

City of Redondo Beach

REDONDO BEACH FOCUSED GENERAL PLAN UPDATE, ZONING ORDINANCE UPDATE, AND LOCAL COASTAL PROGRAM AMENDMENT PROGRAM EIR

March 2026 | EIR Addendum

State Clearinghouse No.: 2023050732



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REDONDO BEACH FOCUSED GENERAL PLAN UPDATE, ZONING ORDINANCE UPDATE, AND LOCAL COASTAL PROGRAM AMENDMENT PROGRAM ENVIRONMENTAL IMPACT REPORT

City of Redondo Beach

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City of Redondo Beach

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TABLE OF CONTENTS

1.	Introduction	1-1
1.1	Background, Purpose, and Scope	1-1
1.2	Environmental Procedures.....	1-2
1.3	Prior Environmental Documentation	1-4
2.	Project summary	2-1
2.1	Approved Project	2-1
2.2	Modified Project	2-2
3.	Environmental Analysis	3-1
3.1	Aesthetics.....	3-2
3.2	Air Quality	3-3
3.3	Energy	3-4
3.4	Greenhouse Gas Emissions	3-5
3.5	Land Use and Planning.....	3-6
3.6	Noise	3-6
3.7	Population and Housing.....	3-8
3.8	Public Services and Recreation	3-8
3.9	Transportation.....	3-9
3.10	Utilities and Service Systems	3-10
4.	Findings.....	4-1
5.	List of Preparers	5-1

Appendices

Appendix A Mitigation Monitoring and Reporting Program

List of Figures

Figure 1 Changes to Approved Land Use Plan 2-6

List of Tables

Table 1 Changes to Approved Land Use Designations 2-3

Table 2 Changes to Citywide Growth Under the Modified Project Compared to Approved Project 2-5

TABLE OF CONTENTS

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1. INTRODUCTION

1.1 BACKGROUND, PURPOSE, AND SCOPE

This document is an Addendum to the City of Redondo Beach’s previously certified Redondo Beach Focused General Plan Update, Zoning Ordinance Updates, and Local Coastal Program Amendment Final Program Environmental Impact Report (PEIR) (State Clearinghouse No. 2023050732) (certified PEIR), which analyzed the implementation of updates to five of the State-required elements that make up the General Plan—Land Use, Open Space, Conservation, Safety, and Noise—Zoning Ordinance, and Zoning Ordinance for the Coastal Zone, and the Local Coastal Program Amendment (approved project).

On November 5, 2024, the City of Redondo Beach took the following actions: Certification of the Program EIR; Adoption of those amendments to the Redondo Beach Focused General Plan Update, Zoning Ordinance Update, and Local Coastal Program Amendment that are intended to implement the Housing Element and those amendments regarding residentially designated properties not identified as program actions in the City’s Housing Element; Adoption of Findings of Fact and Statement of Overriding Considerations; Adoption of a Mitigation Monitoring Program; and adoption of those ordinances, guidelines, programs, actions, or other mechanisms of the Redondo Beach Focused General Plan Update, Zoning Ordinance Update, and Local Coastal Program Amendment that are intended to implement the Housing Element and those amendments regarding residentially designated properties not identified as program actions in the City’s Housing Element.

This Addendum to the certified PEIR has been prepared in accordance with Sections 15162 and 15164 of the California Environmental Quality Act (CEQA) Guidelines. The modified project includes updates to the Redondo Beach 2021-2029 Housing Element to clarify the City’s implementation of its strategy for meeting its Regional Housing Needs Assessment allocation (RHNA). Specifically, this proposed amendment replaces the program for “overlay” zoning standards on the City’s identified “housing sites” required to meet the City’s RHNA with High-Density Multifamily Residential (65 dwelling units per acre [du/ac]) and Mixed-Use Transit Center Housing zoning designations (MU-H and MU-TCH) that require future development of the Housing Element’s identified “housing sites” to include a minimum of 50 percent of the floor area be developed as residential. The proposed Mixed Use (MU) zoning designations of the “housing sites” would also increase the allowed residential densities from 55 du/ac to 65 du/ac and 80 du/ac, depending on the location.

1. INTRODUCTION

Refer to Section 2, *Modified Project*, for a full description of proposed changes under the modified project as compared to the approved project. The City of Redondo Beach, as the lead agency under CEQA, has prepared this Addendum to the certified PEIR to consider environmental impacts associated with the modified project as compared to the approved project studied in the certified PEIR. Furthermore, the modified project would comply with all applicable mitigation measures, similar to the approved project (see Appendix A).

1.2 ENVIRONMENTAL PROCEDURES

Pursuant to CEQA and the State CEQA Guidelines, this Addendum focuses on whether implementation of the modified project would require major revisions to the certified PEIR due to the potential for new significant environmental effects or a substantial increase in the severity of previously identified significant effects, pursuant to State CEQA Guidelines Section 15162.

Pursuant to Public Resources Code (PRC) Section 21166 and Section 15162 of the State CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent or supplemental EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new, significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

1. INTRODUCTION

- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

A supplement to an EIR (supplemental EIR), which is narrower in scope than a subsequent EIR, may be prepared if any of these criteria apply, but “only minor changes or additions would be necessary to make the previous EIR adequately apply to the project in the changed situation” (CEQA Guidelines Section 15163[a]). In the absence of the need to prepare either a subsequent or supplemental EIR, an addendum to a previously certified EIR may be prepared. CEQA Guidelines Section 15164 states:

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency’s findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence. (CEQA Guidelines Section 15164)

This Addendum to the certified PEIR has been prepared because evaluation of the approved project has not indicated any of the circumstances requiring a subsequent or supplemental EIR is required. As demonstrated in Section 3, *Environmental Analysis*, of this Addendum, the modified project would not result in physical impacts that differ from the approved project evaluated in the certified PEIR, and it would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in CEQA Guidelines Sections 15162(a)

1. INTRODUCTION

and 15163(a). The modified project would not change the assumptions made under the certified PEIR.

1.3 PRIOR ENVIRONMENTAL DOCUMENTATION

This Addendum relies on the environmental analysis in the City of Redondo Beach's previously certified Redondo Beach Focused General Plan Update, Zoning Ordinance Updates, and Local Coastal Program Amendment Final PEIR (State Clearinghouse No. 2023050732). The Draft PEIR was circulated for public review from August 1, 2024, through September 16, 2024. A Final PEIR was prepared, and the Final PEIR was certified on November 5, 2024. In accordance with CEQA Guidelines Sections 15148 and 15150, this Addendum incorporates the certified PEIR (and its constituent parts, including the adopted Mitigation Monitoring Reporting Program [MMRP]) by reference (see Appendix A).

The certified PEIR found that the approved project would result in no impact or less-than-significant impacts with no mitigation required for the following environmental topics:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality (Impact 5.2-5)
- Biological Resources
- Cultural Resources (Impact 5.4-3)
- Energy (Impact 5.5-1)
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning (Impact 5.10-1)
- Mineral Resources
- Noise (Impact 5.11-3)
- Population and Housing (Impact 5.12-2)
- Public Services
- Recreation
- Transportation (Impacts 5.15-3 and 5.15-4)
- Utilities and Service Systems
- Wildfire

The certified PEIR found that the approved project would result in a less-than-significant impact with the incorporation of mitigation measures for the following environmental topics:

- Cultural Resources (Impact 5.4-2)
- Geology and Soils (Impact 5.6-4)
- Noise (Impact 5.11-2)
- Tribal Cultural Resources

1. INTRODUCTION

The certified PEIR determined that implementation of the approved project would result in significant and unavoidable impacts for the following environmental topics:

- Air Quality
- Cultural Resources (Impact 5.4-1)
- Energy (Impact 5.5-2)
- Greenhouse Gas Emissions
- Land Use and Planning (Impact 5.10-2)
- Noise (Impact 5.11-1)
- Population and Housing (Impact 5.12-1)
- Transportation (Impacts 5.15-1 and 5.15-2)

1. INTRODUCTION

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2. PROJECT SUMMARY

2.1 APPROVED PROJECT

The approved project evaluated buildout assumptions for the City's Housing Element housing sites, which included a proposed Residential Overlay land use designation and an Affordable Housing Overlay (AHO) zoning designation. These designations allow land uses that are in addition to the underlying General Plan land use designations. The Residential Overlay designation would allow residential infill projects in six areas of the city: The North Tech District, the northern portion of the Kingsdale neighborhood, the area immediately south of the city's transit center, the area south of the Galleria, several areas along 190th Street, and an area along south Pacific Coast Highway east of Palos Verdes Boulevard. Population increases are primarily around Housing Element sites and planned projects, clustered within the residential overlay areas, integrated throughout the R-2 and R-3 zones, and located within major project areas like the South Bay Galleria (South Bay Social District).

General Plan Amendment

Properties with the Residential Overlay land use designation may be developed as allowed in the underlying land use designation (industrial, industrial flex, or commercial depending on the location) or have the option of developing as infill residential without the need for a General Plan amendment. The Residential Overlay designation is intended to encourage the development of affordable housing by providing added land use flexibility that could allow for the integration of new residential housing opportunities near transit, job centers, and commercial service centers. Residential uses in the Residential Overlay designation may be stand-alone projects, horizontal mixed use, or vertical mixed use. Projects must have a minimum density of 20 du/ac, and they cannot exceed the maximum density identified within each overlay area.

Zoning Amendment

The AHO zone district is found in Title 10, Chapter 2, Division 14, of the Redondo Beach Municipal Code, and implements the Residential Overlay land use designation identified in the Land Use and Housing Elements, including the following sites: North Tech, South of Transit Center, South Bay Marketplace, Kingsdale, 190th Street, and FedEx. The AHO zone district establishes a minimum density of 20 du/ac and a maximum of 55 du/ac and requires that the minimum density established by the AHO prevail over any minimum density standards of the underlying designation (Redondo Beach Municipal Code 10-2.1444). The AHO zone district

2. PROJECT SUMMARY

provides options to cluster development to incentivize housing production and allow for the preservation of existing uses. The AHO zone district also allows for 100 percent residential projects as well as mixed use with residential and nonresidential uses provided 50 percent or more of the total floor area for the approved project is for residential uses. The AHO zone district also provides additional incentives for projects that include at least 20 percent of units affordable to lower-income households, including an administrative design review process that is exempt from discretionary review, and a reduction in the amount of public open space a project must provide.

2.2 MODIFIED PROJECT

The City of Redondo Beach proposes an amendment to the Housing Element and Zoning Districts that would replace the overlay AHO zone district on the City's identified housing sites required to meet the City's RHNA, with High-Density Multi-Family Residential (65 du/ac) and Mixed-Use Transit Center Housing land use and zoning designations (MU-H 65 du/ac and MU-TCH up to 80 du/ac). These zoning districts would require future development of the Housing Element's identified housing sites to include a minimum of 50 percent of the floor area be developed as residential.

The proposed Mixed-Use Transit Center Housing Required (MU-TCH) land use designation would provide for an integrated mix of residential with community and regional-serving commercial retail, service, office, entertainment, and hotel uses near transit stations. Mixed-use transit center development in the housing-required areas shall require at least 50 percent of the total floor area to be designated for residential uses. Development should be of high quality and designed to be pedestrian-oriented and integrated with existing surrounding uses. This designation would also allow for public uses such as libraries, parks, museums, and cultural facilities. Configurations include ground-floor commercial with residential units on upper floors, stand-alone commercial or office with residential development in a horizontal mixed-use configuration, and exclusively residential projects. It is recommended that residential projects in this land use designation include an affordable component. Maximum floor-area ratio (FAR) 1.50 and a minimum density of 20 du/ac up to and including a maximum density of 80 du/ac, density may increase consistent with State law for affordable units.

The proposed Mixed-Use Housing Required (MU-H) land use designation provides for housing to be integrated into the City's mixed use and commercial corridors by requiring housing development while also allowing for a mix of commercial retail, service, office, and entertainment uses. Exclusively residential projects and mixed-use projects where at least 50 percent of the total floor area is for residential uses are allowed. Mixed use projects may be in a vertical or horizontal configuration. Development should be of high quality and designed to integrate with existing surrounding land uses. Configurations include ground floor commercial with residential units on upper floors, stand-alone commercial or office with residential

2. PROJECT SUMMARY

development in a horizontal mixed-use configuration, and exclusively residential projects. This designation is intended to encourage pedestrian-oriented development that has a strong emphasis on creating a safe and attractive streetscape. It is recommended that residential projects in this designation include an affordable component. Maximum FAR 1.50 and a minimum density of 20 dwelling units per acre up to and including a maximum density of 65 dwelling units per acre, density may increase consistent with State law for affordable units.

To reflect these amendments, Table 3-2, *Current and Proposed Land Use Designations*, of Chapter 3, *Project Description*, of the certified EIR would be amended with the changes provided in Table 1, *Changes to Approved Land Use Designations*. Underlined text denotes additions to the certified EIR and strikeout denotes deletions. Similarly, Figure 3-5, *Proposed Land Use Plan*, of Chapter 3, *Project Description*, would be amended to remove the Residential Overlay designations and replace with the Mixed-Use Transit Center Housing Required (MU-TCH) and the Mixed-Use Housing Required (MU-H) land use designation (see Figure 1, *Changes to Approved Land use Plan*).

Table 1 Changes to Approved Land Use Designations

Table 3-2 Current and Proposed Land Use Designations			
Land Use Designation	Current Maximum Density/Intensity	Proposed Maximum Density/Intensity	Description
Mixed-Use Transit Center (Housing Required) (MU-TCH)	--	Max. FAR 1.50 A minimum of 20 du/ac up to and including 80 du/ac (50 percent of total floor area must be for residential use)	Provides for an integrated mix of residential with community and regional serving commercial retail, service, office, entertainment, and hotel uses in close proximity to transit stations. <u>Mixed-use transit center development in the housing required areas shall require at least 50 percent of the total floor area to be designated for residential uses. Development in should be of high quality and designed to be pedestrian-oriented and integrated with existing surrounding uses.</u> This designation also allows for public uses such as libraries, parks, museums, and cultural facilities. Configurations include ground floor commercial with residential units on upper floors, stand-alone commercial or office with residential development in a horizontal mixed use configuration, and exclusively residential projects. <u>It is recommended that residential projects in this designation include an affordable component. Maximum FAR 1.50 and and A minimum density of 20 dwelling units per acre up to and including a maximum density of 80 dwelling units per acre, density may increase consistent with state law for affordable units.</u>

REDONDO BEACH FOCUSED GENERAL PLAN UPDATE, ZONING ORDINANCE UPDATE
AND LOCAL COASTAL PROGRAM AMENDMENT PROGRAM EIR ADDENDUM
CITY OF REDONDO BEACH

2. PROJECT SUMMARY

Table 3-2 Current and Proposed Land Use Designations

Land Use Designation	Current Maximum Density/Intensity	Proposed Maximum Density/Intensity	Description
<u>Mixed-Use Housing Required (MU-H)</u>	--	<u>Residential Only: 1.0 FAR</u> <u>Commercial and Residential together: Max. FAR 1.50</u> <u>(all density exceeding 0.75 FAR must be for residential use, 50 percent of total floor area must be for residential use)</u> <u>A minimum of 20 du/ac up to and including 65 du/ac</u>	<u>Provides for housing development to be integrated into the City's mixed use and commercial corridors by requiring housing development while also allowing for a mix of commercial retail, service, office, and entertainment uses.</u> <u>Exclusively residential projects and mixed use projects where at least 50 percent of the total floor area is for residential uses are allowed. Mixed use projects may be mixed in a vertical or horizontal configuration.</u> <u>Development should be of high quality and designed to integrate with existing surrounding uses. Configurations include ground floor commercial with residential units on upper floors, stand-alone commercial or office with residential development in a horizontal mixed use configuration, and exclusively residential projects.</u> <u>This designation is intended to encourage pedestrian-oriented development that has a strong emphasis on creating a safe and attractive streetscape.</u> <u>It is recommended that residential projects in this designation include an affordable component.</u> <u>Maximum FAR 1.50 and A minimum density of 20 dwelling units per acre up to and including a maximum density of 65 dwelling units per acre, density may increase consistent with state law for affordable units.</u>
Residential Overlay (R) North Tech Kingsdale South Bay Marketplace South of Transit Center 190th Street FedEx	--	Min. 20 du/ac [±] Max. 55 du/ac [±]	An overlay is a planning tool used to provide flexibility in land use designations. This designation allows uses that differ from or are in addition to, the underlying General Plan land use. This flexibility can help the City respond to State mandated housing requirements and increase development options in different market conditions. The Residential Overlay allows residential infill projects in six areas of the City: The North Tech District, the northern portion of the Kingsdale neighborhood, the area immediately south of the City's transit center, the area south of the Galleria, several areas along 190th Street, and an area along south Pacific Coast Highway east of Palos Verdes Boulevard. The North Tech District, and the areas south of the transit center and Galleria are all located in close proximity to existing or future Metro Station stops, which provides access to existing or planned transportation alternatives. Properties with the Residential Overlay designation may be developed as the underlying land use designation (industrial, industrial flex, or commercial depending on the location) and also have the option of developing as infill residential without the need for a General Plan amendment. The Residential Overlay is intended to encourage the development of affordable housing by providing added land use flexibility that could allow for the integration of new residential housing opportunities in close proximity to transit, job centers, and commercial service centers.

2. PROJECT SUMMARY

Table 3-2 Current and Proposed Land Use Designations

Land Use Designation	Current Maximum Density/Intensity	Proposed Maximum Density/Intensity	Description
			Residential uses in the overlay area may be stand-alone projects, horizontal mixed use, or vertical mixed use. Residential projects must have a minimum density of 20 dwelling units per acre, and they cannot exceed the maximum density identified within each overlay area.

As shown in Table 2, *Changes to Citywide Growth Under the Modified Project Compared to Approved Project*, the modified project would result in a potential 3 percent increase in housing units (+1,092), a 3 percent increase in population (+2,452), a 2.5 percent increase in nonresidential square feet (+446,651), and a 2 percent increase in number of jobs (+671) over what was analyzed in the certified PEIR.

Table 2 Changes to Citywide Growth Under the Modified Project Compared to Approved Project

Scenario	Acres	Number of Housing Units	Total Population	Nonresidential Square Feet	Employment (Number of Jobs)
Approved project in the certified PEIR	3,973	35,387	78,978	17,508,276	36,627
Changes under Modified Project	0	36,479	81,430	17,954,927	37,298
Change	0	+1,092	+2,452	+446,651	+671
Percentage Change	0%	+3.1%	+3.1%	+2.5%	+1.8%

The additions and corrections provided in Table 1, *Changes to the Approved Land Use Designations*, Table 2, *Changes to Citywide Growth Under the Modified Project Compared to Approved Project*, and Figure 1, *Changes to the Approved Land Use Plan*, would be carried out throughout the certified EIR, as applicable, to reflect the modified project.

2. PROJECT SUMMARY

Figure 1 Changes to Approved Land Use Plan

3. ENVIRONMENTAL ANALYSIS

Section 15164(b) of the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 et. seq.) authorizes a lead agency to prepare an addendum to an EIR “if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

Like the approved project evaluated in the certified PEIR, the modified project would not directly result in physical development; rather, the modified project provides a program-level analysis associated with an amendment that would replace the program for overlay zoning standards on the City’s identified housing sites required to meet the City’s RHNA with High Density Multi-Family Residential (65 du/ac) and Mixed-Use Transit Center Housing zoning designations (MU-H and MU-TCH). Before any redevelopment activities would occur on the City’s identified housing sites, all such activities would be required to be analyzed for conformance with the General Plan; zoning requirements; and other applicable local, State, and federal requirements and obtain all necessary clearances, zoning entitlements, and permits.

Therefore, this Addendum specifically addresses environmental topics that potentially would be impacted by an increase in FAR as a result of the land use and zoning designation amendments, which would result in a potential 3 percent increase in housing units (+1,092), a 3 percent increase in population (+2,452), a 2.5 percent increase in nonresidential square feet (+446,651), and a 2 percent increase in number of jobs (+671) over what was analyzed in the certified PEIR. Increases in housing units, population, and nonresidential square feet, would potentially affect aesthetics, air quality, energy, greenhouse gas emissions (GHG), land use and planning, noise, population and housing, public services and recreation, transportation, and utilities and service systems. The modified project would have no material impact on agricultural and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, tribal cultural resources, and wildfire above what was analyzed in the certified EIR, as future development under the approved project would occur on properties that are already identified under the certified PEIR for development. Therefore, no further analysis of these topics is necessary for purposes of this Addendum.

3. ENVIRONMENTAL ANALYSIS

3.1 AESTHETICS

The certified PEIR determined that the approved project would result in less-than-significant impacts to scenic vistas, scenic highways, visual character, and substantial light or glare. Future development facilitated by the modified project would not occur in protected open space areas, including beaches and coastal bluffs, and thus would not affect scenic vistas from associated vantage points. Additionally, there are no scenic highways in or near Redondo Beach, and no eligible scenic highways run through the city limits. The nearest eligible scenic highway is a segment of State Route (SR-) 1 approximately 10 miles to the north. Future development facilitated by the modified project would not interfere with scenic resources within a state highway.

No physical development is proposed as part of the modified project; site plans and building designs would be subject to Section 10-2.2500 (a), *Administrative Design Review*, or Section 10-2.2502 (b), *Planning Commission Design*, of the City's Municipal Code. As outlined in Section 10-2.2500 (a), *Administrative Design Review*, of the City's Municipal Code, the Community Development Director or his/her assigned would review minor development projects that otherwise meet the zoning regulations, in terms of the appropriateness of the design. Pursuant to Section 10-2.2500 (a)(10)(a) and (b), this would include Housing Element Reused Sites when the proposed project site is: (1) listed on Table B-1 in the 2021-2029 Housing Element; (2) identified as a site used in a prior Housing Element; (3) not listed as vacant; and (4) satisfies any portion of the City's lower-income RHNA requirement. This would also include Housing Element Rezoned Sites where the proposed project site is listed on Table B-2 in the 2021-2029 Housing Element and identified in Table B-2 as satisfying any portion of the City's low- or very low-income RHNA requirement.

Section 10-2.2502(b), *Planning Commission Design Review*, would determine a future project's consistency with specific criteria, including, but not limited to, user impact and needs, relationship to physical features, consistency of architectural style, balance and integration with the neighborhood, and building design. As stated in the Municipal Code:

"Planning Commission Design Review is established to ensure compatibility, originality, variety, and innovation in the architecture, design, landscaping, and site planning of developments in the community. The provisions of this section will serve to protect property values, prevent the blight and deterioration of neighborhoods, promote sound land use, encourage design excellence, and protect the overall health, safety, and welfare of the City."

The modified project would replace the program for overlay zoning standards on the City's identified housing sites required to meet the City's RHNA with High-Density Multifamily Residential (65 du/ac) and Mixed-Use Transit Center Housing land use and zoning designations (MU-H and MU-TCH). These zoning designations would require future development of the Housing Element-identified housing sites to include a minimum of 50 percent of the floor area

3. ENVIRONMENTAL ANALYSIS

be developed as residential. The proposed MU zoning designations of the housing sites will also increase the allowed residential densities from 55 du/ac to 65 du/ac and 80 du/ac, depending on the location. Although, a proposed increase in FAR would facilitate the potential increase in building height and/or expansion of existing structures on the City's identified housing sites, with adherence to the Administrative Design Review or Planning Commission Design Review, as applicable, this increase in density would not have the potential to significantly alter the visual appearance of these sites. Furthermore, the modified project would be required to comply with the policies of the General Plan Update to ensure that future development would preserve and enhance Redondo Beach's visual character and quality. A primary goal of the General Plan Update is to retain the city's current character by addressing consistency of new development with existing development. With adherence to the General Plan Update policies, and subject to Planning Commission Design Review, the modified project would not conflict with applicable regulations governing scenic quality, and like the approved project, impacts would remain less than significant.

With respect to light and glare, and similar to the approved project, the modified project would allow future intensification and redevelopment of the City's identified housing sites but would not significantly increase light and glare above existing conditions nor introduce new incompatible uses. Future development would comply with General Plan Update policies and the issuance of a Planning Commission Design Review. In addition, future redevelopment would be required to comply with City Municipal Code Section 10-2.912, which requires that outdoor lighting be designed to not adversely impact surrounding uses, but also provide a sufficient level of illumination. Furthermore, proposed General Plan Policy OS-3.5 would ensure that glare impacts would be reduced by requiring outdoor fixtures to be fully shielded (aims light down) to prevent lighting up the sky rather than the ground. With adherence to General Plan policies and the City's Municipal Code, including a Planning Commission Design Review, substantial light and glare would not extend substantially beyond the site where it is generated, and like the approved project, impacts under the modified project would remain less than significant.

3.2 AIR QUALITY

The certified PEIR determined that the approved project would potentially conflict with or obstruct the implementation of the South Coast Air Quality Management District's (AQMD) 2024 Air Quality Management Plan (AQMP). Buildout of the approved project would increase vehicle miles traveled (VMT) per service population and would not be consistent with the AQMP. In addition, air pollutant emissions associated with buildout of the approved project would cumulatively contribute to the nonattainment designations in the South Coast Air Basin (SoCAB). Therefore, the approved project would be inconsistent with the AQMP. Construction-related regional air quality impacts of developments that would be accommodated by the approved project would be significant and unavoidable. Similarly, localized operation-related air quality impacts associated with implementation of the approved project were considered

3. ENVIRONMENTAL ANALYSIS

significant and unavoidable impacts. The certified PEIR determined that the approved project would not result in odor impacts and that adherence to South Coast AQMD Rule 402 would minimize and provide control for potential odors associated with construction and operational activities. Therefore, impacts related to odors were less than significant.

Because the modified project would result in increased residential dwelling units and nonresidential square feet, as compared to the approved project (see Table 2, *Changes to Citywide Growth Under the Modified Project Compared to Approved Project*), it is anticipated that construction emissions associated with the modified project would marginally increase in comparison to the approved project as more development facilitated by the modified project would occur. However, as discussed further in Section 3.9, *Transportation*, although the increase in density and intensity would result in a slight increase in total VMT, the higher density and intensity uses adjacent to mixed-use development would contribute to improved transportation efficiency and would overall slightly reduce VMT per service population, and thereby marginally reducing air quality impacts associated with operation of development facilitated by the modified project.

Like the approved project, future development facilitated by the modified project would implement mitigation measures AQ-1 and AQ-2 of the MMRP. Because no physical development on the sites is envisioned in both the existing General Plan and part of the modified project, it is reasonable to assume that like the approved project, project impacts related to air quality, after mitigation, would remain significant and unavoidable.

3.3 ENERGY

The certified PEIR disclosed that construction of individual development projects facilitated by the approved project would not result in wasteful, inefficient, or unnecessary consumption of fuel use (energy resources), and future individual development projects would temporarily increase demands for energy associated with transportation. Operation of new development projects accommodated under the approved project would create additional demands for electricity and natural gas compared to existing conditions.

The General Plan Update includes policies related to land use, transportation planning, energy efficiency, and renewable energy generation that would contribute to minimizing the City's total energy consumption. Implementation of policies under the General Plan Update in conjunction with and complementary to regulatory requirements would ensure that energy demand associated with growth under the approved project would not be inefficient, wasteful, or unnecessary. Therefore, energy impacts associated with implementation and operation of land uses accommodated under the approved project would be less than significant.

The individual development projects facilitated by the approved project would comply with the applicable requirements of the Building Energy Efficiency Standards and CALGreen. Although

3. ENVIRONMENTAL ANALYSIS

the approved project would be consistent with the objectives of the City's Climate Action Plan (CAP) to reduce GHG emissions consistent with the State's Assembly Bill (AB) 32 GHG emission reduction targets, to reduce transportation energy, the General Plan Update would not be consistent with the CAP's Goal LUT: G, Land Use Strategies, and several of the Southern California Association of Government's (SCAG's) Regional Transportation Plan/Sustainable Communities Plan (RTP/SCS) goals. Therefore, implementation of the General Plan Update could conflict with or obstruct implementation of the City's CAP, and impacts would be potentially significant. As such, the certified PEIR determined that there were no feasible mitigation measures that could fully reduce VMT impacts at full buildout of the approved project and fully reduce the approved project's inconsistencies with the goals of SCAG's 2024-2050 RTP/SCS. Impacts related to energy would remain significant and unavoidable.

The modified project would allow for an increase of dwelling units and nonresidential square feet from what was studied in the certified PEIR. As discussed in Section 3.9, *Transportation*, the increased intensification of dwelling units and nonresidential square feet would result in a slight improvement in transportation efficiency by increasing housing and employment opportunities near transit services concurrent with a proposed increase in density and intensity. Although the increase in dwelling units might result in a slight increase in total VMT, the higher-density and intensity uses adjacent to mixed-use development would contribute to a reduction in energy use from the transportation sector and would overall, slightly reduce VMT per service population. Therefore, the modified project could result in shorter distances traveled as there would be an increase in employment within proximity to housing and other amenities. Overall, impacts to energy use under the modified project would be similar, if not slightly reduced, when compared to the approved project evaluated in the certified PEIR, but impacts would remain significant and unavoidable.

3.4 GREENHOUSE GAS EMISSIONS

Development under the approved project would contribute to global climate change through direct and indirect emissions of GHG from land uses in the city. The certified PEIR determined that the approved project would reduce energy sector emissions by increasing energy efficiency, energy conservation, and use of renewable energy. However, GHG emissions reduction are only 1 percent less than the CEQA baseline and not the 85 percent necessary to ensure the city is on a trajectory to achieve the long-term reductions goals of AB 1279 and substantial progress toward the State's carbon neutrality goals. Additionally, while the General Plan Update would be consistent with many of the strategies in the City's CAP, the General Plan Update would not be consistent with the CAP's Goal LUT: G, Land Use Strategies, and several of SCAG's RTP/SCS goals. Therefore, GHG emissions associated with the approved project were considered significant and unavoidable.

3. ENVIRONMENTAL ANALYSIS

As discussed in Section 3.9, *Transportation*, the modified project would result in increased housing and employment opportunities around transit and mixed-use development, which would provide mobility options, and it is anticipated that GHG emissions associated with this modified project would be slightly less in comparison to the approved project. Policies and implementation measures for the approved project would be applicable to the modified project and would have the potential to reduce GHG emissions. Overall, impacts of the modified project would be slightly reduced compared to the approved project but would remain significant. Like the approved project, the modified project would implement mitigation measure GHG-1.

3.5 LAND USE AND PLANNING

The certified PEIR concluded that no aspect of the approved project would divide the existing city. On the contrary, the approved project includes provisions that directly address land use connectivity, compatibility, and encroachment of new development on existing neighborhoods and land uses. However, the certified PEIR determined that future development in accordance with the approved project would conflict with plans adopted for the purpose of avoiding or mitigating an environmental effect, and project impacts, even after mitigation, would remain significant and unavoidable. The modified project would include climate benefits, land use patterns, and goals and policies that align with the RTP/SCS. Implementation of the approved project would support a variety of land use types, including high-density housing and mixed-use development that encourage better connectivity to employment and commercial uses, and in closer proximity to public transit. However, the approved project would not be consistent with several of the goals of SCAG's 2024-2050 RTP/SCS with respect to VMT at buildout and impacts associated with air quality, GHG, and VMT would be significant. Therefore, the approved project would conflict with SCAG's Connect SoCal goals aimed at improving air quality and reducing GHG emissions, and impacts were considered significant.

As discussed under Section 3.9, *Transportation*, of this Addendum, although total VMT would slightly increase, because the modified project would result in increased residential and employment opportunities around transit and mixed use development, which would provide mobility options, it is anticipated that air quality and GHG emissions associated with this modified project would be slightly less in comparison to the approved project because of a reduction in VMT per service population. Policies and implementation measures for the approved project would be applicable to the modified project and would have the potential to reduce air quality and GHG emissions. Overall, impacts of the modified project would be slightly reduced compared to the approved project but would remain significant and unavoidable.

3.6 NOISE

The certified PEIR determined that impacts related to construction noise, even after mitigation, would remain significant and unavoidable. Impacts related to vibration and operations-related

3. ENVIRONMENTAL ANALYSIS

vibration would be reduced to less than significant. Under the General Plan Update, the primary source of temporary noise in the city would be demolition and construction activities associated with development projects and activities. However, because construction activities associated with any individual development may occur near noise-sensitive receptors and because, depending on the project type, equipment list, time of day, phasing and overall construction durations, noise disturbances may occur for prolonged periods of time or during the more sensitive nighttime hours, construction noise impacts associated with implementation of the approved project were considered potentially significant.

The development of residential, automotive, industrial, or other uses and activities under the proposed General Plan Update could generate substantial stationary noise. In addition, changes in both citywide and regional land use patterns and transportation networks, such as the increased development of mixed-use areas or changing concentrations of job opportunities from certain locations to others, particularly those accessible to existing and planned public transit, can result in a shift in traffic patterns and thereby decrease traffic on certain roadways. However, adherence to the proposed General Plan policy provisions would ensure that the noise environment in Redondo Beach does not increase in a manner that worsens existing noise compatibility or exposes noise-sensitive land uses to “unacceptable” noise levels. With implementation of the General Plan policies and Mitigation Measures, future development and activities under the proposed General Plan Update would result in a less than significant impacts. Industrial operations throughout the city would generate varying degrees of ground vibration, depending on the operational procedures and equipment. Because specific project-level information is not available at this time, it was not possible to quantify future vibration levels at vibration-sensitive receptors that may be near existing and future vibration sources. Therefore, with the potential for sensitive uses to be exposed to annoying and/or interfering levels of vibration from industrial operations, operations-related vibration impacts associated with implementation of the approved project were considered potentially significant.

The modified project would allow an increase of dwelling units and non-residential square feet compared to what was analyzed in the certified PEIR. As no physical development is proposed, it is speculative to estimate construction noise at this time, but it is reasonable to assume that overall construction and operational noise impacts would be similar compared to the approved project, although more non-residential square feet allowed by the modified project could take longer to construct than the approved project, which would extend the exposure to construction noise.

With respect to traffic noise, impacts under the modified project may slightly increase as compared to the approved project because the modified project would slightly increase total VMT but could reduce VMT per service population (see Section 3.9, *Transportation*). The increase in non-residential growth facilitated by the modified project would represent a 2.5 percent increase citywide as compared to the approved project and thus an increase in noise

3. ENVIRONMENTAL ANALYSIS

would be negligible. Overall, impacts with respect to noise and vibration would be similar to the approved project and remain significant and unavoidable.

3.7 POPULATION AND HOUSING

The certified PEIR determined that implementation of the approved project would directly induce population and employment growth in the area but would slightly improve the jobs-housing balance. The approved project would accommodate future growth by providing for infrastructure and public services to accommodate the projected growth. Policies under the Redondo Beach General Plan's Housing and Land Use Elements would ensure the City supports a variety of housing types and densities and provides job growth to accommodate Redondo Beach residents. Nonetheless, because the approved project's buildout projections are greater than the projected growth through SCAG, implementation of the approved project was considered a potentially significant impact related to population and employment growth. The certified PEIR determined that there are no feasible mitigation measures to reduce the approved project's impacts to population growth. As a result, impacts to population growth as a result of future development in accordance with the proposed project would remain significant and unavoidable.

As shown in Section 2, *Project Summary*, Table 2, the modified project would result in a potential 3 percent increase in housing units (+1,092), a 3 percent increase in population (+2,452), a 2.5 percent increase in nonresidential square feet (+446,651), and a 2 percent increase in number of jobs (+671) over what was analyzed in the certified PEIR. Thus, the modified project would result in slightly increased impacts compared to the approved project with respect to population, housing and employment because it would slightly further increase growth beyond projections identified in SCAG's regional forecasts for 2050. Overall, and similar to the approved project, impacts on population and housing under the modified project would also be significant and unavoidable, but not by a materially greater amount or in ways that would lead to significantly greater impacts.

3.8 PUBLIC SERVICES AND RECREATION

The certified PEIR concluded that future development and population growth in the city accommodated by the approved project would increase the demand for the provision of local public services, thereby increasing the demand for fire and police protection services, and increasing school enrollments, demand for library services, and demand for park, open space, and recreational amenities. However, compliance with existing and proposed policies, regulatory codes and standards, and funding mechanisms would ensure that the approved project would result in a less-than-significant impact. While no physical development is proposed as part of the modified project, future development, facilitated by the FAR of the modified project would also be required to comply with existing and proposed General Plan

3. ENVIRONMENTAL ANALYSIS

Update policies, regulatory standards, and funding mechanisms. As a result, similar to the approved project, and with compliance with all applicable policies, codes, standards, funding mechanisms, and approvals, impacts to public services under the modified project would remain less than significant.

3.9 TRANSPORTATION

The certified PEIR determined that the approved project would conflict with some policies from SCAG's 2024–2050 RTP/SCS because buildout facilitated by the approved project would increase VMT per service population beyond the threshold (16.8 percent below SBCCOG Baseline Conditions) and would result in a significant impact. Therefore, the approved project would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Additionally, given the growth in population and employment in the city and the magnitude of GHG emissions reductions needed to achieve the GHG reduction target, GHG emissions were considered significant. Although the approved project would include climate benefits, land use patterns, and goals and policies that align with the RTP/SCS, and would otherwise be consistent with implementation of programs, plans, ordinances, and policies addressing the circulation system, including transit, roadway, and bicycle and pedestrian facilities, impacts associated with VMT, Air Quality, and GHG were determined to be significant and therefore, the approved project would not be consistent with SCAG's 2024–2050 RTP/SCS and impacts were determined to be significant. Additionally, because the approved project is a regulatory document that sets the framework for future growth and development in the city and does not directly result in development, use of VMT reduction strategies would need to be assessed on a project-by-project basis. Therefore, the certified PEIR determined that VMT impacts were considered significant. There are no feasible mitigation measures identified in the certified PEIR that would fully reduce VMT impacts at full buildout of the approved project. Additionally, the certified PEIR determined that there are no feasible mitigation measures that would fully reduce the approved project's inconsistencies with the goals of SCAG's 2024–2050 RTP/SCS.

VMT for the modified project would result in a slight improvement in transportation efficiency by increasing housing and employment opportunities near transit services concurrently with a proposed increase in density and intensity of residential and commercial land use designations within the city. Development would be required to implement applicable Travel Demand Management (TDM) development standards pursuant to Article 11 of the City's Municipal Code. Article 11 requires that nonresidential development provide facilities and/or programs that accommodate the use of ridesharing, transit, and pedestrian/bicycle commuting as alternatives to single-occupant vehicle trips to reduce VMT and mitigate transportation impacts. Prior to approval of any development project that meets or exceeds the threshold for triggering TDM strategies, an applicant is required to comply with the applicable TDM and trip reduction standards set forth by Article 11.

3. ENVIRONMENTAL ANALYSIS

The modified project would marginally reduce VMT per-service population compared to the approved project because of the slight improvement in transportation efficiency as a result of intensification of the land uses surrounding transit. Due to the increase in development density and intensity resulting in an increase in population, housing and employment, this alternative would be expected to reduce VMT per service population relative to the approved project. Although VMT per service population would be slightly reduced under the modified project, total VMT for the City would increase slightly when compared to the approved project, and as such, cumulative impacts would remain significant and unavoidable.

Additionally, like the approved project, the modified project does not propose any incompatible uses that would significantly increase hazards or affect emergency access. Future redevelopment facilitated by the modified project would undergo a review process at the City to ensure consistency with adopted standards, including site plan review, related to access and circulation. Like the approved project, the modified project impacts would be considered less than significant.

In summary, the modified project would require implementation of mitigation measures in the certified PEIR, including AQ-1 through AQ-3 and GHG-1 to reduce inconsistencies with the goals of SCAG's 2024–2050 RTP/SCS related to VMT and emissions. However, there are no feasible mitigation measures identified in the certified PEIR that would fully reduce VMT impacts at full buildout of the approved project or the modified project. Although VMT would slightly decrease VMT per service population and slightly increase VMT, cumulative impacts would remain significant and unavoidable.

3.10 UTILITIES AND SERVICE SYSTEMS

As disclosed in the certified PEIR, existing and/or proposed facilities and purveyors would be able to accommodate future project-generated wastewater, water demand, stormwater drainage, solid waste, electric power, natural gas, and telecommunications demand, and not require or result in the relocation or construction of new or expanded facilities. The modified project would facilitate a potential 3 percent increase in housing units (+1,092), a 3 percent increase in population (+2,452), a 2.5 percent increase in nonresidential square feet (+446,651), and a 2 percent increase in number of job (+671) over the approved project. As concluded in the certified PEIR, the approved project is well within existing facilities' capacities; therefore, the increase in intensity proposed under the modified project would be adequately accommodated by existing and/or proposed facilities and utility purveyors. Additionally, future development would be subject to City permits, fees, and applications to ensure that future development would not pose burdens on the existing infrastructure. Overall, impacts would be slightly increased compared to the approved project but would remain less than significant.

4. FINDINGS

As summarized in this section, and for the reasons described in Section 3, *Environmental Analysis*, of this Addendum, the City of Redondo Beach has concluded that the modified project meets the conditions of CEQA Guidelines Section 15164 and that therefore an Addendum to the certified EIR is the appropriate CEQA document to address the modified project.

As previously discussed, under CEQA Guidelines Section 15164, an addendum to an EIR or MND may be prepared if only minor technical changes or additions are necessary or none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR or MND have occurred. The following restates the standards set forth in CEQA Guidelines Section 15162 as they relate to the modified project.

- 1. No substantial changes are proposed in the project which would require major revisions of the previous EIR due to the involvement of new significant environmental effect or a substantial increase in the severity of previously identified significant effect.**
- 2. No substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.**

The modified project includes General Plan land use designation and zoning district amendments that are changes in policy, not entitlement for physical development. As described in this addendum, the sites affected by the modified project are already designated and zoned for urban development. The modified project makes minor changes to the regulatory process, and increases the potential density, but the physical impacts of construction are the same as those analyzed in the certified PEIR. Implementation of the modified project would not result in physical changes to the environment that were not disclosed in the certified PEIR. Moreover, the modified project would not create new impacts or the need for additional mitigation measures. The policies identified in the approved project that would reduce physical environmental effects associated with future development continue to apply to the modified project. The certified PEIR addresses potentially significant impacts related to air quality, cultural resources (Impact 5.4-1), energy (Impact 5.5-2), GHG emissions, land use and planning (Impact 5.10-2), noise (Impact 5.11-1), population and housing (Impact 5.12-1), and transportation (Impacts 5.15-1 and 5.15-2). The policies and mitigation identified in the certified PEIR to reduce physical environmental effects would also apply to the modified project. Because a future development project must be consistent with the City's General Plan, zoning, development standards, and would undergo Planning Commission Design Review, the adopted

4. FINDINGS

measures to address physical impacts on the environment would be applied, resulting in the same overall impacts as evaluated in the certified PEIR. As demonstrated in this Addendum, the modified project's contribution of a 3 percent increase in housing units (+1,092), a 3 percent increase in population (+2,452), a 2.5 percent increase in nonresidential square feet (+446,651), and a 2 percent increase on number of job (+671), as compared to the buildout for the approved project would not result in new significant environmental impacts that were not previously disclosed under the certified PEIR, and no changes are proposed under the modified project, nor have any substantial changes occurred with respect to circumstances, which would warrant major revisions to the certified PEIR.

3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration

The certified PEIR addresses potentially significant impacts related to impacts related to air quality, cultural resources (Impact 5.4-1), energy (Impact 5.5-2), GHG emissions, land use and planning (Impact 5.10-2), noise (Impact 5.11-1), population and housing (Impact 5.12-1), and transportation (Impacts 5.15-1 and 5.15-2). The policies and mitigation identified in the certified PEIR to reduce physical environmental effects would also apply to the modified project. Because a future development project must be consistent with the City's General Plan, zoning, and development standards, the mitigation measures to address physical impacts on the environment would be applied, resulting in the same overall impacts as evaluated in the certified PEIR. Therefore, there would be no new significant environmental impacts under the modified project that were not previously disclosed in the certified PEIR.

B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

As demonstrated in this addendum, the modified project would have the same significant impacts as those disclosed in the certified PEIR and no substantially more severe impacts would occur. The policies and mitigation measures identified in the certified PEIR to reduce physical environmental effects would also apply to the modified project. Implementation of the modified project would not result in significant physical changes to the environment that were not disclosed in the certified PEIR. Therefore, no new or more severe significant impacts associated with the modified project would occur.

C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the

4. FINDINGS

project, but the project proponents decline to adopt the mitigation measure or alternative; or

The modified project would not result in new significant environmental impacts or increase the severity of any environmental impacts previously evaluated in the certified PEIR; therefore, there is no need for new mitigation measures or alternatives.

D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The modified project would have the same significant impacts as the certified PEIR, and all associated policies and mitigation measures identified in the certified PEIR to reduce physical environmental effects would apply to all future development. There would be no new significant impacts resulting from implementation of the modified project. There is no new mitigation or alternative that would substantially reduce one or more significant effects on the environment

The modified project would not result in any of the conditions outlined in CEQA Guidelines Sections 15162(a)(1) to (3) because the proposed changes would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects, requiring major revisions to the certified PEIR, and there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the certified PEIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3). Accordingly, this Addendum provides the substantial evidence required by CEQA Guidelines Section 15164(e) to support the finding that a subsequent EIR is not required and that an addendum to the certified PEIR is the appropriate environmental document to evaluate changes associated with the modified project.

4. FINDINGS

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