Village in Long Beach, reads “Styled after a quaint Cape Cod fishing village, Shoreline Village is a family friendly destination by day the develops a sense of romance when night falls.” “Refreshments available at the village range from casual to sophisticated.” “Kids of all ages can experience the magic of Shoreline Village’s carousel or practice their hoop skills in the arcade.” The site goes on to stress affordability and family experiences. The difference in marketing is substantial and is more inclusive rather than exclusive.

A copy of the CenterCal Waterfront marketing pamphlet is included as an attachment to this document.

2.9 HARBOR AREA CIRCULATION INFRASTRUCTURE CAPACITY WILL BE OVERWHELMED BY PROJECT TRAFFIC BLOCKING ACCESS TO COASTAL DEPENDENT USES

The city is trying to pack 10 pounds of development into our 5 pound harbor. And the resulting gridlock and delays represents a significant access issue and a deterrent from public use of the harbor for coastal dependent recreation.

The City’s traffic analysis demonstrates that traffic will more than double with the project. The analysis showed some intersections were significantly impacts so the city requires some additional turn lanes and other minor street enhancements. However, the analysis failed to consider many other limitations and impacts that render the required mitigations insufficient to address the real issues.

The City’s analysis depends on specific intersection calculations to determine whether the added traffic creates an issue. However, the calculations and models used by the city were not

properly applied for the most impactful constraints. And beyond that the Institute of Traffic Engineers Highway Capacity Manual clearly warns that the calculations cannot account for situations in which downstream traffic impediments affect the ability of the intersection under analysis to flow freely. In other words, the calculations are useless if lanes on the far side of the intersection are already backed up. And that is the situation throughout the project area and PCH during rush hours.

The real problem is the harbor was never designed to accommodate heavy traffic. And recent changes for the new Harbor Drive Bike Track have exacerbated this situation. Figure 20 shows examples of the conditions that create backed up conditions rendering the city's analysis useless.



Figure 20: This aerial view of the intersection of Beryl and Harbor Drive provides examples of the severely constrained traffic infrastructure in the project area. Note the situation is actually worse today as this image was taken before the new bike path further constrained the streets.

These constraints are ample throughout the project and include:

- Narrow lanes

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- Lanes with “sharrows”: encouraging bike riders to use the lane (the average bike rider rides at just under 10 MPH on average)
- Conflicting center turn lane traffic
- Minimal turn pockets at street intersection
- No turn pockets at driveway entrances
- Extremely short road segments with limited storage capacity
- Conflicts between turning traffic, bike track riders and pedestrians

One method of dealing with these kinds of constraints (though not an ideal method) is to reduce the lane vehicle capacity per hour. In this case though the city use 1600 vehicles per lane per hour which is the same capacity it uses on PCH, a major arterial road.

When the public brought this up with the City the city seemed to ignore the issue and basically regurgitated that their calculations found some impacts and the city has defined appropriate mitigations. **The city still has not responded with how its analysis accounted for these very real capacity constraints.**

A simple example of how flawed the City’s analysis is can be seen on almost any Sunday on Harbor Drive. Figure 21 shows cars backed up along Harbor Boulevard on a cloudy Sunday morning, July 24th, 2016.



Figure 21: Cars backed up along Harbor Drive from the Seaside Lagoon/Ruby's parking lot entrance all the way back through Beryl Street. The backup was nearly a quarter mile long.

The picture shows a condition that the City analysis says should not exist either today or after the project is completed. Yet it is a regular occurrence.

On busy days it is even worse. Figures 22 and 23 show cars backing up all the way from the pier parking lot entrance to the intersection of Torrance and Catalina. Figure 23 shows cars heading south on Catalina that are backed up waiting to turn into the harbor on the day of the annual Kite Festival.



Figure 22: Cars backed up from the pier parking structure through the Catalina Blvd intersection. It is about 2/10ths of a mile to the Catalina intersection and the image clearly shows two lanes fully saturated.

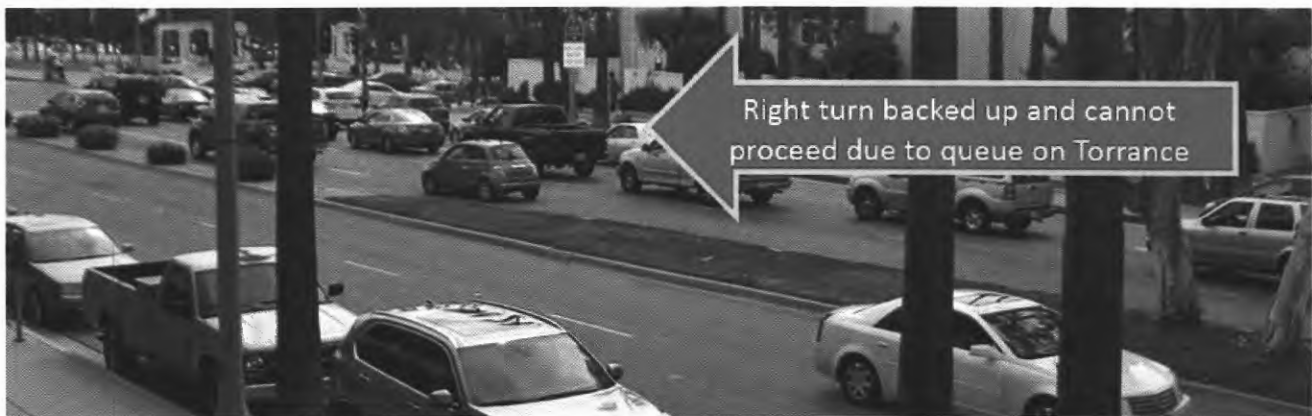


Figure 23: Cars on right hand turn lane of southbound Catalina backed up waiting for traffic to move into pier parking structure

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The Kite Festival is not a major event like 4th of July or the Redondo Beach Super Bowl 10K, yet we can see how it overwhelms the traffic infrastructure in the harbor area. Doubling commercial development doubles traffic and this kind of gridlock will be a regular occurrence. Yet the traffic analysis done by the city says this should not happen. These examples clearly highlight how flawed the city's analysis really is.

The City seems to know this but it is afraid to do the proper analysis. An indicator is that despite the City's posturing that their analysis does accurately portray current and future traffic flows, the City included unspecified expansion of turn pockets on Harbor Drive. Why would the City mandate this in the CUP if they trust the output of their analysis? Their reticence to redo their analysis in light of these real constraints is well founded. The investment required to modify the area's circulation infrastructure to absorb double the traffic would be enormous – and some constraints like short road segments would be very difficult to mitigate.

The project will regularly overwhelm the project area's circulation infrastructure. The city is trying to pack 10 pounds of development into our 5 pound harbor. And the resulting gridlock and delays represents a significant access issue and a deterrent from public use of the harbor for coastal dependent recreation.

2.10 PEDESTRIAN BRIDGE IMPACTS COMMERCIAL VESSELS AND SAILBOATS IN BASIN 1

Commercial vessels including Indian, Redondo Special, Highliner, Betty-G, Voyager, Caribe Alliance, and Lucy Foss will be forced to move out of Basin 3 because they are too tall to fit under the pedestrian bridge that would tie Mole D to the pier as shown in Figure 24. While the pedestrian bridge is a draw bridge, CenterCal has stated its operation will take 20 minutes or more. The city has stated it plans to move the large commercial vessels out of Basin 3. This relocation of large commercial vessels exacerbates the impact of slip loss for the Mole B boat ramp. Data provided by the city demonstrates that there is very low vacancy for large commercial boats. The city has not provided a plan. Instead they refer to a reconfiguration of King Harbor Marina. Obviously the intent is to remove smaller slips and create bigger slips. Neither the public nor the Coastal Commission have sufficient data to evaluate the impacts of this future reconfiguration. But we have already presented data that the boating industry is recovering post-recession and that combined with population growth promises to increase demand for slips. If we find that the planned reconfiguration is too impactful at a later date, it will be too late... we won't be able to force the genie back in the bottle. The Coastal Act and Redondo's LCP protects commercial coastal dependent activities. The City has not demonstrated it can relocate these vessels... Simple saying they will do it, does not mean it can be done.



Figure 24: The low pedestrian drawbridge will displace current commercial vessels and deter sailors and other large vessel owners from accessing Basin 3.

Likewise, the pedestrian bridge represents a significant access issue for any sailboat in Basin 3. The city has not adequately determined how the bridge will be operated. A boater cannot always control when they must depart or return. They may have an emergency repair that requires getting to the ship yard quickly. Once at sea weather, injury, illness or mechanical problems may require a return at any hour. In reality though, it is likely any tall boats will avoid Basin 3 in the future due to the inconvenience of the bridge. That in and of itself is an access issue that deters boaters – which violates the Coastal Act and the LCP. Basin 3 is a US navigable waterway that has been in existence for 50 years. A non-coastal dependent mall development should not have such a negative impact on a long existing boat basin. Once again, it is clear the mall development has out prioritized using the harbor as an actual harbor.

2.11 SUMMARY

What you have read to this point is just the tip of the iceberg. We can provide more examples and evidence to demonstrate that the proposed development would severely impact recreational use of the harbor as an actual harbor.

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It is clear the City prioritizes the retail, dining and entertainment commercial development over long standing recreational uses. And at a time recreational uses such as SUP'ing are growing. The City should be adding recreational capacity not decimating it. Simple things like routing the mall access road outside the Seaside Lagoon Park boundary and moving the "concessions" outside the park's boundary should have been a simple change without major impact on the mall development.

It is also abundantly clear that City staff have lost their objectivity and are now acting as advocates for the commercial mall development. The simple comparison of the 2007 assessment of Mole D as the optimum and safest location for a boat ramp, to the FEIR's condemning it as unsafe. Add to that the fact that it took a Public Records Act request to discover the Harbor Patrol are strongly and steadfastly opposed to the Mole B location because it is inherently unsafe and dangerous. Why would the city ignore the strong convictions of their harbor professionals? The preponderance of data demonstrates the City's bias.

We have heard the City's application is very complete. However, that does not mean the assessments in the application are accurate. **Because the City is so biased for the project, the people must depend on the Coastal Commission to enforce an objective balance to this project. We hope you will not let us down.**

SECTION 3: SUMMARY OF COASTAL ACT AND LOCAL COASTAL PROGRAM REQUIREMENTS VIOLATED BY THE WATERFRONT PROJECT AS APPROVED BY THE CITY OF REDONDO BEACH

The following table summarizes the violations of applicable state and local laws and regulations. Specific details related to and supporting the conclusion of violations appear throughout this document, though in some cases examples and details are included in the table itself.

Requirement	Summary	Inconsistency
Coastal Act 30001 (c)	To promote the public safety and welfare..., it is necessary to protect the ecological balance of the coastal zone and prevent its deterioration and destruction.	Over building and overcrowding of recreational uses and, in particular, Commission required boat ramp risks public safety and welfare. Boat ramp location is deemed dangerous by lifeguards and city Harbor Patrol staff. Forcing toddlers to wade in untreated harbor waters exposes toddlers to pathogens.
Coastal Act 30001.5	Goal of Coastal Act is to assure priority of coastal-dependent and coastal-related development over other development of the coast.	Project prioritizes non-coastal dependent uses over existing and required coastal dependent uses
Coastal Act 30006	Planning and implementation of programs should include widest opportunity for public participation	Last minute changes to project, complicated arrangement of EIR, missing data and reports, and slow response to public records requests artificially limit the ability of the public to assess the project and its impacts
Coastal Act 30006.5	Sound and timely scientific recommendations are necessary.	EIR analysis relies on outdated data such as Harbor surge data and incomplete data such as water quality to justify conclusions that there are no impacts.

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Requirement	Summary	Inconsistency
Coastal Act 30007.5	Conflicts between policies to be resolved in manner of which is most protective of coastal resources	Project repeatedly resolves conflicts to favor non-coastal dependent commercial development
Coastal Act 30105.5	Definition of cumulative effects	EIR analysis and project ignore probable future project including development at the power plant site and the impending Hermosa Beach General Plan changes
Coastal Act 30211 and 30212	Development shall not interfere with access	<p>The traffic generated by the project combined with circulation infrastructure constraints interferes with access to coastal dependent activities.</p> <p>The lack of adequate and convenient parking interferes with the public's access to coastal dependent activities.</p> <p>The creation of hazardous recreational solutions deters public's access to coastal dependent activities and resources.</p> <p>The decrease in size and capacity of areas dedicated to coastal dependent recreational uses combined with the collocation of those uses in these smaller areas interferes with the public's access to coastal dependent activities and resources.</p>
Coastal Act 30212.5	Public parking area and facilities shall be distributed to mitigate social and other impacts of overcrowding and overuse	The project more than doubles commercial development while shrinking usable public parkland. The project fails to assess or provide adequate and convenient parking for existing and new coastal dependent uses. The parking

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Requirement		Summary	Inconsistency
			configuration deters use of lower cost coastal recreational assets.
Coastal Act 30213		Encouragement of lower cost visitor and recreational facilities	Project designed to appeal to more affluent public. Unique recreational resources drawing all income level customers are negatively impacted by the project.
Coastal Act 30214		Legislative intent on implementation of public access policies	The project increases the intensity of site utilization to the point where it is a deterrent to those who want to enjoy coastal dependent uses. The project does not balance rights of public with that of developer/lessee.
Coastal Act 30220		Coastal areas suited for water-oriented recreational activities shall be protected for such uses.	Project develops Harbor area such that water-oriented recreational uses are needlessly impacted.
Coastal Act 30221		Oceanfront land suitable for recreational use shall be protected for such use	Project redevelops oceanfront property in a manner that negatively impacts long established recreational uses
Coastal Act 30222		Use of private lands suitable for visitor serving and coastal recreational facilities shall have priority over general commercial development	The project prioritizes private retail, dining and entertainment uses over coastal recreational facilities.
Coastal Act 30223		Upland areas necessary to support coastal recreational uses shall be reserved for such uses	Uplands parking and vehicular access for coastal recreational uses are inadequate and negatively impacted by the project.

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Requirement	Summary	Inconsistency
Coastal Act 30224	Increased recreational boating use shall be encouraged	Project reduces slips and provides insufficient space for adequate boat ramp. Project eliminates sufficient boater parking. Project forces recreational boating uses in small area that reduces overall capacity and efficacy of long standing recreational boating uses. Parking to support existing recreational boating uses are insufficient and inconvenient to the point of acting as a deterrent. Limited hours of pedestrian bridge discourages recreational boaters. Project does not accommodate future growth of demand of recreational boating infrastructure and opportunities.
Coastal Act 20234	Facilities serving commercial fishing and recreational boating industries shall be protected and upgraded. Existing facilities shall not be reduced.	Project forces tall commercial and recreational vessels out of Basin 3 due to pedestrian bridge. Project eliminates slips for commercial and recreational vessels. Reberthing of displaced boats has not been defined. Replacement of eliminated Mole B slips has not been defined.
Coastal Act 30234.5	The economic, commercial, and recreational importance of fishing shall be protected.	The project provides insufficient parking for pier, commercial and charter boat fishermen. The project reduces usable commercial and recreational boat slips.
Coastal Act 30240	Protection of sensitive habitat areas	The harbor area is known roosting place for multiple protected marine birds. Intensity of development will be a deterrent to future nesting/roosting.
Coastal Act 30251	Development shall be designed to project views	Project blocks most public views from harbor drive.

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Requirement		Summary	Inconsistency
Coastal Act 30252		Maintenance and enhancement of public access	Project prioritizes parking and access to retail, dining and entertainment uses over coastal dependent and coastal related uses. Inadequate parking to support current level or harbor recreation or for future growth in demand. Project decreases usable public parkland at Moonstone Park and Seaside Lagoon.
Coastal Act 30255		Coastal dependent development shall have priority over other development on or near the shoreline.	Coastal dependent uses, particularly the Seaside Lagoon and public boat ramp are negatively impacted by the prioritization of other non-coastal dependent uses.
Redondo Beach. Coastal Land Use Plan Section VI, Subsection C		Cumulative development shall not exceed a net increase of 400,000 sq ft of floor area.	Project excludes new parking structure from analysis. Project and cumulative development exceeds cap. City interpretation does not reflect information presented to the voter when voters enacted this cap.
Redondo Beach. Coastal Land Use Plan Section VI, Subsection C		Protection of views from Czuleger Park	EIR does not adequately assess view impacts. Substantial impact on views from mid and lower sections of park by hotel/retail development in pier area and Market Hall in harbor area.
Redondo Beach. Coastal Land Use Plan Section VI, Subsection C		New development shall include view corridors from N Harbor Drive	Development blocks vast majority and most impactful public views from visitor serving hotels, Harbor Drive of harbor, ocean, coast of PV and Catalina Island. The development only affords narrow slivers of views and these are impacted by landscaping.

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Requirement	Summary	Inconsistency
Redondo Beach Local Coastal Plan Subsection VI, Subsection D Land Use Policies Subparagraph 3.	Allow for the operation and maintenance of the Pier and Harbor area as a commercial/recreational asset of the City and region, ensuring maximum public access...., adequate safety....	Public access to recreational uses is impaired by the traffic generated by the new project. The project does not provide sufficient parking for recreational uses. And the bike path design, the boat ramp location, and forcing toddlers to swim in untreated harbor waters all represent significant public safety hazards.
Redondo Beach, Coastal Land Use Plan, Section VI, Subsection D, Land Use Policy 1	Coastal dependent land uses encouraged. Existing facilities preserved, enhanced and expanded where feasible. Public boat launch shall be built. Removal of existing uses shall be strongly discouraged unless determined uses are no longer necessary.	The project cuts slips without any analysis or projection of future needs. The city shrank usable land and water area of Seaside Lagoon and configured it to discourage use. The project reduces parking for commercial uses and makes it inconvenient further discouraging and artificially limiting use. Public boat ramp is sub optimized due to non-coastal dependent use prioritization.
Redondo Beach, Coastal Land Use Plan, Section VI, Subsection D, Land Use Policy 2 a)	New development shall be designed to preserve and enhance public views from Harbor Drive	Project blocks vast majority of public views from Harbor Drive.
Redondo Beach, Coastal Land Use Plan, Section VI, Subsection D, Land Use Policy 2 c)	New development shall be designed to be consistent and harmonious with scale of existing development	Massing and scale are inconsistent with rest of harbor and surrounding area. Parking structure combined with commercial development increases development by 1000% in the harbor portion. Model shows massing is inconsistent and not harmonious with surrounding development. Lack of setbacks and buffers between massive structures exacerbates scale and massing inconsistencies.
Redondo Beach, Coastal Land Use Plan, Section VI, Subsection D, Land Use Policy 17 and 18	Development shall not impact environmentally sensitive habitat areas	Protected marine birds are known to nest in Palm trees throughout project. Size, scale, and intensity of project will impact nesting/roosting areas.

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Requirement	Summary	Inconsistency
Redondo Beach Harbor Civic Center Specific Plan Transportation/Circulation Policies	Improve bike path safety, appearance and functionality	Project bike path is dangerous and routed through an urban canyon with no pier/ocean views. Development blocks most of the views from the new bike track on Harbor Drive.
Redondo Beach Harbor Civic Center Specific Plan Transportation/Circulation Policies	Requires adequate parking supply to support expected activity	Parking insufficient for development and long established recreational uses
Redondo Beach Harbor Civic Center Specific Plan 5.5.1	Requires protection of public views to, through and across the harbor area east/west and north/south. Ensure design and placement of structures improves and enhances visual and bicycle access to the waterfront and shoreline.	Development creates virtual wall along Harbor Drive blocking the best views of the harbor, ocean, cliffs of PV, boats, and Catalina. Bike path through project is impeded by dangerous routing and crossings and by creating a virtual urban canyon through the project and along the bike track on Harbor Drive.
Redondo Beach Harbor Civic Center Specific Plan 5.5.1	Requires preservation, protection, and expansion of public open space, recreational land, and water areas and uses and recognize their importance as a limited and valuable resource of the community and many users of and visitors to harbor area.	Seaside Lagoon Park open space paved over and built upon reducing usable size. Packing boat ramp onto Mole B impacts all recreational uses on the Mole and results in an undersized dangerous boat ramp.
Redondo Beach Harbor Civic Center Specific Plan Zone 1	Rerouting of bike path to improve use, visibility, and safety	Project creates three dangerous street crossings and multiple parking driveway crossings, visibility is eliminated as bike path is in an urban canyon between a retaining wall and the hotel.

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	Requirement	Summary	Inconsistency
	Redondo Beach Municipal Code 10-5.800 (b)	Provide development designed to enhance public opportunities for coastal recreation, including commercial retail and service facilities supporting recreational botany and fishing which primarily oriented toward meeting needs of visitors, boaters and residents seeking recreation; have balanced diversity of uses; provides regional serving recreation for all income groups, and protect coastal resources.	Development is designed to increase non-coastal dependent retail, dining and entertainment at the expense of recreational uses serving all income groups and businesses and facilities supporting those uses.
	Redondo Beach Municipal Code 10-5.814 (b)(1)	No wall like development on second story in front of Czuleger Park	Second floor of Market Hall includes a T shaped structure outline. This creates a wall like view blockage. New hotel development creates wall-like development blocking views from Czuleger Park.
	Redondo Beach Municipal Code 10-5.1110	Permitted and conditional uses of land zoned P-PRO	Permitted uses do not include public roads primarily serving private commercial development.
	Redondo Beach Municipal Code 10-5.1706	Parking regulations and Shared parking analysis	Shared parking analysis did not account for peak uses of proposed uses and for peak uses of recreational uses of harbor. Shared parking analysis does not account for attraction of waterfront location and its impact on concurrent peak uses. Assessment did not consider impact of exclusionary valet parking.
	Redondo Beach Municipal Code 10-2.2502 (a)	Planning Commission design review shall serve to protect the overall health, safety and welfare	Seaside Lagoon reconfiguration exposes toddlers to pathogens in untreated harbor waters and break water rocks. The Harbor Patrol opposes the Mole B boat ramp location because it is dangerous. And the new bike path increases exposure to vehicle to bicycle collisions.

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Requirement	Summary	Inconsistency
Redondo Beach Municipal Code 10-2.2502 (b)	Defines the criteria the Commission is to perform their design review.	Although Commissioners commented on scale, parking, compatibility, integration with current uses and traffic, the Commission ignored these inconsistencies in their final approvals. The design review did not define the controls of traffic ingress and egress throughout the project.
General Plan Parks and Recreation Element. Objectives 8.2a	Provide view corridors to marina and ocean from surrounding area	Proposed project eliminates 85% of the views from Harbor Drive and impacts views from Czuleger Park
General Plan Parks and Recreation Element. Policies 8.2a.2	Increase recreational boating opportunities for residents and visitors	Project eliminates slips. Required boat ramp is not sized for demand and future growth in demand. Parking not assessed and not conveniently located for human powered vessel activities.
General Plan Parks and Recreation Element. Policies 8.2a.8	Preserve and enhance unique and valuable resources	Unique attributes that make Seaside Lagoon attractive to families are eliminated
General Plan Parks and Recreation Element. Policies 8.2a.10	Enhance parking and circulation	Parking is not assessed for recreational uses and it is inconvenient. Traffic gridlock will serve as a deterrent to recreational uses.
General Plan Parks and Recreation Element. Policy 8.2a.4	Charges city to explore expanding Seaside Lagoon park.	Proposed project effectively shrinks Seaside Lagoon.
General Plan Parks and Recreation Element. Policy 8.2b.5	Minimize parking conflicts at parks.	No convenient parking for Seaside Lagoon. No parking demand assessed for Seaside Lagoon.
General Plan Parks and Recreation Element. Policy 8.2b.6	Provide safe bicycle access and linkage	Bike path design increases danger by requiring three street crossings at 90 degree angles. Reduces today's linkage of pier bike path to Harbor Drive Bike Path.

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Requirement	Summary	Inconsistency
General Plan Parks and Recreation Element. Policy 8.2d.3	Evaluate needs of various demographics for facility planning	Project eliminates Seaside Lagoon's desirable attributes for families with toddlers. Eliminates accommodation of Seaside Lagoon users who arrive in buses.
General Plan Parks and Recreation Element. Implementation Programs	Calls for creating view corridor to Seaside Lagoon from Harbor Drive and for expanding Seaside Lagoon park.	Waterfront project blocks views of Seaside Lagoon and shrinks the parkland and usable water area.
General Plan Parks and Recreation Element. Implementation Programs	Determine if following sites can be used for new parkland/recreation: Octagonal building, Triton Oil site	Triton oil site allocated for parking. Octagonal building will be commercial development.
General Plan Parks and Recreation Element. Implementation Programs	Expand land area of Seaside Lagoon	Project effectively reduces size of Seaside Lagoon
General Plan Parks and Recreation Element. Implementation Programs	Conduct parking analysis to mitigate problems of peak use of parks.	Recreational parking demand not assessed in project. Parking is not convenient for recreational uses.



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October 14, 2016

Redondo Beach City Council
Civic Center 415 Diamond Street
Redondo Beach, CA 90277

Subject: Comments on the Waterfront Project, Redondo Beach, California

Honorable Mayor Aspel and Members of the City Council:

At the request of Building a Better Redondo and Jim Light, we have reviewed the Final Environmental Impact Report (FEIR), including the responses to comments ("Responses") for the Waterfront Project ("Project"). We have found the impacts of the Project on water quality and public health to have been inadequately evaluated and mitigated. In our professional opinion, the Project poses significant public health impacts that warrant either preserving Seaside Lagoon as an enclosed, chlorinated-water swimming facility or recirculation of an EIR that assesses and mitigates health impacts that are likely to result from Project operation. A recirculated EIR should also explore alternative means of supplying water to the enclosed Seaside Lagoon facility (e.g., West Basin Municipal Water District water vs. AES cooling water) consistent with California Clean Pool Water regulatory standards.

Public Health Threats Are Posed by Project Implementation

The Project proposes to replace Seaside Lagoon -- currently an enclosed, chlorinated-water swimming facility -- with a swimming facility utilizing untreated King Harbor waters. This puts the public at risk to disease from water in the harbor that may contain bacteria, viruses and protozoa, resulting in failing Heal the Bay "F" grades for the past two summers (at the nearest location to the proposed swim spot, adjacent to Redondo Beach Pier). Potential illnesses include stomach flu, eye and ear infections, upper respiratory infection and full body skin rashes. Young children are especially susceptible to these illnesses.

The FEIR includes no mitigation to address the adverse water quality impacts of eliminating the Seaside Lagoon chlorinated-water swimming facility. Instead, the FEIR relies only upon wet-weather stormwater measures that include a slight reduction in impervious surfaces and the capture of the first 0.75 inches of rain during a 24-hour period. These Project conditions are inadequate in addressing wet-weather conditions in the harbor and do nothing to address the loss of chlorination or summer conditions when

swimming is most popular, and when swimmers would be exposed to King Harbor water conditions that are likely to be contaminated based on water quality monitoring data compiled by Heal the Bay.

The FEIR should not be approved until the public health threats potentially posed by water-borne bacteria and viruses in a re-vamped Seaside Lagoon (that is, the proposed new beach with use of harbor waters for swimming and wading) have been adequately assessed through a study to comport with recent US EPA recommendations¹ and mitigated. Trading the use of a chlorinated swimming facility for unchlorinated harbor waters, on balance, will have substantially adverse public health effects due to the changes in water quality to which tens of thousands of annual contact recreation users will be exposed.

Restricted Swimming Beaches Are Among the Worst for Water Quality

Under the Project, the re-vamped Seaside Lagoon will be located in a restricted circulation area *within* King Harbor. Reduced circulation and the crowded nature of enclosed swimming beaches result in the frequent placement of “baby beaches” and “mother’s beaches” on water quality report cards. In California, four of the top ten “beach bummers” on the Heal the Bay 2015/2106 report card were enclosed beaches.² Unlike current conditions where swimmers swim in chlorinated water, unchlorinated harbor water will be used for Seaside Lagoon under the Project. Monitoring results reported by Heal the Bay over the past two years show three failing “F” grades for a monitoring location 100 yards south of the Redondo Pier, approximately 2000 feet south of Seaside Lagoon, water quality that at best may be considered representative of Harbor conditions, if not worse.

Under Project conditions, Seaside Lagoon will be exposed to King Harbor where circulation will be restricted. A beach similar in its circulation pattern, Cabrillo Beach Inner Harbor in San Pedro, was raised in comments as an example for the deteriorated water quality conditions proposed by the Project. The Responses dismiss this comment without any substantive analysis, vaguely citing eelgrass growth as the culprit and citing the drought and bird control measures as the reasons for improvement. In fact, the cause of the contamination at Cabrillo Beach is unknown and is under active investigation using a methodology recently advocated by the US EPA.³

Lack of Chlorination Exposes Public to Bacteria and Viruses

According to the EIR, the conversion of the Seaside Lagoon from chlorinated, non-tidal saltwater to unchlorinated, tidal saltwater from King Harbor is considered to be a beneficial water quality impact of the Project (DEIR, p. 3.8-60, 3.8-61). However, the water quality in the vicinity of King Harbor waters is poor. According to Heal the Bay’s 2015-16 Beach Report Card, the water quality 100 yards south of the Redondo Municipal Pier has declined substantially in recent years.⁴ Heal the Bay states that one reason

¹ http://sccwrp.org/homepage/news/16-05-31/SCCWRP_testing_new_EPA_health_risk_model_at_Inner_Cabrillo_Beach.aspx

² http://www.healthebay.org/sites/default/files/BRC_2016_final.pdf, p. 15

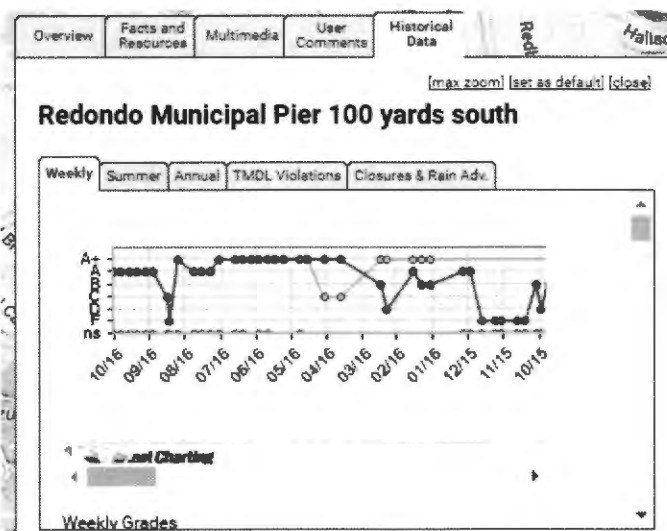
³ http://sccwrp.org/homepage/news/16-05-31/SCCWRP_testing_new_EPA_health_risk_model_at_Inner_Cabrillo_Beach.aspx

⁴ http://www.healthebay.org/sites/default/files/BRC_2016_final.pdf, p. 12-13

why the water quality at this location has recently decreased may be due to the Hyperion Treatment Plant's plans to repair the 5-mile discharge pipe.⁵ The Beach Report Card states,

"Summer (April through October) exceedances at this location did not begin to occur until the Hyperion Treatment Plant began its planned diversion on September 21st. The planned diversion involved discharging effluent out the one-mile pipe located off Dockweiler Beach instead of the regularly used 5-mile discharge pipe, so that work to repair an essential pump header on the 5-mile pipe could take place."

However, based on data provided by Heal the Bay, dry weather exceedances occurred even after repairs to the Hyperion Treatment Plant's 5-mile discharge pipe were completed in early November of 2015.⁶ As you can see in the figure below, the water 100 yards south of the Redondo Municipal Pier had an F dry weather grade in mid-August of 2016, and had a D dry weather grade in February of 2016.⁷



days in water bodies.¹⁰ If contaminated water comes in contact with a person's skin for a long period of time, it can cause dermatitis. Dermatitis is often caused by infection with the germ *Pseudomonas aeruginosa*. This germ is common in the environment (for example, in the water and soil). Ear infections can be caused by contaminated water that remains in the ear after swimming. This infection, known as "swimmer's ear" or otitis externa occurs in the outer ear canal and can cause pain and discomfort. The Los Angeles County Department of Public Health has linked diseases to pathogens in stormwater as follow¹¹:

ORGANISM	DISEASE	SYMPTOMS
BACTERIA		
<i>E. coli</i>	Gastroenteritis	diarrhea, stomach cramps, fever
<i>Salmonella</i> species	Salmonellosis	diarrhea, stomach cramps, abdominal pain, nausea, fever, anorexia
<i>Shigella</i>	Shigellosis	diarrhea, fever, stomach cramps, nausea
VIRUS		
Rotavirus	Gastroenteritis	diarrhea, stomach cramps, nausea
Norwalk virus	Gastroenteritis	diarrhea, stomach cramps, nausea
Coxsackievirus	Respiratory illnesses, meningitis, myocarditis	sore throat, cough, sinus infection, fever, earache
Adenovirus	Gastroenteritis and respiratory illness	diarrhea, stomach cramps, ear/nose/throat infections
Echovirus	Respiratory illnesses, meningitis, myocarditis	sore throat, cough, sinus infection, fever, earache
Hepatitis A	Infectious hepatitis	fever, anorexia, nausea, jaundice
PROTOZOA		
<i>Giardia lamblia</i>	Giardiasis	diarrhea, cramps, weight loss, fatigue
<i>Cryptosporidium</i>	Cryptosporidiasis	diarrhea, stomach cramps, nausea, weight loss
Amebiasis	Amebiasis	bloody diarrhea, fever, chills

¹⁰ <http://www.cdc.gov/healthywater/swimming/swimmers/rwi/diarrheal-illness.html>

¹¹ http://www.publichealth.lacounty.gov/eh/EP/rw/rw_oc_faq.htm

Swimming in contaminated beach waters causes over 120 million cases of gastrointestinal disease and 50 million cases of acute respiratory diseases world-wide.¹²

The higher the grade a beach receives (A or B), the better the water quality at that beach. The lower the grade (D or F), the greater the risks of contracting illnesses from water-borne germs. Coastal Health Departments throughout California recommend swimmers stay out of the water where beaches receive D or F grades.¹³

Replacing the Seaside Lagoon's chlorinated water with unchlorinated harbor waters does not result in water quality benefits for Seaside Lagoon's recreational water users. Rather, water quality during the past two summers at the nearest location has received an "F" grade, and, as we note above, this trend in water quality may not be a temporary issue attributable to the Hyperion Treatment Plant. Therefore, it can reasonably be assumed that wading and swimming in the untreated harbor waters would expose the public to water that contains high levels of contaminants, which would result in adverse health impacts that have not been assessed or mitigated by the EIR. Until sampling using science-based protocols has been conducted within the harbor waters at the proposed Seaside Lagoon beach (testing for pathogens, total suspended solids, metals and other constituents that contribute to the impairment of the harbor waters), and the water quality impacts of the Project, including, in particular, the replacement of the chlorinated Seaside Lagoon swimming facility, have been adequately disclosed, assessed and mitigated, the FEIR should not be certified. When the environmental effects of a project "will cause substantial adverse effects on human beings, either directly or indirectly" these effects must be studied and accounted for in an EIR. (CEQA Section 21083 (b)(3).)

Storm Drains Discharge Contaminated Water to Harbor

According to Heal the Bay, wet weather grades continue to be extremely poor at enclosed beaches this past year, with only 15% (9 of 64) A or B grades. Storm drain runoff is the greatest source of pollution to local beaches, flowing untreated to the coast and often contaminated with motor oil, animal waste, pesticides, yard waste and trash. Bacteria and other pathogens are also carried by storm drains to the ocean.¹⁴

The water quality at Seaside Lagoon, under the Project, will be reflective of the water quality at the point where storm drains enter the ocean. According to Heal the Bay, the location 100 yards south of the Redondo Pier earned "F" grades in 2014 and 2012, and "D" grades in 2013 and 2011.¹⁵

¹² <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4515689>

¹³ http://www.healthebay.org/sites/default/files/BRC_2016_final.pdf, p. 41

¹⁴ http://www.publichealth.lacounty.gov/eh/EP/rw/rw_oc_faq.htm

¹⁵ <http://brc.healthebay.org/?st=CA&f=1&tabid=2>



As a result, children and families swimming in the re-vamped Seaside Lagoon would be exposed to highly contaminated storm drain water during and following storm events.

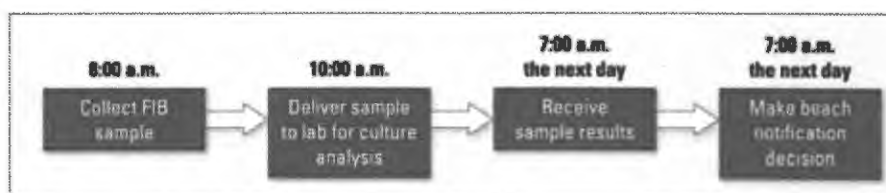
The 31.2 acres of the Project on land drain to inlets which in turn drain via the 75- and 84-inch storm drains to King Harbor (DEIR, p. 3.8-7). The 75- and 84-inch drains also carry stormwater from outside the Project area, so planned improvements to limit the perviousness of the pavement and the LID measures outlined in the DEIR are only potentially effective for that acreage within the Project boundary. Within the Project area, the 84-inch pipeline drains restaurants and the main parking lot (DEIR, p. 3.8-8).

Water from outside the Project boundary that enters the storm drains upstream of the Project will not be affected by Project measures and remains a source of contaminants from urban runoff that leads directly to King Harbor. The FEIR should not be certified until it maps the watershed that is drained by the 75- and 84-inch drains leading to King Harbor and characterizes the water quality in the drains and King Harbor at the location of discharge.

Conclusions

Replacing a chlorinated swimming facility with one that does not chlorinate and uses water in a local coastal zone area that has recently received numerous “D” and “F” water quality grades, both during dry weather and wet weather, puts the public at risk for contracting water-borne diseases. During the winter, the “D” and “F” water quality will be present in harbor waters during rain events that exceed 0.75 inches, at which point the planned stormwater capture capacity will be exceeded. The “D” and “F” water quality documented just south of the Redondo Pier has yet to be explained and so the occurrence and the timing of poor water quality is not understood.

The lack of testing technology that would allow for more timely results means people will likely be unknowingly exposed to water-borne bacterial and viral contaminants in the summer and winter months. Currently, the lag time between testing and knowing the results and posting beach closure signs is a matter of at least 24-hours. The EPA presents the issue with the lag time for testing for fecal indicator bacteria (FIB) as follows¹⁶:



In the interim between collecting the sample and taking action to close a beach, the public may be unknowingly exposed to disease-causing pathogens. The public may also be exposed to toxins during that time, including metals, petroleum hydrocarbons, and pesticides, especially during the winter months.

The FEIR should not be certified until a quantitative microbial risk assessment (QMRA) is completed to determine health risks associated with swimming in fecal indicator bacteria contaminated harbor waters at the proposed Seaside Lagoon beach. A QMRA is a tool to quantify the risk of gastrointestinal illness from waterborne contamination recently endorsed by the U.S. Environmental Protection Agency. QMRAs estimate health risks on a site-specific basis using a dose-response model that factors in the concentration of the pathogens in the water, the volumes of water being ingested, and the pathogens' infectivity to humans. Such studies have been undertaken at three of Southern California's most notoriously contaminated beaches: Baby Beach in Dana Point Harbor, Orange County; Tecolote Creek in Mission Bay, San Diego County; and Inner Cabrillo Beach in San Pedro Bay.¹⁷ Additionally, the bacterial and viral content of the beach sand in Seaside Lagoon should be tested.

Recent studies have demonstrated that sand can harbor various pathogenic viruses, bacteria, and protozoa which may pose direct health risk and impact adjacent water quality.¹⁸ In Florida, studies of

¹⁶ <https://www.epa.gov/sites/production/files/2016-03/documents/six-key-steps-guidance-report.pdf>, p. 2

¹⁷ http://sccwrp.org/homepage/news/16-05-31/SCCWRP_testing_new_EPA_health_risk_model_at_Inner_Cabrillo_Beach.aspx

¹⁸ <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4515689>

beach sand have demonstrated that concentrations of indicator bacteria in sand can be used to characterize beach sites as being susceptible or not susceptible to chronic contamination sources.¹⁹ Such studies of the sand at Seaside Lagoon should be conducted for the Project.

Only with the conduct of these studies can the adverse effects on human beings caused by the changes in recreational water use proposed by the Project be fully disclosed, assessed and mitigated. The FEIR should be supplemented with these studies to show protection of the public health can be assured and that exposure to poor water quality conditions under the Project can reliably be prevented.

Sincerely,



Matt Hagemann, P.G., C.Hg.

¹⁹ <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4515689/>

Exhibit A: CV, Matthew Hagemann



Technical Consultation, Data Analysis and
Litigation Support for the Environment

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Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.

B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certification:

California Professional Geologist

California Certified Hydrogeologist

Qualified SSWPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – present;
- Senior Environmental Analyst, Komex H2O Science, Inc (2000 – 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of numerous environmental impact reports under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions and geologic hazards.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.
- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt currently teaches Physical Geology (lecture and lab) to students at Golden West College in Huntington Beach, California.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Colorado.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal representatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukunaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

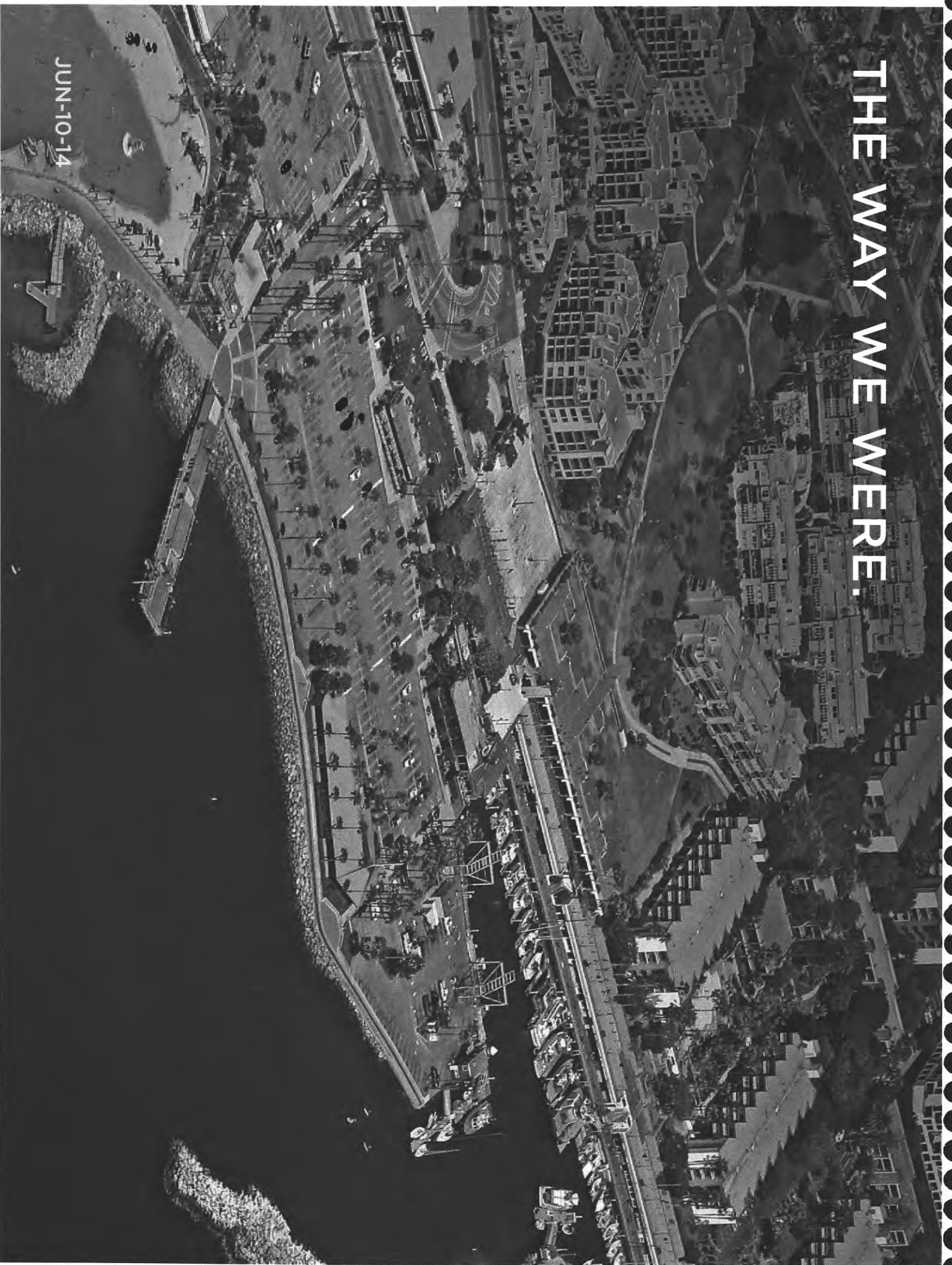
Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.



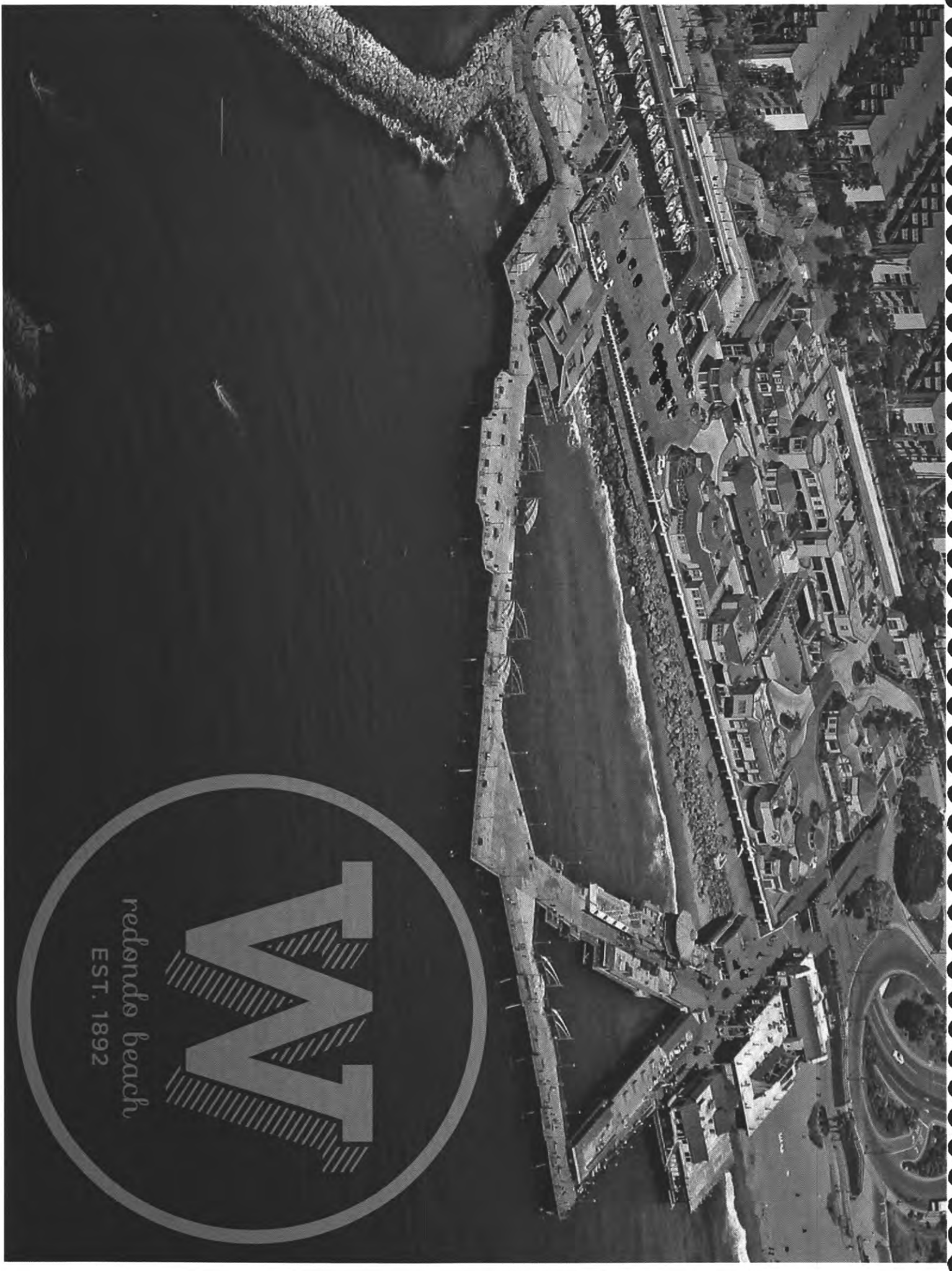
GOLDEN SAND.
SHIMMERING SUNSETS.
THE WATERFRONT: A MIXED USE COASTAL VILLAGE

the
WATERFRONT
— redondo beach —

THE WAY WE WERE.



JUN-10-14



W

redondo beach
EST. 1892

THE WAY WE'RE GOING.





MAP KEY LEVEL 1

- Public Market
- Street Retail / Restaurants
- Park related Retail / Restaurants
- Existing Pier Buildings



AUTHENTICITY

A reinvigorated Redondo Beach Pier
reclaims its historical significance
in the South Bay

PHOTOS ARE USED FOR ILLUSTRATIVE PURPOSES ONLY.

REDONDO BEACH'S
WARM, INVITING SAND,
THE IRRIDESCENT SUNSETS OF
THE PACIFIC OCEAN,
AND THE SITE'S OWN
ICONIC PIER PRESENT
THE IDYLIC BACKDROP.

CenterCal's transformational project, The Waterfront, will be the premier shopping, dining, and lifestyle destination in the South Bay. Nestled in the heart of the Los Angeles Metro area are some of the nation's most compelling beach communities that include Manhattan Beach and Palos Verdes.

Graced with exhilarating natural beauty and unique historic foundations, this 36-acre seaside project will attract throngs of locals, office workers, and tourists seeking its myriad of enriching offerings set in a breathtaking and authentic beach-town environment.



PHOTOS PROVIDED BY RECONDO BEACH CHAMBER OF COMMERCE.



A NEW LIFESTYLE EXPERIENCE

In a time when consumers and brands alike crave impactful alternatives to interactions online or in contrived, cookie-cutter settings, the experience at The Waterfront will tap into the potential of the South Bay by answering many of the long-unmet lifestyle needs and wants of its community.

The project investment is estimated at \$300M and will create a next-generation lifestyle environment: a modern waterfront experience that meets the evolving desires of today's consumers, while preserving the charm and authenticity of the historic pier and waterfront.

ENGAGE

Convenient and comfortable. The Waterfront offers a distinctive collection of unique and essential goods, services, and lifestyle amenities.



12 ACRES OF RECREATION
parks and open space featuring open-air concerts, art exhibits, children's play areas, and pedestrian/bike paths



PUBLIC LAGOON
with multi-generational water sports and beach activities



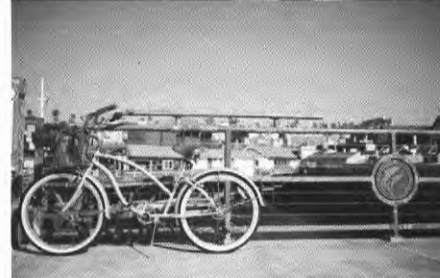
MARKET HALL
featuring local purveyors of the freshest Southern California fare



BEST-IN-CLASS
health, beauty, and lifestyle amenities tailored to the South Bay lifestyle



RETAIL/RESTAURANT
hand-picked to resonate with the sophisticated, yet laid-back culture of the South Bay



HISTORIC PIER
restored and positioned with family-friendly offerings



BOUTIQUE HOTEL
120-room oceanfront hotel with spa and beauty services



CREATIVE OFFICE SPACE
with approximately of 50,000 sf of state-of-the-art innovative space

SHOP

With its central-coastal location, The Waterfront offers a more relevant, convenient, and compelling environment for distinctive brands to reach the exceptional consumers who have chosen to live/work/play just steps from the beach.



STREET RETAIL

Unique retailers placed in a sophisticated yet laid-back environment



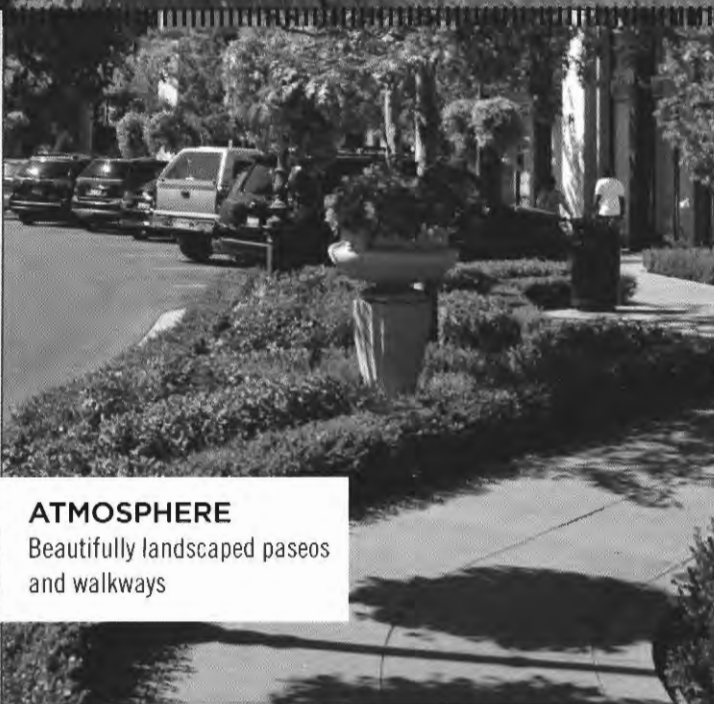
EXCLUSIVE

Local and regional merchants including Waterfront legacy tenants

PHOTOS ARE USED FOR ILLUSTRATIVE PURPOSES ONLY.



ONE-OF-A-KIND
Shops, and established
best-in-class brands



ATMOSPHERE
Beautifully landscaped paseos
and walkways



EAT

The Waterfront will draw local residents, office workers, and travelers to experience innovative dining in beautiful settings: cozy cafes, elevated-yet-relaxed restaurants, and open-air decks with views of sun, sea, and sky.



FRESH, SEASONAL, AND LOCALLY-SOURCED

Ingredients prepared by talented chefs who pursue a farm-to-table ethic



FAST-CASUAL

Options that consistently provide exceptional food and quick service



ECLECTIC

Full service restaurants with a diverse collection of cuisine and dining experiences to create a vibrant and sophisticated nightlife scene



PHOTOS ARE USED FOR ILLUSTRATIVE PURPOSES ONLY

MARKET

The Public Market will attract locals on a daily basis, and draw regional visitors as well as tourists from far and wide. Blending historic charm with modern urban energy, the Public Market will celebrate the abundance of California.



ARTISAN

Bakeries, butchers and charcuteries



FRESH

Fishmongers and regional farmers



LEGACY

Current Redondo Beach Waterfront tenants



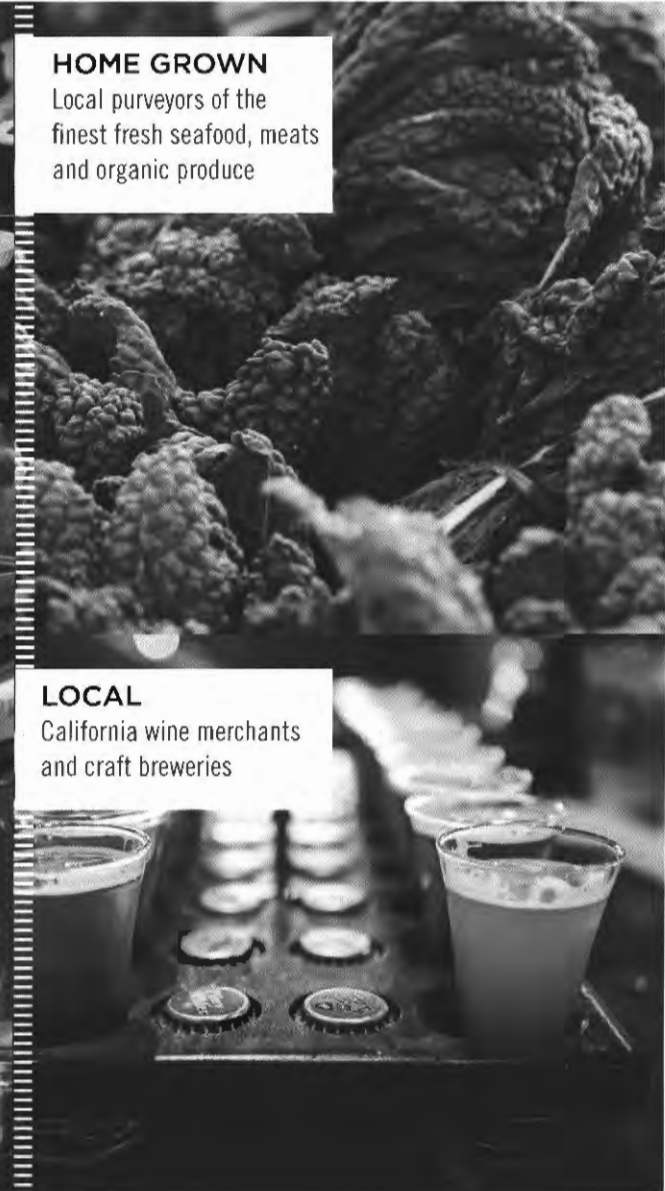
HOME GROWN

Local purveyors of the finest fresh seafood, meats and organic produce



LOCAL

California wine merchants and craft breweries



CONNECT

A hub of social vitality for the people who choose to live in these affluent communities. The beach lifestyle combined with healthy amenities and retail environments is the perfect reprieve from the harsh L.A. traffic.

BEAUTY

Public art installations and exhibits throughout

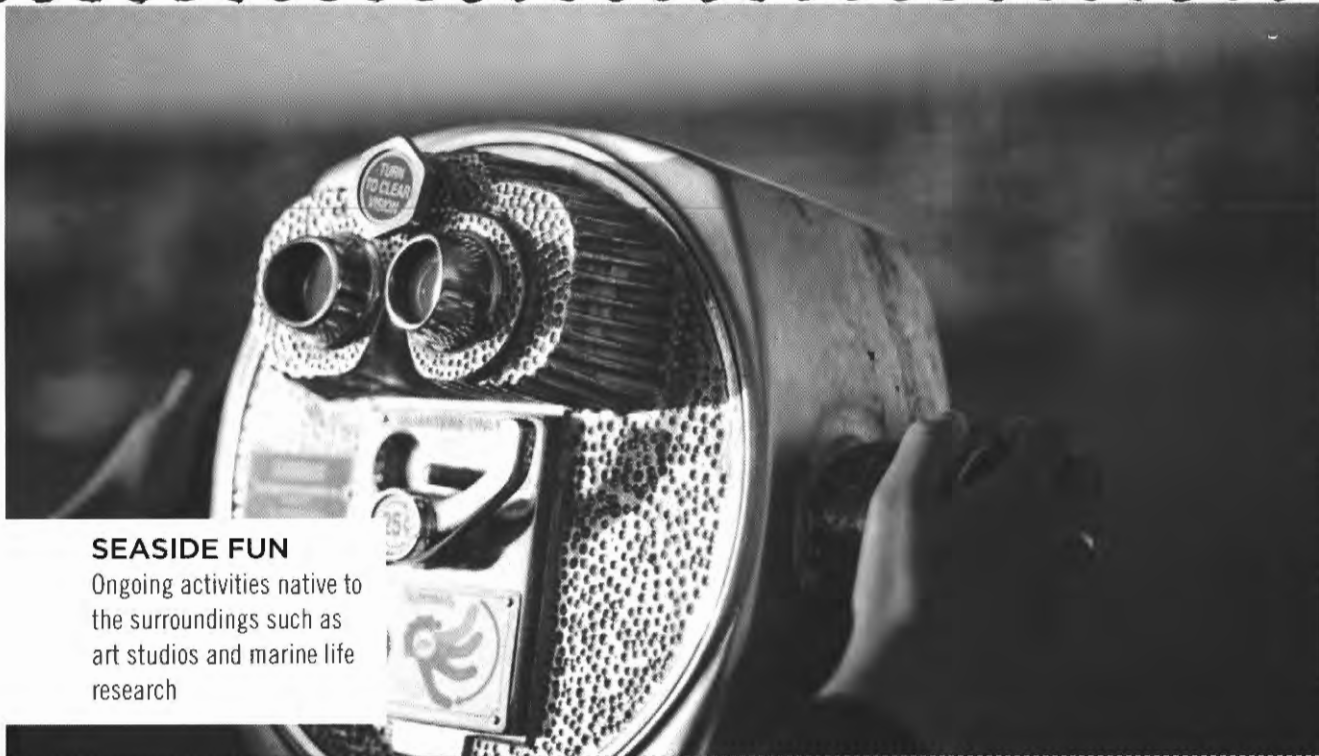
PHOTOS ARE USED ON ILLUSTRATIVE PURPOSES ONLY

CONNECTIVITY

End-to-end seamless integration of cycling and pedestrian boardwalk

CONVENIENCE

Bicycle valet and repairs



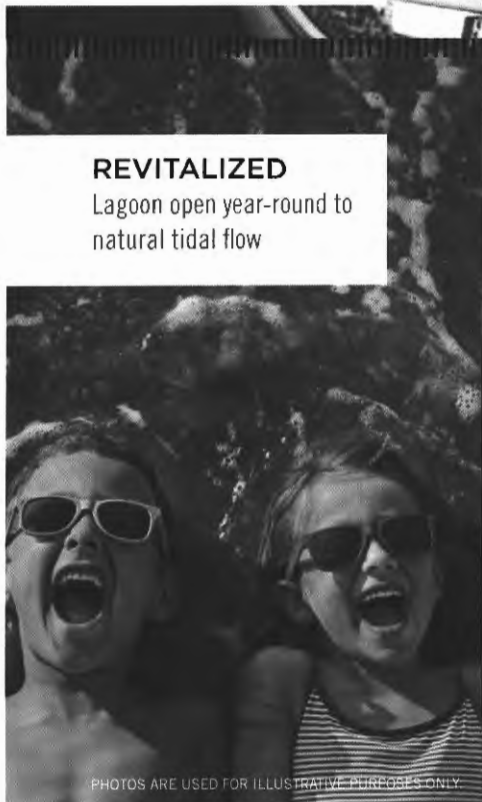
SEASIDE FUN

Ongoing activities native to the surroundings such as art studios and marine life research



CONVENIENT PARKING

2,300 easy-access parking spaces



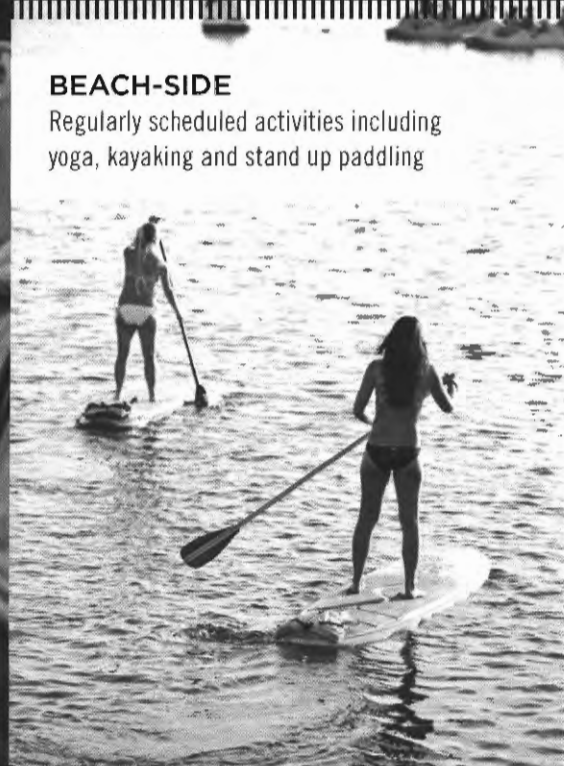
REVITALIZED

Lagoon open year-round to natural tidal flow



OPEN-AIR CHARM

Outdoor cafes and a Public Market offering local artisans, wineries, craft beers, and the local catch-of-the-day



BEACH-SIDE

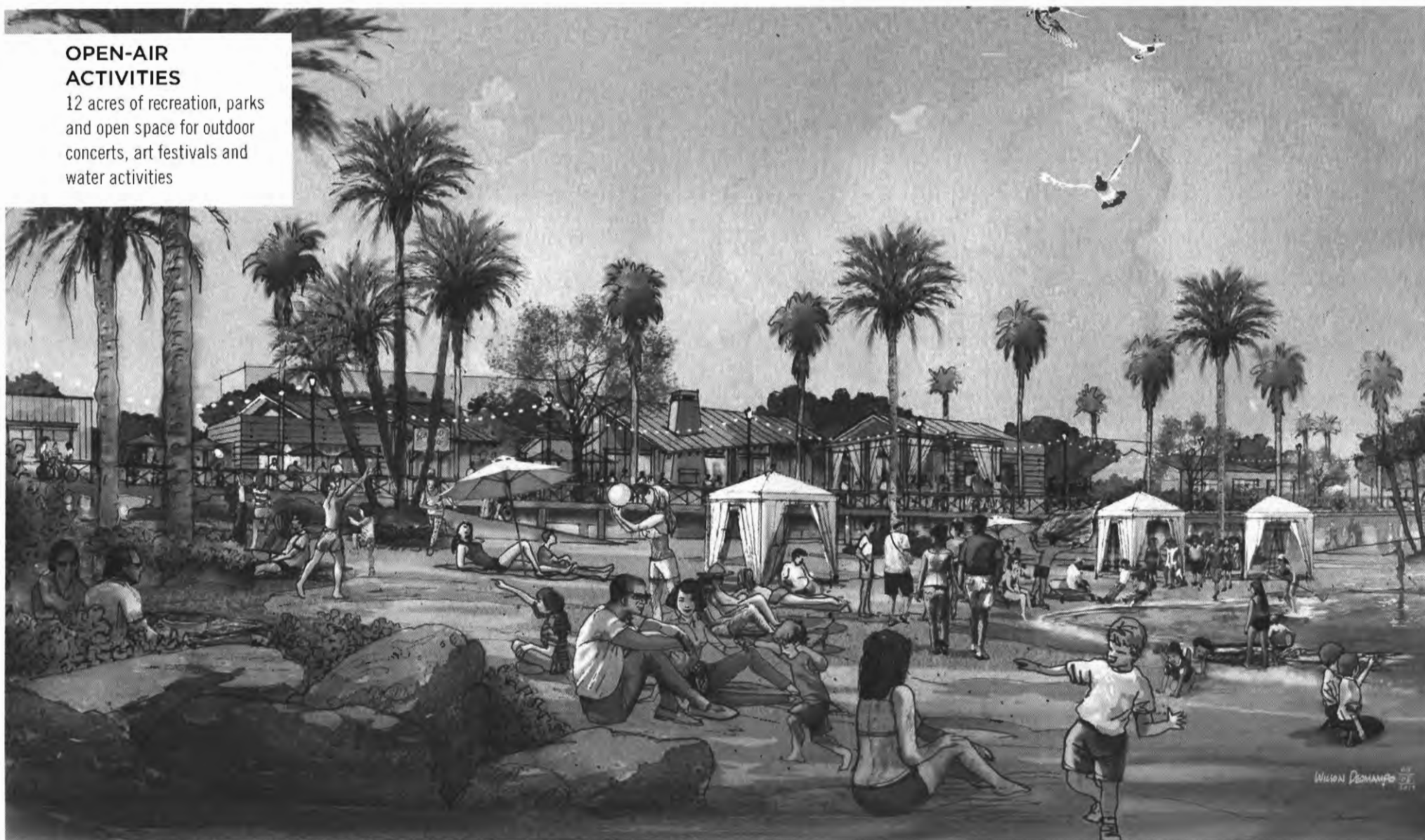
Regularly scheduled activities including yoga, kayaking and stand up paddling

PLAY

Sun, fresh air and the natural beauty of the site create a perfect backdrop for recreation with acres of parks, water features and open space.

OPEN-AIR ACTIVITIES

12 acres of recreation, parks and open space for outdoor concerts, art festivals and water activities





EXPANDED

Huge, 20-foot wide boardwalk enhances the Pacific Ocean experience and views



MULTI-GENERATIONAL

Parks and water amenities designed for the entire family to experience together



PHOTOS ARE USED FOR ILLUSTRATIVE PURPOSES ONLY.



STAR TREATMENT

New to the South Bay, a Specialty Theatre with reserved seating and in-theatre dining in an intimate atmosphere

STAY

The perfect southern California escape, guests can enjoy breezy ocean-view rooms overlooking the sparkling waters of the Pacific Ocean.



SOAK IN

The four-star boutique oceanfront hotel experience with 120 guest rooms



PHOTOS ARE USED FOR ILLUSTRATIVE PURPOSES ONLY.

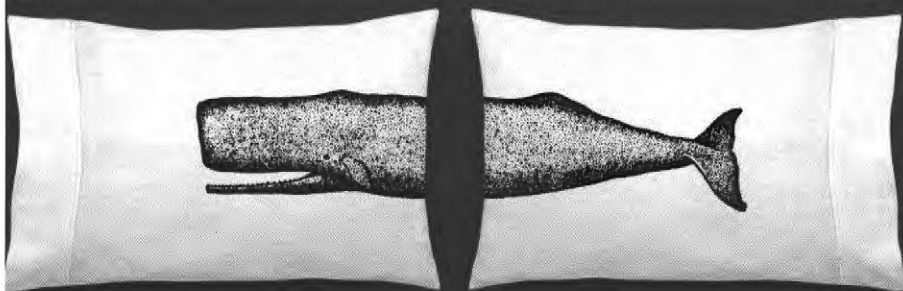
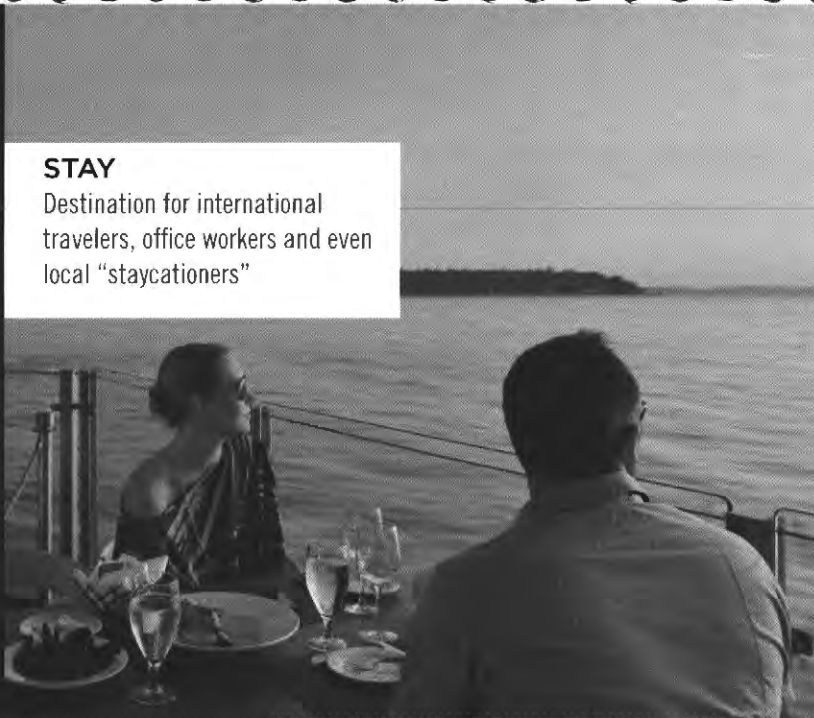


RELAX

Spa and beauty services

STAY

Destination for international travelers, office workers and even local "staycationers"



PLAY

Rooftop pool and cocktail lounge



Creative industries have become an economic force throughout the South Bay, commonly referred to as the new Silicon Beach. Offices are designed to attract cutting-edge companies in the fields of design, technology, media and new media, advertising, e-commerce and entertainment.

Creative industries have become an economic force throughout the South Bay, commonly referred to as the new Silicon Beach. Offices are designed to attract cutting-edge companies in the fields of design, technology, media and new media, advertising, e-commerce and entertainment.

Do What You Love

PHOTOS ARE USED FOR ILLUSTRATIVE PURPOSES ONLY.

Love what you do in 50,000 sf
of state-of-the-art creative
office space

PHOTOS ARE USED FOR ILLUSTRATIVE PURPOSES ONLY.



EASY ACCESS
From throughout the
South Bay

INSPIRING

Beautiful natural surroundings and a host of shops, restaurants and recreational amenities offer tenants a stimulating and healthy workplace like no other



PHOTOS ARE USED FOR ILLUSTRATIVE PURPOSES ONLY

POINTS OF INTEREST

WITHIN A 15 MINUTE DRIVE TIME



SHOPPING

- 1 Manhattan Village
- 2 South Bay Galleria
- 3 Del Amo Fashion Center
- 4 Riviera Village
- 5 The Point/Plaza El Segundo

HOTELS

- 1 Crowne Plaza Redondo Beach And Marina
- 2 Portofino Hotel & Marina - A Noble House Hotel
- 3 The Redondo Beach Hotel
- 4 Shade Hotel (Opens Fall 2015)
- 5 Beach House Hotel Hermosa Beach

ROOMS

354
166
112
54
96

EMPLOYERS

- 1 City of Redondo Beach
- 2 Boeing
- 3 Raytheon
- 4 Northrop Grumman (2 sites)
- 5 Exxon Mobile Corp

EMPLOYEES

450
4,735
7,302
5,827
617

TRADE AREA KEY

- Redondo Beach City Boundary
- 20 Minute Drive Time Boundary

DEMOGRAPHIC PROFILE

PRIMARY AND SECONDARY TRADE AREAS



	PRIMARY TRADE AREA	SECONDARY TRADE AREA
Population	566,803	1,488,452
Households	223,115	471,720
Median Age (Years)	40.1	32.8
Average Household Income	\$117,190	\$64,215
Median Household Income	\$88,934	\$53,427
Any College +	48.5%	21.9%
Total Employees	329,067	498,534
White Collar	73.9%	55.0%

TRADE AREA KEY

- Primary Trade Area Boundary
- Secondary Trade Area Boundary

THE FABRIC OF OUR TAPESTRY

	Description	Population	Median Age	Households	Median HH Inc	% of Population
1	Urban Chic	73,913	42	29,726	\$100,763	25%
2	Connoisseurs	54,382	49	20,853	\$127,156	18%
3	Top Rung	42,012	48	15,109	\$161,882	14%
4	Laptops & Lattes	36,460	40	19,372	\$88,721	12%
5	Trendsetters	25,417	37	10,822	\$71,273	8%
6	Pacific Heights	22,717	42	8,582	\$72,692	8%
7	Wealthy Seaboard Suburbs	19,898	46	7,061	\$102,000	7%
8	Silver & Gold	2,213	57	1,026	\$76,585	1%
9	All Others	23,541	41	9,608	\$72,876	8%



COMMUNITY PSYCHOGRAPHICS

Convenient and comfortable. The Waterfront offers a distinctive collection of unique and essential goods, services, and lifestyle amenities.



URBAN CHIC (25%)
UPSCALE AVENUES
Prosperous, married-couple homeowners in different housing.



TOP RUNG (14%)
HIGH SOCIETY
Affluent, well-educated, married-couple homeowners



TREND SETTERS (8%)
SOLO ACTS
Urban young singles on the move.



WEALTHY SEABOARD SUBURBS (7%)
HIGH SOCIETY
Affluent, well-educated, married-couple homeowners.



CONNOISSEURS (8%)
HIGH SOCIETY
Affluent, well-educated, married-couple homeowners.



LAPTOPS & LATTES (12%)
SOLO ACTS
Urban young singles on the move.



PACIFIC HEIGHTS (8%)
UPSCALE AVENUES
Prosperous, married-couple homeowners in different housing.



PACIFIC HEIGHTS (8%)
SENIOR STYLES
Senior lifestyles by income, age and housing type.

A FRESH PERSPECTIVE

In 2004, Fred Bruning and Jean Paul Wardy announced the formation of CenterCal Properties, LLC.

A key factor in successfully creating value is to understand the product to be marketed. In the retail real estate industry, this means having the ability to thoroughly understand the requirements of the tenants and to effectively communicate the vision of the project to the tenants, government officials and lenders, all of whom share an integral role in the successful completion of any retail project.

Our company's mission is to find opportunities that will provide a secure return to its investors by creating solid and sustainable cash flow growth.

"CREATING VALUE FOR RETAILERS AND COMMUNITIES"

1600 EAST FRANKLIN AVENUE
EL SEGUNDO, CA 90245
310.563.6900
CENTERCAL.COM

NOW LEASING

CHRIS KUKLINSKI

The McDevitt Company
ckuklinski@mcdevittco.com
310.458.2354
CA DRE License
#01859265

KIRA MEERS

The McDevitt Company
kmeers@mcdevittco.com
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#01934520

RECEIVED
South Coast Region

STATE OF CALIFORNIA - THE RESOURCES AGENCY

EDMUND G. BROWN JR., Governor

CALIFORNIA COASTAL COMMISSION

SOUTH COAST DISTRICT OFFICE
200 OCEANGATE, 10TH FLOOR
LONG BEACH, CA 90802-4416
VOICE (562) 590-5071 FAX (562) 590-5084

NOV -7 2016

CALIFORNIA
COASTAL COMMISSION



APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT

Please Review Attached Appeal Information Sheet Prior To Completing This Form.

SECTION I. Appellant(s)

Name: LAURA D. ZAHN - "AN AGGRIEVED PERSON"
Mailing Address: 2315 HUNTINGTON LANE
City: REDONDO BEACH Zip Code: 90278 Phone: 714-865-5899

SECTION II. Decision Being Appealed

1. Name of local/port government: CITY OF REDONDO BEACH, CITY COUNCIL, HARBOR COMMISSION
2. Brief description of development being appealed: THE REDONDO BEACH WATERFRONT BETWEEN PORTOFINO WAY AND TORRANCE CURVE AND MOLE B - BOAT LAUNCH RAMP + HOIST
3. Development's location (street address, assessor's parcel no., cross street, etc.): HARBOR DRIVE BETWEEN INTERSECTIONS OF NORTH HARBOR DRIVE + PORTOFINO WAY TO THE NORTH AND TORRANCE BLVD TO THE SOUTH, IN REDONDO BEACH, CA
4. Description of decision being appealed (check one.):
☐ Approval; no special conditions
☒ Approval with special conditions: CUP, HCDR, COP, VTTM, P-PRO MODIFICATIONS, FELR, MOLE B BOAT LAUNCH (CC-4)
☐ Denial

Note: For jurisdictions with a total LCP, denial decisions by a local government cannot be appealed unless the development is a major energy or public works project. Denial decisions by port governments are not appealable.

TO BE COMPLETED BY COMMISSION:

APPEAL NO:

A-S-RDB-16-0092

DATE FILED:

11-7-2016

DISTRICT:

South Coast

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 2)

5. Decision being appealed was made by (check one):

☐ Planning Director/Zoning Administrator

☒ City Council/Board of Supervisors

☐ Planning Commission

☒ Other HARBOR COMMISSION (FEIR)

6. Date of local government's decision: AUG. 8, 2016 (HC) OCT 10, 2016 (HC) BOAT RAMP
CITY COUNCIL OCT 18, 2016

7. Local government's file number (if any): _____

SECTION III. Identification of Other Interested Persons

Give the names and addresses of the following parties. (Use additional paper as necessary.)

a. Name and mailing address of permit applicant:

REDONDO BEACH WATERFRONT, LLC (AFFILIATE OF CENTERCA
PROPERTIES LLC)
1100 EAST FRANKLIN AVENUE
EL SEGUNDO, CA 90245

b. Names and mailing addresses as available of those who testified (either verbally or in writing) at the city/county/port hearing(s). Include other parties which you know to be interested and should receive notice of this appeal.

- (1) JIM LIGHT = BUILDING A BETTER REDONDO LLC (CITIZENS)
MARTIN HOLMES = GOMOLMES@gmail.com RESOLVE OUR (FINANCIAL
MELANIE L. COHEN = SOUTHBAY PARKLAND CONSERVANCY (PARKS) WATERFRONT COSTS)
(2) ALEXANDRA WEYMAN = UNITE HERE - LOCAL 11 (LOW-COST VISITORS)
GINA DIPIETRO = GINADIPIETRO2@gmail.com (BIRDS, SEAMAMMALS,
PAM COLUMBAR = QUALITY OF LIFE SEA LIFE)
(3) ALISON = STAND UP PADDLE BOARDER - PUBLIC ACCESS
SHELIA LAMB = PUBLIC ACCESS, MASS + SCALE
(4) EUGNE SOLOMON = FINANCIAL RAMIFICATION FALL BACK TO
MOSES RAMBER = LANAKILA OUTRIGGER CLUB CONGESTED
CHANNEL AT MDLE B - PUBLIC SAFETY
CITY

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 3)

SECTION IV. Reasons Supporting This Appeal

PLEASE NOTE:

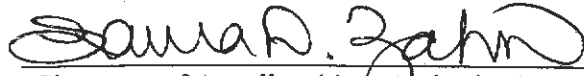
- Appeals of local government coastal permit decisions are limited by a variety of factors and requirements of the Coastal Act. Please review the appeal information sheet for assistance in completing this section.
- State briefly **your reasons for this appeal**. Include a summary description of Local Coastal Program, Land Use Plan, or Port Master Plan policies and requirements in which you believe the project is inconsistent and the reasons the decision warrants a new hearing. (Use additional paper as necessary.)
- This need not be a complete or exhaustive statement of your reasons of appeal; however, there must be sufficient discussion for staff to determine that the appeal is allowed by law. The appellant, subsequent to filing the appeal, may submit additional information to the staff and/or Commission to support the appeal request.

- COASTAL DEVELOPMENT PERMIT (CDP) PUBLIC ACCESS DIVISION 20
- DOES NOT CONFORM —
 - PRC - DIVISION 20 CA - COASTAL ACT (30000-30900)
CHAPTER 2 - DEFINITIONS 30100-30122
30100, 30101
 - PRC DIVISION 20 CA - COASTAL ACT 30000-30900
CHAPTER 1 FINDINGS AND DECLARATIONS AND GENERAL PROVISIONS
30001.5, (a)(b)(c)(d)(e) (3000-30012)
30005 (a)(b)(c)(d) RELIEF AGAINST A PRIVATE NUISANCE?
30002.5(a)(b)(d)
 - PRC DIVISION 20 CA - COASTAL ACT 30200-30265.5
CHAPTER 3 REQUIREMENT COASTAL RESOURCE PLANNING + MANAGEMENT
30220-30224 ARTICLE 2 - PUBLIC ACCESS 30210-30214 POLICIES
30210, 30211, 30212.5, 30213, 30214 (b)(c), 30212
 - PRC DIVISION 20 CA - COASTAL ACT CHAPTER 3 COASTAL RESOURCE PLANNING + MANAGEMENT
~~CHAPTER~~ ARTICLE 4 MARINE ENVIRONMENT
30200-30265.5
CHAPTER 3 ARTICLE 5 LAND RESOURCES 302403-0244
30240(a)(b) SIGNIFICANTLY DEGRATE THOSE AREAS
 - PRC DIVISION 20 CA - COASTAL ACT
CHAPTER 6 - IMPLEMENTATION 30500-30504
ARTICLE 1 LOCAL COASTAL PROGRAM BEACH/PIER/HARBOR =
SENSITIVE COASTAL RESOURCE AREA(S)
30502.5, 30503, 30504
 - PRC DIVISION 20 CA - COASTAL ACT
ARTICLE 1 - GENERAL PROVISION
30800, 30801, 30802, 30803(a)(b) 30804, 30805, 30805.5,
30806(a)(b) 30808 - SECTION 30610.5
30609.5(a)(c)(e) = SIGNIFICANT ADVERSE EFFECT ON PUBLIC ACCESS
TO OR ALONG THE COAST

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 4)

SECTION V. Certification

The information and facts stated above are correct to the best of my/our knowledge.



Signature of Appellant(s) or Authorized Agent

Date: 11/7/2016

Note: If signed by agent, appellant(s) must also sign below.

Section VI. Agent Authorization

I/We hereby
authorize

to act as my/our representative and to bind me/us in all matters concerning this appeal.

Signature of Appellant(s)

Date: _____

HARBOR COMMISSION
TALKING POINTS

EQUATIONS OF FACTS...

1) "IN DEMAND RETAIL" EQUALS A MALL

2) TARGETING OR "MARKETING" TO
OR AWAYFROM A CERTAIN;

AGE GROUP

ETHNIC GROUP

GENDER GROUP

INCOME GROUP EQUALS PROFILING

3) REDUCING THE SIZE OF...

OR REMOVING THE SEASIDE LAGOON.....BASED
ON

QUESTIONABLE TESTING

LOCATIONS

EQUALS A TAKING

4)...OFFERING **ONLY**"PAYING" CUSTOMERS
A BETTER VIEW A BETTER EXPERIENCE
A BETTER TIME **EQUALS EXCLUSIVITY**

5) INCOMBERING FISHERMEN
PADDLEBOARDERS
SURFERS

BY BUILDING A LABORINTH OR MAZE
OF MULTI STORIED

PARKING STRUCTURES

PATHWAYSAND PUBLIC ART

TO MANUEVER THROUGH

JUST TO GET TO THE SEA

EQUALS IMPEEDING PUBLIC ACCESS

6) THE CLAIM THAT THE DEVELOPER IS GOING TO

1) INCREASE THE AMOUNT OF SHORLINE
ACCESSABLE TO THE PUBLIC FROM 84%
TO 100%

AND STATING THAT...

2) MORE THAN 4,450 FEET OF
CONTINUOUS PEDESTRIAN PATHWAYS
WILL BE PROVIDED ALONG THE
SHORELINE

EQUALS ALMOST A "NEW" MILE OF SHORELINE

I AM SURE SACRAMENTO WILL BE

VERY INTERESTED TO SEE JUST HOW THIS FEAT OF
STRETCHING THE STATE SHORELINE IS GOING TO
HAPPEN!!!

7) "TRADING" OFF PUBLIC LANDS

JUST TO BALANCE A BLOATED CITY BUDGET
OR TO MAKE MAINTENANCE REPAIRS

EQUALS MISMANAGEMENT

***FOR MOST PEOPLE...

THE DECISIONS THEY MAKE

WHETHER ...GOOD OR...BAD
ONLY LAST A LIFETIME.

BUT **THIS** DECISION

YOUR DECISION WILL LAST

4- LIFETIMES

LAURA D. ZAHN

EXPANDED EXPLANATION OF HARBOR COMMISSION TALKING POINTS

1) IN DEMAND RETAIL

The City of Redondo Beach's Administrative Report prepared for the June 27, 2016 Harbor Commission hearing states that the Waterfront project Will have a "strong mix of in demand retailers at the site", who would "provide interesting and tangible products that may not be available elsewhere." Over 75% of "items" in any retail store are made in China. Anything that is made in China is available anywhere in the world. Nowadays anything that is made...can be shipped to your home. The report continues to say that "these stores are willing to specifically tailor their product offerings to the coastal seaside village environment offered by this unique project." (page 7 of the Administrative Report)

Chapter 1555 of Chapter 57 of the Statutes of 1915 relating to tidelands and submerged lands

Section 1.

(a) For the establishment , improvement, and conduct of harbors, and for the construction, reconstruction, repair, maintenance, and operation of wharves docks, piers, slips, quays, and all other works, buildings, facilities, utilities, structures, and appliances incidental, necessary, or convenient, for the promotion and accommodation of commerce and navigation.

(b) For all marine-oriented commercial and industrial uses and purposes, and the construction, reconstruction, repair, and maintenance of marine-oriented commercial and industrial buildings, plans and facilities.

(d) For the construction, reconstruction, repair, maintenance, and operation of public parks, public playgrounds, public bathhouses, and public bathing facilities, public recreation and public fishing piers, including but not limited to, all facilities utilities, structures, and appliances incidental, necessary or convenient for the promotion and accommodation of any such marine-oriented uses in the statewide interest.

I am sorry, but NO WHERE in the State Statues does it say that the requirement is to "provide interesting and tangible products" or even products that are "specifically tailored...to the coastal seaside village environment offered by the unique project."

The project is not unique...the location IS. The State mandate is ALL marine-oriented uses period! Not designer shops selling seashells or shell monogrammed hand towels.

Some examples of "marine-oriented" uses would be; boating supplies, such as life vests, ropes, cables, hardware, navigation equipment, maps, sunglasses, suntan lotion, towels, hats, oars, small motors, fuel containers, ice, snacks, drinks...

Fishing supplies would be; rods, reels, line, hooks, bait, tackle boxes, ice chests, knives, ice, snacks, drinks...

The mandate is to provide "functional products" to the boaters and fishermen. Products that can enhance their time spend on the water or on the shoreline. The State had these lands set aside for all the people of California to experience, use and enjoy. To expand on another area of the State Statutes is the reference to "snack bars, cafes, cocktail lounges, restaurants, motels, hotels, and other forms of transient living accommodations open to the public, launching ramps and hoists...and other compatible commercial and recreational activities and uses."

Again...for the express purpose of promoting; Commerce, Navigation and Fishing. So that a person driving down from Whittier can stay the night at a reasonably priced hotel so that he can catch the early morning fishing boat or be on the pier when the tuna are running at 4:00 AM. Not for the building of a high priced hotel that would be cost prohibitive to most people who either fish for a living or fish for a pass time.

The original intent of the word Commerce in 1915 was moving goods and people from one location to another such as the mural in the Main Public Post Office on Catalina Boulevard in Redondo Beach. Not walking from shop to shop to shop in a contrived "Marketplace" of mass produced 3rd-world country knick-knacks.

***There is also a slippery slope here...In the Administrative Report it states...

"Should any of the uses require future repurposing to maintain the success of the Waterfront, a condition of approval has been added that states"...the maximum allowable percentage of each use in relationship to the total overall project square footage of 523,939 shall be 35 percent restaurant, 24 percent hotel, 20 percent retail, 12 percent office and 9 percent specialty cinema. Variations in these use percentage maximums may be approved by the Community Development Department provided that the overall trip generation and parking demand does not exceed that approved in conjunction with this Conditional Use Permit..."(page 7 Administrative Report)

This is flat out outrageous!!! ONE Department can have the "ability" to approve a change in the use mix??? SO...Massage Parlors, Tattoo Shops, Discounts such as 99 Cent stores, Dollar Stores, Gentlemen's Clubs, who is to say IF there is no oversight or controls except that "the overall trip generation and parking demand does not exceed that approved in conjunction with this Conditional Use Permit".

AND...remember CenterCal can and probably will flip this project once they have the go-ahead from all the different agencies, SO... it could be a foreign owner and their "foreign" shops/restaurants/movies etc. that the city and residents will have no oversight for, for 99 YEARS!

2) TARGETING OR PROFILING

This project is being promoted as a "Life Style Center" but not just for everyone which is what this land was intended for in the State Statues. This land was intended for use by the People of the State of California, not just the wealthy, not just the affluent, not just the resort folks.

By indicating that the movie theater is now being called a "Specialty Cinema" it starts to set the change of-course into action. The Administrative Report continues. "This is not a mass-market product but a unique type of viewing experience different from that of other South Bay theaters. It is intended to serve a more mature movie-going demographic as compared to the typical theater core customers that are 16-23 years

old". The Report goes on to give two examples of such "specialty cinemas" iPic and Cinepolis whose locations are in very high end communities such as; Pasadena, Westwood, Del Mar, La Costa, Laguna Niguel. iPic is \$29 before you order food. Cinepolis has "cheaper seats" but only in the first two rows and then the price goes up. Cinepolis provides you a pillow and a blanket. I am sorry,...IF you need a pillow and a blanket, and your seat to fully recline to enjoy watching a movie...YOU need to stay home.

I also take offence to the term "typical theater core customers" I raised two sons and I guess they used to be "typical theater core customers" SO...CenterCal is not looking or wanting any riff-raff younger people in their "specialty cinema" With the opportunity to order full-service dining and drinks at your seat, it will out price most of those riff-raff young people anyway. Most teens are hard pressed to just purchase popcorn and a coke at the "normal" priced movie tickets (which have climbed in prices).

Then the Report on page 6 indicates that "the theater would be a high-end luxury experience with large reclining chairs and quality cuisine". "The theater space would also be available for special events, viewing parties or business meetings" I am sure that the average person in Redondo Beach or even in the State of California is NOT going to be renting out this space. IF the estimated price of \$29 dollars for a ticket before food, is too expensive for the average family, then renting out this space is as well."

Seniors on a fixed income will also be left out of this major portion of this development. Families with young children will be another group that is not being marketed to. What toddler or youngster wants to sit around inside a big building and watch sporting events, or hear an opera? When my two sons were little I took them to Disneyworld...they wanted to go back to Coco Beach and play in the sand and waves where it wasn't so crowded. Kids want to wiggle and run, and dig in the sand and splash in the waves. In effect kids want and need to be "active". This development only offers confined spaces, or controlled small areas of "open space" where kids are expected to have passive activity and to behave.

With the cost of not only building "new" spaces, but, maintaining them in a damp marine environment, it is only understood that the price tag on the "made in China" knick-knacks, the drinks in the bars, the food in the restaurants, the rooms in the hotel, and the cinema tickets will be higher than most "low cost visitors" and "low cost locals" can afford. But...then again, who is this project being built for? In one letter to the editor last week July 14, a commenter indicated that she is hoping that this development "will truly be a world-class destination".

The State Legislature did not intend for this shoreline city and this beach, this pier and this harbor to be a "world-class destination". They intended for it to be a place for boating, and a place for fishing, and a place to enjoy the open fresh air for everyone in the state and also visitors. World Class Destination folks can shop, eat, and view movies anywhere in the world. There is a limited amount of shoreline, there is unlimited land elsewhere to develop a mall.

3) SEASIDE LAGOON

The Seaside Lagoon is packed full every day of the summer with ordinary every day folks. One of the reasons is it is still a relatively inexpensive place to bring a large group of family or friends. To think that this development project is proposing to "reduce" the size by $\frac{1}{3}$ is unfathomable. IF, the project does relocate and reduce the lagoon, it has been mentioned that at high tide, there will be no beach. The tide changes four times in a 24 hour cycle two high tides, two low tides. So even though the developers boast that the "new" lagoon will be open year round, IF there is no beach at high tide, and all ocean where are the people going to go? Most folks who use the Lagoon, spend the entire day there. So with the lagoon being "open" to the ocean tides, every 6 hours...the amount of beach sand will be reduced. This phenomenon, will also subject the users to the push and pull of wave or tidal action, something that does not occur in the currently protected lagoon.

I am aware that there is a "fear" of future fines from the Metropolitan Water Department and other regulatory boards due to the "lagoon" water not meeting the NPDES standards. But, I counter, that the testing locations are questionable due to the high probability of cross contamination. It is however "convenient" to be able to justify removing the lagoon entirely from the project design by using the "fear" of future fines as justification of removing something that caters to the low cost visitor and low cost local.

Another issues is, the instance that a project which, met all the standards when it was built has to go through "new" standards or "new criteria" each year. The people who write these "new" standards call the documents, "Living Documents" meaning that they never have a satisfaction date. They can and do haunt a project, a building, a location, or a lagoon year after year, after year with ever stricter environmental conditions and controls. I have called these "Living Documents" Zombie documents because they never die, they never reach a satisfaction point. Trying to "meet" the every changing and ever increasing "new" standards or conditions, can, bleed a homeowner, a city, or a state of finances. The threat of lawsuits, or the cost to fight lawsuits can and has bankrupted homeowners, and cities alike.

Once a project is completed and met all the standards that are in place when that project is completed, that should be it. Final, no more standards to meet, no new criteria to be accountable for. When the standards change, then projects that are yet to be built are held to those newly adopted standards. A race horse wins the Kentucky Derby. That horse holds that title as the winner that year. That horse does not have to prove up his win. He may run the next year but his winning year is held in history. As long as a project has been approved with whatever environmental standards were in place at the time of approval and it does not do anything outrageous to alter those approval conditions, or if there appears to be something else happening that could be causing environmental harm that was not identified at the time of approval, then it is up to the project owner or city to perform Best Management Practices (BMPs) to "protect" the environment but not to sustain any fines from any regulatory or legal body.

4) PAYING CUSTOMERS

This entire project is turning into a "pay-for-view" environment. In the Administrative Report (page 7) it states..."This second story space would be connected to an outdoor roof patio with views overlooking the harbor entry and Santa Monica Bay. Additionally, the second stories on the pier would likely be occupied by restaurants uses that would capitalize on the water views, similar to the existing second story at Old Tony's. A portion of the retail/restaurant associated with the hotel, south of the parking structure, would be located at the second story that would provide views of the public beach and ocean immediately south of the pier. This is also likely to be restaurant uses that would capitalize on the view opportunities. Given that most of the two-story spaces would be restaurants with scenic water views, it is expected these uses would attract a customer base and be economically viable. The other uses located on the second and third floor would be office, hotel, and the movie theater". Each one of these "view" examples, constitutes an exchange of money for the "view opportunity".

Just where in the State Mandated Statues does it say that a visitor has to pay for the view OR pay for a better view? In fact the State Mandated Statues says;

4. "In the management, conduct, or operation of said harbor, or any of the utilities, structures, or appliances mentioned in subdivision (a) of Section 1 of this act, no discrimination in rates, tolls, charges, or in facilities for any use or service in connection therewith shall ever be made or authorized, or permitted by the city or its successors".

Not is it totally un-ethical to have to "pay" to see the ocean or to "pay more" for a better view of the ocean, it is against the State Mandates. The State got it right in 1915. This land belongs to everyone not just the rich and famous. Other countries and other states can do what they want with their coast line...BUT the people of the State of California have protected rights to see, use and enjoy the coast line of California!!!

If you have ever been to the State of Florida, you will find that most of the coast line is either marsh land or if there is a barrier island that has a sandy beach...it is all built out and offers very little public beach access. It is sad, that a state such as Florida that has such a vast amount of coast line, has it, inaccessible to the people of Florida. If you are in a hotel, or a rental on the Florida coast, then you have access to the beach but if you are from out of town or out of the state, then your chances of "getting" to the beach, or just getting to "view" the beach are pretty slim.

The beach, the pier and the harbor need to be financially accessible to all. Golf has become too expensive for the average person, skiing has become too expensive for the average person, a trip to a major amusement park has become too expensive for the average person. The beach, the pier and the harbor need to be affordable for the average person. Some folks would say that we need to tap into our "better angles", I would implore your commission to tap into "your better stewards". Your commission has one chance, to get this thing right, and 99 years to get it wrong.

5) INCOMBERING AND RECREATIONAL REVITALIZATION

The State Statues mandate that "the absolute right to fish in the waters of said harbor, with the right of convenient access to such waters over said lands for such purposes, is hereby reserved to the people of the State of California.

Whenever, my mother (who is in a wheelchair) and myself, walk along the pier, what do we see? We see groups of fishermen that have several polls, a couple of folding chairs, a tackle box, an ice chest several blankets, usually a toddler in a stroller an elder relative or two with walkers or canes, perhaps a boom box or radio. Why did I list all these things? Because that is how fishermen use this pier. They come and stay for several hours. The parking structure as it exists now, or the parking lot adjacent to the Veteran's Park offers "convenient access" as the State Statues mandate. These groups carrying or dragging their fishing

gear only have a short walk to get to the edge of the pier to begin fishing. This new development will impede their mandated "convenient access" by requiring them to park in a multi-story parking structure, entering and exiting an elevator, maneuvering through a maze of shops, and restaurants with café tables and chairs, and around "public art" objects, just to get to the edge of the pier to begin their "absolute right to fish in the waters over said harbor".

This same scenario will be played out for those who have paddle boards or surfboards. As the site exists now, they can park in a surface lot and walk to the edge of the sea. With the new development it would require them to park in a multi-story parking structure, entering and exiting an elevator with a large unbendable board and a paddle, plus their life vest or other "recreational equipment" then also trying to maneuver through the maze of shops, and restaurants and public art. To me, this creates a needless impediment to "recreational" opportunities.

The Administrative Report (page 8) says, "massing, of the project site is considered as supportive of pedestrian oriented development envisioned for the waterfront and as establishing a development that can fully accomplish the Guiding Principles and Revitalization established for the Harbor and Pier area. The staff report states that "Clustered new development in conjunction with replacing surface parking with parking structures will in fact increase the amount of usable open space, provide pedestrian walkways and view corridors in place of walking through parking lots, and enhance the character of the Harbor area as a pedestrian-active area" SO...are we trying to create a "Pedestrian-active" area...OR, a "Recreational Revitalized" area. It seems like the State Statues have it right...Recreation OVER Shopping, Recreation OVER eating, Recreation OVER movie going!

In Section B 'CONFORMANCE TO MINOR SUBDIVISION CRITERIA'; General Plan for the City of Redondo Beach, Objective; 1.7.2 (page 6)

Allow for the continued operation and enhancement of King Harbor.

"The proposed project involves the economic and recreational revitalization of a central portion of the King Harbor waterfront"...

I seriously doubt that the following "activities"; Walking leisurely around a mall, Shopping, Eating and Watching Movies are going to be an Olympic Sport any time soon. The majority of the site is not going to enhance any active recreational activities whatsoever. If anything it is going to impede and discourage "active" recreational endeavors.

With the possibility of Mole B being where the mandated Boat Ramp is likely to go, the Youth Kayak Club along with other recreational uses will have to find other places to store and launch their kayaks. This fact...reinforces the reality that this project is not "right" for the location. The developers are trying to put a square peg into a round hole. It does not fit! I used to work as a Planner for the City of San Diego. Time after time, homeowners would want to put a size 10 house onto a size 8 lot, and then "recreate their paradise" at least vegetation wise into a rural semi-desert backdrop. They were furious when the overseeing departments would deny their permits.

This project can play-it-up all they want that they are going to "create" a whimsical pier, harbor, beachy, village environment, or as the commenter in the Letter to the Editor who hoped that Redondo would ("truly be a world-class destination", finished her letter by saying) "while embracing our unique character in Redondo"

Our unique "Character" will go out the window, the "local vibe" will go out the window, the "quintessential" California Beach Town will go out the window. I have seen it happen in town after town along the coast of California.

Developers come in to "revitalize" the area, with the Cities greedily rubbing their hands together (like Scrooge McDuck) as they anticipate revenues flowing in. But 3-story concrete and steel buildings, with 2 nd and 3 story shops, and underground parking structures with dark and dreary parking spots do not pay out. Visitors and locals alike do not want to pay triple for the "same" stuff from China that they can order for much less on line, or pick up at Walmart or other lower cost retail outlets. YES, people may walk through the shops but very few will fork out the high cost to purchase these touristy Knick knacks

One city has resorted to having vendor fairs, where retailers or mom and pop type artisans, can set up a tent, for far less money than renting a brick and mortar store and sell their items three days a week. These vendor fairs are always packed while the sidewalks and the shops are empty.

6) INCREASING PUBLIC ACCESS

In the APPLICATION FOR COASTAL DEVELOPMENT PERMIT (or application for exemption or categorical exclusion) point 3;

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

*The project will increase the amount of shoreline accessible to the public from approximately 84 percent to 100 percent. More than 4,450 feet of continuous pedestrian paths will be provided along the shoreline, linking the northern and southern halves of the project site with a pedestrian bridge across the opening to Basin 3...

The developer uses the term "Site connectivity" multiple times though out numerous documents one of which is the APPLICATION FOR PLANNING COMMISSION DESIGN REVIEW (page 5) In talking with Reid Boggiano a Public Lands Specialist External Affairs Division California State Lands Commission employee, (He is tasked with approving the Mole D Tidelands and Basin 3 Uplands land exchange) I asked Reid what is meant by the term "Site connectivity". He said that term is referencing the pedestrian bridge, because somehow the developer's think... that the general public will not be able to "figure out" how to walk down the existing ramp to access the lower level of the pier along Basin 3 where the Fun Factory, Quality Seafood, Naja's Place and the excursion boats are located. That is a very limited assumption on the part of the developers. Whenever mom and I walk this ramp, there are tons of "ordinary general public type people" waking up and down this existing ramp. I am sure that IF you asked most of these folks IF they had any "trouble in figuring out how to use the ramp or where it would take them" they would be highly insulted.

BIAS vs FACTS

Fred Bruning...the CEO of CenterCal took out a full page ad in both Local newspapers. HE started his letter with

"DEAR NEIGHBOR" he then goes on to say

"VARIOUS INDIVIDUALS"...HAVE BEEN ATTEMPTING TO INFLUENCE REDONDO BEACH RESIDENTS INTO SIGNING A PETITION.

I WOULD LIKE TO POINT OUT THAT

"WE"...VARIOUS INDIVIDUALS ARE....ALSO NEIGHBORS,
IN REDONDO BEACH.

I TAKE ISSUE WITH THE TERM...VARIOUS INDIVIDUALS!!!

IT BRINGS TO MIND A TERM THAT ONE OF THE PRESIDENTIAL CANDIDATES USED TO DESCRIBE HER OPPONENT'S FOLLOWERS...

SHE CALLED THEM A BASKET OF DEPLORIBLES

SOME OF THESE VARIOUS INDIVIDUALS HAVE OWNED PROPERTY IN REDONDO BEACH FOR DECADES. SOME HAVE GONE TO REDONDO UNION HIGH SCHOOL AND GRADUATED. SOME HAVE HAD THEIR CHILDREN AND GRANDCHILDREN GRADUATE FROM THAT SAME HIGH SCHOOL. SOME VARIOUS INDIVIDUALS OWN BUSINESS IN REDONDO, AND WE ALL...PAY TAXES...IN REDONDO.

FRED BRUNING GOES ON IN HIS FULL PAGE LETTER

STATING THAT THE INITIATIVE GATHERS WERE GIVING OUT "MISLEADING INFORMATION"...TRYING TO

"CONVINCE" THESE RESIDENTS TO SIGN...

SO...JUST TO KEEP THE COUNT STRAIGHT FRED BRUNING HAS
WITHIN ONE PARAGRAPH NOW REFERED TO PEOPLE AS;

- 1) NEIGHBORS
- 2) LOCALS
- 3) RESIDENTS

I WOULD LIKE TO CALL FRED BRUNING OUT AND HIS COMPANY
CENTERCAL...

FOR TRYING TO CONVINCE...THE CITY OFFICIALS SUCH AS YOU
MAYOR ASPEL...YOU COUNCILMAN HORVATH,...
YOU COUNCILPERSON EMDEE BY GIVING LARGE SUMS OF MONEY

TO THE CHAMBER OF COMMERCE...PAC WHICH THEN GIVES THE
MONIES TO THOSE JUST NAMED... TO RUN THEIR RE-ELECTION
CAMPAIGNS!!! THIS SMACKS OF AN EFFORT TO CONVINCE
THOSE ELECTED OFFICALS TO VOTE IN FAVOR OF HIS PROJECT

I WOULD LIKE TO CALL FRED BRUNING OUT FOR HOSTING
PRIVATE..."INVITATION ONLY" PARTIES WHERE HE WINED AND
DINED LETS SEE...NEIGHBORS/LOCALS/RESIDENTS

IN AN EFFORT TO CONVINCE...THEM TO APPROVE HIS PROJECT

I WOULD LIKE TO CALL FRED BRUNING OUT FOR ...NOT
BRINGING THE MODEL OUT INTO THE LIGHT OF DAY, TO BE SEEN
BY ALL...NEIGHBORS/LOCALS/RESIDENTS OF REDONDO BEACH!!!

MR. BRUNING GOES ON IN HIS LETTER TO SAY...
THAT HE AND HIS TEAM "HAVE CONSISTENTLY MADE IT OUR
PRIORITY TO PROVIDE...YOU"...I GUESS HE IS MEANING
THOSE...NEIGHBORS/LOCALS/RESIDENTS

BUT NOT US...VARIOUS INDIVIDUALS

"WITH UNBIASED FACTS SURROUNDING THE PROPSED PROJECT

JUST WHAT FACTS IS HE REFERING TOO???

THE FACT THAT HE WILL NOT...BRING THE MODEL TO ANY PUBLIC
PLACE IN REDONDO UNTIL THE PROJECT IS APPROVED

THE FACT THAT HE TELLS THE HARBOR COMMISSION AND THE

CITY COUNCIL AND OTHER DEPARTMENTS AND COMMISSIONS
THAT THE SPECIALITY CINEMA JUST...MIGHT HOST A JASON
BOURNE MOVIE SHOWING WITH MATT DAMON FIELDING
QUESTIONS AND ANSWERS BECAUSE A SIMILAR VENUE IN LAS
VEGAS DID...AND BECAUSE LOS ANGELES IS SUCH A HOLLYWOOD
HUB.

THE FACT THAT THE MAYOR HAS APPEARED IN PROMOTIONAL
VIDEOS FOR THE PROJECT.

THE FACT THAT COUNCILPERSON EMDEE SPOKE IN FAVOR OF THE
PROJECT AT AN OUT OF TOWN CONFERENCE

THE FACT THAT THE ENVIRONMENTAL IMPACT REPORT HAS
NUMEROUS FLAWS AND OMISSIONS IN IT

THE FACT THAT THIS PROJECT VIOLATES MEASURE G- IN SEVERAL
CATEGORIES

THE FACT THAT THE MAYOR VETOED THE REQUEST THAT
CENTERCAL AND ITS FUNDING PARTNERS COMPLETE A FINANCIAL
ANALYSIS WHICH WOULD PROTECT THE CITY!!!

THE FACT THAT MR BRUNING LIVES ON THE HILL AND HIS OFFICE IS IN EL
SEGUNDO...SO HE IS TAKING LIBERTERIES CALLING ANYONE WHO ACTUALLY

5
LIVES...IN REDONDO BEACH..."NEIGHBORS"!!!

THE FACT THAT FRED BRUNING HAS A HUGE BUDGET TO CREATE
FANCY CLOSSY PICTURE BOOKS OF THIS PROPOSED
PROJECT,...CREATE FAIRY-TAIL TYPE VIDEOS...HI TECH WEB
SITES...HOST PRIVATE PARTIES, HOST PRIVATE MODEL SHOWINGS
AROUND TOWN AND ON AND ON...

ALL FOR THE SOLE PURPOSE OF...CONVINCING

- 1) NEIGHBORS
- 2) LOCALS
- 3) RESIDENTS

TO APPROVE HIS PROJECT

THESE FACTS SHOW A COMPLETE AND UTTER

BIAS FOR THE PROJECT!!!

I BELIEVE

FRED AND HIS ENTIRE TEAM AT CENTERCAL...

GIVE^S OUT FALSE AND MISLEADING INFORMATION,

ALTHOUGH JUST LIKE THE PRESIDENTIAL CANDIDATE

I REFERENCED EARILIER

6
FRED AND HIS TEAM...HAVE SPEND A TON OF MONEY DOING IT!

AS COMPARED TO US...VARIOUS INDIVIDUALS...WHO
ACCOMPLISHED GATHERING NEARLY 7,000 SIGNATURES
YES FROM NEIGHBORS...LOCALS...RESIDENTS!!!

ALL ON A MODEST BUDGET!!!

BECAUSE WHEN TRUTH COMES OUT...INTO THE LIGHT OF DAY...

TRUTH...TRIUMPHS OVER BIAS... EVERY TIME

LAURA D. ZAHN

10/4/16

PARROT SPEAK

It is very interesting to read many of the LTEs, wherein the writer "repeats" phrases from the CenterCal reports. Phrases such as "the coastline will now be 100 percent accessible" or that CenterCal is going to "increase" the pedestrian paths from 1,000 feet and then from a document obtained from the city. "More than 4,450 feet of continuous pedestrian paths will be provided along the shoreline". Or, that CenterCal is going to improve "Site Connectivity". Have these writers every asked CenterCal or the City to explain JUST HOW the Waterfront design is actually going to "increase accessibility" or improve "Site Connectivity" ?

Well, I did. "Connectivity". Means the drawbridge which would now, connect the southern half of the project with the northern half, because the ramp with the stamped ocean life art will be gone. The shoreline "accessibility" means the new walkways meandering through the project not additional shoreline access

I push my mother who is in a wheelchair from the Veteran's Park lot along the waterfront through the pier, down the ramp to the International Board Walk, along the splash wall, behind the Seaside Lagoon, along the marina sidewalks and over to the Lanakila Outrigger site. We have no trouble "accessing" any of this pedestrian friendly shoreline. By my estimation, that constitutes the entire "waterfront" that CenterCal is referencing. The Walking Map produced by the King Harbor Association also confirms that as the site exists now,...the entire waterfront is 100 percent accessible. Parrot Speak and people repeat.

(250 words)

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MORE OR NOTHING??? TALKING POINTS

EITHER CENTERCAL IS GIVING US..."THE PUBLIC" 16%
MORE ACCESS TO THE SHORELINE

OR... THEY ARE GIVING US NOTHING

CENTERCAL SAYS THAT CURRENTLY REDONDO PROVIDES US
ONLY 84% "PUBLIC ACCESS" ALONG THE SHORE LINE

AND THAT.....THEY

ARE GOING TO BE GIVING US "THE PUBLIC" 100% ACCESS

WHERE IS THAT 16% DIFFERENCE COMING FROM???

CENTERCAL SAYS THAT THE FENCE AROUND SEASIDE
LAGOON.....PROHIBITS PUBLIC ACCESS???

AND THAT....THEY ARE GOING TO REMOVE THE FENCE
THUS.....GIVING US REDONDO FOLKS AND VISITORS
100% "PUBLIC ACCESS"

REALLY??? WE ALREADY HAVE 100% PUBLIC ACCESS. THERE IS A PAVED ROAD ALONG THE SHORELINE

BEHIND THE "FENCED IN LAGOON" AND A SIDEWALK IN FRONT OF THE LAGOON OFFERS "THE PUBLIC" VIEWS OF THE PORT ROYAL MARINA AND THE PRETTY BOATS.

FOLKS THIS EXISTING 100 % "PUBLIC ACCESS" COMES WITHOUT A 99 YEAR LEASE!!

EITHER CENTERCAL IS GIVING US... "THE PUBLIC"

MORE THAN 4,450 FEET ALONG THE SHORELINE OF CONTINUOUS PEDESTRIAN PATHS

OR

THEY ARE GIVING US NOTHING

~~"MORE THAN 4,450 FEET OF CONTINUOUS PEDESTRIAN PATHS WILL BE PROVIDED ALONG THE SHORELINE"~~

WHERE IS THIS PATH WAY COMING FROM???

(FOLKS THIS IS ALMOST A MILE OF "NEW" SHORELINE???)

A CENTERCAL REPRESENTATIVE SAID...

THE PROJECT IS ALMOST A MILE WIDE...

LETS SEE FOLKS...THE EXISTING SHORELINE AREA
OF THE PROJECT IS ALMOST A MILE WIDE...

AND CENTERCAL'S PROJECT IS ALMOST A MILE WIDE

YES...FOLKS CENTERCAL IS DESCRIBING THE EXISTING
REDONDO BEACH SHORELINE OF THEIR PROJECT AREA.

LET ME REPEAT FOLKS...OUR EXISTING SHORELINE.

CENTERCAL IS GIVING US NOTHING MORE...

NO^u MORE^v PUBLIC ACCESS,

NO 100%... ACCESS

THEY ARE GIVING US NOTHING MORE

THAN WHAT WE ALREADY HAVE.....

THEY ARE ONLY DOING A BAIT AND SWITCH

WITH OUR EXISTING REDONDO BEACH SHORELINE LINE

AND ATTACHING

A 99 YEAR LEASE PRICE TAG TO IT!!!

LAURA D. ZAHN LiaiZAHN 11/1/2016

US vs THEM

WHO IS THE THEM?

LEASE HOLDERS...

PEOPLE WITH...BIG MONEY

WHO WANT TO MAKE

A BIG PROFIT

FROM PUBLIC-TAX PAYER OWNED LAND!!!

THE CITY NEGOTIATES LEASE CONTRACTS BEHIND CLOSED DOORS.

THE TAX PAYING PUBLIC NEVER KNOWS HOW MUCH THE LEASES ARE
FOR OR.. HOW LONG THE LEASES WILL BE

(UNTIL AFTER THE FACT)

WE....HAVE NO SAY...WE HAVE NO VOICE

THESE LEASE HOLDERS THEN HOLD THE CITY...HOSTIGE

- 1) THEY CONTROL WHO CAN USE THEIR LEASED LAND,
- 2) THEY CONTROL THE COST TO USE THEIR LEASED LAND
- 3) THEY CONTROL HOW MUCH THEY WILL EVENTUALLY SELL
OUT THEIR LEASE FOR

WHY SHOULD THE TAX PAYERS CARE.... BECAUSE IT IS OUR TAX PAYER
LAND THAT OTHER PEOPLE NOW HAVE BIG CONTROLS OVER

THEY CONTROL...WHO DEVELOPES THE LAND

WHAT PROJECT WILL OR WILL NOT GO THERE

WHEN THE PROJECT WILL BE BUILT

ANOTHER THEM... IS

PROJECT BIASED OFFICIALS

HOW CAN TWO CITY COUNCIL MEMBERS AND THE MAYOR VOTE WITH
AN OPEN MIND ON ANY PROJECT THAT THEY REALLY REALLY WANT TO
SEE BUILT.

THERE IS PROOF THESE THREE OFFICIALS ARE BIASED.

THESE PROJECT BIASED OFFICIALS ARE NOW ON THE VERGE

OF SIGNING THE SOUL OF THIS CITY AWAY IN A 99 YEAR LEASE!!!

THE BIGGEST PROJECT BIASED OFFICIAL IS THE MAYOR.

TO INCREASE "HIS" P.A.C.K HE HOPED THE

NEWLY ELECTED CITYCOUNCIL PERSON WOULD NOT BE
SOMEONE WHO WAS DIVISIVE...MEANING

SOMEONE WHO DOES NOT DISAGREE WITH HIM

FROM WHAT I HAVE SEEN AND HEARD FROM MARTHA BARBEE...

I THINK THE MAYOR GOT IN HER,...THE THIRD LEG TO HIS THREE
LEGGED STOOL

NOW, HE CAN MILK THE CASH COW OF REDONDO BEACH TAXPAYERS

PINK FLOYD SANG A SONG CALLED

US AND THEM

ON THE THEM SIDE WE HAVE

PROJECT BIASED OFFICIALS

AND LEASEHOLDERS WHO CONTROL TAXPAYER LAND

WHERE IS THE.....US???

**WHO IS WATCHING OUT FOR THE
BEST INTEREST OF THE TAX PAYERS IN REDONDO BEACH???**

LAURA D. ZAHN 10/18/2016

DETAILS OR DECEIT

Some folks say the...DEVIL IS IN THE DETAILS

I SAY THE DEVIL...IS IN THEDECEIT

I AM GOING TO READ AN "ANSWER"

FROM THE DEIR THAT CENTERCAL GAVE TO SEVERAL
"COMMENTERS" (2-611)

THE COMMENTER SUGGESTS THAT THE SOLUTION TO CLIMATE
CHANGE IS TO STOP DEVELOPMENT OF THE PROJECT. HOWEVER,
AS DISCUSSED IN DRAFT EIR PAGE

3.6-6, ONE OF THE GOALS OF THE CALIFORNIA LEGISLATURE IS TO
REDUCE GREENHOUSE GAS EMISSIONS BY

PROVIDING INFILL DEVELOPMENT,

WITH ACCESS TO ...TRANSIT...PEDESTRIAN...AND BICYCLE
FACILITIES, TO REDUCE RELIANCE UPON PERSONAL
VEHICLES...(SENATE BILL 375). AS NOTED ON PAGE 3.6-7, THE
PROJECT RESULTS IN A REDUCED PER SERVICE POPULATION GHG
EMISSIONS AND

PROVIDES USERS OF THE PROJECT SITE

NUMEROUS MODES OF TRANSPORTATION
THAT ARE NOT RELIANT UPON

PERSONALVEHICLES

HERE IS THE URBAN LAND INSTITUTE'S DEFINITION OF
IN-FILL DEVELOPMENT...

ACCORDING TO THE URBAN LAND INSTITUTE'S
URBAN INFILL HOUSING MYTH AND FACT REPORT

"THE RAPID GROWTH OF INFILL HOUSING IN U.S. CITIES HAS
SPURRED IN LARGE PART BY THE EMERGING MARKET DEMAND
FROM PEOPLE MOVING BACK TO THE CITY"

WHAT "**DETAILS**" LEAD ME TO BELIEVE THAT CENTERCAL AND
THE CITY ARE TRYING TO

BUILD HOUSING UNITS...

MASQUERADING...AS A MALL

1) THE ABOVE RESPONSE FROM CENTERCAL THAT INDICATES THAT THE "USERS OF THE PROJECT SITE"

WILL...**ALREADY ...BE AT THE SITE**, THEREFORE THEY WILL NOT NEED THEIR PERSONAL VEHICLES TO GET AROUND THUS "REDUCING THEIR GHG"

2) NOT NEARLY ENOUGH PARKING SPACES

IF THIS WAS GOING TO BE A SUCCESSFUL MALL

3) THE ABILITY OF ONLY...**ONE DEPARTMENT** TO BE ABLE TO ..."REPURPOSE" THE UNIT MIX OF THIS PROJECT AS LONG AS...IT MEETS THE CUP CONDITION OF NOT "INCREASING" TRAFFIC".

4) CENTERCAL **NOW** REFERS TO THE PROJECT AS A **"VILLAGE"** WITH A "NEW MAIN STREET".

THIS IS DECEIT AT ITS HIGHEST LEVEL

SHAME ON ALL OF YOU!

Laura D. Zahn

FABLES vs. FACTS

1. The City chose CenterCal in a 4-1 vote from all the other bidders for developing the waterfront.

WHY? Because CenterCal did not require a Due Diligence clause. Without a Due Diligence clause signed by a potential or contracted developer, there exists a BLANK CHECK opportunity to drive the cost of the development through the roof, because of 'UNFORSEEN COSTS'. NOW the city/taxpayers get to keep opening their wallets to cover for these UNFORSEEN COSTS. This project was projected to be a \$300,000 million dollar project and now it is at \$400,000+++

2. The existing pier parking lot is falling apart and is unsafe.

WHAT? The only area that is "falling apart" is a small front section where no cars park, that has been exposed to the sea and salt spray and the damp ocean weather. Along with the fact that the city officials and staff have failed to utilize the revenues collected from the parking garage to do adequate preventative maintenance

3. The voters in 2010 voted for Measure G and THIS is what they wanted

WHAT? The voters voted for the smallest square footage that was presented to them on a one dimensional sheet of paper out of several larger square footage options. THEY did not vote for a 3-dimensional mega mall by the sea which incorporates a 3-story and 5-story parking garage, a 700 seat movie theater, a 3-story (ground floor retail and two stories of rooms) boutique hotel, a two football field sized "open air market" (which is really wall-to-wall covered retail shops), the transfer of the TIDELANDS (which is where Polly's Pier and the excursion boats depart from) for Basin 3 which is UPLANDS (where the excursion boats dock along with many small boats)...JUST so CenterCal can build some of their project in the TIDELANDS area., the closing of the International Board walk to make way for a vehicle road from the Torrance Boulevard circle to Harbor drive, a Pedestrian draw-bridge for new access to the pier from their "open air market" area, only small pockets of open space and yet smaller "view-corridors" to actually SEE the SEA, and the relocation and reduction of the Seaside Lagoon, ALL of these changes will bring with it a COLOSSIAL CARBON FOOTPRINT and be cost prohibitive for many, many families. IF there was a NEW VOTE showing the MASS and SCALE of this CenterCal project and JUST EXACTELY what they are proposing...I am sure that the voters would vote NO!!!

4. The taxpayers will NOT have to pay for anything BECAUSE CenterCal is going to repair all the infrastructure that needs repairing, build this Hugh project and maintain it.

YEAH RIGHT! Does anyone actually believe this? First off, CenterCal is requiring that the City pay to have the existing pier parking lot demolished; estimated cost...\$20,000 million dollars. Hey, didn't we already pay for this parking lot many, many times over with a bond and with parking fees? The existing "deal" with CenterCal is that CenterCal will only pay any money from the leases they receive TO the City...IF they realize a 15 % return on their investment money. If they receive anything less, they PAY the City NOTHING. However, some very intelligent folks have done some financial calculations and CenterCal will need at least a 10 % return on their investment to break even. IF the project fails...and CenterCal does not receive the lease money they are expecting??? They can file for Bankruptcy through the LLC front-company they set up and they can skip town, AND WE THE TAXPAYERS GET STUCK BAILING OUT THEIR PROJECT!

WHAT IS IN A NAME???

Waterfront... It could be a Lake Waterfront, a river waterfront, or an inter coastal waterfront.

Nothing in this "name" says ocean or sea!!!

Along with name saying nothing, ocean or sea oriented...this project offers nothing ocean or sea oriented either.

Its ALL...

SHOPS

RESTAURANTS

HOTEL

OFFICES

SPECIALITY CINEMA

This project had to "looking" for an ocean/sea oriented place to put the Coastal

Commission mandated boat ramp!!!

BECAUSE...

CenterCal used up ALL of the projects space with NON- OCEAN/SEA STUFF

THAT IS LIKE A GREEDY KID EATING ALL OF HIS CAKE AND THEN COMING AFTER YOU FOR YOURS. BY TAKING MOLE B AS THE BOAT LAUNCH RAMP LOCATION

"OTHERS" HAD TO BE PUT UPON TO CHANGE THEIR LEASED LAND AREA, AND BOAT SLIP LOCATIONS, MOONSTONE PARK GETS "REDUCED/REPROPOSED" PARKING SPACES GET LABELED AS OPEN SPACE, NOT ENOUGH ON SITE PAVING FOR TRAILED BOATS SO "OTHER" LOCATIONS HAVE TO BE FOUND, ETC, ETC, ETC.

FACTS OR FICTION

Some readers, and some city officials make comments that much of the information provided by the opponents of the waterfront project are incorrect, or severely misleading. I would like to point out that much of the information provided by the pro waterfront folks and some city officials is also misleading. It's funny because facts are facts. To skew a fact is to distort the truth. Remember the old saying 'a partial truth is a whole lie'?

One of those city officials is Mr. Diehls who, reminds readers that HE is the current City Treasurer. So it is his office that is responsible for the \$600,000 over-charge of the Draft Environmental Impact Report. It is his office that has mismanaged the revenue from the pier parking garage. He boldly states "the current process will not burden residents with increased taxes." What happens when the tenants leasing the "new" retail spaces, do not make enough profit to pay their leases? They leave and default on their contract. Mr. Diehls acknowledges this fact by stating "if the tenants don't thrive, the whole project will suffer". The City/taxpayers will be the one suffering because the project owners will have to be paid back.

Mr. Diehls goes on to say that the current process "will be environmentally friendly". Just where or how does Mr. Diehls come to the conclusion that more concrete, more congestion, more consumption, will not create a Colossal Carbon footprint?

I like to read; but I prefer to read non-fiction because, facts are better than fiction.

(257 words)

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2Human Made or Nature Made

At the recent Harbor Commission meeting (June 13, 2016) Mr. Wardy the Vice President of CenerCal was describing to the Commissioners some of the amenities for the proposed project. Some of those amenities were "Public Art". Mr. Wardy indicated that there were several locations throughout the project to "view" public art. Mr. Wardy went on to emphasize that public art...brings in people to a location.

I prefer to see "Nature Made" art such as; the changing colors of the sky, the blues of the ocean, the spray of white waves on the breakwater, the swaying palm trees, the cliffs of Palos Verdes, a peek of Catalina Island, sea gulls and pelicans flying by.

If I wanted to "go somewhere" to see public art...I could go to a museum. I come to the sea to "Sea Nature". I come to embrace the openness, the vastness of the sky touching the vast deep blue sea. The only "view" I need to sea is nature made.

(180 words)

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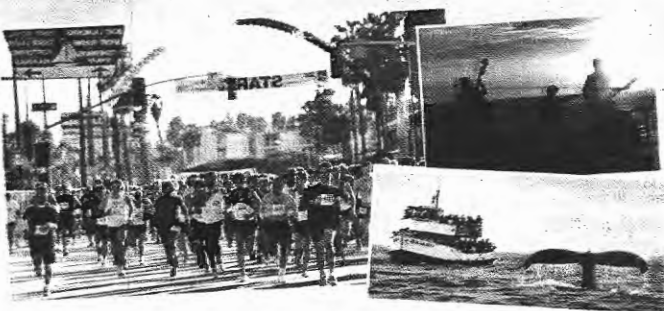
INCLUSIVE OR EXCLUSIVE

After reading the Administrative Report for the Harbor Commission Hearing of June 27, it shines a much different "light" on the actual intended patronage of many of the projects buildings. As an example, the movie theater is now being called a "specialty cinema"..."Intended to serve a more mature movie-going demographic as compared to the typical theater core customers that are 16-23 years old" SO, folks that means that mom, dad, and the kidos are not going to be very welcomed there. I am sure they are not going to be showing the "Friendly Dinosaur" or similar family friendly movies. Besides the ticket price of around \$29 before you order food and drinks (alcohol included) at your reclined chair, will keep most young people, families and the elderly away.

The shops which we all hoped would be the "local" owners are now referred to as "in-demand retailers". In-demand retails that are positioned to charge "in-demand" prices. The Boutique hotel will have "a transport service be provided to Los Angeles International Airport and the MetroGreen Line Station from the proposed hotel". Do residents or their friends/family need a "transport service"? The report refers to "Lower cost visitors" which the developer has to provide accommodations to in compliance with the Coastal Land Use Plan policy. If 25 % of the hotel rooms are not offered at a lower price...the developer is fined \$30,000 per room. SO...they can pay to have YOU, ME and many other "Low-Cost" folks stay away.

(250 words)

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myhomecastle@yahoo.com



WATERFRONT EVENTS

January - April Whale watching voyagerexcursions.com

February Super Bowl Sunday 10K / 5K Run / Walk & Costume Contest at Redondo Beach Marina redondo10k.com

March Festival of the Kite at Redondo Pier redondopier.com

April Opening Day at the Yacht Clubs

April - October Friday Night Cruise at the Beach at Redondo Beach Marina

April King Harbor Earth Day Chalk Art Challenge at Redondo Beach Marina facebook.com/kingharborassociation

May Memorial Day Ceremony - Veterans Park

May King Harbor Sea Fair KHBF.org

May - August Twilight Sport Fishing

July 4th of July Celebration & Fireworks at Seaside Lagoon redondofireworks.com

July - September Free Summer Concerts at Redondo Pier redondopier.com

September Chalk Art Festival at Redondo Pier redondopier.com

September Redondo Beach Surf 'N Turf Lobster Festival at Seaside Lagoon / Redondo Beach Marina lobsterfestival.com

September Rods, Rides & Relics Classic Car Show at Redondo Pier redondopier.com

October Taste of the Pier & Waterfront at Redondo Pier & King Harbor redondopier.com

November Veterans Day Memorial at Veterans Park

December King Harbor Holiday Lights Festival facebook.com/kingharborassociation

December Holiday Concert & Santa at Redondo Pier redondopier.com

December King Harbor Holiday Boat Parade KHBF.org

 facebook.com/KingHarborAssociation

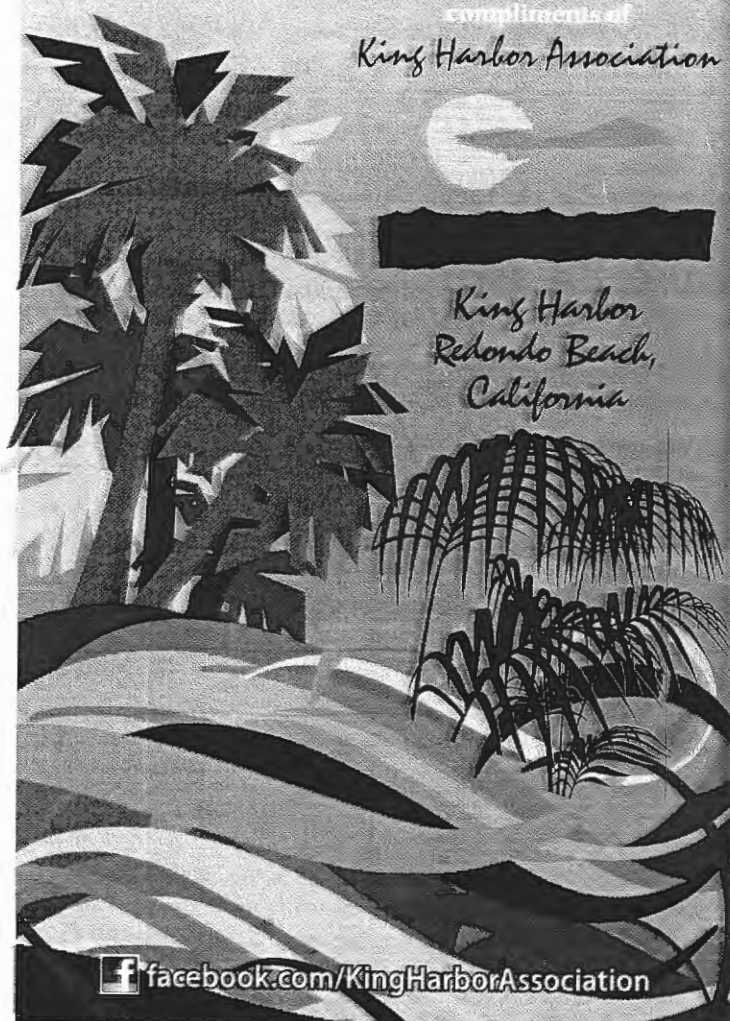
9th Ed. 08/15

KING HARBOR PIER & WATERFRONT

TRAILING MAP

compliments of
King Harbor Association

*King Harbor
Redondo Beach,
California*



 facebook.com/KingHarborAssociation

SHOPPING & SOUVENIRS



Awesome Blossoms - G32 (Pier) Fresh flower cart with balloons and toys for all occasions.

Boardwalk Candy - K25 (Boardwalk) Huge selection of candy treats and toys. 310-374-3889

The Bubble Boutique - K27 (Boardwalk) Featuring artwork and crafts by local artisans.

Chic at the Beach - H32 (Pier) Beach apparel for all ages. Redondo embossed hats, shirts, sweatshirts and jackets. 310-379-3499

Kobe Pearl - G32 (Pier) Select an oyster and find a cultured pearl. Your pearl may be hand-set into a custom gold or silver setting. 310-374-8518

Mermaid's Dowry - H32 (Pier) Beachwear, candy, gifts, sunscreen, towels, water toys and more. 310-379-3750

Mie Pearl - G32 (Pier) Pick your pearl from an oyster containing a cultured pearl and have it professionally set in 14k gold or sterling silver jewelry piece. Featuring black pearls and gemstones 310-379-8818

Mystical Joy - L28 (Boardwalk) Astrology, Palmistry, Tarot, Angel Card Readings, gifts & more. 310-798-8889 mysticaljoy.net

The Pier Gift & Souvenir - G30 Located in the "ship" building and featuring "Redondo Beach" clothing, gifts and souvenirs. (213) 321-6342

Quality Seafood Gifts - K28 (Boardwalk) A charming shop filled with beach-themed gifts and souvenirs. 310-316-8782

Redondo Bait & Tackle - F31 (Pier) Adjacent to the popular fishing area on the Pier this shop has every thing you will need to "catch the big one." 310-318-1044

Redondo Smoke Shop - K24 (Boardwalk) Tobacco products, pipes and accessories. A good selection of fine cigars always on hand. 310-374-9427

Slightly Different - G31 (Pier) A whimsical gift store that showcases unique gift items. An eclectic collection of fairies and jewelry. 310-272-7297

Sunshine Kite Company - G32 (Pier) Colorful selection of kites, wind vanes, toys and yo-yo's. Official sponsor of the annual festival of the kite. Pierkites.com 310-372-0308

Tony's Hats 'N Things - H31 (pier) Large selection of hats, shirts, sunglasses and beachwear. 310-376-3202

Trade Winds Gifts - K25 (Boardwalk) Beachwear, postcards, souvenirs and sunscreen. 310-376-3327

T's Toe Rings & Gifts - G31 (pier) Custom-fitted silver, 14k or 10k gold rings and a large assortment of hand-crafted island inspired gifts.. 310-798-9930



FAMOUS LOCATIONS

Movies

Pirates of the Caribbean: At World's End, was filmed in Redondo Beach. The **Black Pearl** was moored in King Harbor for several weeks.

John Travolta's character in **Pulp Fiction**, Vincent Vega, lived in Redondo Beach.

Scenes from **Point Break** starring Keanu Reeves and Patrick Swayze were filmed in Redondo Beach.

Little Miss Sunshine was titled after a beauty contest that was taking place in Redondo Beach. Scenes were filmed near the entrance to the Redondo Pier.

Other films shot in Redondo Beach include: **The Cannonball Run 2**, **Men at Work**, **Big Momma's House 2**, **Surfari**, **Live Free or Die Hard**, **She's All That**, **The Hot Chick**, **Gone in 60 Seconds**.

TV

Scenes in the following programs have been filmed in various areas of Redondo Beach including The Pier, Shade Hotel site in King Harbor, Redondo Beach Marina, the Esplanade and Riviera Village.

24	Chemistry	Gossip Girl	The OC
90210	Chips	House	Riptide
A Team	Chuck	Law & Order	Savages
Baywatch	CSI Miami	Medium	Star Trek
Biggest Loser	Dexter	NCIS	X Files

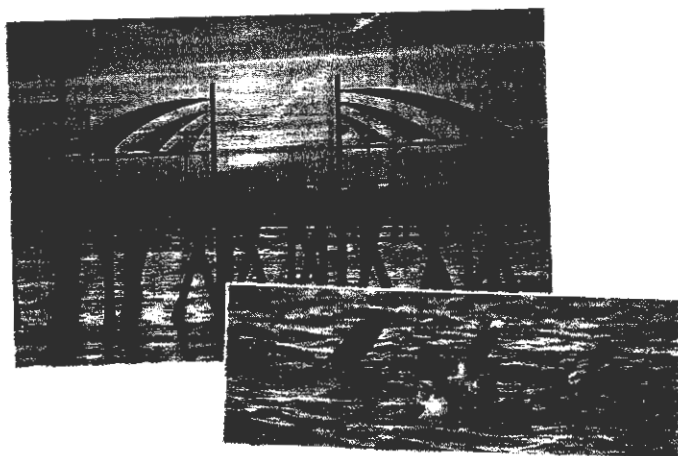
Music and More

Redondo Beach is mentioned in the song **Surfin' USA** by The Beach Boys.

The **AES Power Plant** was the filming location of **Britney Spears** music video (**You Drive Me**) **Crazy**.

Notable Redondo Union High School Alumni include Actress **Demi Moore**, Pro Skater **Ty Page**, Comedians **The Smothers Brothers**, and Pilot **Charles Lindbergh**.

The Redondo Beach Performing Arts Center's annual **Distinguished Speakers Series** alumnus includes President **Bill Clinton**, **Yo-Yo Ma**, **Suze Orman**, **Betty White**, **Dan Buettner**, **Margaret Thatcher**, **Walter Cronkite**, **Dan Rather**, **Tom Brokaw**, **Colin Powell**, **Condoleezza Rice**, **Madeline Albright**, **Maya Angelou** and more.



DINING & ENTERTAINMENT

King Harbor offers a variety of dining options, with an emphasis on fresh local seafood and international cuisine. Many restaurants feature outdoor patio dining with ocean or marina views. Two family-owned and operated fresh seafood markets also make their home in the harbor.



Baleen Kitchen - H12 (Harbor) This Portofino Hotel & Marina restaurant features SoCal cuisine, marina views, full-bar and indoor and outdoor seating. 310-372-1202 hotelportofino.com

Barney's Beanery - H32 (Pier) One-stop-shop for drinking, dining, and watching the game. 424-275-4820 barneysbeanery.com

A Basq Kitchen - K27 (Boardwalk) Based on authentic Basque cuisine, featuring a creative selection of pintxos, tapas, craft beer and wine. Open air dining with marina views. (310) 376-9215 abasqkitchen.com

Bella Gelato - H32 (Pier) Wide selection of creamy Italian-style gelato available in cup or cone. 310-937-7788

Bluewater Grill - L8 (Harbor) Seaside location with marina views and extensive lunch and dinner menus featuring quality sustainably caught seafood prepared classically with a modern twist. 310-318-3474 bluewatergrill.com

The Boogie - H32 (Pier) Live music venue. 310-372-8373 theboogie.com

Captain Kidd's Fish Market - L19 (Harbor) Fresh fish and live shellfish cooked to order or packed to go. Indoor and outdoor seating. 310-372-7703 captainkidds.com

Charlie's Place - H31 (Pier) Serving classic beach fare and cold beer for over 40 years centrally located on the pier. Counter service and outdoor seating. 310-372-2567

Chart House - J2 (Harbor) Serving fresh seafood, steaks and sunsets in the surfside dining room since 1969. 310-372-3464 chart-house.com

The Cheesecake Factory - J12 (Harbor) Extensive menu, late night dining, weekend brunch and of course, a variety of cheesecakes. 310-376-0466 thecheesecakefactory.com

Corner Pub - K23 (Boardwalk) Seafood and Sushi bar with views of the marina. 310-937-7044

Craig's Hot Dog on a Stick - G31 (Pier) Corn dogs, cheese sticks and freshly squeezed lemonade. 310-374-4974

El Baja Chef - K28 (Boardwalk) Mexican fare for dine-in or take-out. 310-376-0838

El Cinco de Mayo - G31 (Pier) Classic Mexican for breakfast, lunch and dinner to go. Limited seating available. 310-372-8485

El Torito - H32 (Pier) Full-service Mexican cuisine with ocean views. 310-376-0547 eltorito.com

Fun Fish Market - I28 (Boardwalk) Fresh assortment of live shellfish and seafood. 310-374-4277

International Ice Cream - K27 (Boardwalk) Ice cream, frozen bananas and more. 310-376-8688

Jade Snow - H32 (Pier) Coffee, tea and shaved ice that looks and feels like snow. 310-683-2205

Joe's Crab Shack - F17 (Harbor) Seafood, pasta and steaks in a fun atmosphere. 310-406-1999 joescrabshack.com

Kamakura - H32 (Pier) Sushi and Oyster Bar 310-961-7412 kamakurarb.com

Kincaid's - H27 (Pier) Modern American cuisine featuring fresh fish, steaks and chops. Dining room, bar and outdoor patio seating. 310-318-6080 kincaids.com



King Harbor Brewing Co. Tasting Room - K25 (Boardwalk) Local craft beer tastings. (310) 866-6926

Kona Koffee - K25 (Boardwalk) Full service coffee and espresso bar with assortment of teas and light snacks. 310-738-2858

Mini Chinese - H31 (Pier) Fresh and fast Chinese takeout located in the center of the pier. 310-379-3351

Naja's Place - K24 (Boardwalk) Hundreds of beers including 76 on tap. Classic bar fare. Live music on weekends. 310-376-9951 najasplace.com

The New Starboard Attitude - H31 (Pier) Live music and karaoke in a full bar. 310-379-5144 starboardattitude.com

On the Rocks - I19 (Harbor) Aussie inspired sports bar with large outdoor patio serving lunch and dinner. 310-379-7438

Oriental Breeze - G31 (Pier) Contemporary Japanese cuisine featuring traditional sushi, creative seafood and Japanese pastries. 310-379-6511



Pacific Fish Center - F31 (Pier) Live crab, lobster and shrimp cooked to order in addition to Korean seafood specialties. 310-374-8420

Pia - K28 (Boardwalk) Intimate Italian-Japanese fusion restaurant featuring creative weekly specials. 310-379-0915

Pier Bakery - K27(Boardwalk) H32(Pier) Two locations on the pier and boardwalk serving fresh hot churros hand-rolled in cinnamon & sugar. 310-318-5348

Pier Express - G31(Pier) Funnel cakes, hot dogs, nachos, pretzels, waffle ice cream cones, soft drinks and more. 310-318-9496

Pier Seafood - F31 (Pier) Adjoining Pacific Fish Center offering fresh seafood cooked to order. 310-374-9208

Polly's on the Pier - H20 (Harbor) Home-style breakfast and lunch served daily on the Sportfishing pier. Outdoor patio seating overlooking the boating activity in the marina. Open 5am - 2pm. 310-318-3736 facebook.com/pollysonthepier

Portside Cafe - H32 (Pier) American, Asian, Mexican and Seafood dishes. Covered patio seating. 310-379-2551

Quality Seafood Fish Market - K29 (Boardwalk) The largest family-owned and operated fresh fish market on the West Coast. Huge selection of live seafood, oysters on the half-shell, and fresh fish. Dine on the outdoor patio or take out. 310-374-2382 qualityseafood.net

R10 Social House - J23 (Harbor) Neighborhood gastropub offering farm-to-table food, handcrafted cocktails and a selection of intriguing, affordable artisan beers and wines. 310-798-2500 r10socialhouse.com

Redondo Beach Crab House - H32 (Pier) Fresh fish, live crab, lobster, shrimp cooked to order. Casual dining with ocean views. 310-376-2244

Redondo Coffee Shop - F31 (Pier) Ocean-view diner serving everything from pancakes, omelets, sandwiches, to seafood and steaks. 310-318-1044

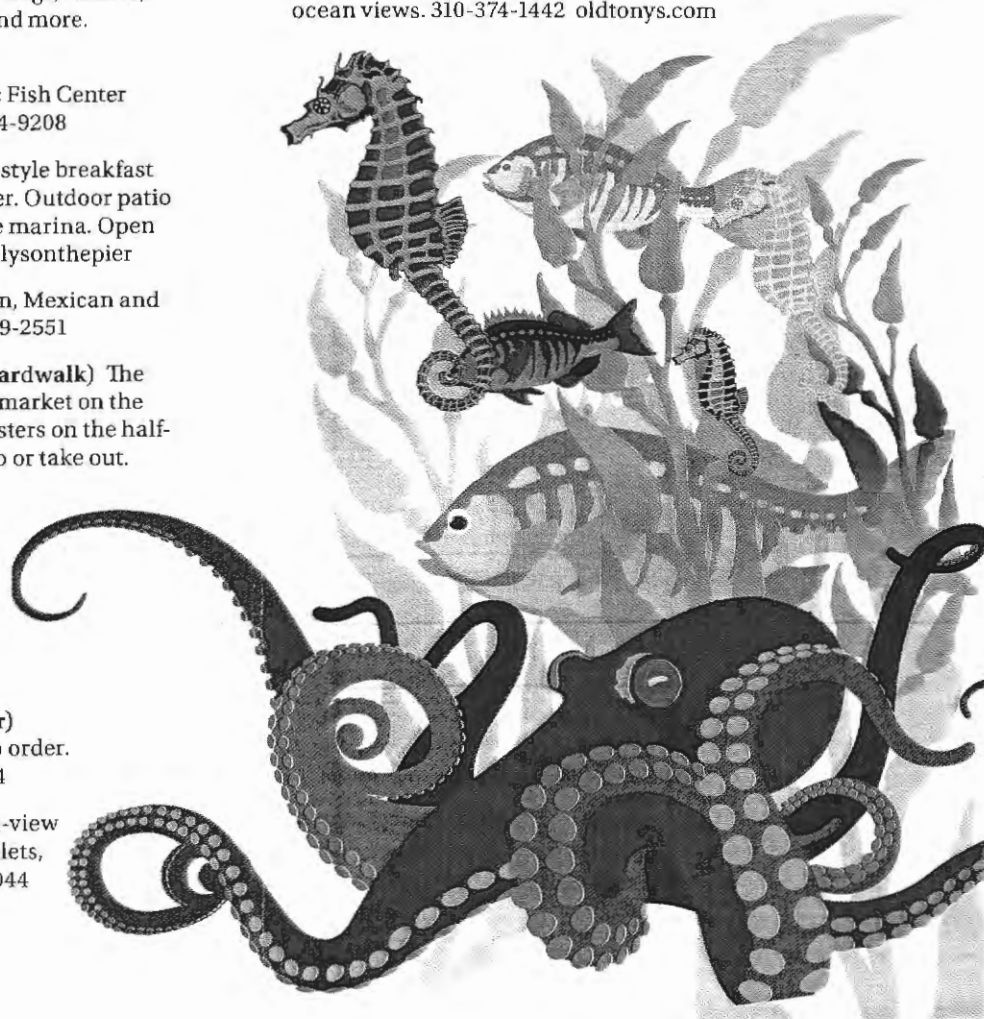
Ruby's Diner - J18 (Harbor) Nostalgic 50s themed diner serving classic burgers, shakes and fries in addition to breakfast, salads and soups. Outdoor patio-seating available overlooking Seaside Lagoon. 310-376-7829 rubys.com

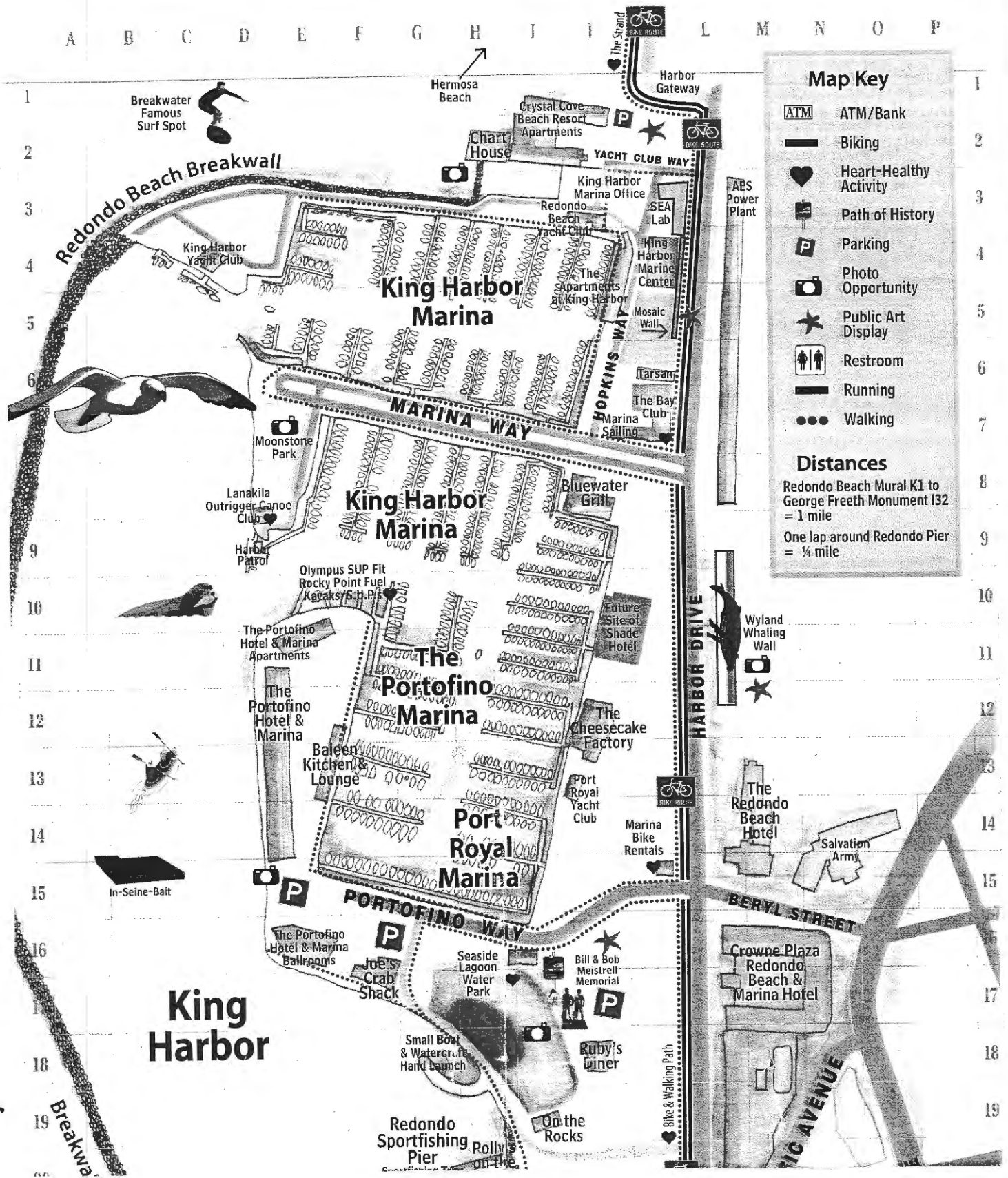
Samba Brazilian Steak House - I22 (Harbor) Traditional Brazilian cuisine. Weekend live entertainment. Full bar with ocean views. 310-374-3411 sambaredondo.com

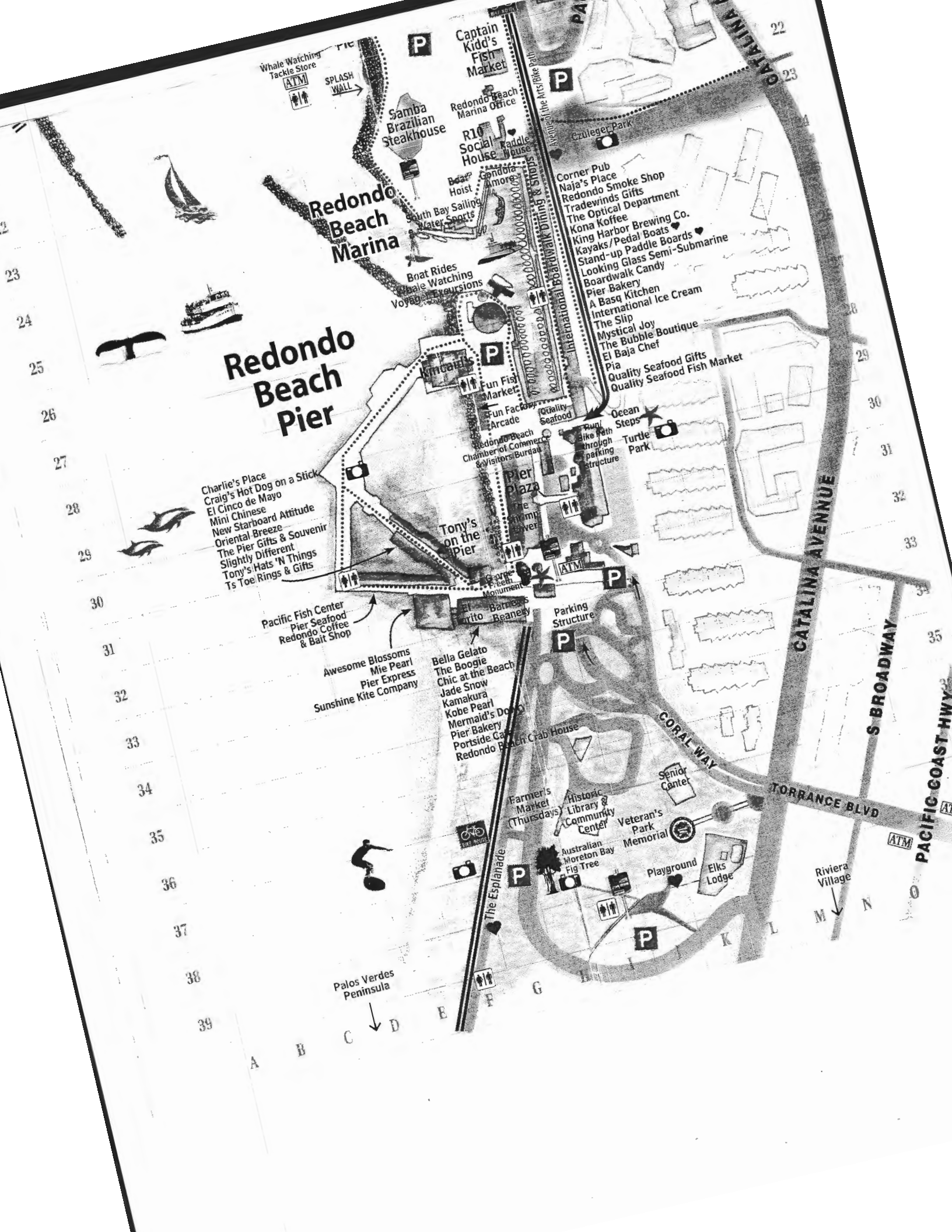
The Shrimp Lover - I31 (Pier) Thai and Cajun seafood cuisine with pier and ocean views. 310-374-6555 theshrimloverredondobeach.com

The Slip - K27 (Boardwalk) Full bar serving burgers, pizza, sandwiches and salads. 310-376-8910 theslipbar.com

Tony's on the Pier - G31 (Pier) Celebrating over 60 years on the pier, serving fresh seafood and steaks. Upstairs lounge features a full bar, appetizers, live entertainment and 360° ocean views. 310-374-1442 oldtonys.com







Whale Watching
Tackle Store
ATM
SPLASH WALL

Captain Kidd's
Fish Market

Redondo Beach
Marina Office

Samba
Brazilian
Steakhouse

R10
Social
House

Redondo
Beach
Marina

South Bay Sailing
Water Sports

Boat Rides
Whale Watching
Voyage Experiences

Redondo
Beach
Pier

Charlie's Place
Craig's Hot Dog on a Stick
El Cinco de Mayo
Mini Chinese
New Starboard Attitude
Oriental Breeze
The Pier Gifts & Souvenir
Slightly Different
Tony's Hats 'N Things
Ts Toe Rings & Gifts

Pacific Fish Center
Pier Seafood
Redondo Coffee
& Bait Shop

Awesome Blossoms
Mie Pearl
Pier Express
Sunshine Kite Company

Bella Gelato
The Boogie
Chic at the Beach
Jade Snow
Kamakura
Kobe Pearl
Mermaid's Doo
Pier Bakery
Portside Cafe
Redondo Beach Crab House

Parking
Structure

Farmer's
Market
(Thursdays)

Historic
Library &
Community
Center

Veteran's
Park
Memorial

Australian
Moreton Bay
Fig Tree

Playground

Elks
Lodge

Riviera
Village

Palos Verdes
Peninsula

CATALINA AVENUE

S BROADWAY

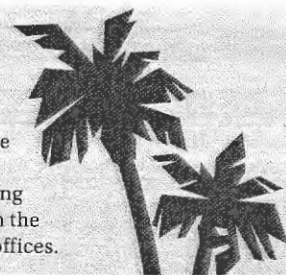
TORRANCE BLVD

PACIFIC COAST HWY

ATM

ATM

MORE TO SEA IN KING HARBOR



There is always *More to Sea* and do in Redondo Beach's King Harbor. Just minutes South of LAX, King Harbor is the perfect place to dine, play and stay! Enjoy a day of biking on the scenic esplanade or the popular 22-mile strand, fishing, kayaking, stand-up paddle boarding, sailing, surfing or whale watching. Dine in one of the many fresh seafood and waterfront restaurants. Visit King Harbor's Seaside Lagoon, home to the annual Redondo Beach Surf 'N Turf Lobster Festival and Superbowl 10K. Take the kids on the yellow semi-submarine and the SeaLab. King Harbor boasts four marinas, three yacht clubs, and ocean-view apartments and offices.

f facebook.com/KingHarborAssociation • redondopier.com • visitredondo.com • King Harbor, Redondo Beach, CA 90277

BUSINESS NAME LOCATION TYPE OF BUSINESS

The Apartments at King Harbor	K4 Harbor	Apartments/Hotels
ATM/Bank	H20, I32, O39, P20 Harbor/Pier	ATM/Bank
Awesome Blossoms	G32 Pier	Shopping/Souvenirs
Baleen Kitchen & Lounge	E13 Harbor	Dining/Entertainment
Barney's Beanery	H32 Pier	Dining/Entertainment
A Basq Kitchen	H32 Pier	Dining/Entertainment
The Bay Club	K7 Harbor	Activities/Recreation
Bella Gelato	H32 Pier	Dining/Entertainment
Bluewater Grill	J8 Harbor	Dining/Entertainment
Boardwalk Candy	K25 Boardwalk	Dining/Entertainment
Boat Hoist	J24 Harbor	Activities/Recreation
Boat/Watercraft Hand Launch	G18 Harbor	Activities/Recreation
The Boogie	H32 Pier	Dining/Entertainment
The Bubble Boutique	K27 Boardwalk	Shopping/Souvenirs
Captain Kidd's Fish Market	K21 Harbor	Dining/Entertainment
Charlie's Place	H31 Pier	Dining/Entertainment
Chart House	H2 Harbor	Dining/Entertainment
The Cheesecake Factory	J12 Harbor	Dining/Entertainment
Chic at the Beach	H32 Pier	Shopping/Souvenirs
Corner Pub	K23 Boardwalk	Dining/Entertainment
Craig's Hot Dog on a Stick	G31 Pier	Dining/Entertainment
Crowne Plaza	M17 Harbor	Apartments/Hotels
Crystal Cove Beach Resort	I2 Harbor	Apartments/Hotels
Czuleger Park	M23 Harbor	Activities/Recreation
El Baja Chef	K28 Boardwalk	Dining/Entertainment
El Cinco de Mayo	G31 Pier	Dining/Entertainment
El Torito	H32 Pier	Dining/Entertainment
The Esplanade	G37 Pier	Activities/Recreation
Fun Fish Market	I28 Boardwalk	Dining/Entertainment
George Freeth Monument	I32 Pier	Art/Interest
Gondola Amore	J23 Harbor	Activities/Recreation
In-Seine-Bait	B15 Harbor	Activities/Recreation
International Ice Cream	K27 Boardwalk	Dining/Entertainment
Jade Snow	H32 Pier	Dining/Entertainment
Joe's Crab Shack	F17 Harbor	Dining/Entertainment
Kamakura	H32 Pier	Dining/Entertainment
Kayaks/Pedal Boats/SUP	J26 Boardwalk	Activities/Recreation
Kincaid's	H27 Pier	Dining/Entertainment
King Harbor Marina	H3-H9 Harbor	Marinas/Yacht Clubs
King Harbor Marina Center	K5 Harbor	Marinas/Yacht Clubs
King Harbor Yacht Club	C4 Harbor	Marinas/Yacht Clubs
Kobe Pearl	H32 Pier	Shopping/Souvenirs
Kona Koffee	K25 Boardwalk	Dining/Entertainment
Lanakila Outrigger Canoe Club	D8 Harbor	Activities/Recreation
Looking Glass (Semi-Submarine)	K26 Boardwalk	Activities/Recreation
Marina Bike Rentals	K15 Harbor	Activities/Recreation
Marina Sailing	K7 Harbor	Activities/Recreation

Activities/Recreation

Redondo Beach is a Healthways/Blue Zones™ Vitality City committed to community-wide well-being. Look for our heart-healthy activities symbol ♥ throughout King Harbor.

The Bay Club - K7 State of the art indoor/outdoor health club with ocean-view, outdoor pool, spa, lounge, basketball court and children's play area. 310-376-9443 bayclubs.com/redondobeach ♥

Boat/Watercraft Hand Launch - G18 For small water craft only. Free and open to the public. redondo.org

Gondola Amore - L20 Personal Gondolier-guided harbor cruises. gondolaamore.com

In-Seine-Bait - B15 Live bait barge supplying live sardines, anchovies and squid seasonal to private/commercial boaters. 310-372-2111

Kayaks, Stand-up Paddle Boards & Pedal Boats - K26 Rent a kayak, paddle board or pedal boat for a tour of the harbor. No reservations needed. 310-909-3179 fastkayak.com ♥

King Harbor Marine Center - K5 Boat repairs and yacht supplies. 310-374-8923

Lanakila Outrigger Canoe Club - D8 280 Marina Way lanakila.com.

Looking Glass Boat - K26 A glass-bottom yellow semi-submarine for underwater viewing of local sea life. 310-909-3179 fastkayak.com

Marina Bike Rentals - K15 Rent bikes, roller skates or boogie boards. 310-318-2453 marinabikerentals.com ♥

Marina Sailing - K7 Basic to advanced sailing and power boat instruction and rentals. 310-318-2772 marinasailing.com ♥

Moonstone Park - E7 Scenic park

Apartments

Apartments at King Harbor
Marina Cove - K4
310-376-6926 kingharbor.com
208 Yacht Club Way

Crystal Cove Beach Resort - I2
310-376-0421
crystalcovebeachresort.webs.com
211 Yacht Club Way

The Portofino Hotel & Marina Apartments - I2
310-379-8481 hotelportofino.com
260 Portofino Way

Hotels

Crowne Plaza Redondo Beach & Marina Hotel - M17
310-318-8888 cpsplash.com
300 N. Harbor Dr.

The Portofino Hotel & Marina - D12
310-379-8481 hotelportofino.com
260 Portofino Way

The Redondo Beach Hotel - M14
310-376-0746.
pacificahotels.com/theredondo
400 N. Harbor Dr.

Shade Hotel - J11
Coming in 2015 shadehotel.com
655 N Harbor Dr.

Marinas

King Harbor Marina - H3-9
310-376-6926 kingharbor.com
208 Yacht Club Way

The Portofino Marina - G12
310-798-5869 hotelportofino.com
555 N. Harbor Dr.

Port Royal Marina - H14
310-376-0431 cymportroyal.com
555 N. Harbor Dr.

Redondo Beach Marina - J25
310-374-3481 rbmarina.com

men's items downy			Shopping/Souvenirs
Mie Pearl	G32	Pier	Shopping/Souvenirs
Mini Chinese	H31	Pier	Dining/Entertainment
Moonstone Park	E7	Harbor	Activities/Recreation
Mystical Joy	K27	Boardwalk	Shopping/Souvenirs
Naja's Place	K24	Boardwalk	Dining/Entertainment
New Starboard Attitude	H31	Pier	Dining/Entertainment
Ocean Steps	L29	Boardwalk	Art/Interest
Olympus SUP Fit	F10	Harbor	Activities/Recreation
On The Rocks	I19	Harbor	Dining/Entertainment
Oriental Breeze	G31	Pier	Dining/Entertainment
Pacific Fish Center	F31	Pier	Dining/Entertainment
Paddle House	K24	Boardwalk	Activities/Recreation
Path of History	H17, I23, I32, I39	Harbor/Pier	Art/Interest
Pia	K27	Boardwalk	Dining/Entertainment
Pier Bakery	L27	Boardwalk	Dining/Entertainment
Pier Bakery	H32	Pier	Dining/Entertainment
Pier Express	G31	Pier	Dining/Entertainment
The Pier Gift & Souvenir	G30	Pier	Shopping/Souvenirs
Pier Plaza	I30	Pier Plaza	Dining/Entertainment
Pier Seafood	F31	Pier	Dining/Entertainment
Polly's on the Pier	H20	Harbor	Dining/Entertainment
Port Royal Marina	H14	Harbor	Marinas/Yacht Clubs
Port Royal Yacht Club	J13	Harbor	Marinas/Yacht Clubs
The Portofino Hotel & Marina	D12	Harbor	Apartments/Hotels
The Portofino Marina	G12	Harbor	Marinas/Yacht Clubs
Portside Cafe	H32	Pier	Dining/Entertainment
Quality Seafood Fish Market	K29	Boardwalk	Dining/Entertainment
Quality Seafood Gifts	K28	Boardwalk	Shopping/Souvenirs
R10 Social House	J23	Harbor	Dining/Entertainment
Redondo Bait & Tackle	F31	Pier	Activities/Recreation
Redondo Beach Crab House	H32	Pier	Dining/Entertainment
The Redondo Beach Hotel	M14	Harbor	Apartments/Hotels
Redondo Beach Marina	J25	Harbor	Marinas/Yacht Clubs
Redondo Beach Visitors Bureau	I29	Pier	Activities/Recreation
Redondo Beach Yacht Club	J3	Harbor	Marinas/Yacht Clubs
Redondo Coffee Shop	F31	Pier	Dining/Entertainment
Redondo Fun Factory Arcade	I28	Boardwalk	Activities/Recreation
Redondo Smoke Shop	K24	Boardwalk	Shopping/Souvenirs
Redondo Sportfishing Pier	H20	Harbor	Activities/Recreation
Rocky Point Fuel, Kayaks/SUP	F10	Harbor	Activities/Recreation
Ruby's Diner	J18	Harbor	Dining/Entertainment
Samba Brazilian Steak House	I22	Harbor	Dining/Entertainment
SEA Lab	L3	Harbor	Activities/Recreation
Seaside Lagoon	H17	Harbor	Activities/Recreation
Shade Hotel Site	J11	Harbor	Apartments/Hotels
The Shrimp Lover	I31	Pier Plaza	Dining/Entertainment
Slightly Different	G31	Pier	Shopping/Souvenirs
The Slip	K27	Boardwalk	Dining/Entertainment
South Bay Sailing	I24	Harbor	Activities/Recreation
Sunshine Kite Company	G32	Pier	Shopping/Souvenirs
Tarsan Stand-Up Paddle Boarding	K6	Harbor	Activities/Recreation
Tony's Hats 'n Things	H31	Pier	Shopping/Souvenirs
Tony's on the Pier (Old Tony's)	G31	Pier	Dining/Entertainment
Trade Winds Gifts	K25	Boardwalk	Shopping/Souvenirs
T's Toe Rings & Gifts	G31	Pier	Shopping/Souvenirs
Turtle Park	L29	Pier	Activities/Recreation
Veterans Park	J37	Pier	Activities/Recreation
Voyager Excursions	J26	Harbor	Activities/Recreation
Wyland Whaling Wall	L11	Harbor	Art/Interest

located in King Harbor Marina.

Olympus SUP Fit - F10 Stand-Up Paddle Boarding - SUPFit Yoga/Pilates classes. 310-214-1800 olympusboardshop.net

Paddle House - K24 Stand-Up Paddle Boarding Membership Club, Lessons 310-372-1600 paddle-house.com

Redondo Beach Chamber of Commerce & Visitors Bureau - I29 310-376-6911 visitredondo.com

Redondo Fun Factory Arcade - I28 Amusement center offering rides, video games, skee-ball, air hockey, carnival games and prizes. redondofunfactory.com

Redondo Sportfishing - H20 Charter fishing excursions for individuals and groups. Fishing pole and tackle rental, fishing licenses and bait. 310-372-2111 redondosportfishing.com

Rocky Point - F10 Charters, kayak and stand-up paddle board (S.U.P.) rentals, marine fuel and snacks. 310-374-9858 rockypointfun.com ♥

SEA Lab - L3 Free hands-on education center focusing on local sea life and native plants. Mobile touch tanks and summer camps available. 310-318-7458 lacorps.org/sealab.php

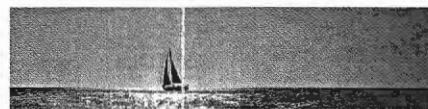
Seaside Lagoon - H17 Gated shallow-water lagoon with lifeguard supervision and playground for children. Open Memorial Day through Labor Day. Day/Season/Group rates available. 310-318-0682 redondo.org/seasidelagoon ♥

South Bay Sailing - I24 Sailing instruction for all ages and levels. Seasonal youth camps and charters for any occasion. 310-937-3180 310sail.com ♥

Sunshine Kite Company - G32 Large selection of kites, wind vanes and yo-yo's. Free yo-yo classes. 310-372-0308 pierkites.com

Tarsan Stand-Up Paddle Boarding - K6 Lessons, membership, rentals, and camps. 310-798-2200 tarsanstandup.com

Voyager Excursions - I26 Boat rides and seasonal whale watching excursions (December 26 - April 15) 310-944-1219 voyagerexcursions.com



181 N. Harbor Dr.

Sites of Interest

Bill & Bob Meistrell Memorial - I32 Tribute to the founders of Body Glove International and Dive 'N Surf.

George Freeth Monument - I32 Tribute to the man who introduced surfing to California and founded the Lifeguard Association.

Harbor Mosaic Wall - L6 Featuring above-the-water activities in King Harbor.

International Boardwalk - K23-28 Dining, shopping and water activities. 100 International Boardwalk

Municipal "Horseshoe" Pier - I27-E32 The historical pier is a South Bay landmark featuring dining, fishing, entertainment and shopping. 100 Fisherman's Wharf redondopier.com

Ocean Steps - L29 Mosaic glass installation of ocean scenes.

Path of History - K3-K25 Follow the marker symbols along the pedestrian pathways of the boardwalk, pier and harbor to learn about the history of Redondo Beach.

Sportfishing Pier - G20 Fishing and cafe serving breakfast and lunch. 233 N. Harbor Drive

Wyland Whaling Wall - L11 "Grey Whale Migration" by acclaimed marine life artist, Robert Wyland installed on AES power station wall in 1991 and updated in 2011.

Yacht Clubs

King Harbor Yacht Club - C4 310-376-2459 khyc.org

Port Royal Yacht Club - E12 310-372-3960 pryc.us

Redondo Beach Yacht Club - J3 310-374-4838 redondobeachyachtclub.org

