SOUTH BAY GALLERIA PHASE 2 PROJECT

Addendum to the Certified EIR for the South Bay Galleria Mixed-Use Project

Prepared for
City of Redondo Beach

October 2024

ESA

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ACRONYMS AND OTHER ABBREVIATIONS

Abbreviation	Definition
AFY	acre-feet per year
BMPs	best management practices
CEQA	California Environmental Quality Act
City	City of Redondo Beach
EIR	environmental impact report
ESA	Environmental Science Associates, Inc.
EV	electric vehicle
GHG	greenhouse gas
LACSD	Los Angeles County Sanitation Districts
LID	low-impact development
Mall	South Bay Galleria Mall
NOP	notice of preparation
NPDES	National Pollutant Discharge Elimination System
Project	South Bay Galleria Mixed-Use Project
RBPL	Redondo Beach Public Library
SCAG	Southern California Association of Governments
sf	square feet
SWPPP	stormwater pollution prevention plan
VdB	vibration decibels
VMT	vehicle miles traveled

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SOUTH BAY GALLERIA PHASE 2 PROJECT

Addendum to the Certified EIR

Environmental Checklist

Project Title:	South Bay Galleria Phase 2 Project
Previous CEQA Document State Clearinghouse Number:	SCH No. 2015101009 – South Bay Galleria Mixed-Use Project
Lead Agency Name and Address:	City of Redondo Beach Community Development Department 415 Diamond Street Redondo Beach, CA 90277
Contact Person and Phone Number:	Stacey Kinsella, Senior Planner (310) 697-3192
Project Location:	The South Bay Galleria Mall site is located at 1815 Hawthorne Boulevard, on approximately 29.85 acres in the City of Redondo Beach. The Phase 2 site is 3.26 acres located at the northeastern corner of Kingsdale Avenue and West 177th Street.
Project Sponsor's Name and Address:	South Bay Center SPE, LLC 1815 Hawthorne Boulevard, Suite 377 Redondo Beach, CA 90278
General Plan Designation(s):	Regional Commercial
Zoning:	Regional Commercial
Description of Project:	Development of Phase 2 proposes to construct an 8-story mixed-use building with one level of underground parking within the greater Mall site. The building would contain 350 residential units, 8,351 square feet of commercial use, up to 845 parking spaces, and associated amenities. For a detailed project description, refer to **Section 2**, *Project Description*, below.
Surrounding Land Use and Setting:	The following describes each land use surrounding the Phase 2 Site: • North – Theatre and Parking Structure • East – South Bay Galleria Mall and Kohl's • South – Parking Lot and West 177th Street • West – Kingsdale Ave and single-family homes
Public Agencies Whose Approval Is Required:	City of Redondo Beach • Adoption of EIR Addendum • Conditional Use Permit (CUP) Amendment • Planning Commission Design Review • Density Bonus with no increase in density

1. Introduction

This document is an Addendum to the Environmental Impact Report (EIR) prepared for the South Bay Galleria Mixed-Use Project (State Clearinghouse No. 2015101009), which was certified by the City of Redondo Beach (City) on January 15, 2019 (Certified EIR). In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code § 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations § 15000 et seq.), this Addendum to the EIR analyzes proposed development contemplated as Phase 2 of the Approved Project (defined below) and demonstrates that the Phase 2 development does not meet the standards for a Supplemental or Subsequent EIR pursuant to Public Resources Code Section 21166 or CEQA Guidelines Sections 15162 and 15163. Instead, the Phase 2 development qualifies for use of an Addendum pursuant to CEQA Guidelines Section 15164 as the Phase 2 development would not result in any new significant impacts, nor would it substantially increase the severity of previously identified significant impacts or introduce new mitigation measures.

1.1 Background

At the onset of the CEQA environmental review process for the South Bay Galleria Mixed-Use Project (Project) and pursuant to the provisions of CEQA Guidelines Section 15082, the City of Redondo Beach serving as the Lead Agency, prepared an Initial Study and a Notice of Preparation (NOP) of a Draft Environmental Impact Report (Draft EIR), which was circulated for public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties. The Initial Study and NOP were circulated on October 1, 2015, for a 30-day public review period.

Following the circulation of the NOP, the City prepared technical studies and a Draft EIR to identify and evaluate the potential environmental effects of the Project, indicate whether any significant effects could be mitigated or avoided, and analyze potentially feasible alternatives to the Project. The Draft EIR was subject to a 45-day review period during which the document was made available to responsible and trustee agencies, interested parties, and the general public. The public review period commenced on July 28, 2017, and ended on September 11, 2017.

The Project evaluated in the Draft EIR (Draft EIR Project) included modifications and additions to the existing 29.85-acre South Bay Galleria Mall (Mall) property located at 1815 Hawthorne Boulevard. The Draft EIR Project proposed to develop a retail complex combining retail and dining venues with an open-air retail plaza, hotel, and residential development within the Mall property. At the time, the Mall property was developed with 971,101 square feet (sf) of commercial retail and entertainment land uses. The Draft EIR Project proposed to increase the retail and entertainment uses (excluding new hotel) by up to 224,664 sf from 971,101 sf to 1,195,565 sf; develop a new 105,000 sf hotel with 150 rooms; and develop up to 650 new multi-family residential units (650,000 sf total). Overall, with build-out of the Draft EIR Project, the Mall property would be developed with a total of 1,950,565 sf of total building floor area (existing and proposed Project uses).

A Final EIR was released by the City in February `2018, and included responses to comments and text revisions to the Draft EIR based on the public input received. The Final EIR was submitted to the City's decision-makers for requested certification and action on the Project. In January 2019, the City Council certified the Final EIR (Certified EIR), which is now beyond challenge and final in all respects. The EIR documents are hereby incorporated by reference pursuant to CEQA Guidelines Section 15150 and are

available at the City's Community Development Department, 415 Diamond Street, Redondo Beach, CA 90277.

The Project approved by the City Council in January 2019 included 300 dwelling units and 1,293,144 sf of commercial development (Approved Project), which was also included as Alternative 4-1 in the Draft EIR.

Phase 1 of the Project, which has been approved by the City but has not yet been constructed, includes the development of 300 dwelling units, 150 hotel rooms (included within the commercial development category of the EIR), 76,711 sf of office, 32,730 sf of retail, a 1,287-seat theater (64,010 sf), 30,759 sf of quality restaurant, and 14,000 sf of high-turnover sit-down restaurant. In addition, Phase 1 includes an 8,000 sf skate park within the open space plaza, which is not included in the building area.

The proposed Phase 2 development would be limited to the southwest corner of the Mall site bordering Kingsdale Avenue and West 177th Street, labeled as Residential Building 1 in the Draft EIR. This area is currently an asphalt-paved surface parking lot serving the Mall property. Phase 2 would include the development of 350 residential units (376,225 sf) and 8,351 sf of retail space. **Table 1**, *Summary of the Draft EIR Project, the Approved Project, Phase 1, Phase 2, and Combined Phase 1 and 2 Development*, summarizes the analyzed buildout of the Project within the 2017 Draft EIR, the Approved Project (or Alternative 4-1), Phase 1 of the Project, Phase 2 of the Project, and combined Phase 1 and 2 development. As shown in Table 1, taking into account the development proposed as part of Phase 1 of the Project, the combined Phases 1 and 2 of the Project would not exceed the overall square footage of the Draft EIR Project.

TABLE 1
SUMMARY OF THE DRAFT EIR PROJECT, THE APPROVED PROJECT, PHASE 1, PHASE 2, AND COMBINED PHASE 1 AND 2 DEVELOPMENT

Component	Project Analyzed in 2017 EIR	Approved Project (Alternative 4-1 from Draft EIR)	Phase 1 Areas of Project	Proposed Phase 2 of Project	Phase 1 + Phase 2
Existing Commercial	971,101 sf	971,101 sf	728,845 sf	—	728,045 sf
Proposed Commercial:					
Retail/Entertainment/Restaurant	160,454 sf	78,033 sf	77,489 sf	8,351 sf	85,840 sf
Theater	1,287 seats (64,010 sf)	1,287 seats (64,010 sf)	1,287 seats (64,010 sf)	—	1,287 seats (64,010 sf)
Commercial Office	N/A	75,000 sf [a]	76,711 sf [a]	—	76,711 sf
Hotel	150 rooms (105,000 sf)	150 rooms (105,000 sf)	150 rooms (105,000 sf)	—	150 rooms (105,000 sf)
Proposed Residential	650 units (650,000 sf)	300 units (300,000 sf)	300 units (300,000 sf)	350 units (376,225 sf)	650 units (676,225 sf)
Overall Square Feet (Existing + Proposed)	1,950,565 sf	1,593,144 sf	1,352,055 sf [b]	384,576 sf	1,735,831 sf

SOURCE: Data compiled by ESA, 2024.

NOTES: sf = square feet.

a. Resolution No. CC-1901-004 allows a minimum of 75,000 sf of office and up to 175,000 sf of office with corresponding reduction in commercial.
b. The Skate Park area of approximately 8,000 sf within the open space plaza is included in Phase 1 but is not included in the building area.

This Addendum has been prepared to comply with CEQA in support of the discretionary approvals required to develop the currently proposed Phase 2 development. This Addendum analyzes the proposed Phase 2 development together with Phase 1 to determine whether any new significant environmental impacts that were not identified in the Certified EIR would result, or whether previously identified significant impacts would be substantially more severe. This document is an Addendum to the Certified EIR, as discussed further in Section 1.2.

1.2 CEQA Authority for an Addendum

CEQA and the CEQA Guidelines establish the type of environmental documentation that is required when changes to a project occur after an EIR is certified. Section 15164(a) states that:

> *The lead agency or 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.*

According to CEQA Guidelines Section 15162, once an EIR has been certified, no subsequent or supplemental EIR shall be prepared for a project unless the lead agency determines that one or more of the following occurs:

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;
    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.

Likewise, California Public Resources Code Section 21166 states that unless one or more of the following events occur, no Supplemental or Subsequent EIR shall be required by the lead agency or by any responsible agency:

(a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report;

(b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or

(c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

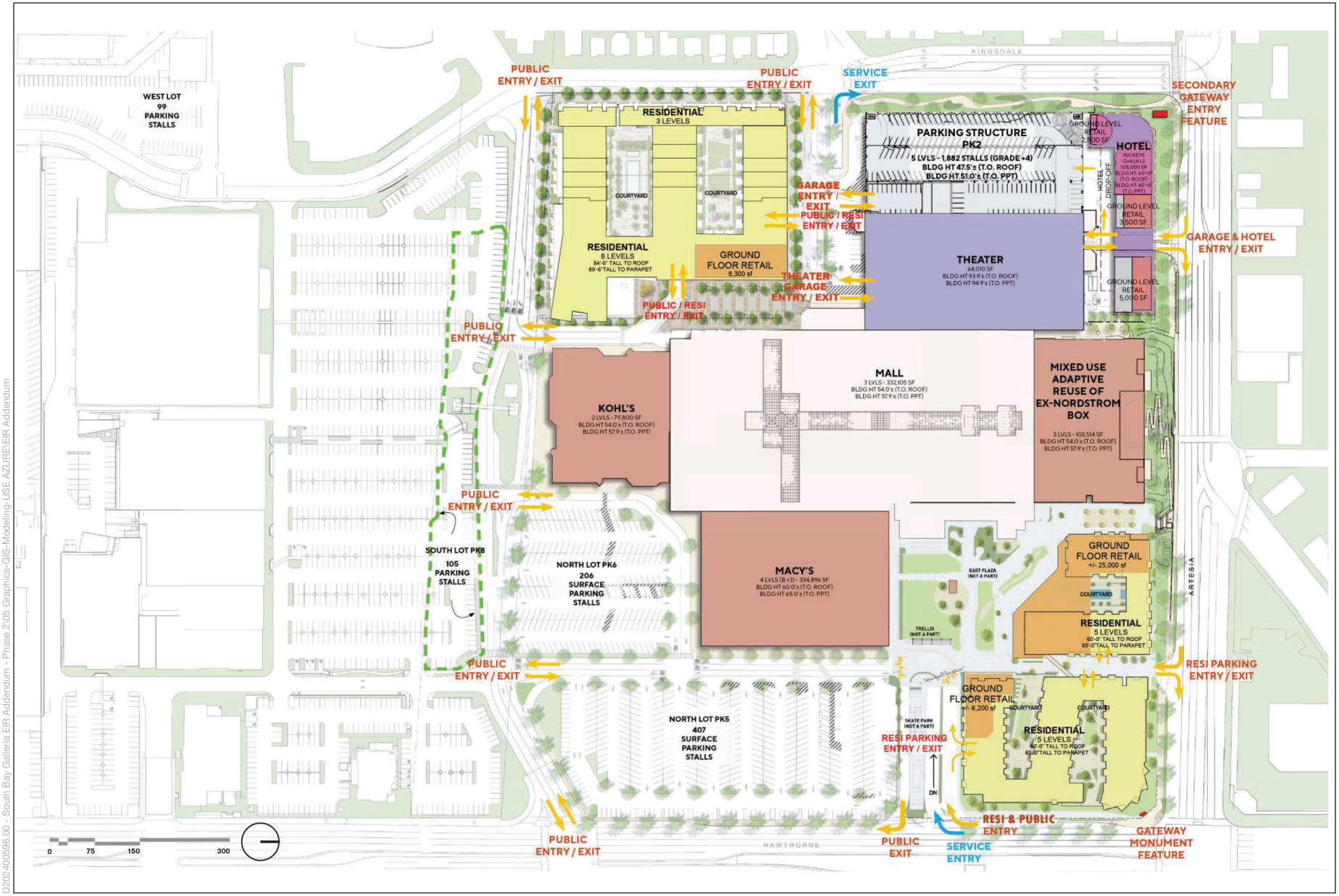
As demonstrated by the analysis in this document, the Phase 2 development would not result in any new significant impacts, nor would it substantially increase the severity of previously identified significant impacts. Rather, all of the impacts associated with Phase 2 (plus Phase 1) are within the envelope of impacts addressed in the Certified EIR and do not constitute a new or substantially increased significant impact. Therefore, the development resulting from Phase 2 does not meet the criteria for a Supplemental or Subsequent EIR pursuant to Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163.

2. Project Description

The proposed Phase 2 development would occur in the southwest corner of the Mall site bordering Kingsdale Avenue and West 177th Street, labeled as Residential Building 1 in the Draft EIR. As similarly evaluated in the Draft EIR, this area was and is currently an asphalt-paved surface parking lot serving the Mall property. No substantial changes to the Phase 2 site, nor to the adjacent surrounding uses to the Mall site, have occurred since preparation of the Draft EIR.

Phase 2 proposes to construct 350 residential units in an 8-story tall building with one level of underground parking (Level P1) and 8,351 sf of commercial space on the ground floor. The 350 residential units would consist of 95 studio units, 188 one-bedroom units, 52 two-bedroom units, and 15 three-bedroom units. The building would provide 70,000 sf of open space through a mix of private patios, balconies, and decks for residents to use, as well as an indoor fitness center, tiered decks, and two courtyards. **Figure 1**, *Phase 2 Site Plan*, provides a site plan of the proposed Phase 2 site.

The building would have an underground Level P1 parking level, and Levels 1 through 3 of the building would also contain parking in the interior area with residential units on the exterior, such that the parking would not be visible from off-site areas (i.e., Kingsdale Avenue). Level 1 of the building would also contain 8,351 sf of commercial space and residential lobby and leasing space. Level 4 of the building would contain residential amenities consisting of a pool, two courtyards, and a fitness center in addition to the residential units. Levels 5 through 8 would contain residential units. Refer to **Figure 2**, *Building Section*, and **Figure 3**, *Rendering – Aerial View Looking Easterly*, for visual representations of the proposed Phase 2 development.

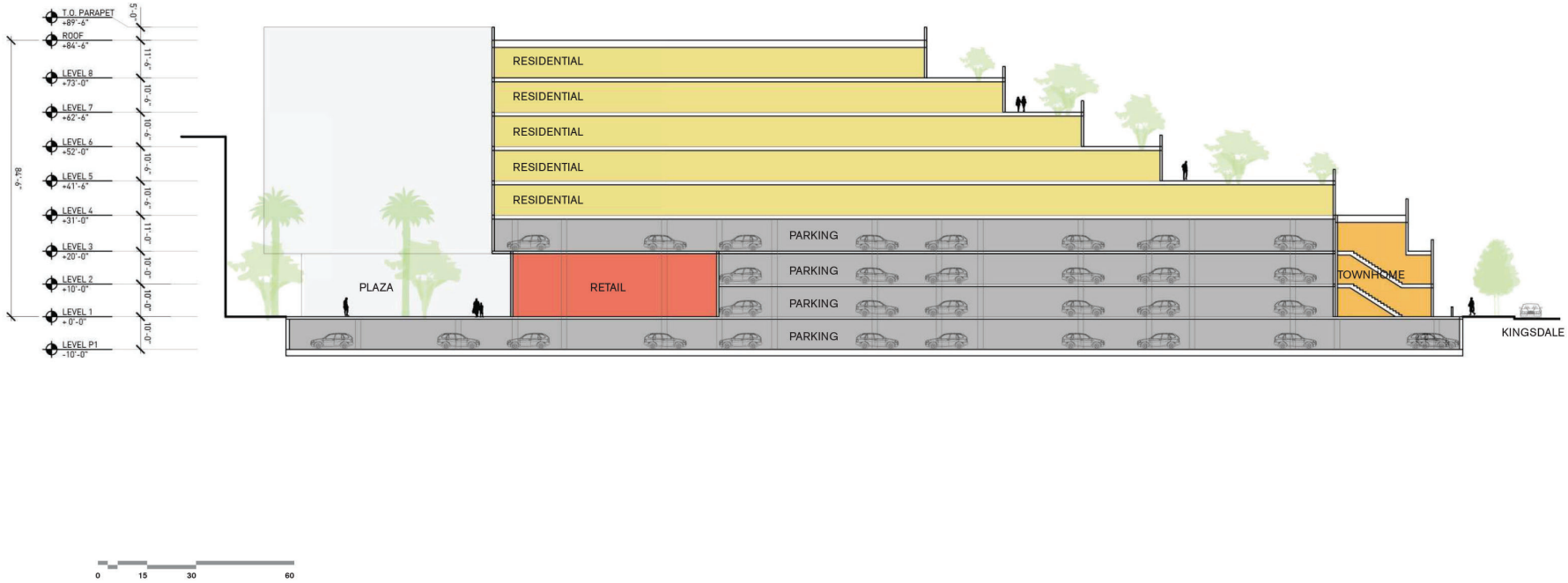


SOURCE: L'Catterton, 2024

South Bay Galleria Phase 2 Project

Figure 1
Phase 2 Site Plan

ESA



SOURCE: L'Catterton, 2024

South Bay Galleria Phase 2 Project

Figure 2
Building Section

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SOURCE: L'Catterton, 2024

South Bay Galleria Phase 2 Project

Figure 3
Rendering – Aerial View Looking Easterly

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3. Environmental Impact Analysis

This section provides an impact assessment of the Phase 2 development. Because Phase 1 is an approved, pending project, the impacts of Phase 2 are analyzed together with Phase 1, as applicable, to determine whether the impacts are within the scope of impacts analyzed in the Certified EIR. The information below addresses each of the environmental issues that were previously analyzed within the scope of the Certified EIR. The conclusions of the Certified EIR are provided as a reference for each environmental issue area for purposes of describing how the proposed Phase 2 development would not result in any new significant impacts and would not increase the severity of the significant impacts identified in the Draft EIR.

This Addendum focuses on the development of Phase 2 that would affect the following impact areas: aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, and utilities.

A modified Environmental Checklist Form was used to compare the anticipated environmental effects of Phase 2 with those disclosed in the Certified EIR and to review whether any of the conditions set forth in CEQA Guidelines Section 15162 and Public Resources Code Section 21166, requiring preparation of a Supplemental or Subsequent EIR, have been triggered.

The checklist and evaluation below provide the following information for each of these environmental impact categories:

1 IMPACT DETERMINATION IN THE CERTIFIED EIR

The Environmental Checklist Form lists the impact determination made in the Certified EIR for each impact category.

2 IMPACT ANALYSIS. DOES DEVELOPMENT OF PHASE 2 INVOLVE NEW SIGNIFICANT IMPACTS OR SUBSTANTIALLY MORE-SEVERE IMPACTS?

Pursuant to CEQA Guidelines Section 15162(a)(1), the impact analysis indicates whether Phase 2 would result in new significant impacts that have not already been considered and mitigated by the prior environmental review or would result in a substantial increase in the severity of a previously identified impact.

As indicated above, since Phase 1 has not started construction within the Mall site, no substantial changes to the Phase 2 site, nor to the adjacent surrounding uses to the Mall site, have occurred since preparation of the Draft EIR. As such, and as applicable to CEQA Guidelines Section 15162(a)(2), no changes to the Phase 2 site or the vicinity (circumstances under which Phase 2 is undertaken) have occurred subsequent to the prior environmental documents that would result in the Phase 2 development having new significant environmental impacts that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impact.

Also, as applicable to CEQA Guidelines Section 15162(a)(3)(A–D), no new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence

at the time the previous environmental documents were certified exists so as to require an update to the analysis of the previous environmental documents. If the new information shows that:

Pursuant to CEQA Guidelines Section 15162(a)(3), the impact analysis indicates whether the prior environmental document provides mitigation measures to address effects in the related impact category. If so, the applicable mitigation measures are provided. In some cases, the previously adopted mitigation measures have already been implemented or are not applicable to Phase 2, or a significant impact was not identified and mitigation was not required. This is noted in each impact area.

Finally, for each environmental topic, a discussion of the conclusion relating to the analysis is provided.

As described in detail below, the analyses conducted confirm that the impacts from Phase 2, together with Phase 1, will not be substantially increased in comparison to those projected to result from implementation of the previously analyzed Draft EIR Project or Approved Project and that no new significant impacts are projected to occur from development of Phase 2.

3.1 Aesthetics

Issues:	*Impact Determination in the Certified EIR*	*Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR*	*Similar Impact as Compared to Impact Documented in Certified EIR*	*Reduced Impact Compared to Impact Documented in Certified EIR*
Aesthetics – Except as provided in Public Resources Code Section 21099, would the project:				
1) Have a substantial adverse effect on a scenic vista?	Less than Significant	☐	☒	☐
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than Significant	☐	☒	☐
3) Substantially degrade the existing visual character or quality of the site and its surroundings?	Less than Significant	☐	☒	☐
4) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	Less than Significant	☐	☒	☐

Issues 1–4. As discussed in Section 3.03 of the Draft EIR, Aesthetics was not carried forth into the Draft EIR analysis based on the provisions of Senate Bill 743, codified within CEQA as Section 21099 et seq., which state that "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment" (Public Resources Code Section 21099(d)(1)). The proposed Phase 2 development, together with Phase 1, would similarly meet the criteria set forth in Section 21099 with respect to aesthetic impacts not being considered as significant impacts on the environment. Nonetheless, for informational purposes, it is noted that development of Phase 2 would include residential uses (350 units) at a lower density along Kingsdale Avenue within the Phase 2 site than contemplated for the Draft EIR Project, which included 434 units. The Phase 2 building design would include three levels of residential units fronting Kingsdale Avenue, with the 4th to 8th levels stepped back to reduce the perceived scale and massing of the building as viewed from Kingsdale Avenue compared to the Draft EIR Project's 8-level building with no stepback on the building fronting Kingsdale Avenue. Overall, maximum building heights and other aesthetic considerations (i.e., views, compliance with regulations, lighting, etc.) would be substantially similar to the Draft EIR Project evaluated in the Draft EIR.

3.2 Air Quality

Issues:	*Impact Determination in the Certified EIR*	*Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR*	*Similar Impact as Compared to Impact Documented in Certified EIR*	*Reduced Impact Compared to Impact Documented in Certified EIR*
Air Quality – Would the project:				
1) Violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation?	Less than Significant	☐	☐	☒
2) Expose sensitive receptors to substantial pollutant concentrations?	Less than Significant	☐	☐	☒

Issues 1–2. Maximum daily localized construction emissions under the Draft EIR Project and Approved Project would be similar to the combined maximum daily emissions from Phases 1 and 2. Because the combined overall development (total square footage) of Phase 1 and 2 would be less than the Draft EIR Project, similar to the Approved Project, Phases 1 and 2 would occur for a shorter duration than under the Draft EIR Project due to the overall reduction in planned square footage of development, which would decrease the construction duration. Thus, the combined Phase 1 and Phase 2 development would result in similar comparative impact conclusions as Alternative 4-1 (or the Approved Project) relative to the Draft EIR Project.

As with the Draft EIR Project and the Approved Project, carbon monoxide (CO) emissions, localized construction criteria pollutant emissions, and localized construction toxic air contaminants (TAC) emissions under Phase 2 during construction would be less than significant. Impacts related to localized emission levels, TACs and CO hotspots would be reduced under the combined Phases 1 and 2 compared to the Draft EIR Project due to the decreased construction duration. As described in the Certified EIR, the maximum daily construction emissions generated by the Draft EIR Project's worst-case construction scenario would not exceed South Coast Air Quality Management District's daily significance threshold for NO_X, ROG, CO, SO_X, PM10, and PM2.5;[1] therefore, construction phase emissions of these pollutants would be less than significant under Phase 2 as well. Overall, construction emissions impacts of Phase 2, together with Phase 1, would be similar to the impacts of the Approved Project (Alternative 4-1), in that impacts would be reduced compared to the Draft EIR Project.

Similar to the Draft EIR Project and Approved Project, operation of Phase 2 would emit criteria pollutants from mobile, stationery, and area sources as well as source emissions from architectural coatings and consumer projects and landscaping. During operation, Phases 1 and 2 combined would result in a reduction of daily vehicle trips compared to the Approved Project, as documented in the attached Transportation Memo prepared by Fehr & Peers, dated December 15, 2023. Accordingly, operational impacts would be less than significant under Phase 2 as with the Draft EIR Project and the Approved Project. Operational mobile source emissions and impacts of Phase 2, together with Phase 1, would be similar to the impacts of the Approved Project (Alternative 4-1), in that impacts would be reduced compared to the Draft EIR Project. The Draft EIR did acknowledge that the Approved Project (Alternative 4-1), with fewer residents

[1] NO_X = nitrogen oxides; ROG = reactive organic gases; CO = carbon monoxide; SO_X = sulfur oxides; PM10 = particulate matter with an aerodynamic diameter less than or equal to 10 microns; PM2.5 = particulate matter with an aerodynamic diameter less than or equal to 2.5 microns.

than the Draft EIR Project, would not achieve the same regional air quality benefits because the additional residents under the Draft EIR Project would live elsewhere in the region and have a greater VMT. By effectively "adding back" the 350 units that the City elected not to approve in 2019, the Phase 2 development will provide the full VMT benefits as mentioned in the Certified EIR for the Draft EIR Project and will generate fewer trips than the Approved Project. See Section 3.14, *Transportation*, below, for additional discussion of the Project's trips and transportation impacts.

3.3 Biological Resources

Issues:	*Impact Determination in the Certified EIR*	*Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR*	*Similar Impact as Compared to Impact Documented in Certified EIR*	*Reduced Impact Compared to Impact Documented in Certified EIR*
Biological Resources – Would the project:				
1) 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 Game or U.S. Fish and Wildlife Service?	Less than Significant	☐	☒	☐
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	No Impact	☐	☒	☐
3) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact	☐	☒	☐
4) 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?	Less than Significant with Mitigation	☐	☒	☐
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact	☐	☒	☐
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact	☐	☒	☐

Issues 1–3, 5, and 6. As analyzed in the Project's Initial Study (Appendix A of the Draft EIR), the Draft EIR Project would have a less-than-significant impact related to any special-status species, and no impact related to riparian habitat, sensitive vegetation communities, jurisdictional waters or wetlands, local policies and ordinances, and adopted conservation plans. Therefore, impacts related to special-status species, riparian habitats, sensitive vegetation communities, jurisdictional waters or wetlands, local policies and ordinances, and adopted conservation plans did not require any further analysis in the Draft EIR. Section 5.1, *Effects Found Not to Be Significant*, of the Draft EIR summarizes the environmental impacts that were determined in the Project's Initial Study (Appendix A of the Draft EIR) and public review process not to pose potentially significant impacts. Implementation of Phase 2, together with Phase 1, does not change these impact findings because the Project boundary is the same as analyzed within the Draft EIR and the Mall site is fully developed within an urbanized area containing only limited areas of ornamental landscaping throughout the site.

Issue 4. The proposed Phase 2 Project, together with Phase 1, would be located within the boundary of the Approved Project. Full re-development of the Phase 2 Site was contemplated as part of the Draft EIR Project and Approved Project (Alternative 4-1). Both the Draft EIR Project and the Approved Project would implement Mitigation Measure MM BIO-1 (see below) to reduce potentially significant impacts to nesting birds to less-than-significant levels. Because the Approved Project would include less overall floor area and fewer construction activities compared to the Draft EIR Project, the Draft EIR concluded that the Approved Project would result in fewer less-than-significant impacts (after mitigation) than the Draft EIR Project. The Phase 2 development would also be required to implement Mitigation Measure MM BIO-1 from the Certified EIR to reduce potentially significant impacts to nesting birds to a less-than-significant level. No new mitigation measures are recommended or required for the Phase 2 Project beyond those included in the Certified EIR. As the Phase 2 Project, together with the Phase 1 Project, would include an overall amount of development less than the Draft EIR Project, the combined Phase 1 and Phase 2 development would result in similar comparative impact conclusions as the Approved Project (Alternative 4-1) relative to the Draft EIR Project with impacts being fewer than the Draft EIR Project.

Applicable Mitigation Measures from Certified EIR

MM BIO-1: Nesting Bird Avoidance Measures. Impacts to nesting birds protected by the MBTA [Migratory Bird Treaty Act] and California Fish and Game Code will be avoided through implementation of the following measures:

- If construction activities begin during the nesting bird season (February 1 to August 31), a preconstruction nesting bird survey shall be conducted prior to the onset of construction, a maximum of 7 days prior to the commencement of construction activities. The survey shall be conducted by a qualified City-approved biologist within all suitable nesting habitat located within the study area. If no nesting birds are found within the study area during the preconstruction survey, construction may be initiated without impacts to nesting birds. Additional nesting bird surveys shall be conducted within 7 days prior to removal of landscaping while the project is ongoing during the nesting season.
- If an active nest is observed during the nesting bird survey, the qualified City-approved biologist will establish a buffer zone where no construction activities would occur until the nest is no longer active, which shall be (1) 300 feet for passerines, (2) 500 feet for raptors, or

(3) another suitable distances as deemed appropriate by the biologist to ensure less than significant impacts will occur, depending upon the specific observed species. Additionally, the avian species that would nest in the study area are accustomed to urban environments and regular activities that occur within the South Bay Galleria; therefore, the buffer distance will be determined by the City-approved biologist based on the location of the nest in relation to construction and the intensity of the work, as well as the species' sensitivity to disturbance. The City-approved biologist shall monitor the nesting activity during construction activity to verify that the buffer is adequately placed and to confirm that breeding is not compromised by project construction. On-site monitoring during construction may also be required as determined by the qualified biologist based on sensitivity of the species, intensity of the impact, and proximity to construction activities. The buffer shall remain in place while the nest is active.

- Construction-generated noise or any nighttime lighting that could impact the nest shall be directed away from active bird nests to prevent potential harassment and any incidental take of an active nest.

3.4 Cultural Resources

Issues:	*Impact Determination in the Certified EIR*	*Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR*	*Similar Impact as Compared to Impact Documented in Certified EIR*	*Reduced Impact Compared to Impact Documented in Certified EIR*
Cultural Resources – Would the Project:				
1) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	No Impact	☐	☒	☐
2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Less than Significant	☐	☒	☐
3) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than Significant with Mitigation	☐	☒	☐
4) Disturb any human remains, including those interred outside of formal cemeteries?	Less than Significant	☐	☒	☐
5) Cause a substantial adverse change in a significant tribal cultural resource as defined in §21074?	No Impact	☐	☒	☐

Issue 1. As analyzed within the Certified EIR, no historic resources are located within the Mall site. Thus, similar to the Approved Project and the Draft EIR Project, development as part of Phase 1 or the proposed Phase 2 would result in no impacts to historic resources.

Issue 2. The Certified EIR determined that no known archaeological resources have been recorded within the Mall site boundaries and the Mall site is considered to have a low sensitivity for in situ unknown archaeological resources. Nevertheless, as with the Draft EIR Project and the Approved Project, Phase 2 would still be required to implement standard Conditions of Approval CUL-1 through CUL-4 to ensure

impacts to unknown archaeological resources would not occur. As such, impacts to archeological resources under Phase 2, together with Phase 1, would be similar to the Approved Project, which were found to be similar to the Draft EIR Project in the Certified EIR.

Issue 3. The Certified EIR determined that no known paleontological resources have been recorded within the Mall site boundaries. However, the Mall site is underlain by Pleistocene sediments known to yield significant paleontological resources. Therefore, construction activities associated with the Draft EIR Project or the Approved Project have the potential to encounter unknown paleontological resources, which would be considered a significant impact without mitigation. With implementation of Mitigation Measures MM CUL-4 through MM CUL-6 from the Certified EIR (provided below), impacts involving destruction of a unique unknown paleontological resource would be reduced to less than significant. No new mitigation measures are recommended or required for the Phase 2 Project beyond those included in the Certified EIR. Since the Approved Project would require a smaller area of ground-disturbing activities than the Draft EIR Project, the Certified EIR concluded that impacts would be reduced under the Approved Project compared to the Draft EIR Project.

As the Phase 2 Project, together with the Phase 1 Project, would include an overall less amount of excavation than the Draft EIR Project and the Approved Project,[2] the combined Phase 1 and Phase 2 development would result in similar comparative impact conclusions as the Approved Project (Alternative 4-1) relative to the Draft EIR Project with impacts being fewer than the Draft EIR Project.

Issue 4. As analyzed in the Project's Initial Study (Appendix A of the Draft EIR), there are no known human remains in the Mall site. The Mall site is not part of a formal cemetery and is not known to have been used for disposal of human remains. In addition, the ground has been previously disturbed by construction of existing land uses. Thus, human remains are not expected to be encountered during construction on the Mall site. All construction activities would comply with provisions of state law regarding discovery of human remains, including California Health and Safety Code Section 7050.5 and with such compliance, impacts relating to the disturbance of human remains would be less than significant. Therefore, impacts related to human remains did not require any further analysis in the Draft EIR. Section 5.1, *Effects Found Not to Be Significant*, of the Draft EIR summarizes the environmental impacts that were determined in the Project's Initial Study (Appendix A of the Draft EIR) and public review process not to pose potentially significant impacts. Implementation of Phase 2, together with Phase 1, does not change these impact findings.

Issue 5. The Scared Lands File search prepared by the Native American Heritage Commission for the Draft EIR Project and included in the Certified EIR indicated that no Native American cultural resources are located in the Mall site or vicinity. The City conducted the required notice and consultation procedures in accordance with California Public Resources Code Section 21080.3.1, as amended by Assembly Bill 52, with tribal representatives from the Gabrieleno Band of Mission Indians – Kizh Nation and Soboba Band of Luiseño Indians. No tribal cultural resources were identified in the Mall site as a result of the consultation. Thus,

[2] The retention of the surface parking lots in the southwest portion of the currently contemplated Phase 1 area as opposed to subterranean parking in this same area under the Approved Project and the Draft EIR Project, would decrease the overall amount of excavation under the combined Phase 1 and 2 development.

similar to the Approved Project and the Draft EIR Project, development as part of Phase 1 or the proposed Phase 2 would result in no impacts to tribal cultural resources.

Applicable Mitigation Measures from Certified EIR

MM CUL-4: Prior to start of earth moving activities, a City-approved, qualified professional paleontologist, meeting the Society of Vertebrate Paleontology (2010) standards, shall be retained to conduct pre-construction worker paleontological resources sensitivity training. This training can be conducted in conjunction with the training outlined in CUL-1 via a module provided to the qualified archaeologist. This training shall include information on what types of paleontological resources could be encountered during excavations, what to do in case an unanticipated discovery is made by a worker, and laws protecting paleontological resources. All construction personnel shall be informed of the possibility of encountering fossils and instructed to immediately inform the construction foreman or supervisor if any bones or other potential fossils are unexpectedly unearthed in an area where a paleontological monitor is not present.

MM CUL-5: The qualified professional paleontologist, or a paleontological monitor working under the direct supervision of the qualified professional paleontologist (or a cross-trained archaeological/paleontological monitor), shall monitor all ground-disturbing activity 3 feet below the depth of artificial fill (which generally corresponds to a depth between 6 and 11 feet below the modern ground surface, depending on the depth of artificial fill). The location, duration, and timing of monitoring shall be determined by the qualified professional paleontologist designated for the project in consultation with the City, and shall be based on a review of geologic maps and grading plans. During the course of monitoring, if the paleontologist can demonstrate, based on observations of subsurface conditions, that the level of monitoring should be reduced, the paleontologist, in consultation with the City, may adjust the level of monitoring, as warranted. Paleontological monitoring shall include inspection of exposed rock units and sediment stockpiles during active excavations within sensitive geologic sediments. If sediments appropriate for the recovery of microfossils are noted by the paleontological monitor or qualified professional paleontologist, a test sample following the Society of Vertebrate Paleontology guidelines (SVP 2010) (or an amount deemed appropriate by the qualified professional paleontologist not to exceed the SVP 2010 recommendations) shall be collected and screened for microfossils on or off site. If the test sample yields significant, identifiable microvertebrate fossils, a standard sample (or an amount determined sufficient by the qualified professional paleontologist not to exceed the SVP 2010 recommendations), consistent with Society of Vertebrate Paleontology (2010) guidelines, shall be collected and screened on or off site. The paleontological monitor shall be equipped with the necessary equipment to quickly and safely remove any exposed fossils and collect necessary geographical, stratigraphical, taphonomic, and sedimentological data. The paleontological monitor shall have authority to temporarily divert excavation operations away from exposed fossils to collect associated data and recover the specimens if deemed necessary. If it is determined necessary to remove the fossils, the paleontological monitor shall have the authority to set up a 50-foot exclusion zone with flagging tape around the fossils while they are quickly and safely removed. Monitors shall prepare daily logs detailing the types of activities and soils observed, and any discoveries. Any fossils recovered shall be prepared to the point of identification, identified to the lowest taxonomic level, and curated at an accredited facility. Following the completion of

monitoring, the qualified paleontologist shall prepare a report documenting the absence or discovery of fossil resources on site. If fossils are found, the report shall summarize the results of the inspection program, identify those fossils encountered, detail the recovery and curation efforts, and describe the methods used in these efforts, as well as describe the fossils collected and their significance. A copy of the report shall be provided to the City and to an appropriate repository.

MM CUL-6: In the event of unanticipated discovery of paleontological resources when a paleontological monitor is not present, the contractor shall cease ground-disturbing activities within 50 feet of the find until it can be assessed by the qualified paleontologist. The qualified paleontologist shall assess the find, implement recovery and reporting measures if necessary per Mitigation Measure MM CUL-5, and determine if paleontological monitoring is warranted once work resumes.

3.5 Geology, Soils, and Seismicity

Issues:	*Impact Determination in the Certified EIR*	*Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR*	*Similar Impact as Compared to Impact Documented in Certified EIR*	*Reduced Impact Compared to Impact Documented in Certified EIR*
Geology and Soils – Would the Project:				
1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology[3] Special Publication 42.)	No Impact	☐	☒	☐
ii) Strong seismic ground shaking?	Less than Significant	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	Less than Significant	☐	☒	☐
iv) Landslides?	No Impact	☐	☒	☐
2) Result in substantial soil erosion or the loss of topsoil?	Less than Significant	☐	☒	☐
3) 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	☐	☒	☐

[3] Now the California Geological Society.

Issues:	*Impact Determination in the Certified EIR*	*Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR*	*Similar Impact as Compared to Impact Documented in Certified EIR*	*Reduced Impact Compared to Impact Documented in Certified EIR*
4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact	☐	☒	☐
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	No Impact	☐	☒	☐

Issues 1–4. Similar to the Draft EIR Project and the Approved Project, Phase 2 would be required to comply with the most recent version of the California Building Code standards as adopted by the City, which would include seismic design criteria that are designed to reduce the potential for structural damage to facilities and corollary indirect impacts associated with seismic-related ground shaking to the extent feasible. Also similar to the Draft EIR Project and the Approved Project, Phase 2 would include compliance with the existing regulatory requirements, including National Pollutant Discharge Elimination System (NPDES) Construction General Permit Criteria, preparation of a stormwater pollution prevention plan (SWPPP), adherence to South Coast Air Quality Management District Rule 403 (Fugitive Dust) and implementation of best management practices (BMPs) to control erosion and other off-site transport of soils. Further, similar to the Draft EIR Project and the Approved Project, implementation of industry standard remedial measures (e.g., use of engineered fill, compaction standards, meeting moisture content thresholds, bearing capacity minimums and overall foundation design) in accordance with current building code requirements would ensure that Phase 2 is developed such that underlying soils are capable of supporting the proposed improvements. As such, impacts regarding geology and soils under Phase 2, together with Phase 1, would be similar to the Approved Project, which were found to be similar to the Draft EIR Project in the Certified EIR.

In addition, the Project's Initial Study (Appendix A of the Draft EIR) found that the project would result in no impact related to development on an active fault, as no active faults are mapped on the project site under the Alquist-Priolo Earthquake Fault Zoning Map. The nearest zoned fault is the Newport-Inglewood fault, which is located approximately 5.9 miles to the northeast. Therefore, no further analysis of the significance criteria regarding earthquake faults on the project site is included in the Draft EIR. The Initial Study also found that the project would result in no impacts associated with landslides as the site is relatively flat and there are no slopes on or near the site that could pose a landside hazard. Therefore, no impacts under Phase 2 would occur in these regards, similar to the Draft EIR Project and the Approved Project.

Issue 5. As discussed in the Project's Initial Study (Appendix A of the Draft EIR), the proposed project would connect to existing sewer lines and would not require septic or alternative wastewater disposal systems. Therefore, the Project would result in no impact related to this criterion. Therefore, no impacts under Phase 2 would occur, similar to the Draft EIR Project and the Approved Project.

3.6 Greenhouse Gas Emissions

Issues:	*Impact Determination in the Certified EIR*	*Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR*	*Similar Impact as Compared to Impact Documented in Certified EIR*	*Reduced Impact Compared to Impact Documented in Certified EIR*
Greenhouse Gas Emissions – Would the Project:				
1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant with Mitigation	☐	☒	☐

Issue 1. Similar to the Draft EIR Project and the Approved Project, Phase 2 would generate greenhouse gas (GHG) emissions from a variety of sources. First, GHG emissions would be generated during construction of Phase 2. The Approved Project included less overall building square footage and residential units than the combined Phase 1 and 2 development; however, it would include a greater extent of subterranean parking and more dispersed development throughout the Mall site. Therefore, on balance, Phase 2, together with Phase 1's construction activities would not be substantively different than the Approved Project. As such, there would be a similar amount of overall construction-related GHG emissions. Overall, the emissions from construction activities would be similar to those of the Approved Project and the Draft EIR Project.

Once fully operational, Phase 2, together with Phase 1, would generate GHG emissions from both area sources and mobile sources. Indirect source emissions generated by Phases 1 and 2 include electrical consumption, water and wastewater usage (transportation), and solid waste disposal. Direct sources of air pollutants associated with Phases 1 and 2 would consist of mobile sources (motor vehicle trips generated by residents and employees and patrons of the proposed retail, office, and specialty uses) and area sources (combustion of natural gas for heating and cooling, landscaping equipment, and consumer product use).

Operational emissions would generally be similar to the Approved Project and the Draft EIR Project, but mobile source operational emissions would be decreased under Phases 1 and 2 compared to the Approved Project and the Draft EIR Project. According to the attached Transportation Memo, prepared by Fehr & Peers, dated December 15, 2023, Phase 1 and 2 of the Project would have fewer operational vehicle trips than both the Draft EIR Project and the Approved Project. Due to the reduction in vehicle trips, operational mobile source GHG emissions would also be decreased for Phase 2. Therefore, operational mobile source GHG emission impacts would be less than the Draft EIR Project and the Approved Project. To minimize GHG emissions, Phase 2 would implement Mitigation Measure MM GHG-1 from the Certified EIR, similar to the Draft EIR Project and the Approved Project. No new mitigation measures are recommended or required for the Phase 2 Project beyond those included in the Certified EIR.

The Redondo Beach City Council stated in the 2019 approval resolution that the project "would result in increased regional vehicular transportation benefits due to reduced Vehicle Miles Traveled (VMT), increased usage of alternatives modes of transportation, increased pedestrian amenities attributable in part to the mixed-use nature of the project site, and increased utilization of transit due to the site being adjacent to a proposed G Line station (either alternative)" (Reso. 1901-004, Sec. 1(b)). Furthermore, the City Council

also found that the Approved Project with 300 residential units would generate less of a VMT reduction (although still a beneficial reduction) than the Draft EIR Project as originally proposed with 650 units. By effectively "adding back" units as part of Phase 2, together with Phase 1, Phase 2 will provide the full VMT benefits as mentioned in the Certified EIR for the Draft EIR Project. As such, impacts regarding GHG emissions under Phase 2, together with Phase 1, would be slightly reduced compared to the Approved Project and within the scope of impacts for the Draft EIR Project, such that there would not be material changes to the impact conclusions included in the Certified EIR.

Applicable Mitigation Measures from Certified EIR

MM GHG-1: To reduce GHG emissions from the project site and to maximize the project's ability to achieve GHG emissions reductions, the project shall install renewable energy (e.g., solar photovoltaics) such that a minimum of 37 MWh per year is generated. Applicant shall maximize the amount of renewable energy on the project site, however off-site renewable energy is permissible, pursuant to City approval.[4] The Applicant can reduce the amount of renewable energy required by incorporating other GHG reduction measures such that equal GHG offsets are achieved. If the Applicant elects to phase the project and/or partially utilize reductions other than renewable energy, the applicant shall provide to the Community Development Department an alternative GHG Reduction plan specifying when and which mitigation and design features would be incorporated into the project which shall be supported by substantial evidence demonstrating that an equivalent GHG reduction of 37 MWh would be achieved. The alternative GHG Reduction Plan shall be provided prior to the issuance of building permits. If the applicant elects to utilize a GHG Reduction plan, this plan shall be submitted by the applicant and reviewed and approved by the Community Development Department as being in compliance with this measure prior to the issuance of the certificate of occupancy. The following features are not an all-inclusive list of alternative GHG reduction options, additional options can be relied upon if the applicant provides substantial evidence that an equivalent GHG reduction to all or part of the 37 MWh would be achieved:

- Implement motion detectors on lights in parking garages that service the residential portion of the project.
- All buildings constructed as part of the project that achieve efficiencies beyond those specified in 2016 version of the California Code of Regulations, Title 24 requirements.
- Develop a TDM [Transportation Demand Management] Program for the project and shall submit the TDM Program to the City Department of Public Works for review and approval. The Project Applicant shall be responsible for funding and overseeing the delivery of trip reduction/TDM programs and strategies that may include, but are not limited to, the following:
    - Include priority parking associated with electrical charging stations for both the residential and commercial portions of the project.
    - Establishment of carpool, buspool, or vanpool programs;
    - Vanpool purchase incentives;
    - Cash allowances, passes or other public transit subsidies, and purchase incentives;

[4] Approval from other agencies may also be required if offsite solar is proposed outside the limits of Redondo Beach.

  - Preferential parking locations for ridesharing vehicles;
  - Guaranteed ride-home program for ridesharing;
  - Computerized commuter rideshare matching services;
  - Bicycle programs including bike purchase incentives, storage, and maintenance programs;
  - On-site car share and bike share service;
  - Preparation of a Parking Management Plan to address parking accommodations for large events; or
  - Designation of an on-site transportation coordinator for the Project.
- No fireplace hearths shall be incorporated into the project design.

3.7 Hazards and Hazardous Materials

Issues:	*Impact Determination in the Certified EIR*	*Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR*	*Similar Impact as Compared to Impact Documented in Certified EIR*	*Reduced Impact Compared to Impact Documented in Certified EIR*
Hazards and Hazardous Materials – Would the Project:				
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant	☐	☒	☐
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than Significant	☐	☒	☐
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than Significant	☐	☒	☐
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less than Significant	☐	☒	☐
5) 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 for people residing or working in the project area?	Less than Significant	☐	☒	☐
6) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	Less than Significant	☐	☒	☐
7) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact	☐	☒	☐
8) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Less than Significant	☐	☒	☐

Issues 1–2. Phase 2 would be similar to the Draft EIR Project and Approved Project with respect to the general level of construction activities and subsequent operational activities. Compliance with federal, state, and local regulations would ensure that hazardous materials associated with construction activities, including those required for fueling and serving construction equipment on-site, have less-than-significant impacts. During operation, as with the Approved Project, businesses on the Project site would be required

to adhere to the Hazardous Materials Business Plan for the use, storage and disposal of hazardous materials associated with building maintenance and retail commercial land uses to ensure less than significant impacts with regard to the use of hazardous materials during operation. Additionally, compliance with the SWPPP and NPDES Construction General Permits, and implementation of BMPs would prevent hazardous materials from being released through upset and accident conditions. Therefore, impacts under Phase 2 would be similar to those of the Approved Project and Draft EIR Project.

Issue 4. Phase 2 would be located within the same Mall site boundaries as analyzed in the Certified EIR for the Draft EIR Project and Approved Project. The Certified EIR found that there are no significant environmental concerns related to known hazardous materials sites and impacts would be less than significant. Therefore, impacts under Phase 2 would be similar to those of the Approved Project and Draft EIR Project.

Issues 3, 5–8. The Project's Initial Study (Appendix A of the Draft EIR) found that the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school. The nearest existing schools to the Mall site are Washington Elementary School and Adams Middle School, which are located approximately 0.35 miles southwest of the site. Therefore, no further analysis of the significance criteria on the Mall site was included in the Draft EIR.

The Initial Study found that the Mall site is not located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, resulting in a safety hazard for people residing or working in the area. The nearest public-use airports to the Mall site are the Hawthorne Municipal Airport approximately 3.5 miles north of the site. Therefore, no further analysis of the airport land use plan significance criteria on the Mall site was included in the Draft EIR.

The Initial Study found that the Mall site is not located within the vicinity of a private airstrip resulting in a safety hazard for people residing or working in the area. The nearest private airstrip to the Mall site is the Goodyear Blimp Base Airport approximately 5 miles southeast of the Mall site. Therefore, no further analysis of the private airstrip significance criteria on the Mall site was included in the Draft EIR.

The Initial Study found that the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, because the project would not stage or store construction materials or construction equipment on public roadways. Therefore, no further analysis of the emergency response plan significance criteria on the Mall site was included in the Draft EIR.

Lastly, the Initial Study found the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands, because the Mall site is not located within a Fire Hazard Severity Zone mapped by the California Department of Forestry and Fire Prevention and is not located within a wildland area or an urban-wildland interface zone. Therefore, no further analysis of the wildland fire significance criteria on the Mall site was included in the Draft EIR.

Due to the reasons described above and with the location of the Project site not changing, implementation of Phase 2, together with Phase 1, does not change these impact findings related to hazards and hazardous materials.

3.8 Hydrology and Water Quality

Issues:	*Impact Determination in the Certified EIR*	*Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR*	*Similar Impact as Compared to Impact Documented in Certified EIR*	*Reduced Impact Compared to Impact Documented in Certified EIR*
Hydrology and Water Quality – Would the Project:				
1) Violate any water quality standards or waste discharge requirements?	Less than Significant	☐	☒	☐
2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Less than Significant	☐	☒	☐
3) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	Less than Significant	☐	☒	☐
4) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	Less than Significant	☐	☒	☐
5) 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	☐	☒	☐
6) Otherwise substantially degrade water quality?	Less than Significant	☐	☒	☐
7) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	No Impact	☐	☒	☐
8) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	No Impact	☐	☒	☐
9) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	No Impact	☐	☒	☐
10) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	No Impact	☐	☒	☐

Issues 1–6. The Phase 2 Project, together with the Phase 1 Project, would include less excavation than the Draft EIR Project and the Approved Project. The Phase 2 Site would be entirely disturbed as similarly assumed for both the Draft EIR Project and the Approved Project. The Phase 2 Project, as with the Draft EIR Project and the Approved Project, would be required to comply with the same applicable local and state water quality and drainage regulations to ensure that hydrology and water quality impacts are less than significant. The State of California requires that all projects more than one acre in area implement an SWPPP. The SWPPP specifies BMPs and erosion control measures to be used during construction to prevent pollution, to contain and treat, as necessary, stormwater or construction watering on the project site so runoff does not impact off-site drainage facilities or receiving waters. Additionally, Phase 2, as with the Draft EIR Project and the Approved Project, would incorporate similar low-impact development (LID) BMPs to improve the quality of stormwater runoff discharged from the Project Site.

Since the Approved Project would require a smaller area of ground-disturbing activities than the Draft EIR Project, the Certified EIR concluded that impacts regarding drainage patterns (Issues 3, 4, and 5) would be slightly reduced under the Approved Project compared to the Draft EIR Project. As the Phase 2 Project, together with the Phase 1 Project, would include an overall less amount of excavation than the Draft EIR Project and the Approved Project, the combined Phase 1 and Phase 2 development would result in similar comparative impact conclusions as the Approved Project (Alternative 4-1) relative to the Draft EIR Project with impacts being fewer than the Draft EIR Project for Issues 3, 4, and 5.

Issues 7–10. The Project's Initial Study (Appendix A of the Draft EIR) found that the project is not located within a 100-year floodplain, nor within an area subject to hazards associated with dam/levee failure, seiche, tsunami, or mudflow. Therefore, the Project would result in no impact related to these criteria. Accordingly, no impacts under Phase 2 would also occur in these regards, similar to the Draft EIR Project and the Approved Project.

3.9 Land Use and Planning

Issues:	*Impact Determination in the Certified EIR*	*Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR*	*Similar Impact as Compared to Impact Documented in Certified EIR*	*Reduced Impact Compared to Impact Documented in Certified EIR*
Land Use and Planning – Would the Project:				
1) Physically divide an established community?	Less than Significant	☐	☒	☐
2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Less than Significant	☐	☒	☐
3) Conflict with any applicable habitat conservation plan or natural community conservation plan?	No Impact	☐	☒	☐

Issue 2. The Certified EIR concluded that while the reduced project (with fewer residential units) under Alternative 4-1 (Approved Project) would not meet the housing-related goals of the General Plan or the Southern California Association of Governments' (SCAG) Regional Transportation Plan as well as the Draft EIR Project, this Alternative would be consistent with the overall objectives of the City's planning documents. The Certified EIR acknowledged that Alternative 4-1 would have fewer impacts related to land use consistency than the Draft EIR Project and some greater impacts than the Draft EIR Project since it would not meet the City's regional housing needs to the same extent as the Draft EIR Project. Overall, the Certified EIR concluded that land use impacts would be similar under the Draft EIR Project and the Approved Project, despite a slightly different development program.

Phase 2 proposes to develop land uses that would be substantially consistent with applicable land use and planning documents, including allowable uses, limits on development intensity, maximum floor area ratio, and other development standards that were analyzed within the Certified EIR for the Draft EIR Project and Approved Project. Consistent with the residential building that was analyzed in the Certified EIR for the Draft EIR Project (see Figure 2 of the attached Fehr & Peers Transportation Memorandum), the currently proposed Phase 2 project rises 8 levels to a maximum height of 84.5 feet to roof level and 89.5 feet to top of parapet. This is nearly identical in height to the 8-story residential building—85 feet to roof and 90 feet to top of parapet—analyzed for this location in the Certified EIR.[5] Development of Phase 1 and 2 would include residential uses at the same density as the Draft EIR Project, and greater than the Approved Project. Thus, it would meet the City's Regional Housing Needs Assessment goals in a similar manner as the Draft EIR Project, and to a greater extent than the Approved Project. Overall, development of the mix of residential and retail uses would be generally in line with uses contemplated for the Phase 2 site under both the Draft EIR Project and Approved Project. As such, impacts would be less than significant and similar to the Draft EIR Project and Approved Project.

Issues 1 and 3. The Project's Initial Study (Appendix A of the Draft EIR) found that the project would have a less-than-significant impact with regard to physically dividing an established community and no impact with regard to a conflict with an applicable habitat conservation plan or natural community conservation plan. Implementation of Phase 2, together with Phase 1, does not change these impact findings.

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[5] The City adopted a height variance and density bonus waiver of development standards to allow this additional height when it approved the Approved Project in January 2019 (Resolution CC-1901-004). Similarly, the Applicant is proposing a density bonus waiver of development standards to allow the additional height and stories for the current Phase 2 project. Due to clarifications in state density bonus law, a variance is no longer required to allow additional height for a qualifying density bonus project incorporating affordable housing (see, e.g., *Banker's Hill 150 v. City of San Diego*, 74 Cal.App.5th 755 [2022]).

3.10 Noise

Issues:	*Impact Determination in the Certified EIR*	*Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR*	*Similar Impact as Compared to Impact Documented in Certified EIR*	*Reduced Impact Compared to Impact Documented in Certified EIR*
Noise – Would the Project:				
1) Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than Significant	☐	☒	☐
2) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	Less than Significant with Mitigation	☐	☒	☐
3) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Less than Significant	☐	☒	☐
4) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Less than Significant with Mitigation	☐	☒	☐
5) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	No Impact	☐	☒	☐
6) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	No Impact	☐	☒	☐

Issue 1. Similar to the Draft EIR Project and the Approved Project, construction-related activities as part of Phase 2 would result in a temporary increase in ambient noise near the project site from the use of stationary and mobile construction equipment during the construction period. Project-related construction noise would be localized and would occur intermittently for varying periods. Construction hours would be limited to between 7:00 a.m. and 6:00 p.m. Monday to Friday and 9:00 a.m. and 5:00 p.m. on Saturdays. This period would comply with the City of Redondo Beach's allowable construction hours under Redondo Beach Municipal Code Section 4-24.503. Therefore, construction noise impacts under Phase 2 would comply with the Redondo Beach noise ordinance and impacts would be less than significant and similar to the Draft EIR Project and the Approved Project.

Issue 2. As with the Draft EIR Project and the Approved Project, construction activities from development of Phase 2 have the potential to generate low levels of groundborne vibration as the operation of heavy equipment (e.g., loaders, excavators, backhoes, haul trucks) can result in vibrations that propagate though the ground and diminish in intensity with distance from the source. It is anticipated that no high-impact activities, such as pile driving or blasting, would be used during construction similar to the Draft EIR Project and the Approved Project.

The nearest off-site receptors, both sensitive and non-sensitive uses, to the project site that could be exposed to vibration levels generated from project construction include the single-family residential uses located to the west, across Kingsdale Avenue. The geographic scope of vibration is very limited, given the rate of vibrational attenuation, even for the most intensive vibration activity on site. Groundborne vibrations from construction activities very rarely reach the levels that can damage structures, but they may be perceived in buildings very close to a construction site. The nearest single-family residential building along Kingsdale Avenue (R3) is located approximately 55 feet from the project site. Construction activities would produce vibration velocities of up to approximately 0.027 inches per second peak particle velocity at the nearest off-site residential buildings when heavy construction equipment operates within approximately 55 feet from the residential building. This value would not exceed the 0.2 inches per second peak particle velocity significance threshold for potential residential building damage.

The nearest residential structures would be exposed to vibration velocities from construction activities approximately up to 77 vibration decibels (VdB) when construction activities occur near the property line. These values would exceed the frequent significance threshold of 72 VdB; therefore, construction vibration impacts related to human annoyance would be potentially significant prior to mitigation. However, with implementation of Mitigation Measure MM NOI-1 from the Certified EIR, construction vibration levels would be reduced to 67 VdB at the neighboring residential uses (R3), which is below the Federal Transit Administration's criteria of 72 VdB. No new mitigation measures are recommended or required for the Phase 2 Project beyond those included in the Certified EIR. As such, the vibration impacts at these residential structures would be less than significant under Phase 2 with mitigation, similar to the Draft EIR Project and the Approved Project.

Development of Phase 2, as with the Draft EIR Project and the Approved Project, would include typical commercial-grade stationary mechanical and electrical equipment, which would produce vibration at low levels that would not cause damage or annoyance impacts to on-site or off-site environment. Primary sources of transient vibration would include vehicle circulation within the proposed parking areas, which would be confined to the immediate area and would not be expected to be perceptible off the Project site. It is anticipated that mechanical equipment under Phase 2 would be located in similar locations as for the Draft EIR Project. Therefore, as with the Draft EIR Project and the Approved Project, groundborne vibration from the operation of such mechanical equipment under Phase 2 would not impact any of the off-site sensitive receptors. Operational vibration impacts under Phase 2 would be similar to the Draft EIR Project and the Approved Project, which were found to be less than significant.

Issue 3. As discussed in the Certified EIR, Alternative 4-1 (the Approved Project) would result in fewer vehicle trips than the Draft EIR Project under existing and cumulative conditions, therefore, noise impacts associated with the Alternative 4-1 vehicular trips would be fewer compared to the Draft EIR Project. Both the Draft EIR Project and the Approved Project would have less-than-significant long-term mobile-source noise impacts.

According to the attached Transportation Memo, prepared by Fehr & Peers, dated December 15, 2023, Phases 1 and 2 of the Project would have fewer operational vehicle trips than both the Draft EIR Project and the Approved Project. Due to the reduction in vehicle trips, operational mobile-source noise would be incrementally decreased for Phase 2 and would remain less than significant. Overall, long noise impacts under Phase 2 would be less than significant and similar to the Draft EIR Project and the Approved Project.

Other on-site noise including conversations, patron and residence vehicles, delivery trucks, rooftop ventilation, and trash-hauling activities would likely be similar to the Draft EIR Project and the Approved Project. Therefore, with the less-than-significant impacts to long-term operational noise levels under the Draft EIR Project and the Approved Project, impacts under Phase 2 would be similar compared to the Draft EIR Project and the Approved Project.

Issue 4. Similar to the Draft EIR Project and the Approved Project, development of Phase 2 would result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels. The increase of noise in the vicinity of the project site under Phase 2 would therefore have a significant impact without mitigation under existing and cumulative conditions. It was determined in the Certified EIR that the short-term construction activities occurring at the project site would generate noise levels that would expose the nearest off-site sensitive receptors, which includes the residential land uses located west of the project site across Kingsdale Avenue, to increased noise levels. As with the Draft EIR Project, with implementation of Mitigation Measures MM NOI-2 through MM NOI-6 from the Certified EIR, the attenuated construction noise levels would not substantially increase the existing ambient noise levels at the noise-sensitive receptors near the project site. No new mitigation measures are recommended or required for the Phase 2 Project beyond those included in the Certified EIR. Therefore, as with the Draft EIR Project and the Approved Project, implementation of Phase 2 would have similar less-than-significant temporary or periodic noise impacts with mitigation.

Issues 5–6. The Project's Initial Study (Appendix A of the Draft EIR) found that the project would have no impact with regard to noise impacts for sites within an airport land use plan area or within the vicinity of a private airstrip. Implementation of Phase 2, together with Phase 1, does not change these impact findings.

Applicable Mitigation Measures from Certified EIR

> **MM NOI-1:** The on-site operation of construction equipment that generates high levels of vibration, such as large bulldozers and large loaded trucks, shall be prohibited within 100 feet of nearest single-family residential building along Kingsdale Avenue (R3) during project construction. Instead, small bulldozers not exceeding 310 horsepower shall be used within this area during demolition, grading, and excavation operations. The use of smaller bulldozers would result in vibration levels of 67 VdB at the single-family residential uses (R3), which would not exceed the FTA's [Federal Transit Administration's] 72 VdB for continuous/frequent intermittent sources.
>
> **MM NOI-2:** During all project construction, all construction equipment, fixed or mobile, shall be operated with closed engine doors, if so equipped, and shall include properly operating and maintained residential-grade mufflers consistent with manufacturers' standards.
>
> **MM NOI-3:** The on-site operation of construction equipment that generates high levels of noise, such as large bulldozers and large loaded trucks, shall be conducted a minimum of 100 feet away from noise-sensitive receptors (i.e., residential uses) so that emitted noise is naturally dissipated from the receptors. Instead, small bulldozers not exceeding 310 horsepower shall be used within this area during demolition, grading, and excavation operations.

MM NOI-4: Equipment staging shall be located in areas that are shielded from and/or set back from noise-sensitive receptors, with a minimum of 100 feet separation between the sensitive receptor and the nearest edge of the staging area.

MM NOI-5: Where available, electrical power from a grid connection shall be used to run air compressors and similar power tools and to power any temporary equipment.

MM NOI-6: Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and the residences to the west and east as needed during construction phases with high noise levels. Temporary sound barriers shall consist of either sound blankets capable of blocking approximately 20 A-weighted decibels (dBA) of construction noise or other sound barriers/techniques such as acoustic padding or acoustic walls placed near the existing residential buildings to the east of the project site that would reduce construction noise by approximately 20 dBA. Barriers shall be placed such that the line-of-sight between the construction equipment and immediately adjacent sensitive land uses is blocked.

3.11 Population and Housing

Issues:	*Impact Determination in the Certified EIR*	*Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR*	*Similar Impact as Compared to Impact Documented in Certified EIR*	*Reduced Impact Compared to Impact Documented in Certified EIR*
Population and Housing – Would the Project:				
1) Induce substantial 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)?	Less than Significant	☐	☒	☐
2) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	No Impact	☐	☒	☐
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	No Impact	☐	☒	☐

Issue 1. As discussed in the Certified EIR, although up to 812 units can be accommodated on the Mall site, the Housing Element conservatively assumes that only about 80 percent of the units could be realized, which would total approximately 650 units on the Mall site. Alternative 4-1 (Approved Project) would include the development of 300 residential units on site, in comparison to the Draft EIR Project's 650 residential units. The Certified EIR indicated that Approved Project with its proposed office uses would increase the number of employees on site. However, the Approved Project would be within the anticipated employment projections for the City by SCAG. While the Approved Project would increase the population in the area by 465 persons, development of the residential units would help relieve the housing demand in the City of Redondo Beach as well as the surrounding cities of Hawthorne, Lawndale, and Torrance. As a

residential, commercial, and regional center, the Approved Project would help the area in attaining a jobs-housing balance. The Approved Project would not result in the inducement of substantial population or employment growth, and would remain within the anticipated number of employees and residents projected by the City. However, it is important to note that under the Approved Project, fewer housing units are proposed than the Draft EIR Project; therefore, fewer residents would be accommodated on-site. Because the Approved Project would provide fewer housing units than the Draft EIR Project, 543 fewer residents would live on the project site under the Approved Project, and thus, these 543 individuals would continue to live elsewhere in the SCAG region.

Phase 1 and Phase 2 would include the development of 650 residential units on site, similar to the Draft EIR Project. The Certified EIR indicated that the Draft EIR Project would generate 1,008 new residents. Phase 1's 300 residential units include the following unit mix and associated occupancy: 73 studio units (one occupant per unit), 166 one-bedroom units (1.5 occupants per unit), and 61 two-bedroom units (2.25 occupants per unit), which generates a population of approximately 439 new persons. Phase 2's 350 residential units would include the following unit mix and associated occupancy: 95 studio units (one occupant per unit), 188 one-bedroom units (1.5 occupants per unit), 52 two-bedroom units (2.25 occupants per unit), and 15 three-bedroom units (3.2 occupants per unit). It is estimated that Phase 2 would generate a new population of approximately 542 persons. In total, Phases 1 and 2 would generate 981 new residents on the Project site, which would be 27 fewer residents than the Draft EIR Project.

By 2040, the City is expected to grow to 74,400 persons from its 2015 population of 68,095, an increase of approximately 6,305 persons. As with the Draft EIR Project and the Approved Project, the development of Phases 1 and 2 would have a population growth within the growth anticipated for the City by SCAG up to the year 2040. Also, similar to the Draft EIR Project and the Approved Project, Phase 2 (in combination with Phase 1) would develop residential units that are within the number of households anticipated for the City by SCAG, up to the year 2040.

Further, the City's Regional Housing Needs Assessment goal for the 2013–2021 planning period is 1,387 housing units. The Housing Element has identified the project site as one of the key housing sites in the City for future development. Phase 1 and 2 would include 650 residential units, which would contribute to the City's housing inventory and help the City meet its goals as established by the Regional Housing Needs Assessment, similar to the Draft EIR Project and the Approved Project.

As with the Approved Project, development of Phase 1 together with Phase 2 would increase the number of on-site employees when compared to the Draft EIR Project. However, as with the Draft EIR Project and the Approved Project, the number of employees would be within anticipated employment projections for the City by SCAG.

Overall, as with the Draft EIR Project and Approved Project, Phases 1 and 2 are within the growth projections anticipated for the City of Redondo Beach by SCAG for the year 2040. Accordingly, development of Phase 2 together with Phase 1 would result in less-than-significant impacts with regard to population growth. While Phases 1 and 2 would increase the population compared to the Approved Project, population would be less than the Draft EIR Project and development of the residential units would help relieve the housing demand in the City of Redondo Beach as well as surrounding cities of Hawthorne, Lawndale, and Torrance. As a commercial, residential, and regional center, development of Phase 2

together with Phase 1 would help the area in attaining a jobs-housing balance. Thus, impacts under Phase 2, together with Phase 1, would be substantially similar to those analyzed for the Draft EIR Project and with more residential units than the Approved Project, impacts would be less than the Approved Project with regard to the Project's ability to meeting the City's goals for increased housing supply.

Issues 2–3. The Project's Initial Study (Appendix A of the Draft EIR) found that the Project would have no impact related to the displacement of substantial numbers of existing housing that would necessitate the construction of replacement housing elsewhere, and no impact regarding the displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere. Implementation of Phase 2, together with Phase 1, does not change these impact findings because the Project boundary is remaining the same as what was analyzed within the Draft EIR and no housing is being removed from the Mall site.

3.12 Public Services

Issues:	*Impact Determination in the Certified EIR*	*Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR*	*Similar Impact as Compared to Impact Documented in Certified EIR*	*Reduced Impact Compared to Impact Documented in Certified EIR*
Public Services – Would the Project:				
1) 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 following public services:				
i) Fire protection?	Less than Significant	☐	☒	☐
ii) Police protection?	Less than Significant	☐	☒	☐
iii) Schools?	Less than Significant	☐	☒	☐
iv) Libraries?	Less than Significant	☐	☒	☐

Issue 1.i. The Draft EIR Project and the Approved Project would be generally similar with respect to the level of construction activities and subsequent operational activities. Development of Phase 2, together with Phase 1, would result in the same number of residential units as the Draft EIR Project (650 units), although the residential population would be slightly decreased compared to the Draft EIR Project by approximately 27 persons.

As with the Draft EIR Project and the Approved Project, the new building construction on-site as part of Phase 2 would offer various fire protection and prevention features, including the fire suppression systems, such as the use of fire resistant building materials, and installation of fire alarms and detection systems and

automatic fire sprinklers, with on-site water mains and fire hydrants modified, as needed, to conform to current requirements. As discussed in Section 3.11, *Public Services*, of the Certified EIR, the Redondo Beach Fire Department has an existing need for new equipment and potentially facilities as well. However, as this is a need that currently exists, the addition of Phase 2 would not independently create this need because the addition of 981 residents has already been analyzed within the Certified EIR, since the Draft EIR Project included 1,008 residents and did not necessitate new or altered fire facilities. In the event that new or altered facilities are needed in the future, such facilities are anticipated to undergo their own environmental review pursuant to CEQA. Therefore, the impacts of Phase 2, together with Phase 1, like the Draft EIR Project and the Approved Project, would be less than significant.

Issue 1.ii. Phases 1 and 2 would add additional residents and employees to the existing on-site conditions. The residential uses that would increase the permanent population on-site and the increase in commercial uses would increase the employee population on-site, potentially requiring additional police services or facilities. The Approved Project includes the existing, reconfigured, or related police substation that is currently at the project site. The Services Reimbursement Agreement between the City of Redondo Beach and the project applicant would continue to allow the South Bay Galleria to maintain a separate security development, as a part of the existing South Bay Galleria Security Department, which consists of Redondo Beach Police Department officers deployed to the site.

The Draft EIR Project would require the addition of six to eight more police officers to the project site, and it was assumed that the Approved Project would require a similar increase in police protection services; although this alternative would result in a reduced development, it would still require increased police protection services on-site. Phases 1 and 2 would also require similar police protection. The Approved Project also incorporates crime protection through environmental design aimed at deterring criminal behavior. As with the Approved Project, the additional police officers at the project site under Phase 2 would not require a physical expansion of the existing substation beyond what has already been assumed as part of the Approved Project's development footprint. Therefore, Phase 2 would result in less than significant impacts with regard to police services or the need for new facilities. Impacts would be similar to the Approved Project and the Draft EIR Project.

Issue 1.iii. Phase 2, together with Phase 1, would result in the addition of new residents and employees at the project site and would include the development of 650 residential units on site, the same as the Draft EIR Project. As analyzed in the Certified EIR, the Draft EIR Project is anticipated to generate 148 K–12 students. The Approved Project was anticipated to generate 69 total students. Similar to the Draft EIR Project, the combination of Phases 1 and 2 would generate 148 K-12 students. Based on its existing capacity, the Redondo Beach Unified School District is experiencing a shortage of capacity at Washington Elementary School, while Adams Middle School and high schools serving the site have available capacity to accommodate new students.

The project would pay statutory fees pursuant to California Government Code Section 65995(h) (Senate Bill 50, chaptered August 27, 1998), which are "… deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization."

Therefore, impacts are considered less than significant. Because the payment of fees would adequately address any potential impacts to school facilities, impacts under Phase 2 would be similar to the Draft EIR Project and the Approved Project.

Issue 1.iv. Phases 1 and 2 would introduce 981 new residents to the project area, which would be expected to increase the demand for library services compared to existing conditions. Per the Certified EIR, the City of Redondo Beach had an approximate population of 66,749 persons in 2014. The project would be serviced by the Redondo Beach Public Libraries (RBPL) system. The RBPL's collection consists of over 190,000 items, including a broad selection of print, audiovisual, and digital resources. The nearest branch, the North Branch Library, provides residents with service from 11:00 a.m. to 8:00 p.m. Monday through Thursday, 9 a.m. to 5 p.m. on Saturday, and is closed on Fridays and Sundays. As discussed in the Certified EIR for the Draft EIR Project, the population growth generated by the Draft EIR Project would be included as the expected growth in the City, and the RBPL anticipates that the increase in residents as a result of the Draft EIR Project could be adequately serviced by the existing library services. As development of Phase 2, together with Phase 1, would result in slightly fewer residents compared to Draft EIR Project, the impacts to library services have already been analyzed within the Certified EIR. As such, the RBPL would adequately serve the development in Phases 1 and 2. Further, the RBPL has no plans for new libraries or expansion of current libraries within the City. Therefore, because the RBPL projects adequate service capacity for the residents generated by the development of Phase 2, together with Phase 1, the implementation of the Phase 2 Project would not require the construction or expansion of existing library services; thus, Phase 2 would result in a less than significant impact on RBPL's services. Overall, Phases 1 and 2 together would have a similar impact to library facilities as the Approved Project and the Draft EIR Project.

3.13 Recreation

Issues:	*Impact Determination in the Certified EIR*	*Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR*	*Similar Impact as Compared to Impact Documented in Certified EIR*	*Reduced Impact Compared to Impact Documented in Certified EIR*
Recreation – Would the Project:				
1) 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?	Less than Significant	☐	☒	☐
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than Significant	☐	☒	☐

Issue 1. Phases 1 and 2 would develop a project similar to the Approved Project, but with more residential units and less commercial space. The amount of residential units of the combined Phases 1 and 2 is consistent with the Draft EIR Project. During construction of Phase 2, there would be a temporary increase in construction workers on the project site. These construction workers would likely come from an existing

local pool of construction employees within the region and would not likely relocate their households as a consequence of working on the proposed project. Therefore, the increased employment of construction workers on the project site would not result in an increase in the residential population of the area surrounding the project site. Accordingly, there would not be a corresponding demand or use of the existing parks and recreation facilities during this time as construction workers are more likely to use parks and recreation facilities near their places of residence. Thus, project construction workers would not generate an increase in demand for park and recreation facilities such that it would result in the accelerated physical deterioration of a park or recreation facilities. Therefore, impacts during construction of Phase 2 would be less than significant, similar to the Draft EIR and the Approved Project.

As with the Draft EIR Project and the Approved Project, no on-site parkland is proposed under Phase 2. However, as with the Draft EIR and the Approved Project, Phases 1 and 2 would incorporate new recreational/open space amenities such as a skatepark, pool and spa, fitness center, conference room, residents lounge, and outdoor lounge on site. Phases 1 and 2 together would generate approximately 981 new residents to the project area, as compared to 1,008 persons under the Draft EIR Project and 465 persons under the Approved Project. As with the Draft EIR Project and the Approved Project, residents of Phases 1 and 2 would likely elect to use the closest off-site recreational facilities, in addition to use of the surrounding parks. Therefore, the impact of increased usage on the surrounding parks would be dispersed and usage would not result in a substantial physical deterioration of these facilities, and impacts would be considered less than significant.

Further, the project developer would pay the parkland in lieu of dedication fees. Pursuant to the Redondo Beach Municipal Code, the developer would be required to dedicate land, pay a fee in lieu thereof, or a combination of both. Because the City has not designated park or recreational facilities at the project site under the General Plan's Park and Recreation Element, the applicant must pay the in lieu fees as required by the City Municipal Code Title 10, Chapter 1, Article 1408.

With the payment of the required park fees, impacts would be considered less than significant under Phase 2, and similar to the Draft EIR Project and the Approved Project.

Issue 2. As with the Draft EIR Project and the Approved Project, Phase 2 is located within the Regional Commercial (CR) zone and would be required to have at least 10 percent of new construction to include usable open space areas, such as public plazas, public walkways, and other public spaces. Phase 2 would include approximately 384,576 sf of new development, and would therefore be required to include 38,457 sf of usable public open space in order to comply with the Municipal Code. As discussed above, the project developer would pay in lieu fees to provide open space, as the City has not designated park or recreational facilities at the project site. Phase 2 would include the development of 350 new residential units, which combined with Phase 1 would introduce approximately 981 new residents to the City. By complying with the Municipal Code, the project applicant would be required to pay a developer impact fee. The City would use the money either for the purposes of acquiring land and developing new recreational facilities or improving existing facilities that are reasonably related to serving Phase 2's residents and residents in the project vicinity. It is unknown at this time whether this money would be used for improvement to existing park space, or whether it would be used to develop new parks or park facilities, consequently, adverse physical environmental effects associated with potential use of these funds is considered speculative. Construction associated with any expansion of an existing park, or development of

a new park within the City of Redondo Beach, would be subject to environmental review under CEQA. Furthermore, the expansion or construction of new parkland in the City is unlikely to result in a significant environmental impact due to the urbanized nature of the City. Therefore, impacts with regard to the expansion of an existing park or development of a new park within the City would be considered less than significant under Phase 2. Therefore, impacts would be less than significant, and Phase 2 would have similar impacts as the Draft EIR Project and the Approved Project.

3.14 Transportation

Issues:	*Impact Determination in the Certified EIR*	*Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR*	*Similar Impact as Compared to Impact Documented in Certified EIR*	*Reduced Impact Compared to Impact Documented in Certified EIR*
Transportation – Would the Project:				
1) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Significant and Unavoidable	☐	☒	☐
2) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Less than Significant	☐	☒	☐
3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	No Impact	☐	☒	☐
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant	☐	☒	☐
5) Result in inadequate emergency access?	Less than Significant	☐	☒	☐
6) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Less than Significant	☐	☒	☐
7) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Less than Significant	☐	☒	☐

Issues 1 and 7. The Certified EIR determined that three intersection impacts during one or both the AM and PM peak hours would be significant and unavoidable, even with implementation of Mitigation Measures MM TRA-1 through MM TRA-4. The Approved Project (Alternative 4-1) was also determined to result in significant and unavoidable impacts. As documented in the attached Transportation Memo, prepared by Fehr & Peers, dated December 15, 2023, Phases 1 and 2 are projected to generate fewer trips than the Approved Project. Therefore, the technical traffic analysis of the Certified EIR accounts for the development of both phases, which could slightly reduce the traffic impacts of the Approved Project. Nonetheless, for purpose of this analysis, it conservatively assumed that that the same transportation-related impacts to intersections would occur with development of Phase 2, together with Phase 1.

Effective July 1, 2020, CEQA Guidelines Section 15064.3(c) has required vehicle miles traveled (VMT) analysis for assessing transportation impacts under CEQA, rather than level of service. The transportation study and Certified EIR for the Draft EIR Project anticipated VMT requirements and included a preliminary VMT analysis. The Redondo Beach City Council stated in the 2019 approval resolution that the Approved Project "would result in increased regional vehicular transportation benefits due to reduced VMT, increased usage of alternatives modes of transportation, increased pedestrian amenities attributable in part to the mixed-use nature of the project site, and increased utilization of transit due to the site being adjacent to a proposed G Line station (either alternative)." (Reso. 1901-004, Sec. 1(b).) Furthermore, the City Council also found that the Approved Project (referenced in the Certified EIR as Alternative 4-1) with 300 residential units would generate less of a VMT reduction (although still a beneficial reduction) than the Draft EIR Project as originally proposed with 650 units. By effectively "adding back" the 350 units that the City elected not to approve in 2019, the Phase 2 development will provide the full VMT benefits as mentioned in the Certified EIR for the Draft EIR Project and will generate fewer trips than the Approved Project.

Issue 2. The Certified EIR determined that Draft EIR Project and the Approved Project's impacts on the regional transit system would be less than significant. As documented in the attached Transportation Memo, prepared by Fehr & Peers, dated December 15, 2023, Phases 1 and 2 are projected to generate fewer trips than the Approved Project. Since Phases 1 and 2 combined are expected to generate fewer trips than the Approved Project and would provide the full VMT benefits as mentioned in the Certified EIR for the Draft EIR Project as discussed above, it can be assumed that impacts on the regional transit system would also be less than significant, similar to the Approved Project and Draft EIR Project.

Issue 3. The Project's Initial Study (Appendix A of the Draft EIR) found that with the residential and commercial nature of the proposed project, and its distance from the nearest airport, construction and operation of the project would not result in a change to air traffic or alter air traffic patterns. Therefore, no impacts would occur. Implementation of Phase 2, together with Phase 1, does not change these impact findings.

Issue 4. Similar to the Draft EIR Project and the Approved Project, Phase 2 will provide access from all four roadways that surround the site. Access points to/from the site would remain the same as the Draft EIR Project and the Approved Project. Phase 2 would provide pedestrian access to Kingsdale Avenue and internal roadways that connect with other parts of the site including Phase 1. Phase 2 would also include the conversion of an existing internal roadway between Phase 2 and Phase 1 to a pedestrian plaza with emergency vehicle access only. Vehicular access would be maintained via parking aisles within the Phase 2 parking garage. These design changes are not anticipated to result in an increase in the severity of the

intersection impacts or safety issues identified for the Draft EIR Project or the Approved Project. Furthermore, Phase 2 does not propose modifications to the roadway network off site, nor would it result in interference with traffic flow on public streets at site access driveways or result in insufficient or inadequate accessibility for delivery or service vehicles such that it would interfere with traffic flow. Thus, impacts would be less than significant for Phase 2, similar to the Draft EIR Project and the Approved Project.

Issue 5. Under Phases 1 and 2 and similar to the Draft EIR Project and the Approved Project, vehicular access to the Mall site is proposed to be provided at eight locations along Artesia Boulevard, Hawthorne Boulevard, 177th Street, and Kingsdale Avenue. The access locations would consist of various access types such as full access, right-turn in/right-turn out, and right-turn in only. This would comply with California Fire Code requirements for provision of at least two access points. Therefore, no significant emergency access impacts would occur with Phases 1 and 2. Impacts would be less than significant and similar to the Draft EIR Project and the Approved Project.

Issue 6. Like the Draft EIR Project and the Approved Project, sidewalks and bike lanes/routes located within the project site would likely be closed to the public during project construction. Temporary closure of sidewalks or bike lanes adjacent to the site may occur periodically during project construction, and provisions for, and/or directions to, detours and alternate routes would be provided, consistent with the California Manual of Uniform Traffic Control Devices requirements. In accordance with Chapter 33 of the California Building Code, sidewalk canopies must be provided to protect pedestrians from potential harm associated with construction where construction activities occur in close proximity to active sidewalks. The impact of construction relative to pedestrian and bicycle access would be less than significant.

Similar to the Draft EIR Project and the Approved Project, Phase 2 would not make any substantial changes to the pedestrian and bicycle system. Therefore, as with the Draft EIR Project and the Approved Project, Phase 2 would not result in a significant impact to the pedestrian and bicycle conditions under existing and cumulative conditions. Impacts would be less than significant and similar to the Draft EIR Project and the Approved Project.

Applicable Mitigation Measures from Certified EIR

MM TRA-1: Inglewood Avenue & Artesia Boulevard (Intersection #13). Prior to the issuance of the certificate of occupancy, the northbound approach would be restriped from one left-turn lane, two through lanes, and one right-turn lane to one left-turn lane, two through lanes, and a shared through/right-turn lane. The northern portion of the intersection contains three departure lanes in the northbound direction. The measure would mitigate the significant project impact under the Existing plus Project and Cumulative plus Project conditions.

MM TRA-2: Redondo Beach Boulevard & Artesia Boulevard (Intersection #15). Prior to the issuance of the certificate of occupancy, the westbound approach would be restriped from two through lanes and one right-turn lane to two through lanes and one shared through/right-turn lane. An additional westbound receiving lane would be added extending for a minimum of half a block to the west of the intersection. The on-street parallel parking on Artesia Boulevard would need to be removed to implement the proposed additional westbound lane. The measure would mitigate the significant project impact under the Existing plus Project and Cumulative plus Project conditions.

MM TRA-3: Prairie Avenue & Artesia Boulevard (Intersection #17). Prior to the issuance of the certificate of occupancy, right-turn overlap signals would be installed at this intersection in the southbound and westbound directions. The measure would not mitigate the significant project impact under the Existing plus Project and Cumulative plus Project conditions.

MM TRA-4: I-405 Southbound Ramp & Artesia Boulevard (Intersection #18). Prior to the issuance of the certificate of occupancy, the eastbound approach would be restriped from two through lanes, one shared through/right-turn lane, and one right-turn lane to two through lanes and two right-turn lanes. Existing signage upstream of the intersection would be changed to identify the lane configuration and restrictions. The measure would mitigate the significant project impact under the Existing plus Project and Cumulative plus Project conditions.

3.15 Utilities and Service Systems

Issues:	*Impact Determination in the Certified EIR*	*Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR*	*Similar Impact as Compared to Impact Documented in Certified EIR*	*Reduced Impact Compared to Impact Documented in Certified EIR*
Utilities and Service Systems – Would the Project:				
1) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Less than Significant	☐	☒	☐
2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Less than Significant	☐	☒	☐
3) Require or result in the construction of new stormwater drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	Less than Significant	☐	☒	☐
4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Less than Significant	☐	☒	☐
5) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less than Significant	☐	☒	☐
6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Less than Significant	☐	☒	☐
7) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than Significant	☐	☒	☐

Issue 1. Similar to the Draft EIR Project and the Approved Project, the density and intensity of the land uses within the project site would increase from existing conditions, as it would introduce residential uses to the project site, and increase commercial retail uses on site under Phases 1 and 2. The combined Phases 1 and 2 would consist of 331,561 sf new commercial and office uses, including the hotel, and 650,000 sf of residential uses (650 units), for a total of 1,710,406 sf of commercial, office, and residential uses on site at buildout (including existing commercial). It is estimated within the Torrance Municipal Water service area that customers generate wastewater based on 80 percent of potable water demand (City of Torrance 2015). Based on the water demand factors used in the WSA prepared for the Certified EIR, the combined Phase 1 and 2's water demand is estimated to be approximately 317 acre-feet per year (AFY),[6] which results in an increase in the existing water demand (73 AFY) on the project site by an estimated 244 AFY.

Thus, it is anticipated Phases 1 and 2 would generate a net increase of approximately 195 AFY of wastewater.[7] As with the Draft EIR Project and the Approved Project, wastewater generated by Phases 1 and 2 would be conveyed by Los Angeles County Sanitation Districts (LACSD) sewer lines and treated at the A.K. Warren Water Resource Facility (Warren Facility), previously known as the Joint Water Pollution Control Plant, in the City of Carson. The waste discharge requirements for the Warren Facility are based on all applicable state and federal regulations, policies, and guidance, and include limitations on effluent discharge and receiving water, turbidity, and toxicity. Phases 1 and 2 would continue to be served by existing sewer systems located within public streets and right of ways. The proposed residential and commercial land uses generated by Phases 1 and 2 are uses that do not typically discharge wastewater that contain harmful levels of toxins. All effluent would comply with the wastewater treatment standards of the Los Angeles Regional Water Quality Control Board. Thus, impacts to the wastewater treatment requirements would be considered less than significant. Overall, development of Phase 2, together with Phase 1, would result in less wastewater generation than the Draft EIR Project (300 AFY net) and the Approved Project (300 AFY net) and as such, impacts would be similar to the impacts of the Approved Project, in that impacts would be reduced compared to the Draft EIR Project.

Issue 2. Development of Phases 1 and 2 would result in a total of 1,710,406 sf of development (new and existing) at the Project site (an approximately 7 percent increase in total square footage as compared to the Approved Project). As with the Draft EIR Project and the Approved Project, construction of on-site wastewater lines would be required to support the new residential and hotel development, and would be connected to existing water and wastewater utilities within the public right-of-way.

As with the Draft EIR Project and the Approved Project, Phases 1 and 2 would include some local infrastructure improvements, including for domestic, irrigation, and fire services. The existing site is currently served by a looped system that has connections in the 177th Street drive and Hawthorne Boulevard. The main lines of the loop are a 12-inch main on the west and a combination of 12-inch, 10-inch, and 8-inch mains on the east side. Phases 1 and 2 together require relocations of several of these mains to accommodate the new building footprints. During these relocations it is likely that the main line on the east would be made uniform at 12 inches in size. Relocations may require moving the water line into Hawthorne Boulevard, Artesia Boulevard, and/or Kingsdale Avenue, depending on final building alignments and required space for public utilities and easements. In addition to new routing of water lines

[6] Phase 1 and Phase 2 Water Demand: (Retail 41,081 sf *0.164 gal/sf) + (Restaurant 44,759 sf * 1.1 gal/sf) + (Residents 981*142 gal/person) + (Hotel 105,000 sf*0.5 gal/sf) + (Theater 64,010 sf*0.55gal/sf) = 282,979 gpd or 317 AFY.

[7] Certified EIR assumed wastewater generation was 80% of water demand.

and services, some existing water lines may be increased in size to accommodate the new demands from development. These activities have been assumed as part of the Draft EIR Project and analyzed in the Certified EIR.

Phases 1 and 2 would continue to be served by existing sewer systems located within the public streets and right-of-way. Phases 1 and 2 would require additional on-site sewer piping and laterals for the proposed additional buildings and uses. The on-site sewers would be connected to off-site sewers in Hawthorne Boulevard and Kingsdale Avenue. The Kingsdale Avenue and Hawthorne Boulevard sewers will need to be upsized from the existing 8 inches in Hawthorne Boulevard to a 10- or 12-inch line, and from a 10-inch line in Kingsdale Avenue to a 12- or 15-inch line. These activities have been assumed as part of the Draft EIR Project and analyzed in the Certified EIR.

Phases 1 and 2 are anticipated to generate a net water demand increase of approximately 317 AFY, over existing conditions. It is estimated within the Torrance Municipal Water service area that customers generate wastewater based on 80 percent of potable water demand (City of Torrance 2015). Thus, Phases 1 and 2 would generate approximately 195 AFY of wastewater, or 173,969 gallons per day (gpd). The Warren Facility currently processes 260 million gallons per day (mgd), and is permitted to process approximately 400 mgd (LACSD 2024). Therefore, implementation of Phases 1 and 2 would not require off-site water or sewer improvements, other than connections to existing lines, and would result in a less-than-significant impact in this regard.

Similar to the Draft EIR Project and the Approved Project, Phases 1 and 2 would increase wastewater generation on the Mall site, but would also replace older existing inefficient fixtures with modern more water efficient fixtures (e.g., low flow toilets) as required for new development under the California Plumbing Code (Title 24 California Code of Regulations Part 5, Chapter 4). Similarly, existing and future cumulative projects will also be required to reduce their wastewater generation pursuant to Senate Bill 407 [2009] (Civil Code Section 1101.1 et seq.). All wastewater generated by the interior plumbing system would be discharged into the local sewer main and conveyed for treatment at the Warren Facility. The Warren Facility is part of the Joint Outfall System, a regional interconnected system that provides wastewater conveyance and treatment, water reuse, and effluent disposal for residential, commercial, and industrial users within Los Angeles County. The Sanitation Districts conduct facilities planning efforts to ensure the ability to meet wastewater management needs associated with growing populations, changing regulatory requirements, and aging infrastructure. In November 2012, the Sanitation Districts prepared a Master Facilities Plan that identifies near-term and long-term actions to ensure for the continuation of a wastewater collection, treatment, and management services throughout Los Angeles County through the year 2050 (LACSD 2012). As described in Master Facilities Plan Section 4.7.2, wastewater flows to the Warren Facility have decreased slightly over approximately the last 15 years. Given that there is existing capacity at Warren Facility and planning efforts underway to ensure future capacity, it is anticipated that sufficient capacity exists at the Warren Facility to process wastewater associated with the proposed project. Therefore, Phase 2 together with Phase 1, would not result in the construction of new treatment facilities under existing and impacts would be similar to the Draft EIR Project and the Approved Project.

Issue 3. Development of Phase 2 would require storm drain improvements to serve the proposed parking areas and outdoor shopping areas as well as roof drainage. This development, as with the Draft EIR Project and the Approved Project, would direct the required treatment volumes based on a LID requirements to

proposed dry-well locations for infiltration. Phase 1 and 2's on-site stormwater conveyance system would be designed such that there would be no increase in existing off-site flows, in accordance with applicable City regulations. Stormwater runoff volumes above the required treatment volume will be directed to the off-site storm drain systems.

Excavation and demolition activities and equipment laydown areas on site during construction would change the ground surface and temporarily alter drainage patterns on site, which would decrease the amount of impervious surfaces, as compared to existing conditions. In conformance with the Construction General Permit requirements developed by the project, an SWPPP would be implemented during construction that would include erosion control and sediment control BMPs designed to prevent erosion and sedimentation from occurring on site. Thus, with implementation of these BMPs required by a Construction General Permit, Phase 2 would not increase off-site stormwater flows and would not require the construction of new stormwater drainage facilities during construction activities. Phase 2 would be required to comply with the recommendations of a LID Plan prepared in accordance with Municipal Separate Storm Sewer System (MS4) permit requirements. Runoff would be directed to the storm drain system on site through non-erosive devices, and special drainage provisions and sump pumps would be installed to provide on-site infiltration-based stormwater features within parking lot islands and landscaped areas, which would increase infiltration on site and reduce runoff flow volumes. Similar to the Draft EIR Project and the Approved Project, Phase 2 would also plant additional clustered vegetation on site. Therefore, soils present on site in unpaved areas would be covered and secured by landscape vegetation and would not include erosive devices, thereby reducing erosion and siltation potential on site. Drainage flows would be effectively infiltrated and slowed by site design in accordance with the LID, developed in accordance with MS4 permit requirements, thereby preventing flooding from occurring on- and off site. Therefore, operation of Phase 2 would not require the construction of new storm drain facilities or expansion of existing facilities. Therefore, impacts would be similar to the Approved Project and the Draft EIR Project.

Issue 4. Similar to the Draft EIR Project and the Approved Project, the density and intensity of the land uses within the project site would increase under Phase 2, together with Phase 1, as it would introduce residential and hotel uses to the project site, and increase commercial retail uses on site. Phase 2, together with Phase 1, would anticipate a total water demand of approximately 317 AFY, which results in a net increase of 244 AFY compared to existing uses. According to Torrance Municipal Water, in comparing water supply to water demand, they has an excess of water supply in 2015 (8,639 AF) and 2035 (6,403 AF). Thus, Torrance Municipal Water has sufficient water supply to accommodate Phase 2, together with Phase 1. Impacts would be considered less than significant. Phases 1 and 2 would have similar impacts as the Draft EIR Project and the Approved Project.

Issue 5. Phase 2, together with Phase 1, would generate approximately 195 AFY or 173,969 gpd of wastewater, which would not exceed the remaining capacity of the Warren Facility. Therefore, similar to the Draft EIR Project and the Approved Project, the Warren Facility has adequate remaining capacity to serve the anticipated wastewater generated by Phases 1 and 2. Impacts would be considered less than significant, and Phase 2 would have similar impacts to the Draft EIR Project and the Approved Project.

Issue 6. Phase 2 would include demolition of an existing parking lot on the project site. If the quality of the asphalt is determined to be unsuitable for recycling or reuse, the material would be deposited in an inert

landfill. All permitted landfills in the project area are not currently operating at maximum daily permitted capacity, and thus, it could accommodate the construction wastes throughout the demolition phase.

Operational activities associated with Phase 2 would result in increased generation of solid waste. While Phase 2, together with Phase 1, would be comprised of a slightly different development program compared to the Draft EIR Project and the Approved Project, the overall extent of solid waste generation with diversion under any of the contemplated development scenarios would represent a fraction of less than one percent of the serving landfills throughout Los Angeles and San Bernardino Counties. Accordingly, development of Phase 2, together with Phase 1, would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Furthermore, development of Phase 2, together with Phase 1, as with the Draft EIR Project and the Approved Project, would comply with all applicable solid waste management and diversion requirements. Thus, impacts relative to solid waste would be less than significant, similar to the Draft EIR Project and the Approved Project.

Issue 7. The Project's Initial Study (Appendix A of the Draft EIR) found that the project would be required to comply with all applicable federal, state, County, and City statutes and regulations pertaining to solid waste disposal. This includes compliance with AB 939, the California Solid Waste Management Act, which requires each city in the state to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting. AB 341 builds upon AB 939 and requires jurisdictions to implement mandatory commercial recycling with a statewide 75 percent diversion rate (from landfill disposal) by 2020. Therefore, this impact is considered less than significant. Implementation of Phase 2, together with Phase 1, does not change this impact finding.

4. Changed Circumstances

CEQA Guidelines Section 15162 states that a Subsequent EIR would also be required if substantial changes occur with respect to the circumstances under which the project is undertaken which would require major revisions of the certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Section 15162 also states that a Subsequent EIR should be prepared if new information of substantial importance which was not known or could not have been known at the time the certified EIR was adopted, indicates that the Project would have new or substantially more severe significant impacts, or indicates that mitigation measures or alternatives previously considered infeasible, or that are considerably different, would substantially reduce the significant impacts of the project, and the project proponents decline to adopt the new measures.

Development of Phase 1 within the Mall Site has occurred since preparation of Certified EIR. However, no substantial changes to the immediate environmental setting or surrounding areas of the project site have been identified since the preparation of the Certified EIR. The changes in circumstances that have occurred since preparation of the certified EIR, including development of Phase 1, would not result in new significant impacts or substantial increases in the severity of previously identified significant impacts because impacts from that development were anticipated and analyzed in the Certified EIR. No other additional information of substantial importance, which would require major revisions to earlier analyses that would warrant preparation of a Subsequent EIR pursuant to CEQA Guidelines Section 15162, has been found. Lastly, all mitigation measures required for the Approved Project would still be applicable and are being implemented in accordance with City approvals.

5. CEQA Guidelines Appendix G Checklist Changes

Since certification of the EIR, there have been various changes to the Appendix G Checklist. Multiple new impact areas have been added, including Energy, Tribal Cultural Resources, and Wildfire. There have also been revisions to checklist questions under previously identified impact areas that substantially modify certain questions or add new questions, such as Aesthetics, Geology and Soils, and Transportation. While some of the former checklist questions included in the Certified EIR have been eliminated or have been modified in the current checklist in a way that merely clarifies or condenses any given analyses, such instances are not discussed herein.

With regard to Aesthetics, the former checklist evaluated whether a project would substantially degrade the existing visual character or quality of the site and its surroundings. Under the current checklist, this evaluation has been modified to analyze whether a project, if located in a non-urbanized area, would substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage points). Or, if Project is in an urbanized area, would it conflict with applicable zoning and other regulations governing scenic quality. In the case of Phase 2 being within an urbanized area, a determination needs to be made if it would conflict with applicable zoning and other regulations governing scenic quality. The Phase 2 development would be subject to design review by the City to ensure its compliance with applicable aesthetic and design regulations. Furthermore, as discussed in Section 3.9, *Land Use and Planning*, above, Phase 2 would develop land uses that would be substantially consistent with applicable land use and planning documents, including allowable uses, limits on development intensity, maximum floor area ratio, and other

development standards that were analyzed within the Certified EIR for the Draft EIR Project and Approved Project.

The analysis of paleontological resources in the Certified EIR was discussed in Section 3.3, *Cultural Resources*. The current checklist has moved the issue of paleontological resources under Geology and Soils. The analysis provided above in Section 3.4, *Cultural Resources*, under Issue 3 pertaining to paleontological resources would not require modification in order to be consistent with the current checklist, with the exception of the discussion now being located under Geology and Soils.

With regard to Energy, the current checklist evaluates whether a project would result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation. Also, the checklist evaluates whether a project would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. As with the Draft EIR Project and Approved Project, construction of Phase 2, together with Phase 1, would utilize fuel-efficient equipment consistent with state and federal regulations, such as fuel efficiency regulations in accordance with the California Air Resources Board Pavley Phase II standards, the anti-idling regulation in accordance with Section 2485 in 13 CCR, and fuel requirements in accordance with 17 CCR Section 93115. Operation of Draft EIR Project and Approved Project, as well as Phase 2, together with Phase 1, would incorporate energy-conservation measures that would comply with regulatory requirements, including, but would not be limited to, water-efficient landscape design, and high efficiency plumbing fixtures to promote a reduction of indoor and outdoor water use; and electric vehicle (EV) charging, EV capable and EV ready spaces. The Draft EIR Project and Approved Project, as well as Phase 2, together with Phase 1, would also concentrate its uses within an urban infill location in proximity to multiple public transit options. These measures would minimize operational transportation fuel demand consistent with state, regional, and City goals. As with the Draft EIR Project and Approved Project, Phase 2, together with Phase 1, would be designed in a manner that is consistent with and not in conflict with relevant energy conservation plans that are intended to encourage development that results in the efficient use of energy resources. Each would comply with applicable regulatory requirements for the design of new buildings, including the provisions set forth in the Title 24 standards and California Green Building Standards (CALGreen) Building Code. For these reasons, the Phase 2 development, together with Phase 1, would not result in less than significant impacts regarding wasteful, inefficient, or unnecessary consumption of energy resources, as well as conflicts with or obstruction of a state or local plan for renewable energy or energy efficiency.

With regard to Transportation, the current checklist evaluates whether a project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). This question discusses VMT impacts. As discussed under Issue 1 in Section 3.14, *Transportation*, the transportation study and Certified EIR for the Draft EIR Project anticipated VMT requirements and included a preliminary VMT analysis. As discussed therein, the Phase 2 development would result in Phase 2 development will provide the full VMT benefits as mentioned in the Certified EIR for the Draft EIR Project and will generate fewer trips than the Approved Project.

While the Certified EIR included analysis and information on tribal cultural resources and the Assembly Bill 52 consultation process, the Certified EIR did not address Tribal Cultural Resources as its own CEQA significance threshold as Tribal Cultural Resources was not included in the former checklist thresholds at

the time of publication. Tribal cultural resources are analyzed above within Section 3.4, *Cultural Resources*, under Issue 5.

While the Certified EIR included existing information on vegetation and wildfire hazards in the Project area, the Certified EIR did not address Wildfire as a CEQA significance threshold as Wildfire was not included in the former checklist thresholds at the time of publication. Wildfire is analyzed above within Section 3.7, *Hazards and Hazardous Materials*, under Issue 8.

6. Conclusion Regarding Addendum as an Appropriate Mechanism

As demonstrated by the discussion above, impacts associated with Phase 2 would be similar to or less than the impacts addressed in the Certified EIR. No substantial changes would occur with respect to the circumstances under which the Phase 2 development is undertaken that will require major revisions of the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, no new information of substantial importance has become available relative to any of the environmental topic categories that would result in in new or more severe significant environmental impacts. In addition, the applicable mitigation measures included as part of the Certified EIR would continue to be implemented under Phase 2. As all of the impacts of Phase 2 would be within the envelope of impacts analyzed in the Certified EIR, none of the conditions described in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163 requiring a Supplemental or Subsequent EIR would occur. Additionally, there are no known mitigation measures or Project alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment identified in the Certified EIR. Therefore, development of Phase 2 would not create any potential adverse impacts beyond those evaluated in the Certified EIR. As such, the preparation of an Addendum for the Phase 2 development is appropriate and fully complies with the requirements of Public Resources Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164.

7. References Cited

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Attachment A
Transportation Memo

FEHR PEERS

Memorandum

Date: December 15, 2023

To: Joshua Gottheim, Canzoneri Gottheim Law, LLP

From: Spencer Reed, PE

Subject: South Bay Galleria Phase 2 Transportation Assessment

LB21-0037

This memorandum documents an assessment of the trip generation, parking, and site access for the South Bay Galleria Mixed-Use Phase 2 Renovation (Phase 2) conducted by Fehr & Peers. Phase 2 is the second phase of development of the South Bay Galleria Mixed-Use Project (Project) which had an Environmental Impact Report (EIR) certified by the City of Redondo Beach in January 2019. The certified EIR studied a range of project alternatives up to and including a buildout scenario of 650 residential units and 1,300,565 square feet (sf) of commercial development. The Project as approved by City Council in January 2019 included 300 dwelling units and 1,293,144 sf of commercial development.

Fehr & Peers prepared the Transportation Impact Study for the EIR that analyzed the trip generation, shared parking, and site access, which can be found on the City's website[1]. A further assessment memorandum dated December 17, 2021 (and supplemented April 6, 2022) analyzed Phase 1 of the Project that included 300 dwelling units, 150 hotel rooms, 76,711 sf of office, 761,575 sf of retail, a 1,287 seat theater, 8,000 sf of skate park, 30,759 sf of quality restaurant, and 14,000 sf of high-turnover sit-down restaurant. The analysis concluded that Phase 1 would not result in any new significant impacts related to transportation, parking, or pedestrian safety in comparison to the Project as approved in 2019. The Phase 1 site plan configuration was then approved by the City of Redondo Beach on April 26, 2022.

Now the applicant is proposing Phase 2, which would add 350 dwelling units and 8,300 sf of retail space, bringing the total dwelling units in line with the project description in the original studied EIR. The assessment contained in this memorandum reviews the trip generation, parking, and site

[1] https://www.redondo.org/depts/community_development/planning/south_bay_galleria_draft_eir.asp

access of Phase 2 in order to determine that the certified Project EIR's prepared Transportation Impact Study adequately accounts for the traffic effects of both Phase 1 and Phase 2.

Phase 2 Description

The Phase 2 land uses consist of adding 350 multifamily dwelling units, 8,300 sf of retail space, and will provide 845 parking spaces with 350 parking spaces for residents and up to 495 replacement spaces as required for the retail space and other components of the Project included in Phase 1. The number of proposed residential parking spaces exceeds minimum parking requirements under California Government Code 65915(p)(2)(A)[2] based on the proposed number of affordable housing units in both Phase 1 and Phase 2.[3] In addition, AB 2097 (effective January 1, 2023) added Section 65863.2 to the California Government Code which provides that: "A public agency shall not impose or enforce any minimum automobile parking requirements on a residential, commercial or other development project if the project is located within one-half mile of public transit." Since the Project lies within a ½-mile of an existing and future major transit stop[4], City of Redondo beach parking requirements would not apply to the project.

Trip Generation Analysis

In order to evaluate the effects of the Phase 2 Project, two scenarios were considered below. First, the combined trip generation of the Phase 1 and Phase 2 projects was analyzed. The second scenario analyzed Phase 2 in combination with buildout of the entire project approved in 2019 (i.e. not just Phase 1 which is a subset of the 2019 approval, but Phase 1 plus all remaining development authorized by the 2019 approval).

Phase 1 and Phase 2

Trip generation rates from *Trip Generation, 11th Edition* (Institute of Transportation Engineers [ITE], 2021) were used to estimate the number of trips associated with the combined Phase 1 and Phase 2. Because this assessment is comparing Phases 1 and 2 to the approved Project in the EIR, the 2014 South Bay Galleria land uses were considered in the development of the existing use trip generation credit. This credit is the same as was used in the certified EIR and its use allows for the comparison of the net new trips of the approved Project in the EIR and the proposed Phases 1 and 2.

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[2] https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=65915&lawCode=GOV

[3] Both the 300 units in Phase 1 and the 350 units in Phase 2 are proposed to include 20% units affordable to lower income households or 10% affordable to very-low income households.

[4] A major transit stop is as defined as the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods or an existing rail or bus rapid transit station. Existing bus service consists of multiple intersecting bus routes with frequencies of 15 minutes or less, and both South Bay C Line Extension alternatives propose a rail stop serving the South Bay Galleria.

Consistent with the model used for the certified EIR, a Mixed-Use Trip Generation Model (MXD+) external vehicle trip generation estimate was prepared for Phases 1 and 2 in order to calibrate the ITE trip generation estimates to reflect the site-specific characteristics. MXD+ represents a substantial improvement over conventional traffic estimation methods. It improves accuracy and eliminates most overestimation. The established MXD method was developed by Fehr & Peers for the US EPA and has continuously been refined through consulting for other state, regional and local clients. This model was utilized in the development of the trip generation estimates for the certified EIR. The MXD+ model external vehicle trip generation estimate was also prepared for the existing uses on the site to calibrate the ITE trip generation for the existing uses active at the time of counts in order to maintain consistency between Phase 1, Phase 2, and the existing uses trip credit.

Table 1 presents the net external trip generation estimates for Phases 1 and 2. Both phases combined are expected to generate 715 daily, 272 AM peak hour, and 4 PM peak hour net new trips (on top of the existing trip generation of the site).

The EIR determined that the approved Project would generate 5,908 daily, 435 AM peak hour, and 366 PM peak hour net new trips. As Phases 1 and 2 combined are expected to generate less trips than the approved Project, the technical analysis of the EIR accounts for the development of both phases and their reduced effect on the transportation system.

Approved Project and Phase 2

Phase 1 proposes less commercial development than the approved Project, while Phase 1 and Phase 2 proposes more residential development than the approved Project. The analysis below presents a potential development scenario which adds Phase 2 to the approved Project. The approved Project plus Phase 2 represents all of the approved commercial development while also adding the additional 8,300 sf of retail space and 350 dwelling units of Phase 2.

As shown in **Table 2**, this scenario is expected to generate 4,831 daily, 451 AM peak hour, and 331 PM peak hour net new trips. Compared to the approved Project, this scenario results in 1,077 less daily, 16 more AM peak hour, and 35 less PM peak hour net new trips. Although this scenario proposes more development than the approved Project, it generates fewer daily and PM net new trips due to updates in trip generation rates. Although the addition of Phase 2 to the approved Project could result in an additional 16 AM peak hour trips which were not accounted for the EIR analysis, the distribution of these trips in all directions onto the roadway network would not result in any meaningful change in the intersection LOS analysis. Therefore, a potential development scenario of Phase 2 beyond the approved Project could still be accounted for in the technical analysis of the EIR.

VMT Analysis

Effective July 1, 2020, CEQA Guidelines Section 15064.3(c) has required vehicle miles travelled (VMT) analysis for assessing transportation impacts under CEQA, rather than level of service (LOS). The transportation study and EIR certified in January 2019 for the Galleria Expansion Project anticipated VMT requirements and included a preliminary VMT analysis. The Redondo Beach City Council stated in the 2019 approval resolution that the project "would result in increased regional vehicular transportation benefits due to reduced Vehicle Miles Traveled (VMT), increased usage of alternatives modes of transportation, increased pedestrian amenities attributable in part to the mixed-use nature of the project site, and increased utilization of transit due to the site being adjacent to a proposed G Line station (either alternative)." (Reso. 1901-004, Sec. 1(b).) Furthermore, the City Council also found that the approved project (referenced in the EIR as Alternative 4-1) with 300 residential units would generate less of a VMT reduction (although still a beneficial reduction) than the project as originally proposed with 650 units.[5] By effectively "adding back" the 350 units that the City elected not to approve in 2019, the Phase 2 project will provide the full VMT benefits as mentioned in the certified EIR.

Parking

Phase 1 the Project has a proposed parking supply of 3,577 spaces with 300 spaces reserved for residents. Phase 2 will provide 845 parking spaces, including 350 parking spaces for residents and up to 495 replacement spaces for other components of the Project. The residential component of the garage would not be shared with other uses. This will result in a total parking supply of 3,927 spaces across the entire 30-acre Galleria site, with 650 spaces reserved for residents in the Phase 1 and Phase 2 residential garages.

As noted above, minimum parking requirements are no longer applicable to this Project under AB 2097. In addition, parking adequacy is not an applicable consideration under CEQA for projects within a transit priority area. Specifically, Pub. Res. Code §21099(b)(3) states that the "adequacy of parking for a project shall not support a finding of significance," and Pub. Res. Code §21099(d)(1) states that parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant effects on the environment.

[5] As discussed on Draft EIR pages 3.13-45 through 46, the VMT of the Project is expected to be lower than a regionally comparable use. While Alternative 4/4-1 would not provide the same level of VMT benefits as the proposed Project (because fewer residents would live at the Project Site and would therefore continue to drive at the greater regional VMT average), the adopted Alternative would still provide regional VMT benefits."

Site Access

Similar to the certified EIR and the approved Phase 1, Phase 2 will provide access from all four roadways that surround the site. **Figure 1** shows an updated site plan for Phase 2. Access points to/from the site would remain the same as the certified EIR and Phase 1. The proposed dwelling units in Phase 2 would be located at the southwest corner of the Project Site along Kingsdale Avenue, the same location as the 434 residential units originally studied. **Figure 2** shows the original Project Site Plan with a greater level of residential units proposed compared to Phase 2. The reduced trip generation changes associated with Phases 1 and 2 are not anticipated to increase the number of significantly impacted intersections. As the site has an internal roadway network that can provide access to each roadway surrounding the site, the reduced trips would be distributed and assigned throughout the study area in the same manner as the studied Project. Each intersection would receive less trips compared to what was studied in the certified EIR and approved Project.

Pedestrian Access and Safety

Phase 2 of the Project would provide pedestrian access to Kingsdale Avenue and internal roadways that connect with other parts of the Project including Phase 1. Phase 2 would also propose the conversion of an existing internal roadway between Phase 2 and Phase 1 to a pedestrian plaza with emergency vehicle access only. Vehicular access would be maintained via parking aisles within the Phase 2 parking garage. These design changes are not anticipated to result in an increase in the severity of the intersection impacts or safety issues identified in the certified EIR and approved Project.

Conclusion

Based on our analysis, the combined Phases 1 and 2 of the Project will not result in any new significant impacts related to transportation, parking, or pedestrian safety in comparison to the EIR and Project as approved in 2019. Furthermore, a potential development scenario of Phase 2 land uses in addition to not just Phase 1, but the full buildout of the 2019 approved Project would also not result in any new significant impacts related to transportation, parking, or pedestrian safety.

TABLE 1
SOUTH BAY GALLERIA PHASES 1 + 2 RENOVATION
TRIP GENERATION ESTIMATE

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]								Estimated Trip Generation						
			Daily Rate	AM Peak Hour			PM Peak Hour			Trip Rate Unit	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Rate	% In	% Out	Rate	% In	% Out			In	Out	Total	In	Out	Total
Residential *(Phases 1+2)* [d]	221	650 du	4 54	0 37	23%	77%	0 39	61%	39%	per du	2,951	55	186	241	155	99	254
Hotel *(Phase 1)*	310	150 u 105 000 ksf	7 99	0 46	56%	44%	0 59	51%	49%	per room	1,199	39	30	69	45	44	89
Office *(Phase 1)*	710	76 711 ksf	10 84	1 52	88%	12%	1 44	17%	83%	per ksf	832	103	14	117	19	91	110
Skate Park *(Phase 1)*	[c]	8 000 ksf	9 14	0 30	53%	47%	1 36	46%	54%	per ksf	73	1	1	2	5	6	11
Retail *(Phase 1 +2)* Shopping Center *(Phases 1+2) [d]*	820	769 875 ksf	[b]	[b]	62%	38%	[b]	48%	52%	per ksf	25,965	365	223	588	1,178	1,276	2,454
Multiplex Movie Theater *(Phase 1)*	445	1287 seats 64 010 ksf	1 76	0 00	0%	0%	0 08	44%	56%	per seat	2,265	0	0	0	45	58	103
Quality Restaurant *(Phase 1)*	931	30 759 ksf	83 84	0 73	82%	18%	7 80	67%	33%	per ksf	2,579	18	4	22	161	79	240
High-Turnover (Sit-Down) Restaurant *(Phase 1)*	932	14 000 ksf	107 20	9 57	55%	45%	9 05	61%	39%	per ksf	1,501	74	60	134	77	50	127
										Total Trips (base ITE rates)	37,365	655	518	1,173	1,685	1,703	3,388
										MXD+ Model calibration of base ITE rates reflecting project and site specific characteristics)	-6,632	-208	-69	-277	-703	-311	-1,014
										Pass-By trips developed for commerical uses	-3,200	-52	-33	-85	-129	-133	-262
										Phases 1 + 2 Vehicle Trips	**27,533**	**395**	**416**	**811**	**853**	**1,259**	**2,112**
EXISTING USE CREDIT Shopping Center	820	893 095 ksf	[b]	[b]	62%	38%	[b]	48%	52%	per ksf	29,182	409	251	660	1,310	1,420	2,730
High-Turnover (Sit-Down) Restaurant	932	13 996 ksf	107 20	9 57	55%	45%	9 05	61%	39%	per ksf	1,500	74	60	134	77	50	127
Multiplex Movie Theater	445	2809 seats 64 010 ksf	1 76	0 00	0%	0%	0 08	44%	56%	per seat	4,944	0	0	0	99	126	225
										Total Trips (base ITE rates)	35,626	483	311	794	1,486	1,596	3,082
										MXD+ Model calibration of base ITE rates reflecting project and site specific characteristics)	-5,299	-154	-11	-165	-536	-154	-690
										Pass-By trips developed for commerical uses	-3,509	-54	-36	-90	-138	-146	-284
										Total Existing Trips	**26,818**	**275**	**264**	**539**	**812**	**1,296**	**2,108**
										PHASE 1 + 2 NET INCREMENTAL TRIPS	**715**	**120**	**152**	**272**	**41**	**-37**	**4**
										2019 Approved Project Net Incremental Trips	**5,908**	**279**	**156**	**435**	**175**	**191**	**366**
										Phase 1 + Phase 2 - 2019 Approved Proj. Difference	**-5,193**	**-159**	**-4**	**-163**	**-134**	**-228**	**-362**

Notes:

a Source: Institute of Transportation Engineers (ITE), *Trip Generation, 11th Edition* , 2021, unless otherwise noted

b ITE shopping center trip generation equations used rather than linear trip generation rate:
Daily: T 26 11 * (A) + 5863 73, where T trips, A area in ksf
AM Peak Hour: T 0 59 * A + 133 55, where T trips, A area in ksf
PM Peak Hour: Ln(T) 0 72 * Ln(A) + 3 02, where T trips, A area in ksf
Source: Institute of Transportation Engineers (ITE), *Trip Generation, 11th Edition* , 2021, unless otherwise noted

c Source: Gun Range Remediation and Reuse Project Traffic Analysis Appendix D (Stantec Consulting Services, 2013)

d Site plan approval for Phase 1 of the Project was approved by the City of Redondo Beach in April 2022 This trip generation table reflects the total trip-making effects of Phases 1 and 2 Phase 2 includes the addition of an additional 350 residential units and 8 3 ksf of retail

TABLE 2
SOUTH BAY GALLERIA 2019 APPROVED PROJECT + PHASE 2
TRIP GENERATION ESTIMATE

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]								Estimated Trip Generation						
			Daily Rate	AM Peak Hour			PM Peak Hour			Trip Rate Unit	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Rate	% In	% Out	Rate	% In	% Out			In	Out	Total	In	Out	Total
Residential *(Approved + Phase 2)* [d]	221	650 du	4 54	0 37	23%	77%	0 39	61%	39%	per du	2,951	55	186	241	155	99	254
Hotel	310	150 u 105 000 ksf	7 99	0 46	56%	44%	0 59	51%	49%	per room	1,199	39	30	69	45	44	89
Office	710	175 000 ksf	10 84	1 52	88%	12%	1 44	17%	83%	per ksf	1,897	234	32	266	43	209	252
Skate Park	[c]	8 000 ksf	9 14	0 30	53%	47%	1 36	46%	54%	per ksf	73	1	1	2	5	6	11
Retail *(Approved + Phase 2)* Shopping Center *(Approved + Phase 2) [d]*	820	894 134 ksf	[b]	[b]	62%	38%	[b]	48%	52%	per ksf	29,210	410	251	661	1,312	1,421	2,733
Multiplex Movie Theater	445	1287 seats 64 010 ksf	1 76	0 00	0%	0%	0 08	44%	56%	per seat	2,265	0	0	0	45	58	103
Quality Restaurant	931	45 000 ksf	83 84	0 73	82%	18%	7 80	67%	33%	per ksf	3,773	27	6	33	235	116	351
High-Turnover (Sit-Down) Restaurant	932	15 000 ksf	107 20	9 57	55%	45%	9 05	61%	39%	per ksf	1,608	79	65	144	83	53	136
										Total Trips (base ITE rates)	42,976	845	571	1,416	1,923	2,006	3,929
										MXD+ Model calibration of base ITE rates reflecting project and site specific characteristics)	-7,688	-254	-77	-331	-831	-363	-1,194
										Pass-By trips developed for commerical uses	-3,639	-57	-38	-95	-148	-148	-296
										2019 Approved Project + Phase 2 Vehicle Trips	**31,649**	**534**	**456**	**990**	**944**	**1,495**	**2,439**
EXISTING USE CREDIT Shopping Center	820	893 095 ksf	[b]	[b]	62%	38%	[b]	48%	52%	per ksf	29,182	409	251	660	1,310	1,420	2,730
High-Turnover (Sit-Down) Restaurant	932	13 996 ksf	107 20	9 57	55%	45%	9 05	61%	39%	per ksf	1,500	74	60	134	77	50	127
Multiplex Movie Theater	445	2809 seats 64 010 ksf	1 76	0 00	0%	0%	0 08	44%	56%	per seat	4,944	0	0	0	99	126	225
										Total Trips (base ITE rates)	35,626	483	311	794	1,486	1,596	3,082
										MXD+ Model calibration of base ITE rates reflecting project and site specific characteristics)	-5,299	-154	-11	-165	-536	-154	-690
										Pass-By trips developed for commerical uses	-3,509	-54	-36	-90	-138	-146	-284
										Total Existing Trips	**26,818**	**275**	**264**	**539**	**812**	**1,296**	**2,108**
										2019 APPROVED PROJECT + PHASE 2 NET INCREMENTAL TRIPS	**4,831**	**259**	**192**	**451**	**132**	**199**	**331**
										2019 Approved Project Net Incremental Trips	**5,908**	**279**	**156**	**435**	**175**	**191**	**366**
										Difference	**-1,077**	**-20**	**36**	**16**	**-43**	**8**	**-35**

Notes:

a Source: Institute of Transportation Engineers (ITE), *Trip Generation, 11th Edition* , 2021, unless otherwise noted

b ITE shopping center trip generation equations used rather than linear trip generation rate:
Daily: T 26 11 * (A) + 5863 73, where T trips, A area in ksf
AM Peak Hour: T 0 59 * A + 133 55, where T trips, A area in ksf
PM Peak Hour: Ln(T) 0 72 * Ln(A) + 3 02, where T trips, A area in ksf
Source: Institute of Transportation Engineers (ITE), *Trip Generation, 11th Edition* , 2021, unless otherwise noted

c Source: Gun Range Remediation and Reuse Project Traffic Analysis Appendix D (Stantec Consulting Services, 2013)

d Site plan approval for Phase 1 of the Project was approved by the City of Redondo Beach in April 2022 This trip generation table reflects the total trip-making effects of Phases 1 and 2 Phase 2 includes the addition of an additional 350 residential units and 8 3 ksf of retail

KINGSDALE AVE.

386'-11"

12' SIDEWALK

25'-0" SETBACK FROM FACE OF CURB

23'-6" SETBACK FROM FACE OF CURB

TH1 TH2 TH1 TH1 TH1 TH1 TH2 TH1 TH2 TH1 TH1 TH1 TH1 TH2 TH1

135'-0"

20'-0" SETBACK FROM FACE OF CURB

21'-11" SETBACK FROM FACE OF CURB

B1 B1 B1 B1 B1

21'-10" SETBACK FROM FACE OF CURB

B1 B1 B1 A1 A1 A1

177TH STREET

376'-1"

12' SIDEWALK

EV CAPABLE

SCE VAULT

UP

DOWN

159 PARKING SPACES

EVCS ADA YAN EVCS VAN USPS

LOBBY

RETAIL TRASH

8300 SF RETAIL

LEASING LOBBY & MAIL 6000 SF

PLAZA WITH FIRE TRUCK ACCESS

86'-7"

15' SIDEWALK

17'-0" SETBACK FROM FACE OF CURB

413'-2"

65'-3"

376'-2"

STAIR

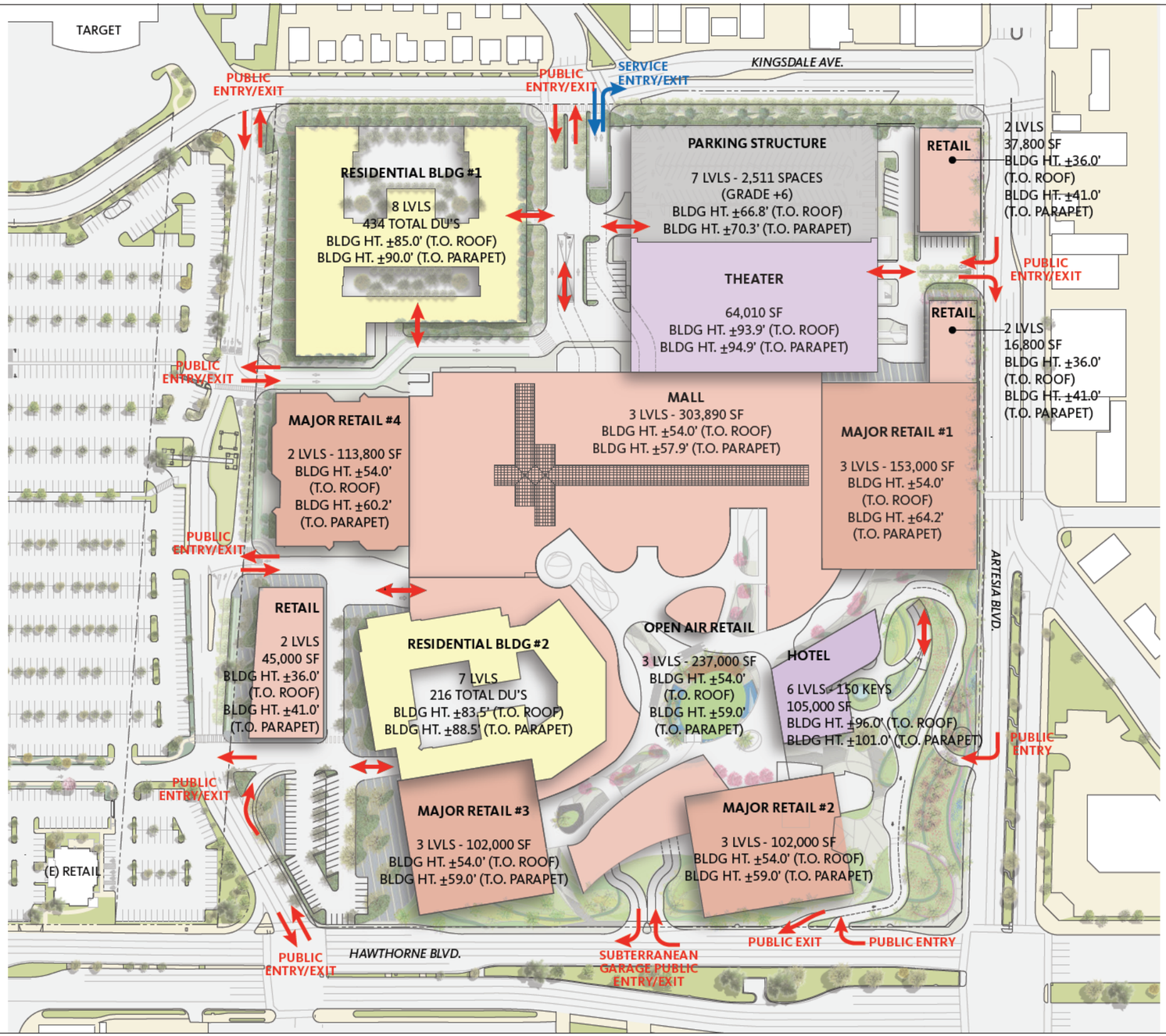
SCALE 1" = 50'

0 10 25 50 100

CATTERTON

December 2023 | South Bay Social District | 20273

Level 1 Plan



SOURCE: Gensler; ForestCity; AHBE; KGM; RSM Design; Talt; Togawa Smith Martin, Inc., 2017

South Bay Galleria Project . 140636

Figure 2

2017 Project Site Plan

Attachment B

Mitigation Monitoring and Reporting Program

ATTACHMENT B
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Implementing Party	Monitoring Phase	Responsible Monitoring Agency
Biological Resources			
MM BIO-1: Nesting Bird Avoidance Measures. Nesting Bird Avoidance Measures. Impacts to nesting birds protected by the MBTA and California Fish and Game Code will be avoided through implementation of the following measures: • If construction activities begin during the nesting bird season (February 1 to August 31), a preconstruction nesting bird survey shall be conducted prior to the onset of construction, a maximum of 7 days prior to the commencement of construction activities. The survey shall be conducted by a qualified City-approved biologist within all suitable nesting habitat located within the study area. If no nesting birds are found within the study area during the preconstruction survey, construction may be initiated without impacts to nesting birds. Additional nesting bird surveys shall be conducted within 7 days prior to removal of landscaping while the project is ongoing during the nesting season. • If an active nest is observed during the nesting bird survey, the qualified City-approved biologist will establish a buffer zone where no construction activities would occur until the nest is no longer active, which shall be (1) 300 feet for passerines, (2) 500 feet for raptors, or (3) another suitable distances as deemed appropriate by the biologist to ensure less than significant impacts will occur, depending upon the specific observed species. Additionally, the avian species that would nest in the study area are accustomed to urban environments and regular activities that occur within the South Bay Galleria; therefore, the buffer distance will be determined by the City-approved biologist based on the location of the nest in relation to construction and the intensity of the work, as well as the species' sensitivity to disturbance. The City-approved biologist shall monitor the nesting activity during construction activity to verify that the buffer is adequately placed and to confirm that breeding is not compromised by project construction. On-site monitoring during construction may also be required as determined by the qualified biologist based on sensitivity of the species, intensity of the impact, and proximity to construction activities. The buffer shall remain in place while the nest is active. • Construction-generated noise or any nighttime lighting that could impact the nest shall be directed away from active bird nests to prevent potential harassment and any incidental take of an active nest.	Project Applicant	Prior to and during construction	City of Redondo Beach
Cultural Resources			
MM CUL-4: Prior to start of earth moving activities, a City approved, qualified professional paleontologist, meeting the Society of Vertebrate Paleontology (2010) standards, shall be retained to conduct pre-construction worker paleontological resources sensitivity training. This training can be conducted in conjunction with the training outlined in CUL-1 via a module provided to the qualified archaeologist. This training shall include information on what types of paleontological resources could be encountered during excavations, what to do in case an unanticipated discovery is made by a worker, and laws protecting paleontological resources. All construction personnel shall be informed of the possibility of encountering fossils and instructed to immediately inform the construction foreman or supervisor if any bones or other potential fossils are unexpectedly unearthed in an area where a paleontological monitor is not present.	Project Applicant	Prior to and during construction	City of Redondo Beach

Mitigation Measures	Implementing Party	Monitoring Phase	Responsible Monitoring Agency
MM CUL-5: The qualified professional paleontologist, or a paleontological monitor working under the direct supervision of the qualified professional paleontologist (or a cross-trained archaeological/paleontological monitor), shall monitor all ground-disturbing activity 3 feet below the depth of artificial fill (which generally corresponds to a depth between 6 and 11 feet below the modern ground surface, depending on the depth of artificial fill). The location, duration, and timing of monitoring shall be determined by the qualified professional paleontologist designated for the project in consultation with the City, and shall be based on a review of geologic maps and grading plans. During the course of monitoring, if the paleontologist can demonstrate, based on observations of subsurface conditions, that the level of monitoring should be reduced, the paleontologist, in consultation with the City, may adjust the level of monitoring, as warranted. Paleontological monitoring shall include inspection of exposed rock units and sediment stockpiles during active excavations within sensitive geologic sediments. If sediments appropriate for the recovery of microfossils are noted by the paleontological monitor or qualified professional paleontologist, a test sample following the Society of Vertebrate Paleontology guidelines (SVP, 2010) (or an amount deemed appropriate by the qualified professional paleontologist not to exceed the SVP 2010 recommendations) shall be collected and screened for microfossils on or offsite. If the test sample yields significant, identifiable microvertebrate fossils, a standard sample (or an amount determined sufficient by the qualified professional paleontologist not to exceed the SVP 2010 recommendations), consistent with Society of Vertebrate Paleontology (2010) guidelines, shall be collected and screened on or offsite. The paleontological monitor shall be equipped with the necessary equipment to quickly and safely remove any exposed fossils and collect necessary geographical, stratigraphical, taphonomic, and sedimentological data. The paleontological monitor shall have authority to temporarily divert excavation operations away from exposed fossils to collect associated data and recover the specimens if deemed necessary. If it is determined necessary to remove the fossils, the paleontological monitor shall have the authority to set up a 50-foot exclusion zone with flagging tape around the fossils while they are quickly and safely removed. Monitors shall prepare daily logs detailing the types of activities and soils observed, and any discoveries. Any fossils recovered shall be prepared to the point of identification, identified to the lowest taxonomic level, and curated at an accredited facility. Following the completion of monitoring, the qualified paleontologist shall prepare a report documenting the absence or discovery of fossil resources onsite. If fossils are found, the report shall summarize the results of the inspection program, identify those fossils encountered, detail the recovery and curation efforts, and describe the methods used in these efforts, as well as describe the fossils collected and their significance. A copy of the report shall be provided to the City and to an appropriate repository.	Project Applicant	Prior to and during construction	City of Redondo Beach
MM CUL-6: In the event of unanticipated discovery of paleontological resources when a paleontological monitor is not present, the contractor shall cease ground-disturbing activities within 50 feet of the find until it can be assessed by the qualified paleontologist. The qualified paleontologist shall assess the find, implement recovery and reporting measures if necessary per Mitigation Measure MM CUL-5, and determine if paleontological monitoring is warranted once work resumes.	Project Applicant	Prior to and during construction	City of Redondo Beach

Mitigation Measures	Implementing Party	Monitoring Phase	Responsible Monitoring Agency
Greenhouse Gas Emissions			
MM GHG-1: To reduce GHG emissions from the project site and to maximize the project's ability to achieve GHG emissions reductions, the project shall install renewable energy (e.g. solar photovoltaics) such that a minimum of 37 MWh per year is generated. Applicant shall maximize the amount of renewable energy on the project site, however off-site renewable energy is permissible, pursuant to City approval.[1] The Applicant can reduce the amount of renewable energy required by incorporating other GHG reduction measures such that equal GHG offsets are achieved. If the Applicant elects to phase the project and/or partially utilize reductions other than renewable energy, the applicant shall provide to the Community Development Department an alternative GHG Reduction plan specifying when and which mitigation and design features would be incorporated into the project which shall be supported by substantial evidence demonstrating that an equivalent GHG reduction of 37 MWh would be achieved. The alternative GHG Reduction Plan shall be provided prior to the issuance of building permits. If the applicant elects to utilize a GHG Reduction plan, this plan shall be submitted by the applicant and reviewed and approved by the Community Development Department as being in compliance with this measure prior to the issuance of the certificate of occupancy. The following features are not an all-inclusive list of alternative GHG reduction options, additional options can be relied upon if the applicant provides substantial evidence that an equivalent GHG reduction to all or part of the 37 MWh would be achieved: • Implement motion detectors on lights in parking garages that service the residential portion of the project. • All buildings constructed as part of the project that achieve efficiencies beyond those specified in 2016 version of the California Code of Regulations, Title 24 requirements. • Develop a TDM Program for the project and shall submit the TDM Program to the City Department of Public Works for review and approval. The Project Applicant shall be responsible for funding and overseeing the delivery of trip reduction/TDM programs and strategies that may include, but are not limited to, the following: o Include priority parking associated with electrical charging stations for both the residential and commercial portions of the project. o Establishment of carpool, buspool, or vanpool programs; o Vanpool purchase incentives; o Cash allowances, passes or other public transit subsidies and purchase incentives; o Preferential parking locations for ridesharing vehicles; o Guaranteed ride-home program for ridesharing; o Computerized commuter rideshare matching services; o Bicycle programs including bike purchase incentives, storage, and maintenance programs o On-site car share and bike share service o Preparation of a Parking Management Plan to address parking accommodations for large events; or o Designation of an on-site transportation coordinator for the Project. • No fireplace hearths shall be incorporated into the project design.	Project Applicant	During construction and operation	City of Redondo Beach

[1] Approval from other agencies may also be required if offsite solar is proposed outside the limits of Redondo Beach.

Mitigation Measures	Implementing Party	Monitoring Phase	Responsible Monitoring Agency
Noise			
MM NOI-1: The onsite operation of construction equipment that generates high levels of vibration, such as large bulldozers and large loaded trucks, shall be prohibited within 100 feet of nearest single-family residential building along Kingsdale Avenue (R-1 and R-3) during project construction. Instead, small bulldozers not exceeding 310 horsepower shall be used within this area during demolition, grading, and excavation operations. The use of smaller bulldozers would result in vibration levels of 67 VdB at the single-family residential uses (R-1 and R3), which would not exceed the FTA's 72 VdB for continuous/frequent intermittent sources.	Project Applicant	During construction	City of Redondo Beach
MM NOI-2: During all project construction, all construction equipment, fixed or mobile, shall be operated with closed engine doors, if so equipped, and shall include properly operating and maintained residential-grade mufflers consistent with manufacturers' standards.	Project Applicant	During construction	City of Redondo Beach
MM NOI-3: The on-site operation of construction equipment that generates high levels of noise, such as large bulldozers and large loaded trucks, shall be conducted a minimum of 100 feet away from noise-sensitive receptors so that emitted noise is naturally dissipated from the receptors. Small bulldozers not exceeding 310 horsepower shall be used within this area during demolition, grading, and excavation operations.	Project Applicant	During construction	City of Redondo Beach
MM NOI-4: Equipment staging shall be located in areas that are shielded from and/or set back from noise-sensitive receptors, with a minimum of 100 feet separation between the sensitive receptor and the nearest edge of the staging area.	Project Applicant	During construction	City of Redondo Beach
MM NOI-5: Where available, electrical power from a grid connection shall be used to run air compressors and similar power tools and to power any temporary equipment.	Project Applicant	During construction	City of Redondo Beach
MM NOI-6: Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and the residences to the west and east as needed during construction phases with high noise levels. Temporary sound barriers shall consist of either sound blankets capable of blocking approximately 20 A-weighted decibels (dBA) of construction noise or other sound barriers/techniques such as acoustic padding or acoustic walls placed near the existing residential buildings to the east of the project site that would reduce construction noise by approximately 20 dBA. Barriers shall be placed such that the line-of-sight between the construction equipment and immediately adjacent sensitive land uses is blocked.	Project Applicant	During construction	City of Redondo Beach
Transportation			
MM TRA-1: Inglewood Avenue & Artesia Boulevard (Intersection #13). Prior to the issuance of the certificate of occupancy, the northbound approach shall be restriped from one left-turn lane, two through lanes, and one right-turn lane to one left-turn lane, two through lanes, and a shared through/right-turn lane. The northern portion of the intersection contains three departure lanes in the northbound direction.	Project Applicant	Prior to operation	City of Redondo Beach
MM TRA-2: Redondo Beach Boulevard & Artesia Boulevard (Intersection #15). Prior to the issuance of the certificate of occupancy, the westbound approach shall be restriped from two through lanes and one right-turn lane to two through lanes and one shared through/right-turn lane. An additional westbound receiving lane shall be added extending for a minimum of half a block to the west of the intersection. The on-street parallel parking on Artesia Boulevard would need to be removed to implement the proposed additional westbound lane.	Project Applicant	Prior to operation	City of Redondo Beach

Mitigation Measures	Implementing Party	Monitoring Phase	Responsible Monitoring Agency
MM TRA-3: Prairie Avenue & Artesia Boulevard (Intersection #17). Prior to the issuance of the certificate of occupancy, right-turn overlap signals would be installed at this intersection in the southbound and westbound directions.	Project Applicant	Prior to operation	City of Redondo Beach
MM TRA-4: I-405 Southbound Ramp & Artesia Boulevard (Intersection 18). Prior to the issuance of the certificate of occupancy, the eastbound approach would be restriped from two through lanes, one shared through/right-turn lane, and one right-turn lane to two through lanes and two right-turn lanes. Existing signage upstream of the intersection would be changed to identify the lane configuration and restrictions.	Project Applicant	Prior to operation	City of Redondo Beach

Intentionally Blank