

**Redondo Beach Avenue A Access Ramp Project  
Draft Initial Study/Mitigated Negative Declaration**

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- D – Beach Bluffs Restoration Project Master Plan
- E – Geotechnical Report

## *Acronyms and Abbreviations*

AB	Assembly Bill
ADA	Americans with Disabilities Act
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BMP	Best Management Practices
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2e</sub>	carbon dioxide equivalent
City	City of Redondo Beach
County	County of Los Angeles
dB	decibel
dBA	A-weighted decibel
CDOC	California Department of Conservation
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
IS/MND	Initial Study/Mitigated Negative Declaration
LACoMC	Los Angeles County Municipal Code
LID	low impact development
L <sub>MAX</sub>	maximum reference noise level
MBTA	Migratory Bird Treaty Act
MT	metric ton

NAHC	Native American Heritage Commission
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
PM <sub>10</sub>	particulate matter less than 10 microns in diameter
PM <sub>2.5</sub>	particulate matter less than 2.5 microns in diameter
ROG	reactive organic gas
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
sf	square foot/feet
SO <sub>x</sub>	sulfur oxides
SWPPP	Stormwater Pollution Prevention Plan

# *Section 1. Introduction*

## **1. CEQA PURPOSE AND PROCESS**

The California Environmental Quality Act (CEQA) (California Public Resources Code, Sections 21000, et seq.) was enacted in 1970 with several basic purposes: (1) to inform government decision makers and the public about the potentially significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with the Guidelines for Implementation of CEQA (State CEQA Guidelines, California Code of Regulations [CCR], Title 14, Sections 15000 et seq.). In compliance with CEQA, the City of Redondo Beach (City), as the Lead Agency for the proposed Redondo Beach Avenue A Access Ramp Project (Project), is obligated to provide opportunities for participation in the environmental review process, including informing, contacting, and soliciting input on the Project from various government agencies and the general public, including stakeholders and other interested parties. County of Los Angeles, Department of Beaches and Harbors, as a Responsible Agency, would implement the Project. This Draft IS/MND, which is available for public review as outlined below is intended as an informational document.

The 30-day public review of this Draft IS/MND is from **February 5, 2026 to March 6, 2026** and the document is available at **Redondo Beach Community Development Department, Planning Division at 415 Diamond Street, Redondo Beach CA 90277**. Additionally, the document is available on the City's website at

[https://www.redondo.org/departments/community\\_development/planning/current\\_projects.php](https://www.redondo.org/departments/community_development/planning/current_projects.php).

Comments on the Draft IS/MND may be submitted to Senior Planner, **Steven Giang**, at [\*\*Steven.Giang@Redondo.org\*\*](mailto:Steven.Giang@Redondo.org). All comments should be submitted by 5:00 pm PST by **March 6, 2026**.

After the close of the public review period, the City will prepare a Final IS/MND that will include the comments received in the Draft IS/MND, responses to comments (those based on content) on the Draft IS/MND, the final document in strikeout/underline form indicating any changes to the Draft IS/MND as a result of comments received, and the Mitigation Monitoring and Reporting Program.

If the City adopts the Final IS/MND and subsequently approves the Project, the City shall file a Notice of Determination (NOD) with the County Clerk within five days of Project approval. The NOD shall be publicly posted by the County Clerk within 24 hours of receipt and remain posted for 30 days. This filing begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the Project, and to issues that were presented to the Lead Agency by any person, either orally or in writing, during the public comment period between February 5, 2026 to March 6, 2026.

## **2. ORGANIZATION OF THE INITIAL STUDY**

This Initial Study is organized into four sections as follows:

Section 1. Introduction. This Section provides introductory information, such as the Project title and the Project Applicant, and identifies the lead agency for the Project.

Section 2. Executive Summary. This Section provides Project information, identifies key areas of environmental concern, and includes a determination of whether the project may have a significant effect on the environment.

Section 3. Project Description. This Section provides a description of the environmental setting and the Project, including Project characteristics, related Project information, and a list of requested discretionary actions.

Section 4. Evaluation of Environmental Impacts. This Section contains the completed CEQA Initial Study Checklist and a discussion of the environmental factors that would be potentially affected by the Project.

Section 5. References. A list of sources consulted in the preparation of this document.

## *Section 2. Executive Summary*

**Project title:**

Redondo Beach Avenue A Access Ramp Project

**Lead agency name and address:**

City of Redondo Beach, 415 Diamond Street Door 2, Redondo Beach, CA 90277

**Contact person and phone number:**

Steven Giang, Senior Planner, (310) 697-3696

**Project sponsor's name and address:**

Los Angeles County Department of Beaches and Harbors, 13837 Fiji Way, Marina del Rey, CA 90292

**Project location:**

Address: 1109 Esplanade and 811 Esplanade, Redondo Beach, CA 90277

APN: 7509-001-900 and 7509-005-900

USGS Quad: Redondo Beach, California

**Gross Acreage:** 1.64 acres

**General Plan designation:** Public or Institutional (P)

**Community/Area wide Plan designation:** General Plan of the City of Redondo Beach

**Zoning:** Parks, Recreation, and Open Space (P-PRO)

**Description of project:** The proposed Redondo Beach Avenue A Access Ramp Project (Project) is a series of improvements and modernization to the existing access ramp and associated infrastructure along Esplanade in Redondo Beach, California. The Project can be found at the western terminus of Avenue A and includes the removal of the existing access path, retaining wall, and pedestrian railing, and new construction of an Americans with Disabilities Act (ADA)-accessible concrete path, and a concrete staircase on the north side of the newly constructed access path. Additionally, the Project would include the general grading of the bluff, removal and replacement of existing landscaping and irrigation, and installation of a bicycle rack, bollard lighting, bench seating, guardrails and handrails, drainage swales, and miscellaneous drainage improvements. The complete Project description is included in Section 3, Project Description of this IS/MND.

**Note:** Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's (NAHC) Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

The City sent "request for consultation" letters to **eight** Native American tribes: Cahuilla Band of Indians, Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno Tongva San Gabriel Band of Mission Indians, Gabriellino Tongva Indians of California Tribal Council, Gabriellino Tongva Nation, and Gabriellino-Tongva

Tribe) on **September 5, 2025**, initiating Assembly Bill (AB) 52 consultation. Staff did not receive any responses to the “request for consultation” letters sent to the tribes.

**Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):**

<i>Public Agency</i>	<i>Approval Required</i>
California Coastal Commission	Coastal Development Permit or Exemption/Wavier (only on appeal)
City of Redondo Beach	Coastal Development Permit
County of Los Angeles Board of Supervisors	Capital Project Approval

**Major projects in the area:**

<i>Project/Case No.</i>	<i>Description and Status</i>
<u>None within 1/2 mile of the Project</u>	

**Reviewing Agencies:**

<i>Responsible Agencies</i>	<i>Special Reviewing Agencies</i>	<i>Regional Significance</i>
<input type="checkbox"/> None Regional Water Quality Control Board: <input type="checkbox"/> Los Angeles Region <input type="checkbox"/> Lahontan Region <input checked="" type="checkbox"/> Coastal Commission <input type="checkbox"/> Army Corps of Engineers <input type="checkbox"/> LAFCO <input checked="" type="checkbox"/> County of Los Angeles, Beaches and Harbors	<input type="checkbox"/> None <input type="checkbox"/> Santa Monica Mountains Conservancy <input type="checkbox"/> National Parks <input type="checkbox"/> National Forest <input type="checkbox"/> Edwards Air Force Base <input type="checkbox"/> Resource Conservation District of Santa Monica Mountains Area <input type="checkbox"/> City of Culver City <input type="checkbox"/> City of Los Angeles	<input type="checkbox"/> None <input type="checkbox"/> SCAG Criteria <input type="checkbox"/> Air Quality <input type="checkbox"/> Water Resources <input type="checkbox"/> Santa Monica Mtns. Area

*Trustee Agencies*

None  
 State Dept. of Fish and Wildlife  
 State Dept. of Parks and Recreation  
 State Lands Commission  
 University of California (Natural Land and Water Reserves System)

*County Reviewing Agencies*

DPW  
 Fire Department  
     - Planning Division  
     - Land Development Unit  
     - Health Hazmat  
 Sanitation District  
 Public Health/ Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells), Toxics Epidemiology Program (Noise)  
 Sheriff Department  
 Parks and Recreation  
 Subdivision Committee  
 Regional Planning  
 Beaches and Harbors

**1. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact,” as indicated by the checklist on the following pages.

- Aesthetics
- Agriculture/Forestry
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities/Services
- Wildfire
- Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Department.)

On the basis of this initial evaluation:

- I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.

\_\_\_\_\_  
Signature (Prepared by)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature (Approved by)

\_\_\_\_\_  
Date

## **2. EVALUATION OF ENVIRONMENTAL IMPACTS**

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:
  - a) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - b) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
  - c) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significant. Sources of thresholds include the General Plan, other planning documents, and ordinances. Some thresholds are unique to geographical locations.

## *Section 3. Project Description*

The proposed Redondo Beach Avenue A Access Path Project (Project) includes a series of improvements and modernization to the existing access ramp and associated infrastructure at 811 and 1109 Esplanade in the incorporated community of Redondo Beach, California (see Figure 1, Project Location and Figure 2, Project Site). In 2021, the County of Los Angeles Department of Beaches and Harbors (DBH) requested the closure of the ramp following an engineering study that found the existing access path, railing, top and bottom landings, and concrete masonry unit (CMU) wall that compose the ramp to be in very poor condition. The report recommended closure for public safety, and in response the City of Redondo Beach (City), approved emergency coastal development permit (eCDP) No. CDP-2-21-12 authorizing closure of the Avenue A access ramp. In January 2024, the City issued the last eCDP extension for the access ramp closure, to allow DBH time to prepare construction drawings for the access ramp repair project. The Project includes staging as well as infrastructure removal, repair, and replacement associated with efforts to improve public safety associated with the access path to Redondo Beach at Avenue A.

Construction of the Project is anticipated to start in Winter 2026. Project construction is anticipated to take approximately 12 months to complete. Construction activities would consist of demolition, site preparation, grading, path construction, paving, architectural coating, and dune/bluff restoration. Project construction would import approximately 730 cubic yards (cy) of soil to support the foundations of the new access path and remove all demolished material, including retaining wall cement and old metal railing. Excavations associated with the Project would not exceed 5 feet in depth. Construction equipment would include two (2) cement and mortar mixers, two (2) concrete/industrial saws, two (2) crawler tractors, two (2) dumpers, two (2) excavators, two (2) pavers, four (4) plate compactors, one (1) rough terrain forklift, one (1) loader, one (1) surfacing equipment, one (1) sweeper, one (1) tractor, and one (1) trencher. Construction equipment and materials would be staged onsite in a designated staging area on the beach. Construction activities would be limited to five (5) days per week between 7:00 am to 3:30 pm. The Project crew would be comprised of 8 workers and each day the required crew members would drive themselves to and from the site for the duration of the Project. The total number of vehicle trips for the crew members is approximately 4,160, including all trips to and from the Project site.

Initial site preparation would include installation of a 50-foot-wide by 100-foot-long temporary contractor staging area on the beach, which would not be paved. A temporary bike path, measuring approximately 528 feet long by 20 feet wide, would be installed west of the existing bike path to redirect pedestrians around the work area. The temporary bike path would be constructed of concrete pavement and remain in place for the duration of the construction period. The beach area beneath the temporary bike path would be returned to its original condition following Project completion. To ensure public safety, two (2) temporary chain link fences would be installed along the western edge of the work area. One (1) chain link fence would surround the 50-foot-wide by 100-foot-long contractor staging area, and one (1) chain link fence would sit along the edge of the existing bike path, to prevent pedestrian access into the active Project work area.

Construction of the new access ramp includes removal of the old access ramp and development of new ADA accessible infrastructure. Specifically, the Project would remove the existing 4.5-foot-wide by 267-foot-long access path, a 267-foot-long CMU wall that varies from 36 inches to 60 inches high, a 267-foot-long pedestrian railing, and existing vegetation and irrigation. This would be followed by site grading and preparation. This work would be followed by construction of a new 6-foot-wide, 812-foot-long, ADA-accessible concrete path following a zig-zag pattern with two (2) switchbacks to the beach. The path includes three drainage swales running along the upslope side of the entire path to convey runoff away from the path, each leading to a six-inch drainage pipe at the switchback turn. The retaining wall along the upslope side of the concrete path would

also be constructed with a French drain feature below grade to convey water runoff away from the wall footing during storm events. The new path would have a 6-foot-wide concrete staircase running east to west, on the north end of the access ramp. The Project would include a bicycle rack, bollard lighting, bench seating, guardrails and handrails, and miscellaneous drainage improvements.

The final stage of Project construction would include restoration of the dune/bluff habitat at the Project site. Landscaping would be planted within the newly graded bluff area of the Project footprint to promote erosion control and enhance protected species habitat. Following completion of the access path and associated infrastructure, the bluff site would be prepared, and plant species would be installed consistent with the species listed and guidelines presented in Table 2 of the *Beach Bluffs Restoration Project Master Plan* (2005) (Appendix D) as well as those requested by California Coastal Commission staff (e.g. *Eriogonum* and *Dudleya*). Any remaining unplanted areas would be covered with coyote brush (*Baccharis pilularis*) set at 3-foot spacings until the Project site is covered. Temporary irrigation would be installed and monitored until plants are established. It would be connected to the existing 2-inch water supply line at the northern boundary at the top of the bluff and would be operated by an automatic control located at the top of the bluff. Low voltage electricity would also be provided via a new panel at the top of the bluff containing the irrigation controls and lighting controls. Please see Appendix A, Conceptual Design Plan for more detailed information.

**Surrounding Land Uses and Setting:** Redondo Beach, a coastal city in Los Angeles County, has a diverse array of land uses including but not limited to hotels, restaurants, offices and commercial centers, residential uses, public parks, beaches, and bike paths. Regionally, the City of Los Angeles and its suburbs surround Redondo Beach to the north, east, and south with the community of Hermosa Beach to the north, the neighborhood of West Torrance to the immediate east, and the neighborhood of Torrance Beach to the south. The Pacific Ocean borders Redondo Beach to the west. Los Angeles International Airport is located approximately 6.2 miles north of Redondo Beach.

The Project site is within a Public or Institutional (P) General Plan land use designation and Parks, Recreation, and Open Space Zoning designation. This land use and Zoning designation comprises a combination of land uses for the public, including governmental facilities, parks, schools, libraries, hospitals and public open space, utility easements, and other public uses. Specifically, the approximately 1.6-acre beach front area is bordered to the east by multi-family residential properties, and bordered by public areas to the north, west, and south.

**Construction Best Management Practices (BMP):** The following general construction best management practices would be implemented to avoid and minimize environmental impacts during construction.

- **Construction Hours.** Construction activities would be limited to daylight hours. If nighttime construction is necessary, all project lighting (e.g., staging areas, equipment storage sites, roadway, construction footprint) would be selectively placed and directed onto the roadway or construction site and away from sensitive habitats. Light glare shields would be used to reduce the extent of illumination into sensitive habitats. If the work area is located near surface waters, the lighting would be shielded such that it does not shine directly into the water.
- **Prevent Spread of Invasive Species.** The spread or introduction of non-native, invasive plant and animal species by arriving vehicles, equipment, imported gravel, and other materials, will be avoided. Non-native invasive plants within the Project Site will be removed and properly disposed of in a manner that would not promote their spread. Equipment would be cleaned to remove any sediment or vegetation at designated wash stations before entering or leaving the Project Site to avoid spreading pathogens or non-native invasive species. Wash sites would be in confined areas that limit run-off to any surrounding habitat and on a flat grade.
- **Equipment Maintenance and Materials Storage.** Vehicle traffic would be confined to existing roads and the proposed access route(s) shown on Project plans. All machinery would be in good working condition and show no signs of fuel or oil leaks. Oil, grease, or other fluids would be washed

off at designated wash stations, prior to entering the construction site. Equipment would be inspected and evaluated daily during construction for potential fluid leakage. No equipment refueling or fuel storage would take place within 100 feet of a body of water. All fuel and chemical storage, servicing, and refueling would be done in an upland staging area or other suitable location (e.g., barges) with secondary containment to prevent spills from traveling to surface water or drains. Staging areas would be established for equipment storage and maintenance, construction materials, fuels, lubricants, solvents, and other possible contaminants in coordination with resource agencies. Staging areas would have a stabilized entrance and exit and be located at least 100 feet from bodies of water unless site-specific circumstances do not provide such a setback, in which case the maximum setback possible would be used. Fluids would be stored in appropriate containers with covers and properly recycled or disposed of off-site. Machinery stored on site would have pans or absorbent mats placed underneath potential leak areas.

- **Material Disposal.** All refuse, debris, unused materials, and supplies that cannot reasonably be secured would be removed daily from the project work area and deposited at the appropriate disposal or storage site. All construction debris would be removed from the work area immediately upon project completion.
- **Trash Removed Daily.** During project activities all trash, especially food-related refuse that may attract potential predators or scavengers, would be properly contained within sealed containers, removed from the work site, and disposed of daily.
- **Project Cleanup after Completion.** Work pads, temporary false work, and other construction items would be removed from the 100-year floodplain by the end of the construction window. Removal of materials would not result in discharge to waterbodies.

Figure 1. Project Location

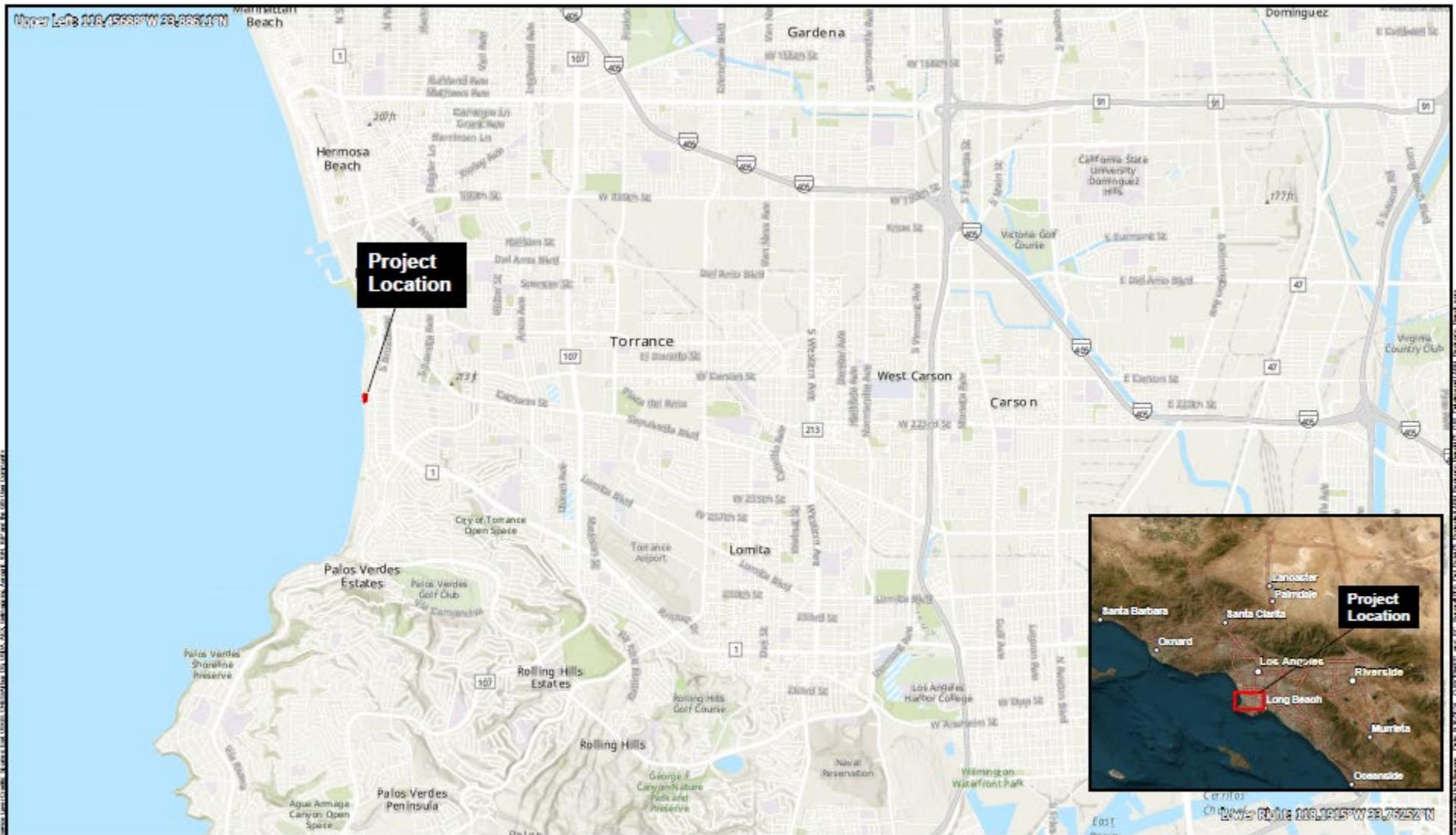
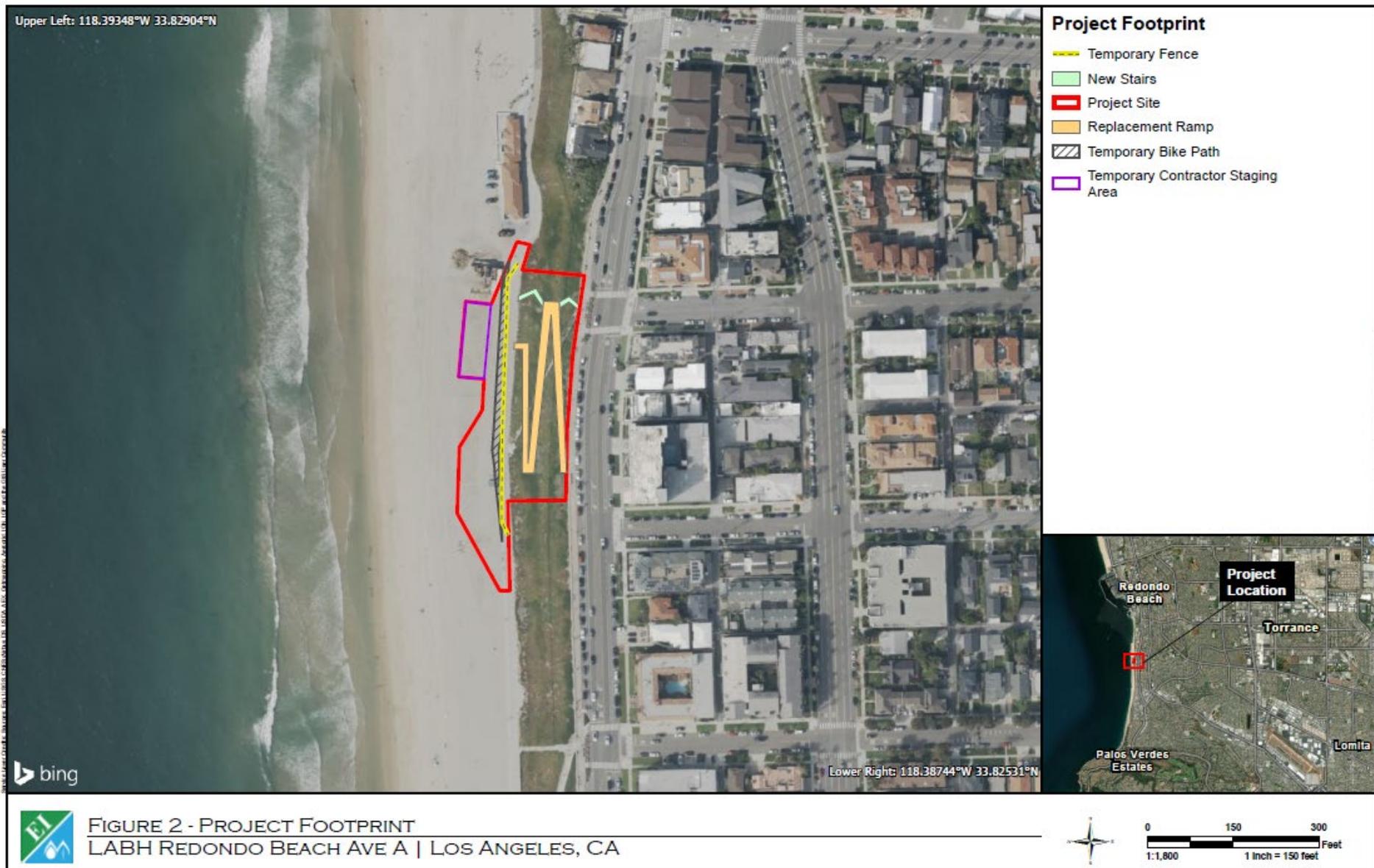


FIGURE 1: PROJECT LOCATION  
LABH REDONDO BEACH AVE A | LOS ANGELES, CA



0 2,500 5,000 10,000  
Feet  
1:80,000 1 inch = 5,000 feet

Figure 2. Project Site



# Section 4. Evaluation of Environmental Effects

## 1. AESTHETICS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
--	---	--	---	----------------------

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?                       

**Less Than Significant Impact.** A scenic vista is generally defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public.

Temporarily, during the construction period, equipment would be visible while in use and in staging areas and views would be altered as structures are demolished and new ones are erected. Post construction, views would be largely the same as the existing environment. As discussed in Section 3, Project Description, the Project improvements involve the replacement of aging facilities with new facilities that will serve the same purpose and remain within the same general footprint of the existing structures. Overall, the Project would result in visible improvements that would replace the deteriorating infrastructure. The new lighting is intended for ambience and security and would adhere to the City of Redondo Beach standards pertaining to shielding, light spillage, and illumination (see response to 1. e) below).

The Project would improve an existing deteriorated beach amenity; thus, the Project would not adversely affect a scenic vista. A less than significant impact would occur.

b) Be visible from or obstruct views from a regional riding, hiking, or multi-use trail?                       

**No Impact.** As discussed in Section 3, Project Description, the new access path, staircase, lighting, and vegetation would be visible from the existing beach front multi-use path and from Esplanade. The existing infrastructure would be replaced with similar features of comparable height. Thus, post construction views would be similar in relation to massing, bulk, and height. The Project would not obstruct any views. Moreover, improvements would include landscaping features, which would be a visual benefit as discussed in response to 1. a), above. No impact would occur.

c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?                       

**No Impact.** The Project is not located along a state scenic highway (Caltrans 2024). Therefore, no impact would occur.

**d) Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality? (Public views are those that are experienced from publicly accessible vantage point)**                       

**Less Than Significant Impact.** The existing access path would be demolished and replaced with an upgraded path, new staircase, lighting, and improved vegetated landscaping. They would generally be replaced in kind and maintain the existing bulk and scale. The improvements would enhance the existing visual character and quality of public views at the site. The pattern of development would not be altered as improvements are mostly replacements of deteriorating or inadequate facilities, which would likely improve the aesthetics of the area.

The Project would not conflict with applicable zoning and other regulations governing scenic quality. The impacts would be less than significant.

**e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?**                       

**Less Than Significant Impact.** The Project includes lighting improvements. An estimated 32 LED 20 lighting bollards would be provided along the improved path and staircase. The introduction of light can be a nuisance by affecting adjacent areas and diminishing the view of the clear sky depending on the location of the light sources and its proximity to nearby light-sensitive areas.

The Project is in an area that has multiple sources of nighttime lighting. Currently there are numerous sources of light along the pedestrian walkways, adjacent street - Esplanade – beach restrooms, and the existing beach bicycle path. Due to the developed nature of the Project site and surrounding land uses any new sources of light would be absorbed into the existing lit environment and would not spill over into adjacent land uses at a level that would be obtrusive or substantially varied from the existing environment.

The Project would be required to comply with lighting design standards, policies, permitting requirements, etc., as set forth by the City of Redondo Beach and the State of California. It would be designed in compliance with the City of Redondo Beach’s Public Review Draft General Plan (Redondo Beach 2024a) *Policy OS-3.5 Light Pollution. Preserve skyward nighttime views and lessen glare by requiring outdoor fixtures on public and private property be fully-shielded, located only where necessary, designed to provide the correct amount of light, and use long-wavelength fixtures minimizing lighting level.*

Glare impacts can occur because of artificial light or sunlight reflecting off a surface. Glare can create discomfort or present safety concerns. As discussed in the Project Description in Section 3 of this Initial Study, the Project is to be constructed with non-reflective materials. Such architectural elements are not a source of glare. Vehicles traveling to and from the site could be a source of daytime glare; however, the Project would not include a substantial number of added cars visiting the site compared to the surrounding community (see Section 17, Transportation of this Initial Study). Additionally, nighttime lighting would be shielded and directed downward onto the park and park features for security and ambience. Less than significant impact would occur.

**2. AGRICULTURE/FOREST**

*In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.*

	<i>Less Than Significant</i>		
<i>Potentially Significant Impact</i>	<i>Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

**Would the project:**

**a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**                       

**No Impact.** The Project site is in an urbanized area where there is no farmland or agricultural resources. According to the California Department of Conservation (CDOC) Important Farmland Map, the Project site as Urban and Built-Up Land (CDOC 2022a). Urban and Built-Up Land is land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel and does not contain agricultural uses or areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.

**b) Conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract?**                       

**No Impact.** The Williamson Act applies to parcels within an established agricultural preserve consisting of at least 20 acres of Prime Farmland or at least 40 acres of land not designated as Prime Farmland. The purpose of the act is to preserve agriculture and open space lands by discouraging premature and unnecessary conversion to urban uses. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land for use as agricultural or related open space.

The Project site is zoned as Parks and Open Space (P-Pro) according to the City’s Zoning Map. No portion of the site is zoned for agricultural use or under a Williamson Act Contract (CDOC 2022a, CDOC 2022b). As such, there would be no conflict with zoning for agricultural use, a designated Agricultural Resource Area, or a Williamson Act contract. No impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?

**No Impact.** Forest land is defined by Public Resources Code Section 12220(g) as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. There is no forest land within the Project work area.

Timberland is defined by Public Resources Code Section 4526 as land, other than land owned by the federal government and land designated by the California Department of Forestry (CAL FIRE) Board of Forestry as experimental forestry land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. There are no timberlands within the Project work area.

Timberland zoned Timberland Production is defined by Public Resources Code Section 51104(g) as an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses. There are no timberland zoned Timberland Production located within the Project work area.

The Project site is zoned P-Pro and there are no lands zoned for forest land, timberland, or timberland production within in area. No impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

**No Impact.** The Project is in an urbanized area where there are no forestry resources. Its location is designated as Urban and Built-Up Land by the CDOC (CDOC 2022a). Please see 2. c) above. No impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

**No Impact.** Implementation of the Project would have no impact on agriculture and/or forestry resources. The Project location is classified as Urban and Built-Up Land, which does not contain any agricultural uses or areas designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (CDOC 2022a). Furthermore, there are no Williamson Act contracts or forest lands in the vicinity of the Project. Implementation of the Project would not involve changes to the existing land uses or result in the conversion of Farmland to non-agricultural use or forest land to non-forest use. Please see responses to 2. a) through 2. d). No impact would occur.

### 3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
<b>a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.** The Project is located within the South Coast Air Basin (SCAB) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the SCAQMD Air Quality Management Plan (AQMP 2022). The AQMP provides actions and strategies aimed at reducing air pollution emissions in order to bring the SCAB into attainment for all criteria pollutants. Construction activities will comply with applicable SCAQMD rules and regulations and are expected to have minimal air quality impacts. The Project is a beach access ramp for pedestrians, therefore once the construction phase is completed, the Project will generate minimal air quality impacts and will not conflict with any SCAQMD air quality plans.

<b>b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Less Than Significant Impact.** The SCAB is a federal and/or state nonattainment area for ozone, particulate matter less than 10 microns in diameter (PM<sub>10</sub>) and particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>). If a project conflicts with the AQMP, that project can be considered cumulatively considerable. Additionally, if the mass emissions calculated for a project exceed the applicable SCAQMD daily significance thresholds that are designed to assist the region in attaining the applicable state and national ambient air quality standards, that project can be considered cumulatively considerable. As discussed in response 3.a) above, the Project would not conflict with or obstruct implementation of the AQMP. The Project would not exceed the construction emission thresholds and there would be a negligible increase in long-term operational emissions, therefore the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard, indicating less than significant impact. Additional details are discussed below and in Appendix B.

#### **Construction**

Construction-generated emissions are temporary and short term. Two basic sources of short-term emissions would be generated through construction of the Project: operation of the construction vehicles and the creation of fugitive dust during clearing and grading.

Criteria pollutant emissions were calculated using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.26. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. The model was developed for the California Air Pollution

Control Officers Association (CAPCOA) in collaboration with the California air districts. CalEEMod allows for the use of default data (e.g., emission factors, trip lengths, meteorology, source inventory) provided by the various California air districts to account for local requirements and conditions, and/or user-defined inputs. **Table 3-1** summarizes the maximum daily construction emissions from the Project compared to the SCAQMD significance thresholds (SCAQMD 2023); Project emissions during construction would not exceed the significance thresholds, indicating less than significant impact.

**Table 3-1. Daily Construction Criteria Pollutant Emissions**

Pollutant <sup>1</sup>	SCAQMD Significance Threshold (lbs/day)	Maximum Daily Emissions (lbs/day)	Significant Impact?
ROG <sup>1</sup>	75	1.48	No
NO <sub>x</sub>	100	9.24	No
CO	550	9.68	No
SO <sub>x</sub>	150	0.02	No
PM <sub>10</sub>	150	56.2	No
PM <sub>2.5</sub>	55	6.07	No

Notes:

<sup>1</sup> ROG = reactive organic gas; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = particulate matter 10 microns or less in diameter; PM<sub>2.5</sub> = particulate matter 2.5 microns or less in diameter

### Operation

Typically, post-project emission increases are associated with mobile emissions, specifically new vehicle trips associated with a project. As discussed in Section 17, Transportation, the Project would not introduce any new vehicle trips; therefore, there would be no increase in long-term project-related emissions. Potential emissions calculated by CalEEMod include pesticide/fertilizer use and energy consumption for irrigation infrastructure or lighting fixtures. However, the Project would replace existing vegetation with drought tolerant landscaping, which would reduce the demand upon water for irrigation, and overall emissions from site occupancy are expected to be negligible.

c) Expose sensitive receptors to substantial pollutant concentrations?

**Less than Significant Impact.** Sensitive receptors are individuals considered to be at a heightened risk of negative health outcomes due to exposure to air pollution. Sensitive receptors include residences such as private homes, condominiums, apartments, and living quarters; schools; preschools; daycare centers; health care facilities and long-term care hospitals; prisons; and dormitories or similar live-in housing. The nearest school is Alta Vista Elementary School (at 815 Knob Hill Ave in Redondo Beach), located over 2,000 feet east of the Project site. The nearest residential receptor is located approximately 95 feet east of the Project site; and the nearest commercial receptor is located approximately 248 feet east of the Project site. As discussed in response 3.b), construction emissions are temporary and are below the SCAQMD significance thresholds, and operational emissions are negligible. Additional details are in Appendix B. Less than significant impacts would occur.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

**Less than Significant Impact.** The State of California Health and Safety Code Sections 41700 and 41705 (HSC 2024) prohibit emissions from any source whatsoever in such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to the public health or damage to property. The

Project could produce odors during construction activities resulting from construction equipment exhaust, application of concrete, and/or the application of architectural coatings. However, odors emitted during construction would be temporary, short-term, and intermittent in nature, and the sources would be in different locations across the site as construction progresses. Further, these sources would cease upon the completion of the respective phase of construction. California Air Resources Board (CARB) Air Quality and Land Use Handbook includes a list of the most common sources of odor complaints received by local air districts. Typical sources of odor complaints include facilities such as sewage treatment plants, landfills, recycling facilities, petroleum refineries, and livestock operations (CARB 2005). The Project consists of improvements to an existing pedestrian access ramp, which is not anticipated to generate substantial odors. Therefore, the Project would not result in emissions leading to odors that would adversely affect a substantial number of people. Less than significant impact would occur.

**4. BIOLOGICAL RESOURCES**

	<i>Less Than Significant</i>		
<i>Potentially Significant Impact</i>	<i>Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

Would the project:

- a) Have a substantial adverse effect, 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 the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

**Less than Significant Impact with Mitigation Incorporated.** Under the California Endangered Species Act, the California Department of Fish and Wildlife (CDFW) designates plant and animal species as threatened or endangered. Similarly, the United States Fish and Wildlife Service (USFWS) designates species as threatened or endangered under the Federal Endangered Species Act. Plant and animal species may also be afforded special protection under regional and local planning documents. All special-status species, protected under federal, state, and local ordinances and with potential to occur and be impacted by the Project, must be analyzed under CEQA.

A search of the CDFW California Natural Diversity Database, the California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants (CNPS), and the USFWS Information for Planning and Consultation (IPaC) (CDFW 2024, USFWS 2024, and CNPS 2024) was conducted in August 2024 for the Project site and a 10-mile buffer (Project Study Area) in order to identify the potential for special status species to occur at the Project site. In addition, an on-site flora and faunal assessment of the Project site and immediate vicinity was performed in August 2024, and results were presented in a *Biological Resources Assessment for the Redondo Beach Avenue Access Path Project* (Montrose 2024). The combined review of online sources and field investigation indicates there is potential for nine (9) sensitive plant species and six (6) sensitive animal species to occur at the Project site<sup>1</sup>. **Table 4-1** presents a list of the species with historic potential to occur in the Project Study Area and a determination of each species’ current potential to occur at the Project site based upon known life-history requirements and results of the site-specific survey. The Project Study Area is not located within U.S. Fish and Wildlife Service (USFWS)-designated critical habitat for any species. The nearest terrestrial designated critical habitat unit is for western snowy plover (*Charadrius nivosus nivosus*) and is located 1.7 miles south of the Survey Area. The nearest marine designated critical habitat unit is for green sea turtle (*Chelonia mydas*) and is located immediately offshore of Redondo Beach to the west. Three (3) species were observed in or within the vicinity of the Project site during 2024 surveys. These include the globose dune beetle, Trask shoulderband, and the El Segundo blue butterfly.

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<sup>1</sup> Species deemed “absent” and “does not occur” in the *Biological Resources Assessment for the Redondo Beach Avenue Access Path Project* were excluded from this initial study analysis. For more detail on all species reviewed, please refer to the Biological Resources Assessment in Appendix C (Montrose 2024).

**Table 4-1. Species with Potential to Occur within the Project Site**

Species Name (Common Name)	Protection Status <sup>1</sup>	Potential to Occur in the Project Site
<b>Plants</b>		
<i>Abronia maritima</i> sticky sand verbena	CRPR 4.2	<b>Low potential.</b> Species not recorded in area in CDFW’s California Natural Diversity Database (CNDDDB) or CCH2 recently. A number of individuals are documented 860 feet from the Project’s southern perimeter. This occurrence was confirmed as present during July’s site visit (adjacent to public restroom at the foot of the Avenue C beach access ramp). Species is easily observed throughout the year and was not observed within the survey area.
<i>Aphanisma blitoides</i> aphanisma	CRPR 1B.2	<b>Low potential.</b> Record in CNDDDB and CCH2 from bluff and rocky area immediately abutting the coast. Dense cover of ice plant ( <i>Carpobrotus edulis</i> ) over most of the Project Site limits potential occupancy. Species is readily apparent during the summer months and was not observed during July’s visit.
<i>A. pacifica</i> south coast saltscale	CRPR 1B.2	<b>Low potential.</b> Recorded in CCH2 (2017) 2 miles south of the Project Site in the Malaga cove area of Palos Verdes Estates. Species documented at numerous locations in bluff habitat on the Palos Verdes Peninsula by PVPLC and others (pers comm Neil Uelman, South Coast Chapter of CNPS Conservation Chair). As for all Atriplex species discussed, this species is readily apparent during the summer months and not easily overlooked. Species was not observed during July’s field visit.
<i>A. serenana</i> var. <i>dauidsonii</i> Davidson’s saltscale	CRPR 1B.2	<b>Low potential.</b> Species most recently recorded in 2020 (CCH2) 2.5 miles south at toe of coastal bluffs Rancho Palos Verdes. Other populations exist on the Palos Verdes Peninsula but data not publicly available (pers comm Neil Uelman, South Coast Chapter of CNPS Conservation Chair, J. George pers obs.). As for all Atriplex species discussed, this one is also readily apparent during the summer months and not easily overlooked. Species was not observed during July’s field visit.
<i>Calochortus catalinae</i> Catalina mariposa lily	CRPR 4.2	<b>Low potential.</b> Soils questionable for species occupancy, usually found in clay or other heavy soils. Species occurs at numerous locations on the Palos Verdes Peninsula (CCH2). Closest records are from the Bluff cove area of Palos Verdes Estates 2.7 miles south of Project Site, documented in 2022. July’s site visit was late in the season to survey for this species; however, no senescent plants were observed.
<i>Camissoniopsis lewisii</i> Lewis’ evening- primrose	CRPR 3	<b>Low potential.</b> Soils suitable, dense cover of <i>Carpobrotus edulis</i> over most of the Project Site limits potential occupancy. Species recorded in CNDDDB and CCH2 in region. Closest record is from CCH2, 1.75 miles south of the Project Site at “Malaga cove dune” documented in 2002. None were observed, however this species is usually desiccated and easily missed by July.
<i>Chaenactis glabriuscula</i> var. <i>orcuttiana</i> Orcutt’s pincushion	CRPR 1B.1	<b>Low potential.</b> Very limited habitat available onsite due to dense cover of ice plant ( <i>Carpobrotus edulis</i> ). Species recorded in CNDDDB and CCH2 in region. Closest recent record is from a small back-dune habitat fragment 4.5 miles north in the city of Manhattan Beach, documented in 2009.
<i>Dudleya virens</i> ssp. <i>insularis</i> bright green dudleya	CRPR 1B.2	<b>Low potential.</b> Limited habitat onsite due to dense cover of <i>Carpobrotus edulis</i> . Species is observably throughout the year; however, none observed during the 2024 field survey.
<i>Erysimum suffrutescens</i> suffrutescent wallflower	CRPR 4.2	<b>Low potential.</b> Very limited habitat onsite due to dense cover of ice plant ( <i>Carpobrotus edulis</i> ). Closest record is 2 miles south at “Malaga cove dune” documented in 2002. Species is visible throughout the year; however, none were observed during 2024 field survey.
<b>Animals</b>		
<i>Anniella stebbinsi</i> Southern California legless lizard	SSC	<b>Moderate Potential.</b> Appropriate habitat is present. Recent nearby records are documented 0.4 miles north and 0.8 miles south of the Project Site. Both records are from the coastal bluff and habitat is contiguous with the Project Site.
<i>Bombus crotchii</i> Crotch’s bumble bee	SC	<b>Moderate Potential.</b> Species documented 0.8 miles south of project site in bluff habitat restoration area in April 2024. Limited existing habitat due to the dense cover of <i>Carpobrotus edulis</i> ; however, gopher and ground squirrel burrows that provide nesting habitat were observed.
<i>Charadrius nivosus</i> western snowy plover	FT	<b>Moderate Potential.</b> The species is known from beach sand the vicinity; however, the project site does not contain suitable nesting habitat, and therefore the species is assumed to use the site for incidental foraging and movement.

<i>Coelus globosus</i> globose dune beetle	SSC	<b>High Potential.</b> It remains unknown which <i>Coelus</i> species are present. Mixed populations of <i>C. globosus</i> and <i>C. ciliates</i> are known.
<i>Euphilotes battoides allyni</i> El Segundo blue butterfly	FE	<b>Moderate potential.</b> No host plant occurs within the Project Site boundaries or within a 500-foot buffer. Nearest host plant occurs approximately 900 feet south in an area undergoing habitat restoration; however, species was observed flying near the project site during surveys in 2024.
<i>Helminthoglypta traskii</i> Trask shoulderband	SSC	<b>Present.</b> A number of shells from recently deceased members of this species were documented in 2024 on the Project Site.

<sup>1</sup> Protection Status:

Federal Listing Status

**FE** – federally endangered; **FT** – federally threatened; **FC** – federal candidate; **BCC** – USFWS Bird of Conservation Concern

State Listing Status (California)

**SE** – state endangered; **ST** – state threatened; **SC** – state candidate for listing; **FP** – Fully Protected; **SSC** – CDFW Species of Special Concern

California Rare Plant Rank (CRPR)

**1B.1** - Plants Rare, Threatened, or Endangered in California and Elsewhere. Seriously threatened in California (over 80% of occurrences threatened/high degree and immediacy of threat).

**1B.2** - Plants Rare, Threatened and Endangered in California and Elsewhere. Moderately threatened in California (20-80% of occurrences threatened/moderate degree and immediacy of threat)

The Project site has been occupied by the existing concrete access ramp since the 1960’s and survey results from 2024 indicate that the only vegetated area in the Project footprint is disturbed sand dune covered Ice Plant Mats (*Mesembryanthemum* spp. - *Carpobrotus* spp. Herbaceous Semi-Natural Alliance) (Montrose 2024). During floral surveys in 2024, a few native plant species were observed, including beach evening-primrose (*Camissoniopsis cheiranthifolia*), which was restricted to the narrow band of aeolian sand deposited at the foot of the bluff; alkali mallow (*Malvella leprosa*) found localized to two individuals at the top of the bluff; and cliff aster (*Malacothrix saxatilis*) present in a number of open areas at the top of the bluff. The remainder of the undeveloped Project site includes a narrow strip of unvegetated beach at the base of the access ramp, extending out to the position of the temporary bike path. The floral survey in 2024 did not identify individuals or suitable habitat for any of special status plant species with historic potential to occur in the Project site. Due to the low likelihood of occurrence, Project construction and operations (use of the new access ramp) are not anticipated to impact sensitive plant species. With the removal of the existing access ramp and completion of the Project, the area of vegetated land on the Project site is anticipated to decrease from 37,170 to 30,778, a loss of 6,392 square feet; however, during Project construction, on-site habitat would be transformed from non-native ice plant mat, with little ecosystem value, to high value coastal bluff habitat composed of native plants. The loss of some vegetated area would be more than compensated for by the increase in habitat value in the remaining area.

Migratory birds, including raptors and passerine species, are protected under the federal Migratory Bird Treaty Act (MBTA) and entities are prohibited from harming or harassing migratory birds, particularly while they are nesting. Moderately suitable foraging habitat for raptor and passerine species is present in the Project work area. Direct impacts to migratory bird species could include injury, mortality, loss of young, and nest failure; and indirect impacts from the Project could include loss of foraging habitat, increase in noise and human activities, and potential introduction of invasive/nonnative species. Project construction activities including grading and clearing the site, as well as loud noises associated with large machinery construction, have the potential to cause significant direct and indirect impacts to migratory birds, through disturbance of foraging habitat. Implementation of **Mitigation Measure BIO-1** (below) would reduce potential impacts to migratory birds to less than significant through identification and subsequent avoidance of nesting migratory birds in the Project disturbance footprint in advance of construction.

**El Segundo Blue Butterfly (*Euphilotes battoides allyni*; ESB)**, a federally endangered species, is endemic to the coastal dune ecosystem extending from the Ballona Wetlands near Santa Monica, south to the Palos Verdes Peninsula, and the primary threats to the species include loss of their dune ecosystem habitat (through development and invasion by exotic species) and associated obligate larval foodplant, seacliff buckwheat. Despite the location of the Project site within the historic range of the ESB, dune habitat at the Project site

does not currently support the species due to dominance of exotic ice plant and the absence of the ESB larval foodplant. The closest location of potentially occupied ESB habitat, based on the presence of seacliff buckwheat, is approximately 1,400 feet (0.27 mile) south of the Project site on the contiguous bluff face between the Esplanade and Redondo beach. Seacliff buckwheat was re-established at this location as part of ongoing habitat restoration activities, and positive sightings of ESB have not yet been recorded but are anticipated. Older well-established restoration areas further south along the bluff have been occupied by ESB continuously for almost 20 years. As a result, ESB is unlikely to be present in the Project site but has some limited potential to occur as wandering individuals. Direct impacts to the species from Project construction are unexpected; however temporary, indirect impacts could occur if increased human activity and construction work create dust and trash that attract non-native species to the area and lead to invasive species introductions south of the Project site, in habitat restoration areas. Project plans include planting seacliff buckwheat within the restored dune area at the Project site to increase ESB habitat connectivity and population within the species' historic range. As a result, Project operations are not anticipated to negatively impact the ESB. Rather, habitat restoration efforts would more than compensate for any temporary, indirect impacts to the species during construction. No significant impacts to the species are anticipated.

**Trask Shoulderband (*Helminthoglypta traskii traskii*)**, a CDFW Species of Special Concern (SSC), is one of a number of native air breathing land snails in the subfamily Helminthoglyptinae. Trask shoulderband is restricted to coastal Southern California and northwestern Baja California and is inactive most of the year in aestivation; active exclusively during the rainy season. The species are most active when the humidity is highest in the early evening, night, and early morning hours. Food items include plant detritus, fungi, and lichens. Trask shoulderband select opportunistic locations for aestivation which can vary from native and non-native plants on lower protected outer branches of shrubs and at the base of shrubs associated with accumulations of leaf litter and grass, dense clumps of native and non-native grass, ice plant mats, cactus (*Opuntia* spp.), protected crevices in rock formation, mammal burrows, and anthropogenic features and debris such as stockpiled materials (i.e., wood piles and rock or concrete rubble) (Montrose 2024). Four shells of the species were found during surveys of the Project site in 2024, and therefore species presence is assumed. Project construction activities, including ground clearing and grading within the dune area currently covered in ice plant will remove suitable habitat and potentially cause mortality of individuals. The species is also present within the stretch of bluff extending north and south beyond the edges of the Project site, where existing habitat conditions will remain unchanged. Although the Project may impact a portion of the local population, the overall impact of the Project will be positive for the species, as it includes the restoration of the area to native habitat which will include more diverse food sources and native shrubs for cover, providing a highly suitable area for recolonization by adjacent populations. As a result, improved habitat created by the Project will reduce the overall impact of Project construction on the regional population by creating suitable native habitat for recolonization. Impacts to the local population of Trask shoulderband will be less than significant.

**Globose dune beetle (*Coelus globosus*)**, a California SSC, is a fossorial flightless beetle, restricted to sand dunes or sandy substrates. These conditions are found at the base of the bluffs in the Project site and extend south to the Torrance Beach area. Female beetles lay eggs in the sand, which develop into a fossorial larva which co-occur with adult beetles. Adult beetles are typically found underground associated with spotty foredune or beach vegetation. Adults produce a very characteristic track when tunneling just below the surface; however Globose dune beetle and ciliate dune beetle (*C. ciliates*, not listed), can co-occur and are superficially similar in appearance. Threats to the species include removal of habitat through development and regular disturbance such as beach clearing. Signs of one or the other species of dune beetle was observed during site surveys in 2024, at the base of the bluffs. The Project does not include new structures within existing habitat and therefore permanent removal of suitable habitat for Globose dune beetle is not anticipated. Project construction activities that result in the placement of materials (spoils, trash, equipment) between the existing bike path and bluff edge could temporarily disrupt existing habitat for the species and cause mortality of individuals. Placement of spoils, trash, and other construction debris in Globose dune beetle habitat is not

proposed as part of the Project but could occur inadvertently when large equipment operates on the steep slope in the Project site. The placement of construction debris in beetle habitat would be avoided and minimized through best management construction practices required by the City and County of Los Angeles, such as regular trash removal, offsite fueling, and erosion control fencing. Project operations would not impact the species, as the area between the bluff base and the bike path alignment would be retained in its current condition. Despite the potential for equipment and spoils to temporarily disrupt Globose dune beetle habitat, construction activities would be periodic and short lived in the area, and recovery of the species by the completion of construction is anticipated due to the extent of the species range south along the bluff edge. Impacts to the local population of Globose dune beetle would be less than significant.

**Southern legless lizard (*Anniella stebbinsi*)**, a CDFW species of special concern, and **Crotch's bumblebee (*Bombus crotchii*)**, a Candidate for state endangered, have moderate to low potential to occur in the Project site based upon the presence of suitable foraging habitat for the lizard, in the form of sandy coastal dunes with leaf litter, and suitable nesting habitat for the bee in the form of gopher and ground squirrel burrows. No records of either species occur within the Project site; however, they are both known from the vicinity, in similar habitat. As with the sensitive beetle and snail species described above, impacts to the southern legless lizard and Crotch's bumble bee could occur during ground disturbance and grading; however, impacts would be temporary, as both species are highly mobile, suitable habitat for both species exists immediately adjacent to the Project site, and the Project site would be re-vegetated with high quality native habitat elements that would benefit the populations of both species during the subsequent Project operation period. BMPs implemented as part of Project construction would further deter the species from re-establishing during the active construction period by removing equipment and storing materials in designated staging areas at the completion of each workday. Therefore, the Project would have less than significant impacts on both species.

**Western snowy plover (*Charadrius nivosus nivosus*)** is a small shorebird in the family Charadriidae. The Pacific coast population of the species breeds primarily on coastal beaches, nesting in sand spits, dune-backed beaches, beaches at creek and river mouths, and salt pans at lagoons and estuaries. Nests typically occur upon flat, open sandy areas with sparse beach debris and vegetation. The species is well documented foraging, roosting, and wintering on the sandy beaches in the greater Santa Monica Bay Area, and CNDDDB records list many recent observations within 1 mile of the Project site. The beach in the Project area is narrow and suitable nesting habitat does not exist on the Project site or nearby based on levels of beach utilization; however, foraging individuals may wander through the Project site from adjacent occupied Habitat. Potential direct impacts to the species, including direct mortality and nest destruction, could occur if construction of the temporary bike path and movement of equipment and vehicles within beach habitat occurs during nesting season for the species, when birds remain close to the ground on and near their nests. Implementation of **Mitigation Measure BIO-1** and **Mitigation Measure BIO-2** would reduce potential impacts to the Western snowy plover to less than significant through identification and subsequent avoidance of nesting plovers in the Project disturbance footprint in advance of construction.

**Mitigation Measure BIO-1: Pre-Construction Nesting Bird Survey.** If construction or other Project activities are scheduled to occur during the bird breeding season (February 1 through August 31 for raptors and March 15 through August 31 for the majority of passerine migratory bird species), a pre-construction nesting-bird survey shall be conducted by a qualified avian biologist to ensure that active bird nest will not be disturbed or destroyed. The survey will be completed no more than three days prior to initial ground disturbance. The nesting-bird survey will include the Project Area and adjacent areas where Project activities have the potential to affect active nests, either directly or indirectly due to construction activity or noise. If an active nest is identified, the biologist will establish an appropriately sized construction-avoidance buffer around the nest using flagging or staking. Construction activities will not occur within a construction-avoidance buffer area until the nest is deemed inactive by a qualified biologist.

**Mitigation Measure BIO-2: Snowy Plover Avoidance.** A qualified environmental avian biologist will conduct a visual survey of the Project site, to determine presence and behavior of the Western Snowy Plover, prior to any excavation, construction, reconstruction, maintenance, or removal activities. Prior to any Project activities, the biologist shall examine the beach area to preclude impacts to the federally listed Western Snowy Plover. No excavation, construction, reconstruction, maintenance, or removal activities within the beach area shall occur until any and all Western Snowy Plovers have left the Project area or its vicinity. In the event that the Western Snowy Plover exhibit reproductive or nesting behavior, DBH will cease work and immediately notify the appropriate resource agencies to coordinate appropriate protection measures before re-initiation of construction.

Impacts to sensitive biological resources from Project construction and operations would be less than significant with mitigation incorporated.

**b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?**                       

**Less than Significant with Impact Mitigation Incorporated.** The Project site itself is disturbed and developed land which has accommodated the existing access ramp and adjacent non-native plant vegetation since the 1960’s. The Project site contains one sensitive natural community identified in local or regional plans, policies, or regulations by CDFW or USFWS.

Bluff habitat at the site meets the definition of an environmentally sensitive habitat area (ESHA) presented in the Local Coastal Plan. Section 30240 of the Coastal Act specifies that ESHAs “shall be protected against any significant disruption of habitat values and only uses dependent on those resources shall be allowed within those areas.” Significant impacts to coastal bluffs could occur through poor planning and execution of restoration actions taken to restore the bluff after the new access path is constructed. In order to prevent impacts that would significantly degrade coastal bluff ESHA, Mitigation Measure BIO-3 would be implemented. With implementation of Mitigation Measure BIO-3, no impact would occur.

**Mitigation Measure BIO-3 Restoration Planning and Reporting.** Restoration of bluff habitat within the Project site following Project construction will follow established guidelines (including planting palette, planting design, monitoring and reporting guidelines) found in the *Beach Bluffs Restoration Project Master Plan* (2005). Specifically, the El Segundo blue butterfly host plant species (Eriogonum and Dudleya) are required plants to be included in the restoration planting palette.

With implementation of Mitigation Measure BIO-3, potential impacts to bluff habitat would be less than significant.

**c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** As discussed above in (b), the Project site is entirely covered by developed concrete access path and disturbed upland ice plant vegetation. The 2024 field survey investigated the Project site and vicinity and did not identify any protected water resources or wetlands (Montrose 2024). No impact would occur.

**d) 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?**                       

**No Impact.** Wildlife corridors are areas that allow wildlife room to roam for access to food, territory, and mating. A broad range of habitat is necessary for the dispersal of plants and animals to ensure the viability of such corridors. Similarly, a native wildlife nursery site should provide food, water, cover, and places to raise young for wildlife. The Project site does not exhibit characteristics to support a wildlife corridor or nursery site: vegetation on the site is composed entirely of a non-native ice plant monoculture that offers limited to no forage value for native species. The Project includes restoration of native dune habitat, with the aim of increasing connectivity with adjacent habitat for the federally protected El Segundo blue butterfly, and would therefore improve rather than negatively impact wildlife movement corridors in the region. No impact would occur.

**e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.)?**                       

**No Impact.** The Project site does not contain any oak woodlands or other unique native woodlands. No impact would occur.

**f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3)?**                       

**No Impact.** The Project site is not within a County-designated Wildflower Reserve Area, Significant Ecological Area, or a Coastal Resource Area. Further, according to the field survey conducted at the site, there are no oak trees present onsite (Montrose 2024). The Project site falls under the jurisdiction of both Los Angeles County and the City of Redondo Beach, and as the Project site is considered a critical environmental resource to the City of Redondo Beach, it is addressed in the City of Redondo Beach Public Review Draft General Plan (Redondo Beach 2024a). The City Conservation and Open Space Unit, designates the coastal bluff and

Esplanade portion of the Project site as “public Spaces and Other Open Spaces”, which are City-managed areas (Redondo Beach 2024a). Project plans are consistent with City Public Review Draft General Plan Policy OS-2.10 “Conservation”, which encourages the conservation of natural resources such as coastal resources, wildlife habitats, and native vegetation during development of high-quality open spaces and recreational facilities such as the access path from Avenue A to Redondo Beach. In addition, the Project is consistent with all of the relevant policies in the City Public Review Draft General Plan Goal OS-8 “Biological Resources” related to the protection of sensitive biological resources, which include protecting and expanding critical habitats, re-introducing native species, continuing current restoration efforts and re-introducing native habitats (OS 8.1, 8.2, 8.5 and 8.6). Proposed native species planting for the Project would also be consistent with Policy LU5.7 of the Public Review Draft City General Plan which specifically prioritizes expansion of ESB habitat and connectivity with existing ESB populations along the dunes of Torrance and Hermosa Beach (Redondo Beach 2024a).

Review of the L.A. County General Plan, the City of Redondo Beach Public Review Draft General Plan and associated ordinances indicates that Project would not conflict with the provisions of local policies or ordinances protecting biological resources. No impact.

**g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan?**                       

**No impact.** The Project site is not located within an area subject to the provisions of an adopted habitat conservation plan. No impact would occur. Although the City of Redondo Beach has not adopted a habitat conservation plan that covers the project site, the *Beach Bluffs Restoration Project Master Plan* (2005) funded, developed, and approved by a by regional and local conservation organizations does prescribe a bluff restoration planting pallet. The *Beach Bluffs Restoration Project Master Plan* is attached to this Draft IS/MND and is required to be followed as part of the replanting of the project site post project development. Specifically, the El Segundo blue butterfly host plant species (*Eriogonum* and *Dudleya*) are identified in the *Beach Bluffs Restoration Project Master Plan* and are required plants to be included in the restoration planting palette.

**5. CULTURAL RESOURCES**

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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**Would the project:**

**a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?**                       

**No Impact.** A records search was conducted at the South Central Coastal Information Center of the California Historical Resources Information System at California State University, Fullerton in order to identify the presence of any previously recorded cultural resources within the Project site, as well as within a 0.25-mile buffer around the Project site, and to determine whether any portions of the Project site had been surveyed for cultural resources. The record search did not identify any built environment historical resources listed or eligible for listing in the California Register of Historical Resources (CRHR) within the Project site. Furthermore, a review of the County of Los Angeles public GIS-Net database and the Los Angeles Geohub did not identify any historical resources within a 0.25-mile buffer of the Project site (Los Angeles County Planning Department. 2024a; Los Angeles Geohub 2024c). A historic maps review revealed no evidence for historical resources of concern within the Project site (United States Geological Survey 1896, 1924, 1944, 1951, 1963, 2021). As a result, the proposed Project would not have a significant effect to built environment historical resources according to per CEQA Guidelines § 15064.5. For the reasons listed above, the Project would not cause any adverse changes to built environment historical resources within the vicinity of the Project. No impact would occur.

However, unknown archaeological sites that may be uncovered during construction, could be determined significant and eligible for listing in the CRHR. Impacts to archaeological resources that are historical resources are addressed below in item 5(b).

**b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?**                       

**Less than Significant Impact with Mitigation Incorporated.** As noted above a records search was conducted in order to identify the presence of any previously recorded cultural resources within the Project site, as well as within a 0.25-mile buffer around the Project site, and to determine whether any portions of the Project site had been surveyed for cultural resources. The record search revealed that there are no known archaeological sites within the Project site and that one previously recorded pre-colonial Native American archeological site had been identified within the 0.25-mile buffer. Additionally, the records search revealed that six previous surveys had been conducted within 0.25 mile of the Project site, including one survey that overlapped the Project site.

No archaeological resources, as defined in § 15064.5 of the CEQA Guidelines, have been identified within the Project site; however, the fully developed character of the Project site precluded a pedestrian archaeological survey, and cultural materials may be buried at the location. The Project is the demolition of existing structures on the property and located within the boundaries of the existing facility. All of these areas have been previously disturbed in association with construction of the existing facility. As such, the Project improvements are considered second generation development (i.e., development occurring on previously developed land and

non-native soils) and do not include mass excavation. However, since the Project involves ground disturbance, there is the potential for unknown resources to be unearthed during earth moving activities. If archaeological remains are discovered that are determined eligible for listing in the CRHR, and Project activities would affect them in a way that would render them ineligible for such listing, a significant impact would result. The implementation of the **Mitigation Measure CR-1** would ensure that the Project would treat eligible archaeological resources in a manner that would reduce impacts to archaeological resources to less than significant with mitigation.

**Mitigation Measure CR-1: Immediately Halt Construction If Cultural Resources Are Discovered, Evaluate All Identified Cultural Resources for Eligibility for Inclusion in the NRHP/CRHR, and Implement Appropriate Mitigation Measures for Eligible Resources.** If any cultural resources, such as structural features, unusual amounts of bone or shell, flaked or ground stone artifacts, historic-era artifacts, human remains, or architectural remains, are encountered during any Project construction activities, work shall be suspended immediately at the location of the find and within a radius of at least 50 feet and the Los Angeles County Department of Beaches and Harbors will be contacted.

All cultural resources accidentally uncovered during construction within the Project site will be evaluated for eligibility for inclusion in the CRHR. Resource evaluations will be conducted by individuals who meet the U.S. Secretary of the Interior’s professional standards in archaeology. If any of the resources meet the eligibility criteria identified in Pub. Res. Code Section 5024.1 or Pub. Res. Code Section 21083.2(g), mitigation measures will be developed and implemented in accordance with CEQA Guidelines Section 15126.4(b) before construction resumes.

For resources eligible for listing in the NRHP/CRHR that would be rendered ineligible by the effects of Project construction, additional mitigation measures will be implemented. Mitigation measures for archaeological resources may include (but are not limited to) avoidance; incorporation of sites within parks, greenspace, or other open space; capping the site; deeding the site into a permanent conservation easement; or data recovery excavation. Mitigation measures for archaeological resources will be developed in consultation with responsible agencies and, as appropriate, interested parties such as Native American tribes. Native American consultation is required if an archaeological site is determined to be a Tribal Cultural Resource. Implementation of the approved mitigation will be required before resuming any construction activities with potential to affect identified eligible resources at the site.

**c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**                       

**No Impact.** As shown on the Geologic Map of the Palos Verdes Peninsula and Vicinity (Dibblee et al. 1999), the Project site is underlain by beach sediments (Qs), primarily sand. Based on the age of deposition (Holocene), the sediments (Qs) are considered to have low sensitivity for paleontological resources. Holocene-era beach sediments may overlie older, Pleistocene-era sediments (Q6s) which are considered to have moderate to high sensitivity for paleontological resources. The Project is located on a heavily disturbed slope between Redondo Beach and Esplanade, which has been previously modified and landscaped. Ground disturbance for the Project consists of excavation for footings for a pedestrian path and accessible trail, and will not exceed five feet in depth. As such, excavation is not anticipated to occur within older, native sediments that have potential to contain paleontological resources. Therefore, the Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. No impact would occur.

d) Disturb any human remains, including those interred outside of dedicated cemeteries?

**Less than Significant Impact with Mitigation Incorporated.** There is no evidence that human remains are present within the Project site and no dedicated cemeteries are within the vicinity. Although the Project site has been previously disturbed by development, it is possible that human remains could be discovered during excavation activities. Impacts on accidentally discovered human remains would be considered a significant impact. Should any such remains be discovered during construction, implementation of **Mitigation Measure CR-2** would be required. Implementation of **Mitigation Measure CR-2** and compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code 5097.98 would reduce potential impacts on human remains to a level that is less than significant with mitigation incorporated.

**Mitigation Measure CR-2: Immediately Halt Construction if Human Remains Are Discovered and Implement Applicable Provisions of the California Health and Safety Code.** If human remains are accidentally discovered during Project construction activities, the requirements of California Health and Human Safety Code Section 7050.5 will be followed. Potentially damaging excavation will halt in the vicinity of the remains, with a minimum radius of 100 feet, and the County Coroner will be notified. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery (California Health and Safety Code Section 7050.5[b]). If the Coroner determines that the remains are those of a Native American, they must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]). Pursuant to the provisions of Pub. Res. Code Section 5097.98, the NAHC will identify a Most Likely Descendent (MLD). The MLD designated by the NAHC will have at least 48 hours to inspect the site, once access is granted, and propose treatment and disposition of the remains and any associated grave goods.

6. **ENERGY**

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**                       

**Less Than Significant Impact.** Energy consumed for Project construction would primarily consist of fuels in the form of diesel and gasoline. Fuel consumption would result from: the use of on-road trucks for the transportation of construction materials and water; and from the use of off-road construction equipment.

While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. The petroleum consumed during Project construction would be typical of similar projects and would not require the use of new petroleum resources beyond those generally consumed in California annually for construction activities. Additionally, increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel demand during Project construction. During long-term operation of the Project, energy would be consumed in the form of diesel and gasoline used by vehicles traveling to and from the Project site for as needed maintenance and electricity used directly by the Project (i.e. streetlights, irrigation pumps). While energy would be consumed during the operation phase, the Project site would operate similarly to previous conditions. Therefore, the Project would not result in any unusual characteristics that would result in excessive short-term construction or long-term operational energy consumption. Energy consumption associated with the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. A less than significant impact would occur.

b) **Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**                       

**No Impact.** California Building Standards Code (CCR, Title 24) California Building Code (CBC 2022) includes provisions applicable to all buildings, which are mandatory requirements for efficiency and design. The Project would be consistent with the requirements of Title 24 through implementation of energy-reduction measures, such as energy efficient lighting, water efficient plumbing fixtures, and water efficient landscaping and irrigation. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. No impact would occur.

**7. GEOLOGY AND SOILS**

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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**Would the project:**

**a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <b>i) Rupture of a known earthquake fault, as delineated on the most recent issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**No Impact.** Seismically induced surface or ground rupture occurs when movement on a fault deep within the earth breaks through to the surface as a result of seismic activity. Fault rupture almost always follows pre-existing faults, which are zones of weakness. Sudden displacements are more damaging to structures because they are accompanied by shaking. Under the Alquist-Priolo Earthquake Fault Zoning Act (Act), which was passed in 1972, the California State Geologist identifies areas in the State that are at risk from surface fault rupture. The Act’s main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act also requires the State Geologist to establish regulatory zones, known as Alquist-Priolo Earthquake Fault Zones around the surface traces of active faults and to issue appropriate maps that identify these zones.

The project site is located in the western portion of the Los Angeles Basin known as the West Coast Basin at the northwest extension of the Peninsular Ranges geomorphic province. The basin’s alluvial plain is underlain by several thousand feet of recent to mid-Tertiary-age sediments that rest unconformably on metamorphic basement rock. Structurally, the Los Angeles basin is divided into sections by 4 major fault systems; the basin sections are referred to as the northwest, northeast, central, and southwest structural blocks. The project site is situated west of the major Newport-Inglewood Fault Zone in the southwest structural block of the basin (Tetra Tech 2023). Accordingly, the CDOC, California Geological Survey’s (CGS) California Earthquake Hazards Zone Application ("EQ Zapp") (CDOC 2024c) reports no active faults crossing the Project site, and no portion of the Project site is within an Alquist Priolo Earthquake Zone. Additionally, the Project includes no habitable structures.

Included within Appendix E of this initial study checklist is a Geotechnical Report prepared by Tetra Tech dated May 30, 2023. The report includes a comprehensive analysis of the seismology and other potential geologic hazards in proximity to and at the Project Site. Concerning earthquake faults the Report confirms that there are no active faults crossing the Project Site the and the site is not located within a designated Earthquake Fault Zone for fault surface rupture hazard. Therefore, Project implementation would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault. No impact would occur.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <b>ii) Strong seismic ground shaking?</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Less Than Significant Impact.** As part of a seismically active region, there is a risk of strong seismic ground shaking. There are no known active faults that traverse the Project site. However, there are a number of known seismically active faults within approximately 33 miles of the Project site and three (3) of those faults are within five miles of the Project; the Compton, Palos Verdes and Redondo Canyon faults. The Project would not result in the construction of any habitable structures. In addition, the Project would comply with the Los Angeles County Building and Fire Codes. Both the CBC and the Fire Code contain provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with specified probability of occurring at the site. In addition, the Los Angeles County Building and Safety Division would review the plans through building plan checks, issuance of a building permit, and inspection during construction, which would ensure that all required seismic safety measures are incorporated. Compliance with the CBC and the County’s review process, permit application, and inspection would reduce impacts related to strong seismic ground shaking.

Included within Appendix E of this initial study checklist is a Geotechnical Report prepared by Tetra Tech dated May 30, 2023. The report includes a comprehensive analysis of the potential for ground shaking at the project site and based on the presented research, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. Therefore, a less than significant impact would occur.

iii) Seismic-related ground failure, including

liquefaction and lateral spreading?

**Less than Significant Impact.** Liquefaction is a phenomenon in which a saturated cohesionless soil causes a temporary transformation of the soil to a fluid mass, resulting in a loss of support. Liquefaction occurs when loose sand and silt that is saturated with water behaves like a liquid when shaken by an earthquake. Earthquake waves cause water pressures to increase in the sediment and the sand grains to lose contact with each other, causing the sediment to lose strength and behave like a liquid. The soil can lose its ability to support structures, flow down even very gentle slopes, and erupt to the ground surface to form sand boils. Lateral spreading is a hazard associated with liquefactions where a body of compacted fill moves laterally upon the failure of surrounding liquefaction prone soils, and is a hazard for sites where liquefaction takes place and there is sloping ground or free faces (Tetra Tech 2023)

Maps of seismic hazard zones are issued by the California Geological Survey (CGS, formerly California Department of Conservation, Division of Mines and Geology (CDMG)) in accordance with the Seismic Hazards Mapping Act enacted in April 1997, the intent of which is to provide for a statewide seismic hazard mapping and technical advisory program to assist cities and counties in developing compliance requirements to protect the public health and safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure and other seismic hazards caused by earthquakes. Based on the review of the Redondo Beach Quadrangle Official Map of Seismic Hazard Zones issued March 25, 1999, the Project slope is not located within an area identified as subject to the hazard of liquefaction. It is noted, however, that the beach level at the toe of the slope is mapped as an area that is subject to the hazard of liquefaction. Given the nature of the project, liquefaction is not considered a hazard to be considered in the design of the proposed Project (Tetra Tech 2023). Further, given the nature of the Project site and Project activities, liquefaction and lateral spreading are not considered hazards for the Project site (Tetra Tech 2023).

The Project entails improvements to an existing pedestrian path and would not introduce any new land uses or habitable structures. As discussed in response to 7. A ii), the Project would comply with the CBC, which has been adopted as part of the Los Angeles County Building Code, and outlines the engineering and building standards to reduce and prevent potential hazards associated with both liquefaction and lateral spreading. Compliance with the CBC and the County’s review process, permit application, and inspection would reduce

impacts associated with seismic-related ground failure, including liquefaction and lateral spreading. A less than significant impact would occur.

**iv) Landslides?**

**No Impact.** This site is not located in an Earthquake-Induced Landslide Hazard Zone designated by the State of California. No evidence of landsliding was observed on or in the immediate vicinity of any of the sites. Therefore, the occurrence of an earthquake-induced landslide is not considered to be a hazard to the site (Tetra Tech 2023). No impact would occur.

**b) Result in substantial soil erosion or the loss of topsoil?**

**Less Than Significant Impact.** Erosion can be initiated by wind or water. Silt-sized particles are most easily eroded due to their size and low cohesiveness. Site soils are susceptible to wind erosion, especially during the spring and fall months when winds increase. Sporadic, torrential rains can cause major flash flood events that create significant erosion in the region.

According to the Natural Resources Conservation Service Web Soil Survey the Project site soils have a moderate potential for erosion (Natural Resources Conservation Service 2019).

Construction of the Project would involve a variety of heavy equipment associated with earthwork, structural, and paving phases. Soil exposed by construction activities via excavation, could be subject to erosion if exposed to heavy rain, winds, or other storm events. Wind erosion would be minimized through soil stabilization measures required by the SCAQMD Rule 403 (Fugitive Dust) such as daily watering. The Project applicant would be required to comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit and submit a Notice of Intent to the Los Angeles Regional Water Quality Control Board (RWQCB) for the preparation of a Stormwater Pollution Prevention Plan (SWPPP). Generally, a SWPPP demonstrates how water quality during, and post construction would be maintained in accordance with mandated objectives. Often this is achieved by employing BMPs (see Section 10, Hydrology and Water Quality). Many BMPs designed to protect water quality also serve to reduce soil erosion and loss of topsoil.

Specific BMPs may include, but are not limited to, the following:

- Temporary preservation of some existing vegetation where feasible.
- Covering stockpiled, excavated, and/or fill materials to reduce potential off-site sediment transport.
- Use of erosion control devices, such as straw wattles, mulch, mats, and/or geotextiles.
- Use of sediment controls to protect the site perimeter and prevent off-site sediment transport, including measures such as silt fencing, fiber rolls, gravel bags, temporary sediment basins, street sweeping, stabilized construction access points and sediment stockpiles, and use of properly fitted covers for sediment transport vehicles.
- Compliance with local dust control measures.
- Daily backfill, compaction, and/or covering of excavated pipeline trenches to minimize erosion potential.
- Regular inspection and maintenance of all erosion control and sediment catchment facilities to ensure proper function and effectiveness.

Further, required adherence to the provisions of City of Redondo Beach Code of Ordinances, Title 5 Sanitation and Health, Chapter 7 STORMWATER MANAGEMENT AND DISCHARGE CONTROL, and Appendix J of Chapter 99, Title 26 of Los Angeles County Municipal Code (LACoMC) ensures that certain measures or

conditions, such as those that prevent erosion and siltation are included prior to the issuance of a grading permit.

Project design includes construction of three one-foot wide and six-inch deep drainage swales and a below-ground French drain at the foot of the retaining walls, features that are designed to control drainage of stormwater runoff to prevent erosion and maintain slope stability, such that rates of runoff would meet applicable engineering design standards. The swales are designed to run along the upslope edge of the concrete path and drain into six-inch diameter pipes at each switchback. Similarly, the French drain is designed to run beneath the foot of each retaining wall and convey stormwater offsite. These features will prevent substantial soil erosion and the loss of topsoil during operation of the new path by slowing runoff and removing surface water from the slope at intervals designed to address the site's slope and project components.

With implementation of required standard erosion control measures and stormwater construction BMPs, construction-related erosion and sedimentation impacts would be less than significant. Additionally, once constructed, the Project site would not include expansive areas of exposed soils and runoff would be managed through water capture in the drainage swales and French drains. Similar to existing conditions, the site would provide for a combination of landscaped and paved areas. A less than significant impact would occur.

**c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**                       

**Less Than Significant Impact.** As discussed in Checklist Response to 7. a iii) a small portion of the Project is in an area of potential liquefaction, and the Project Geotechnical Report concluded that as lateral spreading is a hazard for sites where liquefaction takes place and there is a gentle sloping ground or free faces, liquefaction is not considered a hazard to be considered in the design of the proposed Project (Tetra Tech 2023). As discussed in Checklist Response 7.a iv, the Project site is not located in an area subject to on- or off-site landslides.

Land subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement. Subsidence may be caused by liquefaction or associated with the extraction of fluids (water and/or petroleum) from subsurface sediments. During large earthquakes, it is possible for subsidence or seismically induced settlement to occur as a result of strong ground shaking. The site is not mapped within an area of land subsidence in California (<https://ca.water.usgs.gov>), due to groundwater pumping, does not include habitable structures, and the new replacement structures would be constructed in adherence with the most recent edition of the CBC. Impacts related to an unstable geological unit or soil resulting in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapses would be less than significant.

**d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**                       

**No Impact.** Expansive soils are distinguished by the presence of swelling clay minerals that when unsaturated and exposed to moisture can absorb a significant amount of water causing them to expand and swell. Likewise, when expansive soils lose moisture through desiccation, they begin to shrink. The sandy soils at the site contain almost no fines content and are therefore not considered to be susceptible to the hazard of swelling or shrinkage (Tetra Tech 2023). Because the site lacks expansive soils, and construction of the Project would comply with applicable County building codes, CBC design requirements, and standard engineering practices, impacts related to expansive soils are anticipated to be less than significant.

e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?

**No Impact.** The Project would connect to the municipal wastewater system and does not involve an onsite wastewater treatment system. No impact would occur.

f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)?

**No Impact.** As shown on the County’s public GIS-Net database, the Project site is not within an area that is subject to the Hillside Management Area Ordinance (County 2024a). No impact would occur.

**8. GREENHOUSE GAS EMISSIONS**

*Potentially Significant Impact*    *Less Than Significant Impact with Mitigation Incorporated*    *Less Than Significant Impact*    *No Impact*

Would the project:

a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?               

**Less Than Significant Impact.** Global climate change refers to changes in average climatic conditions on earth including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by atmospheric gases. These gases are commonly referred to as GHGs because they function like a greenhouse by letting sunlight in but preventing heat from escaping, thus warming the earth’s atmosphere.

GHGs are emitted by natural processes and human (anthropogenic) activities. Anthropogenic GHG emissions are primarily associated with: (1) the burning of fossil fuels during motorized transport, electricity generation, natural gas consumption, industrial activity, manufacturing, and other activities; (2) deforestation; (3) agricultural activity; and (4) solid waste decomposition. The GHGs defined under California’s AB 32 include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>).

GHGs have long atmospheric lifetimes that range from one year to several thousand years. Long atmospheric lifetimes allow for GHG emissions to disperse around the globe. Because GHG emissions vary widely in the power of their climatic effects, climate scientists have established a unit called global warming potential (GWP). The GWP of a gas is a measure of both potency and lifespan in the atmosphere as compared to CO<sub>2</sub>. For example, a gas with a GWP of 10 is 10 times more potent than CO<sub>2</sub> over 100 years. Carbon dioxide equivalent (CO<sub>2</sub>e) is a quantity that enables all GHG emissions to be considered as a group despite their varying GWP. The GWP of each GHG is multiplied by the prevalence of that gas to produce CO<sub>2</sub>e. By applying the GWP ratios, Project-related CO<sub>2</sub>e emissions can be tabulated in metric tons (MT) per year.

GHG emissions were calculated using CalEEMod Version 2022.1.1.26. **Table 8-1** summarizes the maximum annual construction emissions from the Project compared to the SCAQMD significance threshold (SCAQMD 2010); Project emissions during construction would not exceed the significance thresholds, indicating less than significant impact.

**Table 8-1. Annual Construction Greenhouse Gas Emissions**

Pollutant	SCAQMD Significance Threshold (MT CO <sub>2</sub> e/yr)	Maximum Annual Emissions (MT CO <sub>2</sub> e/yr)	Significant Impact?
GHGs (CO <sub>2</sub> e)	10,000	73.4	No

b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?               

**No Impact.** There are numerous State plans, policies, and regulations adopted for the purpose of reducing GHG emissions. The primary State policy targeting GHG emissions is AB 32, the California Global

Warming Solutions Act of 2006. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. Subsequently, Senate Bill (SB) 32 requires further reductions of 40 percent below 1990 levels by 2030. The Project's operational year is after 2020, so the Project aims to reach the quantitative goals set by SB 32. Statewide plans and regulations such as GHG emissions standards for vehicles, the low carbon fuel standards, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the statewide level; as such, compliance at the project level is not addressed. The Project is a beach access ramp for pedestrians, once the construction phase is completed, the Project will generate minimal GHG emissions and will not conflict with any applicable GHG plan, policy, or regulation.

**9. HAZARDS AND HAZARDOUS MATERIALS**

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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**Would the project:**

- a) **Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?**

**Less Than Significant Impact.** Materials and waste are generally considered hazardous if they are poisonous (toxicity), can be ignited by open flame (ignitability), corrode other materials (corrosivity), or react violently, explode, or generate vapors when mixed with water (reactivity). The term “hazardous material” is defined in the State Health and Safety Code (Chapter 6.95, Section 25501[o]) as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment. Hazardous waste is defined as any hazardous material that is abandoned, discarded, or recycled, as defined in the State Health and Safety Code (Chapter 6.95, Section 25125). The transportation, use, and disposal of hazardous materials, as well as the potential releases of hazardous materials to the environment, are closely regulated through many state and federal laws.

Construction activities associated with the Project would require transportation and use of limited quantities of fuel, oil, sealants, and other hazardous materials related to construction. The use of these materials could potentially result in significant impacts through accidental discharge associated with use and storage of hazardous materials. The transport, use, and disposal of hazardous materials and/or wastes would be conducted in accordance with applicable local, state, and federal laws. In addition, implementation of the Project would require conformance with the NPDES Construction General Permit, as described in Section 7, Geology and Soils. Specifically, this would entail implementation of a SWPPP to address the use of hazardous materials and the potential discharge of contaminants including construction-related hazardous wastes through the installation of appropriate BMPs. While specific BMPs would be determined during the SWPPP process, the suite of BMPs would include standard industry measures and guidelines contained in the NPDES Construction Permit and Stormwater Best Management Practices Construction Handbook (California Stormwater Quality Association [CASQA] 2024). Typically, day to day activities at the Project site would not involve the routine transport, use, or disposal of hazardous materials. Potentially, regular maintenance such as landscape care could use herbicides and pesticides. No special permits would be required for such limited transport, use and/or disposal of these common products. A less than significant impact would occur.

- b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?**

**Less Than Significant Impact.** As with most construction, there is the possibility of accidental release of hazardous substances during typical construction activities. Specifically, site development could involve a range of activities that would include the use of common hazardous materials, substances, or chemicals such as fuels, oils, lubricants, paints, and solvents. Construction activities would be short term, and the use of these materials would cease once construction is complete. The hazardous substances used during construction would be required to comply with existing federal, state and local regulations regarding the use and disposal of these materials. In the event of an accidental release during construction containment and clean up would be in

accordance with existing applicable regulatory requirements. Project operation would involve the routine transport, use, or disposal of hazardous materials. Regular maintenance such as landscape care could use herbicides and pesticides. No special permits would be required for use and/or disposal of these common products, and any accidental release of these materials would not create a significant hazard to the public or the environment. A less than significant impact would occur.

**c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?**                       

**Less Than Significant Impact** Sensitive land uses are defined to include residences, schools, hospitals, and daycare centers. The nearest sensitive land uses are the residences across the street, east of the site, and within one-quarter mile. As discussed in responses to 9. a) and 9. b), the Project does not involve the use of acutely hazardous materials or any materials that would require special permits. As discussed in Section 3, Air Quality, although the Project would generate air emissions in the short term from the operation of construction equipment, air emissions would remain below established significance levels. A less than significant impact would occur.

**d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**                       

**No Impact.** Government Code 65962.5 stipulates that the Department of Toxic Substances Control (DTSC), the Department of Health Services, the State Water Resources Control Board (SWRCB), and any local enforcement agency, as designated by Section 18051, Title 14 of the CCR, identify and update annually a list of sites that have been reported to have certain types of contamination. The DTSC EnviroStor (DTSC 2024), California Environmental Protection Agency (CALEPA) Cortese List, and SWRCB GeoTracker (SWRCB 2024) databases were consulted to determine if the Project site or any surrounding nearby properties are on any list compiled pursuant to Government Code 65962.5. The Project site and surrounding properties are not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impact would occur.

**e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**                       

**No impact.** The Project site is not within an airport land use plan or within two miles of a public airport or public use airport. The Project is located approximately 2.8 miles from the Torrance Municipal Airport - Zamperini Field, and seven miles from the Los Angeles International Airport. A review of the L.A. County's Airport Land Use Commission Site indicates that the site is not within an airport influence area, runway protection zone, safety zone, noise contour, supplemental area, etc. (County 2024b). No impact would occur.

**f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?**                       

**Less than Significant Impact.** The City details its safety plan via the *City of Redondo Beach Local Hazard Mitigation Plan* (Redondo Beach 2020). Emergency evacuation access to the Project site is via Esplanade, which is not a designated evacuation route per the City’s plans or disaster route per Los Angeles County. During construction, heavy construction vehicles could interfere with emergency response activities or emergency evacuation procedures; this could occur from vehicles traveling behind a slow-moving truck. However, such trips would be brief and infrequent. Although traffic may temporarily need to be directed around Project construction activities, it would not require road closures. Public roadways would remain open for standard traffic and emergency response vehicles for the duration of construction. City requirements for temporary traffic controls, land/street closures, and detours indicate that emergency vehicles must have access at all times. They also define procedures to reduce construction-related impacts and maintain traffic flow on streets and the Project conditions of approval would require that emergency access be maintained during construction. Once operational, the Project site would be returned to conditions similar to existing, there would be no changes to the circulation system, and as discussed in Section 17 Transportation, the Project would not add additional trips to the site. A less than significant impact would occur.

**g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires, because the project is located:**

**i) within a high fire hazard area with inadequate access?**                       

**No Impact.** According to the City’s Local Hazard Mitigation Plan, Redondo Beach is not in a wildfire hazards zone identified by the California Board of Forestry and Fire Protection. Furthermore, the Project does not include habitable structures and would not result in denser development; new transportation infrastructure (pedestrian) would be replacing older infrastructure. The new structures would be designed in accordance with the most recent CBC and Fire Code. No impact would occur.

**ii) within an area with inadequate water and pressure to meet fire flow standards?**                       

**No Impact.** See response to 9. g, i) above. The City Fire Department is responsible for assuring that there is adequate water and pressure to meet fire flow standards and compliance is verified through annual tests and inspections. The Project site is an existing walkway, and the improvements would not alter the existing service capabilities nor create a need for increased fire flow (see Section 15), Public Services). In accordance with the Fire Code any new water mains shall be designed to meet or exceed the total flow requirements determined for fire flow for this development. No impact would occur.

**iii) within proximity to land uses that have the potential for dangerous fire hazard?**                       

**No Impact.** The Project site is located in a developed area consisting of residential to the east and a beach to the west – uses that do not have the potential for dangerous fire hazards. Dangerous fire hazards are primarily a product of a combination of fuels, terrain, weather and are typically associated with areas of open space with unmaintained vegetation, slopes, dry climates, and wind. The surrounding land uses do not contain these elements, thus do not pose a potential for a dangerous fire hazard. No impact would occur.

h) Does the proposed use constitute a potentially dangerous fire hazard?                       

**No Impact.** The Project entails the improvement of an existing walkway by replacing it with a new walkway. There would be no intensification of land uses and new structures would be replacing older deteriorating structures. The improvements – primarily made up of non-combustible hardscape - would not include elements that would contribute to creating a potentially dangerous fire hazard. New landscaping would be maintained and drought tolerant and the irrigation and water delivery system would also be upgraded to prevent fires. No impact would occur.

**10. HYDROLOGY AND WATER QUALITY**

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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**Would the project:**

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

**Less Than Significant Impact.** There is the potential for water pollutants to be generated in the short-term during construction activities and in the long term. Construction activities have a potential to cause erosion, sedimentation, and the discharge of construction debris from the Project site. For example, clearing of vegetation including removal of trees and grading activities would lead to exposed or stockpiled soils susceptible to peak stormwater runoff flows. Also, the compaction of soils by heavy equipment may minimally reduce the infiltration capacity of soils (exposed during construction) and increase stormwater runoff and erosion potential. If uncontrolled, these materials could lead to water quality problems, including sediment-laden runoff, prohibited non-stormwater discharges, and ultimately the degradation of downstream receiving water bodies. Consequently, if unabated, short-term impacts to surface waters during construction activities could violate water quality standards or waste discharge requirements and could result in a potentially significant impact. In the long-term, Project features, such as the reconstructed ramp and new staircase could alter the hydrological patterns of the site and the distribution of pollutants and runoff. Landscaped areas can also generate water pollutants such as fertilizers and weed control agents, as well as green waste from landscape maintenance cuttings.

The Project is within the jurisdiction of the LARWQCB, which is tasked with protecting the region’s water quality objectives that meet the standards set forth in the Section 303 of the federal Clean Water Act (CWA) as well as the state’s Porter-Cologne Water Quality Act. The LARWQCB, sets qualitative and quantitative water quality objectives and develops implementation programs to protect the regional water resources through its Water Quality Control Plan for the Los Angeles Region Basin Plan for Coastal Watersheds (the Basin Plan).

As part of the NPDES Construction General Permit, a NOI would be submitted to the LARWQCB and the County would submit a SWPPP that outlines the intended practices to reduce pollutants in the stormwater to the maximum extent practicable during construction. The SWPPP must include erosion-control and sediment-control BMPs. Additionally, the SWPPP is also required to contain waste management and non-stormwater control BMPs that reduce the potential for construction-related stormwater pollutants. Typical construction related BMPs might include temporary soil stabilization (e.g., straw mulch, wood mulch, drainage swales), temporary sediment control (e.g., silt fence, sediment track, fiber rolls, sandbag barrier), de-watering, vehicle equipment maintenance and cleaning, and tire cleaning. Further discussion of potential BMPs is included in response to 7. b). The Project is subject to compliance with the applicable Standard Urban Storm Water Mitigation Plan (SUSMP). A less than significant impact would occur.

**b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**                       

**Less Than Significant Impact.** According to the Urban Water Management Plan (UWMP) prepared by California Water Service, Redondo Beach falls within the Rancho Dominguez / Hermosa-Redondo District. Water demand has been accounted for in the UWMP (Cal Water 2020). The Project would not increase the amount of water used over the existing condition.

The Project involves rehabilitation and upgrades to an existing beach access area. The upgraded pedestrian ramp and new staircase would increase the amount of impervious surface by a small amount; however, due to the very small increase in impervious surface, and the Project design’s intention to capture all runoff on-site and continue to infiltrate the ground in a similar fashion to the existing condition, there would be a less than significant impact.

**c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of a Federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would:**                       

**i) Result in substantial erosion or siltation on- or off-site?**                       

**Less than Significant Impact.** There are no on-site drainage courses and no nearby off-site drainage courses that would be altered by the Project. Additionally, according to the Federal Emergency Management Agency (FEMA), FEMA Flood Map Service Center online mapping website the Project site is not located in a 100-year flood area and the Los Angeles County’s Flood Zone Determination Website does not identify the Project site as within a flood zone (FEMA 2024; County 2024d).

As discussed, the Project would be required to adhere to the NPDES Construction General Permit, which would require the preparation of a SWPPP that would outline construction related BMPs to be employed to reduce the amount of siltation and erosion during Project construction. Post construction, the Project site would be similar to existing conditions. The expanded access ramp and new staircase would result in a slight increase in impervious surfaces, but runoff would be directed to the three drainage swales and French drain features that have been designed per the City’s standards to handle runoff. Less than significant impact would occur.

**ii) Substantially increase the rate, amount, or depth of surface runoff in a manner which would result in flooding on- or offsite?**                       

**Less than Significant Impact.** As discussed above, the Project will generally replace structures in kind. There would be a minimal increase in impervious surfaces as a result of the expanded access ramp and new staircase. Regardless, runoff would be directed to the three drainage swales and other drainage features, which are designed to meet applicable engineering design standards. A less than significant impact would occur.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

**Less than Significant Impact.** The Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. During construction, BMPs for stormwater pollution control would be implemented. The Project includes improvements to existing infrastructure and does not introduce new land uses that would create a new source of pollutants. As discussed above, the expanded access ramp and new staircase would result in an increase in impervious surfaces that would increase the amount of runoff. However, the Project includes a swale that has been designed to accommodate all Project runoff and meet applicable engineering design standards. Thus, the proposed improvements would not exceed the capacity of the downstream stormwater drainage systems or provide additional substantial sources of polluted runoff. Less than significant impact would occur.

iv) Impede or redirect flood flows which would expose existing housing or other insurable structures in a Federal 100-year flood hazard area or County Capital Flood floodplain to a significant risk of loss or damage involving flooding?

**No Impact.** The Project is not within a 100-year flood hazard area or County Capital Flood floodplain (FEMA 2024; County 2024d). Further, the Project does not include housing or any habitable structures. No impact would occur.

d) Otherwise place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements?

**No Impact.** The Project is not within a 100-year flood hazard area or County Capital Flood floodplain (FEMA 2024; County 2024d). No impact would occur.

e) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?

**No Impact.** The swale and drainage features have been designed to meet applicable engineering design standards consistent with the Los Angeles County Low Impact Development Ordinance, and prior to the issuance of building permits DBH shall demonstrate that appropriate BMPs are incorporated into the Project in accordance with the County LID Ordinance. Proposed LID treatment control BMPs could include: street sweeping, straw and wood mulch, sandbag, and straw waddle barriers. As these strategies and BMPs would meet LID Ordinance requirements, no impact would occur.

f) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water

(including, but not limited to, streams, lakes, and drainage course)?

**No Impact.** The Project does not involve the installation of new wastewater treatment systems; however, infrastructure would be upgraded. Upgrades to infrastructure would not alter the overall design of the wastewater delivery system as no new connections would be installed and no new or greater sources of wastewater would occur that would require larger lines or trunks. Upgrades to the deteriorating infrastructure is considered a benefit. No impact would occur.

**g) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**                       

**Less than Significant Impact.** The Project is not within a 100-year flood hazard area a County Capital Flood floodplain, or seiche zone. Although the project is located within an area mapped by the California Department of Conservation as subject to tsunami hazard (California Geological Survey 2022), tsunami-caused inundation of the Project site would not risk the release of pollutants, as pollutants are not anticipated to be stored on-site during Project construction or regularly transported through the Project site during Project operations. No impact would occur.

**h) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**                       

**Less than Significant Impact.** Please see response to items 10 a) and 10 b). Less than significant impacts would occur.



**No Impact.** According to the County public GIS-Net database (County 2024) and the City of Redondo Beach *Development Environmental Hazards* on-line mapping application (City 2024e), the Project is not located in or near a Hillside Management Area, area of development hazards concern, or near a Significant Ecological Area. Thus, implementation and operation of the Project will not conflict with the goals and policies associated with Significant Ecological Areas or Hillside Management Areas. No impact would occur.

**12. MINERAL RESOURCES**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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**Would the project:**

**a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**                       

**Less than Significant Impact.** The Surface Mining and Reclamation Act of 1975 (SMARA) classifies and maps regionally significant mineral resources zones (MRZs) and requires cities and counties to preserve known resources in order to meet future needs. The State focused the required mapping and mineral classification efforts in urban areas, like Redondo Beach, on construction aggregate resources that were particularly vulnerable to urbanization. Nearly all of Redondo Beach is classified as Mineral Resource Zone 3 (MRZ-3), as is this Project site, for construction aggregate under the California Mineral Land Classification System (CDOC 2024d). An MRZ-3 classification means that construction aggregate is either known or likely present, but the significance of the mineral deposit is undetermined because no mining activities have occurred. Because most of the City was fully developed prior to the State’s MRZ classification, any potential mineral resources were unavailable for extraction. Existing land uses and development patterns are not compatible with mining operations. As such, introducing new mining operations would be infeasible.

No mineral resources that would be of value to the region or residents of the state have been identified at or near the Project site. The Project is located within an urban area and is not identified in the City of Redondo Beach Public Review Draft General Plan Open Space and Conservation Element (Redondo Beach 2024a 2024a) as having any known mineral resource value or as being located within any mineral resource recovery site. A less than significant impact would occur.

**b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**                       

**Less than Significant Impact.** Please refer to the response to 12. a) above. The City of Redondo Beach relies upon the SMARA in their Public Review Draft General Plan concerning mineral resources. A less than significant impact would occur.

**13. NOISE**

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project result in:

- a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the General Plan or noise ordinance (City of Redondo Beach, Chapter 24), or applicable standards of other agencies?**

**Less Than Significant Impact.** The Project site is situated in a busy urban area of Los Angeles County, in the city of Redondo Beach, where ambient conditions reflect many sources of noise including automobile and truck traffic on Esplanade. The nearest receptors sensitive receptors are the existing single-family and multi-family residential uses across the street from the Project site, on Esplanade and people using the adjacent beach for passive and active recreation. Noise-sensitive receptors include land uses where an excessive amount of noise would interfere with normal operations or activities. Examples include residential areas, schools, and hospitals. Recreational areas may also be considered noise-sensitive where quiet and solitude may be important as part of the recreational experience. The City of Redondo Beach states that certain land uses are more sensitive to noise and vibration. Residential uses, schools, health care centers, libraries, senior housing, places of worship, and recreational areas are more sensitive to noise than commercial and industrial uses (Redondo Beach 2024a).

The City’s Municipal Code (City 2024b), under Chapter 24 Noise Regulation, is the established local ordinance that provides community noise levels exposure and regulations. This ordinance acts as Redondo Beach’s primary instrument to enforce and regulate general and specific types of noise within in the City such as to protect residences, businesses, institutional uses, and parks, recreation and conservations areas from excessive levels of noise and limit unnecessary, excessive, and annoying sounds emanating from all areas of the City. The City of Redondo’s Public Review Draft General Plan (Redondo Beach 2024a) Noise Element Policy N-1.10 states, “Minimize the impacts of construction noise on adjacent uses through the enforcement of mitigation requirements established in the City’s Noise Ordinance, such as legal hours of operation, advance noticing of construction operations, incorporating physical barriers as necessary, and using tools and equipment properly outfitted with sound-dampeners.”

According to the City’s Municipal Code, Section 4-24.503, all construction activity shall be prohibited, except between hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturday (Redondo Beach 2024b). No construction activity shall be permitted on Sunday, or the days on which the holidays designated as Memorial Day, the Fourth of July, Labor Day, Thanksgiving Day, Christmas Day, and New Year’s Day are observed.

***Project Construction Noise***

Construction of the Project would involve temporary and periodic noise increases associated with the demolition of the existing path and excavation/grading activities. The magnitude of the noise impact would fluctuate depending on the type of construction activities, equipment, duration, and the distance between the noise source and receiver and intervening structures. Construction equipment would not operate all at one time or at one location. Furthermore, construction equipment would not be constant during the workday.

Construction of the Project is anticipated to take 130 days with project completion occurring within a twelve month period starting in Spring 2026. Construction activities would consist of demolition, site preparation, grading, path construction, paving, architectural coating, and dune restoration. Construction activities would be limited to five (5) days per week between 7:00 am to 3:30 pm. The Project crew would be comprised of 8 workers and each day the required crew members would drive to and from the site for the duration of the Project.

Short-term impacts would occur during construction activities. **Table 13-1** summarizes representative equipment and typical noise levels produced by construction equipment that are commonly used. During construction of the proposed Project, noise from construction activities may intermittently dominate the existing environment in the immediate vicinity of the construction area but would cease upon completion of construction activities. Direct noise impacts would result from construction activities occurring near sensitive receptors, such as residential and recreation areas, but this noise would be short term and would occur during daylight hours, Monday through Friday

As depicted in **Table 13-1**, noise levels generated by typical construction equipment range from approximately 75 A-weighted decibel (dBA) to 101 dBA maximum reference noise level ( $L_{MAX}$ ) at 50 feet. Construction equipment noise levels would be reduced over distance at a rate of approximately 6 dBA with each doubling of distance from the source (City of Redondo Beach 2024). Noise levels for the proposed project would vary for different construction tasks, but the maximum anticipated noise levels would be limited to rock drilling and pile driving, which would occur during demolition of the existing path and then during construction of the piers for the new path.

**Table 13-1. Typical Construction Equipment Noise Levels**

Equipment	Typical Noise Level 50 ft from Source, dBA
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85
Pile-driver (Impact)	101
Pile-driver (Sonic)	95
Pneumatic Tool	85
Pump	77
Rail Saw	90
Rock Drill	95
Roller	85
Saw	76
Scarifier	83
Scraper	85
Shovel	82
Truck	84

Source: Federal Transit Administration, FTA 2018.

The Project would comply with the City’s Municipal Code, Section 4-24-503 which ensures that noise limitations are imposed to minimize temporary noise impacts associated with construction by restricting construction activities to the daytime hours. The Project would also comply with the Public Review Draft General Plan Policy N-1.10, requiring construction noise limits, including limiting construction hours, consistent with the City Municipal Code. Therefore, the proposed Project would result in a less than significant impact related to on-site short-term construction noise.

***Project Operational Noise***

Post construction, the Project would operate similar to existing conditions. No new land uses are proposed, and the improvements are not intended to create greater visitor attendance; rather the improvements would increase the enjoyment and safety of current visitors. Additionally, as discussed further in Section 17, Transportation, the Project would not result in an increase in traffic. No impact would occur.

**b) Generation of excessive ground borne vibration or ground borne noise levels?**                       

**Less than Significant Impact.** Vibration from operation of heavy equipment can potentially result in effects ranging from annoyance of people to damage of structures. As seismic waves travel outward from a vibration source, they excite the particles of rock and soil through which they pass and cause them to oscillate. The actual distance soil particles move is a fraction of an inch. The rate, or velocity at which these particles move is the commonly accepted descriptor of the vibration amplitude, referred to as the “peak particle velocity” (PPV) and expressed in units of inches per second. Variations in geology over an area result in differing vibration amplitudes by frequency, and propagation of vibration with distance. As with noise, vibration levels decrease (or attenuate) as distance from the source of vibration increases.

Section 4-24.504 of the City of Redondo Beach Code of Ordinances, Vibration states: The operation or permitting the operation of any device which creates vibration which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way, shall be prohibited. For the purposes of this section, "vibration perception threshold" shall mean the minimum ground or structure-borne vibrational motion necessary to cause a normal person to be aware of the vibration by such direct means as, but not limited to, sensation by touch or the visual observation of moving objects. The perception threshold shall be presumed to be 0.001 "g's" in the frequency range from zero to 30 Hz and 0.003 "g's" in the frequency range between 30 and 100 Hz.

Receptors sensitive to vibration include structures (especially older masonry structures), people (especially residents, the elderly, and the sick), and equipment (e.g., magnetic resonance imaging equipment, high resolution lithographic, optical and electron microscopes). Regarding the potential effects of ground borne vibration to people, except for long-term occupational exposure, vibration levels rarely affect human health.

**Table 13-2** below presents the California Department of Transportation (Caltrans 2020) vibration guideline thresholds for the average human response.

**Table 13-2. Human Response to Vibration**

Average Human Response	PPV (in/sec)
Severe	2.0
Strongly perceptible	0.9
Distinctly perceptible	0.24
Barely perceptible	0.035

Source: Caltrans 2020

Project construction would have the potential to result in varying degrees of temporary ground borne vibration. Construction-related ground vibration is normally associated with impact equipment such as jackhammers, and the operation of some heavy-duty construction equipment, such as trucks. **Table 13-3** presents typical ground borne vibration levels associated with common construction equipment. The equipment shown in **Table 13-3** is used to illustrate the “worst-case” scenario.

**Table 13-3. Typical Construction Equipment Vibration Levels**

Equipment	PPV (in/sec) at 25 feet
Vibratory roller	0.210
Large bulldozer	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003

Source: Federal Transit Administration, FTA 2018

As shown in **Table 13-3**, a vibratory roller is the greatest source of construction related ground borne vibration. Thus, using the vibration levels presented in Table 5, under a worst-case scenario, ground vibration generated by construction equipment would be approximately 0.210 ppv at 25 feet. Further, using a distance of 150 feet from the source (per Section 4-24.504 of the City of Redondo Beach Code of Ordinances), a vibratory roller would have a 0.014 ppv. This is less than the barely perceptible human response. Less than significant impact would occur.

Common sources of ground borne vibration and noise includes trains and construction activities associated with blasting, pile driving, and operating heavy earth moving equipment. Construction of the proposed Project would involve site preparation and grading/excavation activities. However, construction activities are not expected to involve the use of construction equipment that would result in substantial ground borne vibration or noise to sensitive residential receptors. No pile drive or blasting is proposed. While there will be site grading, it is not expected to result in significant perceptible human response as illustrated in **Table 13-3**. Therefore, the Project would not result in exposure of person to or generation of excessive ground bone noise and vibration. Less than significant impact would occur.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

**No Impact.** The Project site is not within an airport land use plan or within two miles of a public airport or public use airport. The closest airport is Torrance Municipal Airport - Zamperini Field, which is 2.8 miles away. A review of the L.A. County's Airport Land Use Commission Site (County 2024b) indicates that the site is not within an airport land use planning area. Furthermore, the Project would not expose additional people residing or working at the Project site. No impact would occur.

**14. POPULATION AND HOUSING**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

**No Impact.** The Project, located in urban city of Redondo Beach, entails the rehabilitation and upgrades to existing beach access infrastructure and is intended to provide increased safety, ADA access, and a better experience for users. There is a sufficient local workforce available for construction. Further, the Project would not involve the construction of new homes, businesses, or other infrastructure that would induce population growth. No impact would occur.

b) Displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?

**No Impact.** The Project is completely within the boundaries of an existing beach access area; construction and operation activities would not result in the removal or displacement of housing that would warrant replacement housing to be constructed elsewhere. No impact would occur.

**15. PUBLIC SERVICES**

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

**Fire protection?**

**No Impact.** The Project entails the rehabilitation and upgrades to existing beach access infrastructure and is intended to provide increased safety, ADA access, and a better experience for users. As discussed in Section 14, Population and Housing, the Project would not directly or indirectly introduce any new residents or employees to the Project site. Therefore, it would not increase the demand for fire protection. No existing facilities would be physically altered. Construction accidents could require fire service calls to the Project site; however, such accidents could be handled with existing resources. Post construction, the site would operate similar to existing conditions. No impact would occur.

**Police/Sheriff protection?**

**No Impact.** The Project entails the rehabilitation and upgrades to existing beach access infrastructure and is intended to provide increased safety, ADA access, and a better experience for users. As discussed in Section 14, Population and Housing, the Project would not directly or indirectly introduce any new residents or employees to the Project site. Therefore, it would not increase the demand for police/sheriff protection. No existing facilities would be physically altered. Construction accidents could require police/sheriff service calls to the Project site; however, such accidents could be handled with existing resources. Post construction, the site would operate similar to existing conditions. No impact would occur.

**Schools?**

**No Impact.** The Project entails the rehabilitation and upgrades to existing beach access infrastructure and is intended to provide increased safety, ADA access, and a better experience for users. As discussed in Section 14, Population and Housing, the Project would not directly or indirectly introduce any new residents to the Project site. Therefore, it would not increase the demand for schools. No existing facilities would be physically altered. Post construction, the site would operate similar to existing conditions. No impact would occur.

**Parks?**

**No Impact.** The Project entails the rehabilitation and upgrades to existing beach access infrastructure and is intended to provide increased safety, ADA access, and a better experience for users. As discussed in Section 14, Population and Housing, the Project would not directly or indirectly introduce any new residents to the Project site. Therefore, it would not increase the demand for parks. No existing facilities would be physically altered. Post construction, the site would operate similar to existing conditions. No impact would occur.

**Libraries?**

**No Impact.** The Project entails the rehabilitation and upgrades to existing beach access infrastructure and is intended to provide increased safety, ADA access, and a better experience for users. As discussed in Section 14, Population and Housing, the Project would not result in an increase in housing or population. The improvements are not intended to increase beach attendance, thereby bringing more visitors to the area. Therefore, there would be no increase in demand for library services. No existing facilities would be physically altered. No impact would occur.

**Other public facilities?**

**No Impact.** Other public facilities may include senior centers, community centers, and pools, all of which are intended to serve the public. The Project would serve the existing population and would not directly or indirectly introduce any new residents that would require additional public facilities. No existing facilities would be physically altered. No impact would occur.

**16. RECREATION**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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a) **Would the project 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?**                       

**No Impact.** The Project includes the improvements to an existing recreational facility, a public beach access ramp, to increase safety and accessibility for beach visitors. Currently, the access ramp at Avenue A is closed to patrons, thus limiting access to beach visitors and causing an increase in the use of surrounding access ramps. With the improvements associated with the Project, the Avenue A access ramp would allow for easier, safer access to the existing patronage and would reduce the impact on the surrounding access ramps to Redondo Beach. Implementation of the Project would not increase the use of the facility to a point that would cause substantial physical deterioration. No impact would occur.

b) **Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?**                       

**Less Than Significant Impact.** The Project is a recreational and safety improvement at an existing beach access ramp. The environmental impacts of construction and operation of the Project are discussed within this Initial Study, which finds that all impacts would be less than significant. A less than significant impact would occur.

c) **Would the project interfere with regional trail connectivity?**                       

**Less Than Significant Impact.** During construction, the Project would temporarily change the course of the existing path, but not to a significant degree. A temporary bike path, measuring approximately 500 feet long by 20 feet wide, would be installed for the entirety of the Project and removed following completion allowing users to safely pass the Project work areas without interruption. This temporary change would not significantly affect trail connectivity.

**17. TRANSPORTATION**

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

- a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?

**Less than Significant Impact.** The Project includes improvements to an existing beach access path that would not significantly increase the use of the beach but would enhance access. Since there is no change or intensification of land use associated with the Project, no additional trips are anticipated to be generated. During construction there would be transfer of equipment and materials to the site that could result in a short-term localized disruption. However, there will be pedestrian and bicycle detours around the construction area. This would not create a conflict since the temporary trail would be constructed to maintain continuity along the existing trail. Post construction, the area would be similar to existing conditions, except for an improved beach access path, staircase, vegetation and lighting. A less than significant impact would occur.

- b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

**Less than Significant Impact.** The analysis of vehicle miles traveled (VMT) in CEQA Guidelines section 15064.3 provides that transportation impacts of projects are, in general, best measured by evaluating the project's VMT. VMT reflects both the number and the distance of the trips taken.

The Project would not generate new travel demand as it is simply a rehabilitation of an existing pedestrian access way and would not generate new vehicle trips since the improvements are designed to accommodate existing visitors and would not increase the number of daily visitors. There would be no increase in VMT or rate of VMT per visitor over the baseline condition. Thus, the Project does not meet the criteria for further evaluation. Per the Governor’s Office of Planning Research’s *Technical Advisory on Evaluating Transportation Impacts in CEQA*<sup>2</sup>, projects that generate or attract fewer than 110 new trips per day generally may be assumed to cause a less than significant transportation impact. The Project would generate less than this amount. The Project would cause a less than significant impact.

- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

**No Impact.** The Project does not propose any changes to the existing circulation network; the intent of the Project is to improve pedestrian safety and accessibility via rehabilitation and upgrading beach access. Construction equipment would be stored at the Project site and therefore no construction equipment would interfere with any public right of way or create hazards. The Project would not create or increase hazards due to a geometric design feature and would not alter the geometrics of any public roadway. The Project would not introduce incompatible uses. No impact would occur.

<sup>2</sup> [https://opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf)

d) Result in inadequate emergency access?

**Less than Significant Impact.** Construction activities would require the delivery of construction equipment and materials to the Project site and the removal of construction waste from the site. Cement trucks will utilize three parking spaces along Esplanade for approximately 10 days, from 7 AM to 3:30 PM. Construction equipment and materials would be staged onsite and lane closures on public right of way are not anticipated. This would temporarily introduce slow-moving trucks; however, such trips would be both brief and infrequent. Once equipment and materials are delivered to the site, they would remain staged onsite during the duration of the Project. Considering the potential for brief delays, plans to maintain emergency access would be required per the Fire Code.

Once the Project is implemented, the site would continue to be accessed via Avenue C, Veterans Park, Avenue I, or Paseo De La Playa. There are no proposed alterations to circulation in and around the Project site. A less than significant impact would occur.

**18. TRIBAL CULTURAL RESOURCES**

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**No Impact.** A tribal cultural resource (TCR) is, by definition, eligible for listing on the CRHR. The records search conducted and described in Section 5, “Cultural Resources,” did not identify any resources listed or eligible for listing on the CRHR and, as such, no TCRs, as defined in Public Resources Code § 5020.1(k), would be impacted by Project activities within the Project site.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**No Impact.** The City sent “request for consultation” letters to **eight** Native American tribes: Cahuilla Band of Indians, Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno Tongva San Gabriel Band of Mission Indians, Gagbrielino Tongva Indians of California Tribal Council, Gabrielino Tongva Nation, and Gabrielino-Tongva Tribe) on **September 5, 2025**, initiating Assembly Bill (AB) 52 consultation. Pursuant to AB 52 the Native American tribes have 30 days to request a consultation to discuss any potential significant resources that may exist on the subject property. Staff did not receive any responses to the “request for consultation” letters sent to the tribes. Therefore no impacts are expected concerning Tribal Cultural Resources with this project.

**19. UTILITIES AND SERVICE SYSTEMS**

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

**Less Than Significant Impact.** Implementation of the Project would not require the relocation or construction of new or expanded, water, wastewater treatment or storm water drainage, beyond local connections and upgrades at the Project site to serve the irrigation improvements. It does not necessitate the need for new or expanded, natural gas, or telecommunications facilities. Thus, post construction demand would be similar to existing conditions.

As detailed in the Project Description above, the Project would replace existing vegetation with drought tolerant landscaping, which would reduce the demand upon water for irrigation.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

**No Impact.** The demand for water is managed through the implementation of policies and procedures as outlined in programmatic documents such as UWMPs. UWMPs determine water usage based on land uses designated in General Plans and other planning documents. Water service in the City is provided by the California Water Service Company (Cal Water), which supplies domestic water to multiple jurisdictions in the state via several water service districts. Redondo Beach falls within the Rancho Dominguez/ Hermosa-Redondo District. Water demand has been accounted for in the UWMP (Cal Water 2020).

The Project would not alter the site’s land uses. Rather, the Project consists of rehabilitation of amenities and infrastructure including the replacement of older and obsolete facilities. As discussed above, new infrastructure and fixtures would be Title 24 compliant; which provides an opportunity to improve water conservation as older less efficient fixtures are replaced. Landscape improvements include the installation of drought tolerant landscaping, thereby reducing the demand upon irrigation. Further, the Project would not increase park/beach visitation.

Given that no new land uses are being introduced, the number of visitors would not increase, and the Project includes the installation of water conservation design features and drought tolerant landscaping the water demand post Project would be similar to the existing condition. No impact would occur.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s

**projected demand in addition to the provider’s existing commitments?**

**No Impact.** The Project does not introduce any new land uses and is intended to serve existing users. Therefore, the generation of wastewater would be similar to existing. No impact would occur.

**d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**                       

**Less Than Significant Impact.** During construction, there would be the generation of waste from the demolition of the existing structures and other related waste from materials and workers. LACoMC Sections 4.408 and 5.408 identify that in accordance with the California Green Building Standards Code, 65 percent of construction and demolition debris is to be diverted. The Project would require a Waste Management Plan (WMP) to be submitted for approval by the City’s Public Works Department prior to the issuance of a demolition permit and/or grading permits. The City requires this as part of its Construction And Demolition Recycling Program (City 2024f). As required, the plan shall outline the methods that would be employed to achieve a diversion rate of 65 percent or greater. Since the Project is not intended to increase trail or beach usage, no operational solid waste increases are anticipated. Less than significant impact would occur.

**e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**                       

**No Impact.** The Project would comply as required with the City’s solid waste reduction programs, which are designed to comply with federal, state, and local statutes and regulations related to solid waste. These statutes and regulations include the California Integrated Solid Waste Management Act, the California Beverage Container Recycling and Litter Reduction Act, and the City’s solid waste disposal policies and practices. The Integrated Solid Waste Management Act requires that jurisdictions maintain a 50 percent or better diversion rate for solid waste, including construction and demolition waste. No impact would occur.

**20. WILDFIRE**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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**If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**

**a) Substantially impair an adopted emergency response plan or emergency evacuation plan?**                       

**Less than Significant Impact.** According to the County of Los Angeles public GIS-Net database, and CAL FIRE’s Fire Hazard Severity Zone (FHSZ) Viewer, the Project site is not located in a high fire hazard area (County 2024a, CAL FIRE 2024). Please see response to 9. f) above.

**b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**                       

**No Impact.** According to the County public GIS-Net database, and CAL FIRE’s FHSZ Viewer, the Project site is not located in a very high fire hazard area (County 2024a, CAL FIRE 2024). Moreover, the Project would not introduce any new land uses to the Project site and only includes rehabilitation and replacement of existing infrastructure. It would not expose occupants to wildfire pollutants. No impacts would occur.

**c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**                       

**No Impact.** According to the County public GIS-Net database, and CAL FIRE’s FHSZ Viewer, the Project site is not located in a very high fire hazard area (County 2024a, CAL FIRE 2024). The Project involves no change of land use and does not include installation or maintenance of infrastructure that would exacerbate fire risk or result in temporary or ongoing impacts to the environment. Utility infrastructure would be improved, and improvements are required to comply with the Fire Code, which stipulates the standards for fire hydrants, water pressure, etc. No impact would occur.

**d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**                       

**No Impact.** According to the County public GIS-Net database, and CAL FIRE’s FHSZ Viewer, the Project site is not located in a very high fire hazard area (County 2024a, CAL FIRE 2024). Further, the site does not currently and will not in the future include landscape features that exacerbate fire risks or make the site or adjacent areas more susceptible to wildfire. The Project would include drainage changes, but these would not increase the site’s susceptibility to wildfire-related erosion, landslides, and runoff that put people or structures at risk. The Project would occur within an existing urban area, would be constructed following municipal fire

code standards, and not only contains extremely limited quantities of flammable material but is located adjacent to the Pacific Ocean. Therefore, the Project would have no impacts with respect to exposing people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of wildfire, specifically from post-fire runoff, post-fire slope instability, or drainage changes. No impact would occur.

e) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?                       

**No Impact.** According to the County public GIS-Net database, and CAL FIRE’s FHSZ Viewer, the Project site is not located in a high fire hazard area (County 2024a, CAL FIRE 2024). It would provide improvements to existing pedestrian infrastructure and landscaping. The Project does not propose the construction of habitable structures. Therefore, it would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. No impact would occur.

**21. MANDATORY FINDINGS OF SIGNIFICANCE**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Less Than Significant Impact with Mitigation Incorporated.** The Project site is currently developed as a recreational open space within an urban area and contains limited habitat for listed, protected, sensitive habitat or special status species, which would be avoided with incorporation of proposed mitigation measures BIO 1-3. The Project would not affect any known archaeological, tribal cultural, or paleontological resources. With required compliance with the County’s policies and regulatory codes for discovery of archaeological resources, as detailed in Mitigation Measures CR-1 and CR-2, the Project would not eliminate important examples of the major periods of California history or prehistory. A less than significant impact with mitigation incorporated would occur.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Less Than Significant Impact.** State CEQA Guidelines Section 15130 requires a discussion of the cumulative impacts of a project when the project’s incremental effect is “cumulatively considerable,” meaning that the project’s incremental effects are considerable when viewed in connection with the effects of past, current, and probable future projects. According to the City of Redondo Beach Community Development Department (Redondo Beach 2024c), and the Los Angeles County Department of Beaches and Harbors there were no recent past, current, or probably future projects identified within one-half mile of the Project site. Although none were identified, potential cumulative projects that could be constructed in the vicinity of the Project would be required to comply with existing applicable federal, state, and local regulations, thus potentially minimizing impacts to a degree.

As discussed in response to 2. B), the Project would not create additional long-term emissions of criterial pollutants and precursors, since the Project would not add vehicle trips, increase park patronage, or change/intensify land uses. Therefore, the Project’s operational activities would not result in a cumulatively considerable increase of criterial pollutants that would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Similarly, the Project would have a less than significant impact in relation to GHG, which is inherently discussed in terms of cumulative impacts.

The Project would have no cumulatively considerable impacts.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?                       

**Less Than Significant Impact with Mitigation Incorporated.** The Project would not consist of any uses or activities that would negatively affect any persons in the vicinity. All resource topics have been analyzed in accordance with CEQA and found to pose no impact, less than significant impact, or less-than-significant impact with mitigation incorporated. A less than significant impact with mitigation incorporated would occur.

## Section 5. References

- California Air Resources Board. 2005. Air Quality and Land Use Handbook: A Community Health Perspective. Accessed December 2024. <https://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf>
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# Appendix A

## Design Plans

# **Appendix B**

## **Air Quality and Greenhouse Gas Report**

# **Appendix C**

## **Biological Resources Assessment**

# **Appendix D**

## **Beach Bluffs Restoration Project Master Plan**

# Appendix E

## Geotechnical Report