

**CITY OF REDONDO BEACH
PLANNING COMMISSION AGENDA
Thursday, August 21, 2025**

415 DIAMOND STREET, REDONDO BEACH

CITY COUNCIL CHAMBER

REGULAR MEETING OF THE PLANNING COMMISSION - 6:30 PM

**ALL PUBLIC MEETINGS HAVE RESUMED IN THE COUNCIL CHAMBER.
MEMBERS OF THE PUBLIC MAY PARTICIPATE IN-PERSON, BY ZOOM,
EMAIL OR eCOMMENT.**

Planning Commission meetings are broadcast live through Spectrum Cable, Channel 8, and Frontier Communications, Channel 41. Live streams and indexed archives of meetings are available via internet. Visit the City's office website at www.Redondo.org/rbtv.

TO WATCH MEETING LIVE ON CITY'S WEBSITE:

<https://redondo.legistar.com/Calendar.aspx>

*Click "In Progress" hyperlink under Video section of meeting

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TO JOIN ZOOM MEETING (FOR PUBLIC COMMENT ONLY):

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After registering, you will receive a confirmation email containing information about joining the meeting.

If you are participating by phone, be sure to provide your phone # when registering. You will be provided a Toll Free number and a Meeting ID to access the meeting. Note; press # to bypass Participant ID. Attendees will be muted until the public participation period is opened. When you are called on to speak, press *6 to unmute your line. Note, comments from the public are limited to 3 minutes per speaker.

eCOMMENT: COMMENTS MAY BE ENTERED DIRECTLY ON WEBSITE AGENDA PAGE:

<https://redondo.granicusideas.com/meetings>

- 1) Public comments can be entered before and during the meeting.
- 2) Select a SPECIFIC AGENDA ITEM to enter your comment;
- 3) Public will be prompted to Sign-Up to create a free personal account (one-time) and then comments may be added to each Agenda item of interest.
- 4) Public comments entered into eComment (up to 2200 characters; equal to approximately 3 minutes of oral comments) will become part of the official meeting record. Comments may be read out loud during the meeting.

EMAIL: TO PARTICIPATE BY WRITTEN COMMUNICATION WITH ATTACHED DOCUMENTS BEFORE 3PM DAY OF MEETING:

Written materials that include attachments pertaining to matters listed on the posted agenda received after the agenda has been published will be added as supplemental materials under

the relevant agenda item. PlanningRedondo@redondo.org

REGULAR MEETING OF THE PLANNING COMMISSION - 6:30 PM

A. CALL TO ORDER

B. ROLL CALL

C. SALUTE TO THE FLAG

D. APPROVE ORDER OF AGENDA

E. BLUE FOLDER ITEMS - ADDITIONAL BACK UP MATERIALS

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

E.1. [RECEIVE AND FILE BLUE FOLDER ITEMS- Placeholder for items received after the release of the agenda](#)

F. CONSENT CALENDAR

Business items, except those formally noticed for public hearing, or those pulled for discussion are assigned to the Consent Calendar. The Commission Members may request that any Consent Calendar item(s) be removed, discussed, and acted upon separately. Items removed from the Consent Calendar will be taken up under the "Excluded Consent Calendar" section below. Those items remaining on the Consent Calendar will be approved in one motion. The Chair will call on anyone wishing to address the Commission on any Consent Calendar item on the agenda, which has not been pulled by the Commission for discussion. Each speaker will be permitted to speak only once and comments will be limited to a total of three minutes.

F.1. [APPROVE THE AFFIDAVIT OF POSTING FOR THE PLANNING COMMISSION MEETING OF AUGUST 21, 2025.](#)

G. EXCLUDED CONSENT CALENDAR ITEMS

H. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

This section is intended to provide members of the public with the opportunity to comment on any subject that does not appear on this agenda for action. This section is limited to 30 minutes. Each speaker will be afforded three minutes to address the Commission. Each speaker will be permitted to speak only once. Written requests, if any, will be considered first under this section.

H.1. [RECEIVE AND FILE WRITTEN COMMENTS ON NON-AGENDA ITEMS](#)

I. EX PARTE COMMUNICATION

This section is intended to allow all officials the opportunity to reveal any disclosure or ex parte communication about the following public hearings.

J. PUBLIC HEARINGS

J.1. [Public hearing for consideration of an Addendum to the Environmental Impact Report for the South Bay Galleria Mixed-Use Project \(State Clearinghouse No. 2015101009\), an Amendment of the Conditional Use Permit and Planning Commission Design Review approved by the City Council \(Resolution No. CC-1901-004\) on January 15, 2019, a Subdivision \(Vesting Tentative Tract Map No. 84931\), a One Year Extension of the Vesting Period of Tract Map No. 74481, and "Waivers" of some Development Standards pursuant to State Density Bonus Law to allow the development of Phase 2](#)

of the South Bay Galleria Mixed-Use Project to construct an 8-story mixed-use building consisting of 15 residential Townhomes (apartments or condominiums) and 335 residential apartments inclusive of 10% very low income or 20% low income affordable units with up to 845 parking spaces within a garage (below and above grade), 8,300 square feet of commercial, and associated amenities on two parcels (Lot 7 and Lot 15 of Tract Map No. 74481) totaling 3.26 acres within the Regional Commercial (CR) zone located at 1815 Hawthorne Boulevard (Kingsdale and 177th Street).

PROPERTY OWNER: KW-F SBG OWNER LLC

APPLICANT: KW-F SBG OWNER LLC c/o Stuart Miller

LOCATION: 1815 Hawthorne Boulevard

CASE NOS: 20250068 (Amendment to CUP; PCDR); VTTM No. 84931; TM No. 74481 (One Year Extension of Vesting); State Density Bonus Law Waivers

RECOMMENDATION:

1. Open the public hearing and take testimony, receive and file all documents and correspondence on the proposed project;
2. Accept all testimony from staff, applicant, and public and deliberate;
3. Close the public hearing;
4. Adopt the attached Resolution by title only, waiving further reading, adopting an Addendum to an Environmental Impact Report (EIR) and granting an Amendment to a Conditional Use Permit and Planning Commission Design Review, and approving Vesting Tentative Tract Map No. 84931, a One Year Extension of the Vesting Period for the Recorded Final Vesting Tract Map No. 74481, and Concessions/Waivers of development standards pursuant to State Density Bonus Law to construct "Phase 2" of the South Bay Galleria Mixed-Use Project on property located within a Regional Commercial (CR) Zone:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, ADOPTING AN ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE SOUTH BAY GALLERIA MIXED-USE PROJECT (STATE CLEARINGHOUSE NO. 2015101009) CERTIFIED BY THE CITY OF REDONDO BEACH ON JANUARY 15, 2019, AND GRANTING THE REQUESTS FOR AN AMENDMENT OF THE CONDITIONAL USE PERMIT AND PLANNING COMMISSION DESIGN REVIEW APPROVED BY THE CITY COUNCIL (RESOLUTION NO. CC-1901-004) FOR THE SOUTH BAY GALLERIA MIXED-USE PROJECT ON JANUARY 15, 2019, AND APPROVING VESTING TENTATIVE TRACT MAP NO. 84931, A ONE YEAR EXTENSION OF THE VESTING PERIOD FOR THE RECORDED FINAL VESTING TRACT MAP NO. 74481, AND CONCESSIONS/WAIVERS OF DEVELOPMENT STANDARDS PURSUANT TO GOVERNMENT CODE SECTION 65915 (DENSITY BONUS LAW) TO ALLOW THE DEVELOPMENT OF PHASE 2 OF THE SOUTH BAY GALLERIA MIXED-USE PROJECT TO CONSTRUCT AN 8-STORY MIXED-USE BUILDING CONSISTING OF 15 RESIDENTIAL TOWNHOMES (APARTMENTS OR CONDOMINIUMS) AND 335 RESIDENTIAL APARTMENT UNITS, INCLUSIVE OF 10% VERY LOW INCOME OR 20% LOW INCOME AFFORDABLE UNITS, UP TO ONE LEVEL OF UNDERGROUND PARKING AND 3 LEVELS OF ABOVE GRADE PARKING TOTALING UP TO 845 PARKING SPACES (350 PARKING SPACES EXCLUSIVELY FOR RESIDENCES AND UP TO 495 PARKING SPACES (REPLACEMENT PARKING) FOR COMMERCIAL USES), 8,300 SQUARE FEET OF GRADE LEVEL COMMERCIAL USES, AND ASSOCIATED AMENITIES ON PROPERTY (3.26 ACRES) LOCATED WITHIN THE REGIONAL COMMERCIAL (CR) ZONE LOCATED AT 1815

HAWTHORNE BOULEVARD

- K. ITEMS CONTINUED FROM PREVIOUS AGENDAS**
- L. ITEMS FOR DISCUSSION PRIOR TO ACTION**
- M. ITEMS FROM STAFF**
- N. COMMISSION MEMBER ITEMS AND FUTURE COMMISSION AGENDA TOPICS**
- O. ADJOURNMENT**

The next meeting of the Redondo Beach Planning Commission will be a regular meeting to be held at 6:30 p.m. on Thursday September 18th, 2025, in the Redondo Beach Council Chambers, at 415 Diamond Street, Redondo Beach.

It is the intention of the City of Redondo Beach to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting you will need special assistance beyond what is normally provided, the City will attempt to accommodate you in every reasonable manner. Please contact the City Clerk's Office at (310) 318-0656 at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible. Please advise us at that time if you will need accommodations to attend or participate in meetings on a regular basis.

An agenda packet is available 24 hours at www.redondo.org under the City Clerk.



Administrative Report

E.1., File # PC25-1186

Meeting Date: 8/21/2025

TITLE

RECEIVE AND FILE BLUE FOLDER ITEMS- Placeholder for items received after the release of the agenda



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Meeting Date: 8/21/2025

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Administrative Report

F.1., File # PC25-1187

Meeting Date: 8/21/2025

TITLE

APPROVE THE AFFIDAVIT OF POSTING FOR THE PLANNING COMMISSION MEETING OF AUGUST 21, 2025.



Administrative Report

F.1., File # PC25-1187

Meeting Date: 8/21/2025

TITLE

APPROVE THE AFFIDAVIT OF POSTING FOR THE PLANNING COMMISSION MEETING OF AUGUST 21, 2025.



Community Development
Planning Division

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

AFFIDAVIT OF POSTING

In compliance with the Brown Act, the following materials have been posted at the locations indicated below.

Legislative Body Planning Commission
Posting Type Regular Meeting Agenda
Posting Locations 415 Diamond Street, Redondo Beach, CA 90277
 ✓ Bulletin Board Adjacent to Council Chambers
 ✓ City Clerk’s Office, Door 1
Meeting Date & Time Thursday August 21, 2025 6:30 p.m.

As Planning Technician of the City of Redondo Beach, I declare, under penalty of perjury, the document noted above was posted at the date displayed below.

Daisy Canales, Planning Technician

Date: August 14, 2025



Administrative Report

H.1., **File #** PC25-1188

Meeting Date: 8/21/2025

TITLE

RECEIVE AND FILE WRITTEN COMMENTS ON NON-AGENDA ITEMS



Administrative Report

H.1., **File #** PC25-1188

Meeting Date: 8/21/2025

TITLE

RECEIVE AND FILE WRITTEN COMMENTS ON NON-AGENDA ITEMS



Administrative Report

J.1., File # PC25-1109

Meeting Date: 8/21/2025

To: PLANNING COMMISSION
From: Sean Scully, Planning Manager

TITLE

Public hearing for consideration of an Addendum to the Environmental Impact Report for the South Bay Galleria Mixed-Use Project (State Clearinghouse No. 2015101009), an Amendment of the Conditional Use Permit and Planning Commission Design Review approved by the City Council (Resolution No. CC-1901-004) on January 15, 2019, a Subdivision (Vesting Tentative Tract Map No. 84931), a One Year Extension of the Vesting Period of Tract Map No. 74481, and “Waivers” of some Development Standards pursuant to State Density Bonus Law to allow the development of Phase 2 of the South Bay Galleria Mixed-Use Project to construct an 8-story mixed-use building consisting of 15 residential Townhomes (apartments or condominiums) and 335 residential apartments inclusive of 10% very low income or 20% low income affordable units with up to 845 parking spaces within a garage (below and above grade), 8,300 square feet of commercial, and associated amenities on two parcels (Lot 7 and Lot 15 of Tract Map No. 74481) totaling 3.26 acres within the Regional Commercial (CR) zone located at 1815 Hawthorne Boulevard (Kingsdale and 177th Street).

PROPERTY OWNER: KW-F SBG OWNER LLC

APPLICANT: KW-F SBG OWNER LLC c/o Stuart Miller

LOCATION: 1815 Hawthorne Boulevard

CASE NOS: 20250068 (Amendment to CUP; PCDR); VTTM No. 84931; TM No. 74481 (One Year Extension of Vesting); State Density Bonus Law Waivers

RECOMMENDATION:

1. Open the public hearing and take testimony, receive and file all documents and correspondence on the proposed project;
2. Accept all testimony from staff, applicant, and public and deliberate;
3. Close the public hearing;
4. Adopt the attached Resolution by title only, waiving further reading, adopting an Addendum to an Environmental Impact Report (EIR) and granting an Amendment to a Conditional Use Permit and Planning Commission Design Review, and approving Vesting Tentative Tract Map No. 84931, a One Year Extension of the Vesting Period for the Recorded Final Vesting Tract Map No. 74481, and Concessions/Waivers of development standards pursuant to State Density Bonus Law to construct “Phase 2” of the South Bay Galleria Mixed-Use Project on property located within a Regional Commercial (CR) Zone:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, ADOPTING AN ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR

THE SOUTH BAY GALLERIA MIXED-USE PROJECT (STATE CLEARINGHOUSE NO. 2015101009) CERTIFIED BY THE CITY OF REDONDO BEACH ON JANUARY 15, 2019, AND GRANTING THE REQUESTS FOR AN AMENDMENT OF THE CONDITIONAL USE PERMIT AND PLANNING COMMISSION DESIGN REVIEW APPROVED BY THE CITY COUNCIL (RESOLUTION NO. CC-1901-004) FOR THE SOUTH BAY GALLERIA MIXED-USE PROJECT ON JANUARY 15, 2019, AND APPROVING VESTING TENTATIVE TRACT MAP NO. 84931, A ONE YEAR EXTENSION OF THE VESTING PERIOD FOR THE RECORDED FINAL VESTING TRACT MAP NO. 74481, AND CONCESSIONS/WAIVERS OF DEVELOPMENT STANDARDS PURSUANT TO GOVERNMENT CODE SECTION 65915 (DENSITY BONUS LAW) TO ALLOW THE DEVELOPMENT OF PHASE 2 OF THE SOUTH BAY GALLERIA MIXED-USE PROJECT TO CONSTRUCT AN 8-STORY MIXED-USE BUILDING CONSISTING OF 15 RESIDENTIAL TOWNHOMES (APARTMENTS OR CONDOMINIUMS) AND 335 RESIDENTIAL APARTMENT UNITS, INCLUSIVE OF 10% VERY LOW INCOME OR 20% LOW INCOME AFFORDABLE UNITS, UP TO ONE LEVEL OF UNDERGROUND PARKING AND 3 LEVELS OF ABOVE GRADE PARKING TOTALING UP TO 845 PARKING SPACES (350 PARKING SPACES EXCLUSIVELY FOR RESIDENCES AND UP TO 495 PARKING SPACES (REPLACEMENT PARKING) FOR COMMERCIAL USES), 8,300 SQUARE FEET OF GRADE LEVEL COMMERCIAL USES, AND ASSOCIATED AMENITIES ON PROPERTY (3.26 ACRES) LOCATED WITHIN THE REGIONAL COMMERCIAL (CR) ZONE LOCATED AT 1815 HAWTHORNE BOULEVARD

EXECUTIVE SUMMARY

The applicant, KW-F SBG Owner LLC, is requesting approvals of an amendment of the Conditional Use Permit and Planning Commission Design Review approved by the City Council (Resolution No. CC-1901-004) for the South Bay Galleria Mixed-Use Project on January 15, 2019; Vesting Tentative Tract Map No. 84931; A One Year Extension of the vesting period for the recorded Tract Map No. 74481; and Waivers of some development standards pursuant to State Density Bonus Law to construct an 8-story mixed-use building consisting of 15 residential Townhomes (apartments or condominiums) and 335 residential apartment units (350 residential units total), up to one level of underground parking and three levels of above grade parking totaling up to 845 parking spaces (350 parking spaces exclusively for residences and up to 495 parking spaces (replacement parking) for commercial uses), 8,300 square feet of grade level commercial uses, and associated amenities on property (3.26 acres) located within the Regional Commercial (CR) zone located at 1815 Hawthorne Boulevard. The proposed 350 residential units will include either 35 affordable units to very low income households or 70 affordable units to low income households.

The City Council denied an appeal and approved the South Bay Galleria Improvement Project on January 15, 2019 with the adoption of Resolution No. CC-1904-004. Pursuant to Resolution No. CC-1904-004, the City Council Certified the Final Environmental Impact Report and approved a Conditional Use Permit, Planning Commission Design Review, Vesting Tentative Tract Map No. 74481 (19 parcels maximum), and Concessions/Incentives/Waivers of development standards as permitted by State Density Bonus Law to allow 300 residential units, inclusive of 30 units affordable to very low income households or 60 units affordable to low income households, the redevelopment of the existing mall with a minimum of 75,000 square feet of professional office, a 150 room hotel, approximately 40,000 square feet of additional retail commercial, and multiple open space amenities including a skate park. This application amends the January 15, 2019 approval by adding the "Phase

2” project. All the conditions of approval within Resolution No. CC-1904-004 (original approval) will remain in full force and effect. Additional conditions of approval are incorporated into the approval resolution for this project as necessary.

To determine whether this proposed “Phase 2” application triggered a “Supplemental” or “Subsequent EIR”, an environmental analysis was conducted and an “Addendum” to the Certified EIR for the South Bay Galleria Mixed-Use Project was issued in October 2024. The analysis within the “Addendum” demonstrates that 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.

The City’s 6th Cycle 2021-2029 Housing Element recognizes the 300 residential units entitled by the City Council in 2019, of which 30 are affordable to very low-income households (Table H-42). The Housing Element also anticipated the development of an additional 350 residential units at the South Bay Galleria, 70 of which were anticipated to be affordable units, as a “second phase of the project”. The additional 350 residential units, inclusive of up to 70 affordable units, proposed with this application (Phase 2) are included in the City’s Housing Sites Inventory and listed in Table H-43 of the City’s Housing Element.

BACKGROUND

Phase 2 of the South Bay Galleria Mixed-Use Project is located on the southwest corner of the existing South Bay Galleria Mall property at 1815 Hawthorne Boulevard. The proposed development has frontage along Kingsdale Avenue, 177th Street, and the Grant Avenue driveway. There will be no direct vehicular access to the project from Kingsdale Avenue. Vehicular access to the project will be from the Grant Avenue driveway on the north side of the project and 177th Street on the south side of the project. The project site is approximately 3.26 acres in size and includes two parcels, Lot 7 and Lot 15 of the recently recorded Tract Map No. 74481.

The subject properties are currently developed with an asphalt surface parking lot with some perimeter landscaping that includes trees and shrubs. The existing parking lot provides approximately 495 parking spaces in support of the existing South Bay Galleria Mall.

The subject properties are zoned Commercial Regional (CR) and have a General Plan Land Use Designation of Mixed Use - Transit Center (MU - TC). The subject properties that comprise this project area are identified in the City’s Housing Element as a Housing Site with the potential for producing 350 total residential units inclusive of 70 units affordable to lower income households.

The surrounding zoning consists of Single Family Residential (R-1) to the west across Kingsdale Avenue and Commercial Regional (CR) to the north, east, and south. The existing South Bay Galleria Mall is to the north and east and the South Bay Market Place is to the south of the subject property. Figure 1 below provides an aerial view and the zoning of the subject property and the surrounding Galleria mall site.

Figure 1a - Site Aerial



Figure 1b - Site Aerial



Legal Background Senate Bill 330 (SB 330)

Since the applicant did not submit an SB330 Preliminary Application for the Phase 2 project this application will not benefit from the SB330 “vesting” provisions, however, all other provisions of the Housing Accountability Act (SB330) do still apply to the project. Pursuant to the applicable provisions of SB330, jurisdictions are restricted from denying or lowering the density of housing development projects that comply with the applicable Objective Standards in the Zoning Ordinance and General Plan. In short, SB 330 limits the Planning Commission’s ability to deny or conditionally approve

housing development projects that comply with the jurisdictions Objective Standards as outlined below.

1. No Denial or Reduction of Density based on Subjective Standards: The Commission cannot deny or reduce the density of the project on the basis of subjective standards.

2. Limited Grounds for Denial: Assuming the project complies with all applicable Objective Standards (or in this case some local objective development standards and State allowed waivers), the Commission can only deny the project if it identifies a specific, adverse impact on public health or safety that cannot be mitigated, or if it's determined that the project conflicts with state or federal law.

3. Limitation on Conditions: The Commission may not impose conditions that would render the housing development infeasible, unless it identifies the specific adverse impact on public health or safety that cannot otherwise be mitigated. (Gov't Code Sec. 65589.5(d).) The City may impose fees and exactions authorized by law that are essential to provide necessary public services and facilities to the housing development project. (65589.5(f)(3).)

Legal Background (State Density Bonus Law)

Density Bonus Law is a state mandate that allows housing projects that include some percentage of affordable housing to receive an increase in the maximum density permitted on the subject property as well as other benefits, such as waivers from development standards. The intent of the state's Density Bonus Law is to facilitate the development of more housing units and more affordable housing units.

The Phase 2 project proposes 350 residential units inclusive of either 10% very low income or 20% low income affordable units, and is therefore subject to the provisions of state Density Bonus Law and is entitled to receive an increase in the maximum density permitted for the subject project and concessions, incentives, and waivers from development standards.

The Phase 2 project, however, is not seeking an increase in density above what is allowed for the South Bay Galleria project site nor is the project seeking incentives or concessions. In fact, concerning density, pursuant to the allowable density (30 DU/AC) of the underlying zoning on the Galleria site (CR), the Galleria site could accommodate up to 895 total residential units without a density bonus. The approved 300 units within Phase 1 combined with the proposed 350 units in Phase 2 total 650 residential units, leaving the capacity for at least an additional 245 residential units at the Galleria project site. Although the project is not seeking an increase in density or incentives/concessions, the project is seeking some waivers of applicable development standards which are itemized below and explained later in this Administrative Report and included within the attached resolution (RESOLUTION NO 2025-07-PCR-07).

Consistent with Government Code Section 65915(e)(1), the Phase 2 project has applied for the following specific allowed waivers from some of the applicable RBMC development standards:

- Height, 89 feet - 6 inches proposed, 60 feet required (RBMC Section 10-2.919(d));
- Number of stories, 8 stories proposed, 4 stories required (RBMC Section 10-2.919(e));
- Outdoor living space (200 square feet per unit required, some units do not provide 200 square

feet of private outdoor living space (RBMC Section 10-2.919(g)); and

- Private storage space, studio's and 1 bedrooms will not include the required 400 cubic feet per unit (RBMC Section 10-2.1514(c)(1)).

State Density Bonus Law limits the Planning Commission's ability to deny a density bonus project. Only under specific circumstances, primarily if the project would have a "specific, adverse impact" on public health and safety, or a listed historical resource, or if the requested incentive or concession or waiver of development standard would be contrary to state or federal law can the Planning Commission deny a density bonus project. The city must also provide "substantial evidence" as defined in the law to support its findings for a denial of a density bonus project.

Government Code Section 65915 prohibits a city from applying to a density bonus project any development standard that will have the effect of physically precluding construction of the affordable housing project. This has been established by the courts to give wide latitude to designers and developers of affordable housing to incorporate design features which exceed or depart from code standards, even if an alternative design without the same features and amenities could have theoretically met code. (Wollmer v. City of Berkeley (2011) 193 Cal.App.4th 1329, 1346-47.)

City of Redondo Beach 6th Cycle 2021-2029 Housing Element - Sites Inventory

State law requires that jurisdictions demonstrate in the Housing Element that the land inventory is adequate to accommodate that jurisdiction's share of the region's projected growth. During the past ten years at least, Redondo Beach had seen primarily residential and mixed-use development in the community. Standalone nonresidential development is infrequent, consistent with the trend throughout the region. Therefore, the city's sites inventory for the 6th cycle Regional Housing Needs Assessment (RHNA) is comprised of multiple strategies - residential recycling, residential development on religious facility properties (the recent 122 N. PCH residential project is an example of this), mixed use development, and residential development options on some industrial and commercial zones.

The South Bay Galleria falls into the category of "mixed use development" and is explicitly identified in the City's "Residential Sites Inventory" within the Housing Element. Below is the specific language within the Housing Element that identifies the importance of the Galleria project in providing adequate land to accommodate the City's RHNA.

"South Bay Galleria

In addition to the 300 units already entitled, the California Environmental Quality Act (CEQA) review of the entitled project also evaluated the project with an additional 350 units, 70 of which to be affordable, as is permitted in the current zoning. Although the additional units would require an amendment to the current entitlements, the CEQA review has been completed and the use is allowed with a conditional use permit. The owner has expressed a willingness to provide the additional housing and pursue the necessary entitlements as a second phase to the project, which can occur within the planning period of this Housing Element." (Housing Element, Page 85)

Table H-42: RHNA Obligations					
	Very Low	Low	Moderate	Above Moderate	Total
RHNA	936	508	490	556	2490
With 10% No Net Loss Buffer (Lower Income)	1,030	559	490	556	2,635
Credits toward RHNA	50	0	0	421	471
Galleria	30	0	0	270	300
Legado	0	0	0	115	115
Alcast Foundry	0	0	0	36	36
Moonstone (Project Homekey)	20	0	0	0	20
Anticipated ADUs	41	103	14	82	240
Remaining RHNA Obligations (with 10% buffer)	939	456	476	53	1,924

Table H-43: Summary of Sites Strategy				
	Lower	Moderate	Above Moderate	Total
Sites Not Requiring Rezoning				
Residential Recycling	4	534	384	922
R-2 (14.5 du/ac)	0	0	358	358
R-3/R-3A (17.5 du/ac), RMD (23.3 du/ac), RH (30 du/ac)	4	534	26	564
Housing on Church Properties	12	26	0	38
R-3 (17.5 du/ac)	0	26	0	26
RH (30 du/ac)	12	0	0	12
Mixed Use	0	51	0	51
MU-2 (35 du/ac)	0	51	0	51
South Bay Galleria Project	70	0	280	350
Phase 2	70	0	280	350
Subtotal	86	611	664	1,361
Sites Requiring Rezoning				
Residential Recycling	0	50	0	50
RH (30 du/ac)	0	50	0	50
Mixed Use	104	22	0	126
MU-1 (30 du/ac)	104	22	0	126
Residential Overlay	1,223	0	247	1,470
Kingsdale Residential Overlay (55 du/ac)	18	0	107	125
North Tech Residential Overlay (55 du/ac)	35	0	140	175
190th Street Residential Overlay (55 du/ac)	331	0	0	331
South of Transit Center Residential Overlay (55 du/ac)	273	0	0	273
South Bay Marketplace Residential Overlay (55 du/ac)	486	0	0	486
FedEx Residential Overlay (55 du/ac)	80	0	0	80
Subtotal	1,327	72	247	1,646
Summary of Sites				
Remaining RHNA with Buffer (see Table H-42)	1,395	476	53	1,924
Total Estimated Capacity	1,413	683	911	3,007
Meet RHNA with Buffer?	Yes	Yes	Yes	Yes

PROJECT DESCRIPTION

2019 Approved Project (Phase 1)

The Project approved by the City Council in January 2019 included 300 dwelling units inclusive of 10% affordable to very low income households or 20% affordable to low income households, and 1,293,144 sf of commercial development (Approved Project). The Approved Project was included as one of the alternatives (Alternative 4-1) in the EIR that was certified by the City Council with the original project in 2019.

Proposed Project (Phase 2)

The proposed Phase 2 development would occur in the southwest corner of the existing Mall site bordering Kingsdale Avenue and 177th Street, labeled as Residential Building 1 in the certified EIR. As evaluated in the certified EIR, this area was and is currently an asphalt-paved surface parking lot serving the Mall property. No substantial changes have occurred since certification of the EIR in 2019 to the Phase 2 site or any adjacent surrounding uses including the Mall site.

The Phase 2 Project proposes to construct a building that ranges from 3 stories up to 8 stories and includes 350 residential units, up to 4 levels of parking (up to 1 subterranean) that provides up to 495 replacement parking spaces for public access and 350 parking spaces (1 per unit) for the residents only, and 8,300 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 “Townhome” units fronting Kingsdale Avenue. The size of the residential units range from 550 sf studios up to 1,600 sf 3 bedroom Townhomes. 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 large roof top courtyards. The applicant proposed the option to either (a) develop and operate all 350 residential units in the Phase 2 project (including the 15 townhomes) as rental units, or (b) to develop and operate 335 units as rentals, and develop and sell the 15 townhome units fronting along Kingsdale as for-sale condominium units.

As designed, the parking garages are within the interior areas of the building with residential units on the exterior, such that the parking would not be visible from off-site areas (i.e., Kingsdale Avenue). The grade level of the building also contains a residential lobby and leasing space, and 8,300 sf of commercial space which opens onto a large “pedestrian plaza”. Level 4 of the building contains the majority of the residential amenities including a pool, two courtyards, and a fitness center in addition to the residential units. Levels 5 through 8 would contain residential units and open space terraces.

The following tables present a summary breakdown of the Phase 2 project, the residential unit mix, and the parking information. Additional development details of the project are included on the “Project Summary” sheet in the complete Plan Set attached to this Administrative Report.

Overall Lot Area	±29.85 Acres (1,300,266 SF)	
Proposed Lot Area (Tract Map)	3.66 Acres (159,346 SF)	
General Plan Land Use Designation	MU-TC (Mixed Use - Transit Center)	
Zoning	CR (Regional Commercial)	
	Zoning Code	Proposed
Maximum Building Height	60'-0"	84'-6" T.O. Roof
	64'-0" T.O. Parapet	89'-6" T.O. Parapet
Stories Above Grade	4 Stories	8 Stories
Stories Below Grade	None	1 Story

Minimum Required Building Setbacks	West	None	4'-0" Landscape
			12'-0" Sidewalk
			4'-0" Landscape
	South	None	4'-0" Landscape
			12'-0" Sidewalk
			4'-0" Landscape
	East	None	None
	North	None	None
Residential Density Phase 1 & 2 (30 DU/AC)		895 DU	300 DU (Phase 1 Approved) 350 DU (Phase 2 Proposed) Total 650 DU
Proposed Floor Area Phase 2			384,576 SF
Approved Floor Area Phase 1			1,345,318 SF
Cumulative Floor Area Phase 1 & 2			1,729,894 SF
Cumulative FAR Phase 1 & 2		1.5	1.33 (Approved + Proposed)
Cumulative Commercial FAR Phase 1 & 2		1.0	0.81 (Approved + Proposed)
Cumulative Residential FAR Phase 1 & 2		FAR Exceeding 1.0	0.52 (Approved + Proposed)

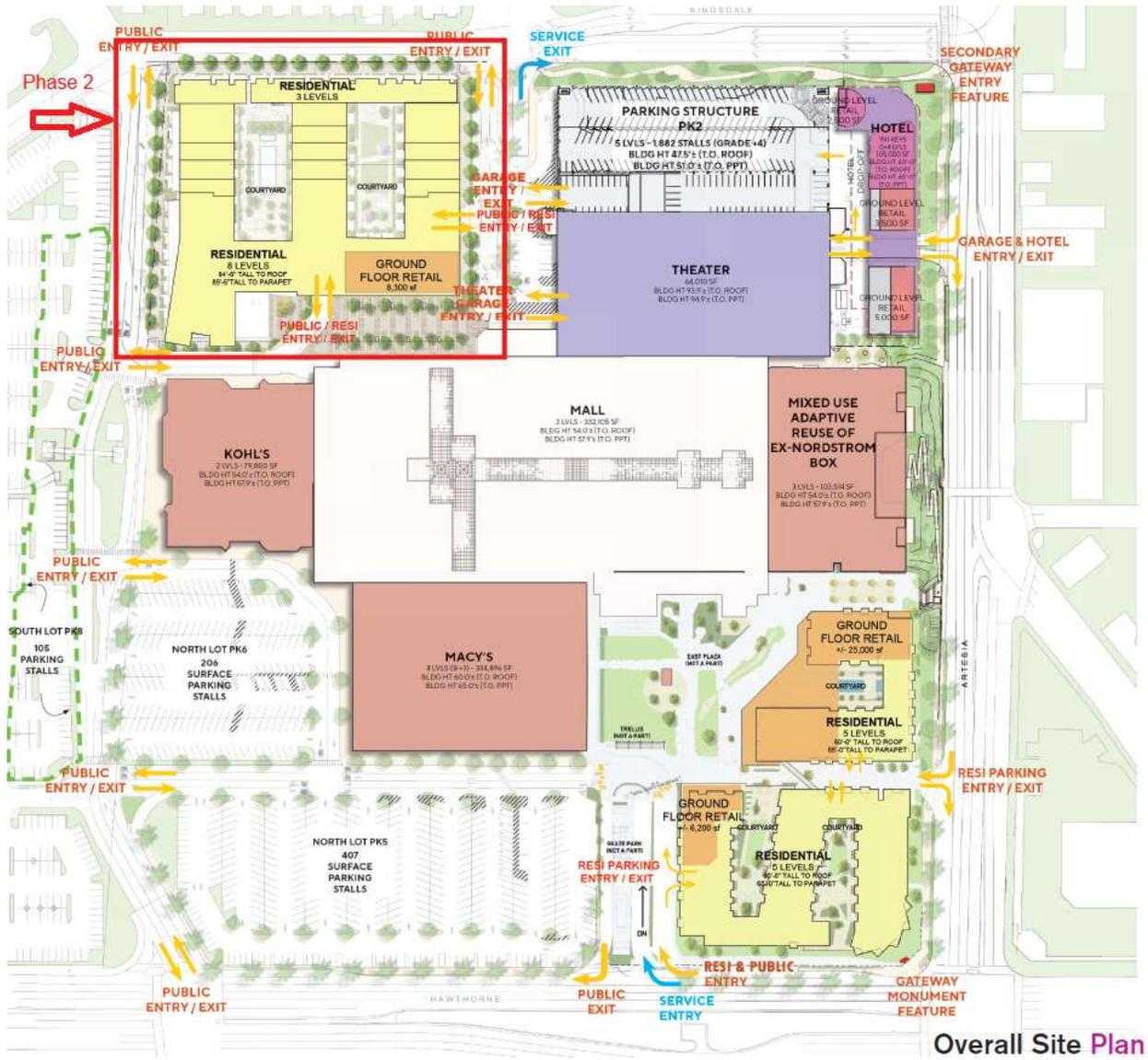
Table 2 - Phase 2 Residential Unit Summary

Unit Type	Description	Unit Area (Avg)	Qty.	Qty.	Percentage
A1	STUDIO	547	94	95	27.1%
A2	STUDIO	476	1		
B1	1 BED / 1 BAT	804	30	188	53.7%
B2	1 BED / 1 BAT	735	93		
B3	1 BED / 1 BAT	723	50		
B4	1 BED / 1 BAT	696	15		
C1	2 BED / 2 BAT	1125	48	52	14.9%
C2	2 BED / 2 BAT	1240	3		
C3	2 BED / 2 BAT	1115	1		
TH1/ TH2	3 BED / 3 BAT	1600	15	15	4.3%
Total			350		100%

Table 3 - Phase 2 Parking Summary	
Existing Onsite Commercial Parking to be Replaced	Up to 495
New Residential Parking Proposed	350 (1 Space/Unit)
Total Parking Proposed	Up to 845
Required Total Parking Per RBMC: Commercial 33; Residential 700 + 117 Visitor	850
Required Parking Per State Law	0

The following figures provide visual representations of the proposed Phase 2 project. Attached to this Administrative Report is the complete plan set for the proposed Phase 2 project.

Figure 2, Overall Site Plan



Overall Site Plan

Figure 3, Grade Level 1 Plan



Figure 4, Level 4 Plan



Figure 5, Building Section

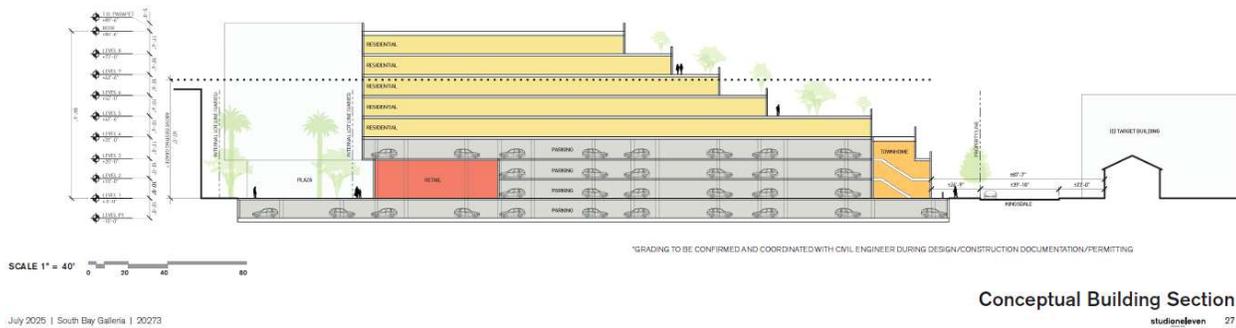


Figure 6, South Elevation



SOUTH ELEVATION - 177TH ST

THE NORTH, EAST AND SOUTH ELEVATIONS UTILIZE DIFFERENT MATERIALS, RECESSED WINDOWS, AND A PATTERN OF BALCONIES AT EVERY OTHER WINDOW TO CREATE ARCHITECTURAL INTEREST. ON THE WEST ELEVATION, A ROW OF TOWNHOMES ARE SITUATED ON THE GROUND FLOOR AT A SIMILAR SCALE AS THE SINGLE FAMILY RESIDENTIAL HOMES ACROSS KINGSDALE AVENUE. FROM THERE, THE BUILDING GRADUALLY STEPS UP TOWARDS THE EXISTING MALL, CREATING A VISUALLY STRIKING BUILDING FORM WHILE ALSO PROVIDING OPPORTUNITIES FOR LANDSCAPING AND OUTDOOR SPACE ON THE RESULTING TERRACES.

*GRADING TO BE CONFIRMED AND COORDINATED WITH CIVIL ENGINEER DURING DESIGN/CONSTRUCTION DOCUMENTATION/PERMITTING

SCALE 1" = 30'

July 2025 | South Bay Galleria

Elevations
studiosleven 25

Figure 7, Rendering - Aerial View of Phase 2 Project Looking Easterly



July 2025 | South Bay Galleria

Conceptual Rendering Aerial
studiosleven 28

Figure 8, Rendering - Pedestrian Plaza



Conceptual Rendering Pedestrian Plaza

Architecture

The design of the proposed Phase 2 South Bay Galleria Improvement Project provides innovation, variety, significantly varied wall planes and setbacks, and creativity (landscaping and murals) which serves to help minimize the appearance of flat facades and box-like construction. The massing and scale of the project is intentionally “stepped” with the highest portions of the building (8 stories/89 feet) adjacent to the existing mall and the lowest portions of the building (3 stories, 35’) along Kingsdale Avenue. The proposed Phase 2 building height of 89 feet is the same height as the residential building studied for in this location in the Certified South Bay Galleria Mixed-Use Project EIR, and is lower than the 94’ height of the current AMC cinema building at the Galleria.

Subject to the conditions of approval, the project design provides multiple recessed planes of varying plaster colors coupled with balconies/terraces, varied window sizes, glazes, and trim types. The design incorporates multiple materials and architectural features including vertical “wood-look screens”, accent tiles on some tower elements, murals and public art features on the largest wall planes, and the extensive use of landscaping and trees on the roof tops that serve as “Outdoor Living Spaces” for the residents of the development. The commercial spaces are oriented towards the pedestrian plaza located in the space between the existing mall and the Phase 2 project and designed with large (floor to ceiling) storefront windows that are trimmed with dark bronze finishes of varying widths and separated by vertical plaster columns that incorporate blade signs and lighting fixtures. The overall design provides vertical and significant horizontal offsets to add architectural interest to the facades/exteriors. Roof planes and building shapes are stepped back from west to east with increased stories and heights to create “Outdoor Living Spaces” and serve to transition the project to a more single-family residential scale along Kingsdale Avenue. The incorporation of stepped back design and the significant landscaping on the roof decks provides communal spaces

for the residents and a unique overall appearance of the project. The pedestrian plaza serves to create a sense of place for both the residents of development as well as the greater community.

As designed the parking garage is surrounded by the commercial retail and residential units and is not visible from outside the building except on a portion of the northern façade.

Landscaping

The landscaping design for the project is primarily focused around the perimeter of the project, between the project and the existing mall within the pedestrian plaza, and on multiple roof top courtyards, open space areas, and terraces. In order to promote sustainability, a variety of drought-tolerant and native plant materials are conditioned to be incorporated into the landscape design. There are currently 39 trees on the subject property all of which are to be removed and replaced with up to 169 new trees. All of the public open space areas (33,191 SF) and public outdoor living space areas (48,000 SF) will include a combination of hardscape and landscaping.

Included within the attached resolution is a condition of approval that requires the landscaping for the project to be compliant with the City’s landscaping ordinance and the State’s Model Water Efficient Landscaping Ordinance and must include drought tolerant and California native plant species. Additionally, a minimum of 39 36-inch box trees are required as replacement trees and up to 130 smaller trees are to be planted throughout the project site. The intention, as stated in the condition, is to maximize the canopy coverage and shading provided by the trees. The attached plan set includes a comprehensive conceptual landscaping plan.

Public Open Space

As designed the project complies with the city’s required public open space requirement. Pursuant to RBMC Section 10-2.919 10% of the projects FAR is required to be “public open space”. It’s important to note that Phase 2 project is treated as a “component” of the entire South Bay Galleria Mixed-Use Project area. Condition #52 of the 2019 City Council Resolution CC-1901-004 approving the South Bay Galleria Mixed-Use Project states: “Consequently, all subsequent parcels contained within these 29.85 acres ... shall be treated as a cohesive development when calculating Floor to Area ratios and residential density in future applications. Below is the calculation of the projects “public open space” which demonstrates compliance with this requirement.

PUBLIC OPEN SPACE SUMMARY

DIAGRAM PROVIDED ON PAGE 36

REQUIRED PUBLIC OPEN SPACE (10% OF F.A.R. | RBMC 10-2.919)

^a1,729,894 SF (FLOOR AREA) x 10% **172,989 SF**

PROVIDED PUBLIC OPEN SPACE

^bPHASE 1 143,471 SF

^cPHASE 2 (350 UNIT) 33,191 SF

TOTAL PROVIDED **176,662 SF**

Outdoor Living Space

Although the project provides the overall required square footage of outdoor living space per the RBMC, it does not include outdoor living spaces for all 350 units. 240 units do include private outdoor living spaces however 110 units do not. Since not all units are provided with some private outdoor living space the applicant is seeking a “waiver” consistent with Density Bonus Law. Below is a breakdown of the projects overall outdoor living space areas. Additionally, the attached plan set includes a number of sheets that identify all the projects proposed outdoor living spaces.

OUTDOOR LIVING SPACE SUMMARY*

REQUIRED				
RESIDENTIAL	350 UNITS	x200SF PER REDONDO BEACH CR ZONE, 10-2.919(G)		
TOTAL REQUIRED OPEN SPACE				70,000 SF
PROVIDED OPEN SPACE				
NAME	AREA	MULTIPLIER	TOTAL	COUNT
PRIVATE PATIOS, BALCONIES AND DECKS				
PRIVATE PATIOS, 10' x15'	3,000 SF	2	6,000 SF	20
PRIVATE BALCONIES, 7' x 10'	13,160 SF	1.5	19,740 SF	188
PRIVATE BALCONIES, 7' x 24'	3,192 SF	1.5	4,788 SF	19
PRIVATE BALCONIES, 8' x 16'	1,664 SF	1.5	2,496 SF	13
	21,016 SF		33,024 SF	240
PUBLIC EXTERIOR COURT (50% MAX. TOWARDS REQUIRED OLS 70,000 SF x 50% = 35,000 SF MAX.)				
COURTYARD NORTH	14,075 SF	1	14,075 SF	1
COURTYARD SOUTH	13,500 SF	1	13,500 SF	1
	27,575 SF	1	27,575 SF	
PUBLIC ROOF DECKS				
TIERED DECKS, 30' X 24'	23,826 SF	1	23,826 SF	12
	23,826 SF		23,826 SF	
PUBLIC INTERIOR RECREATION (25% MAX. TOWARDS REQUIRED OLS 70,000 SF x 25% = 17,500 SF MAX.)				
FITNESS	2,050 SF	1	2,050 SF	1
	2,050 SF	1	2,050 SF	
TOTAL	74,467 SF		86,475 SF	

Parking

Concerning parking, AB 2097, which became 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, City of Redondo Beach parking requirements would not apply to the project. The Phase 2 project qualifies for this most recent Government Code provision, and as such, the City cannot require any vehicular parking spaces for any component of the project. The Applicant has elected to incorporate a minimum of 350 parking spaces (one space per unit) into the Phase 2 project to serve the residential units, and the conceptual plans accommodate another 495 onsite spaces in the subterranean level and above-ground parking structure within the building to replace the existing surface lot on the Phase 2 site that currently

serves the Mall and department stores. The Applicant has requested the flexibility to evaluate and adjust at the time the Phase 2 development secures financing the portion of the 495 existing spaces, if any, that will be replaced. Accordingly, the proposed Resolution includes a condition stating that prior to submitting the Phase 2 construction drawings for building plan check, the Applicant will elect and designate on the building plans how many, if any, of the 495 replacement spaces it has elected to include in the final project design. Applicant may elect to eliminate all or a portion of the subterranean parking level and/or a portion of the above-ground parking structure, subject to administrative building plan check review to confirm compliance with applicable codes.

That said, the Phase 2 project is proposing 1 vehicular parking space per unit totaling 350 residential parking spaces and up to 495 replacement commercial parking spaces (the existing surface parking lot provides 495 vehicular parking spaces). The total number of parking spaces within the Phase 2 project is up to 845.

Applicant Public Outreach Efforts

The applicant has provided a summary of their community engagement efforts for the proposed Phase 2 project dating back to 2023. A copy of the applicant's outreach summary is attached to this Administrative Report. The outreach summary identifies and outlines the comprehensive efforts the applicant has engaged in with the general public, neighborhood groups, business groups and associations, nearby residents and both appointed and elected officials over the past 2 years leading up to this public hearing. Staff did not attend any of the outreach meetings conducted by the applicant, however, the applicant is prepared to speak on this matter during the hearing if the Planning Commission has questions.

Public Communications Received by the City

Over the last 2 to 3 years Staff has received occasional general inquiries requesting updates and status on the overall redevelopment of the Galleria, however no specific comments on the proposed Phase 2 projects. Since the formal noticing on this public hearing for the Phase 2 project no comments or questions have been received concerning this project.

CONDITIONAL USE PERMIT (AMENDMENT)

A Conditional Use Permit (or in this case, a CUP amendment or "CUPA") serves to ensure that certain uses possessing unique characteristics will not adversely affect surrounding uses and properties, nor disrupt the orderly development of the community. To not "... disrupt the orderly development of the community", it is desirable to retain the approval by the City Council on January 15, 2019, of Resolution No. CC-1901-004 with all the Conditions of Approval and the Master Conditional Use Permit to more uniformly establish overall operating conditions and allowances for uses within the approved Phase 1 and proposed Phase 2. Conditions of Approval pursuant to Phase 2 via this "Amendment" to the approved Conditional Use Permit are in addition to the Conditions of Approval within Resolution No. CC-1901-004. Where conflicts arise between this resolution and Resolution No. CC-1901-004 concerning the development of the South Bay Galleria Mixed-Use Project Phase 2, the proposed current resolution (RESOLUTION NO. 2025-07-PCR-07) would supersede.

In accordance with Municipal Code Sections 10-2.2506(b), of the Redondo Beach Municipal Code, the proposed Phase 2 CUPA is in accord with the criteria set forth therein for the reasons described and detailed in the attached resolution (RESOLUTION NO. 2025-07-PCR-07). The findings in the attached resolution are also supported by information and analysis in the Draft EIR, the Final EIR (Certified by the City on January 15, 2019), the Draft and Final EIR Reference materials, the Mitigation Monitoring and Reporting Program (MMRP), the CEQA Findings, and the Statement of Overriding Considerations, all of which were adopted/approved by the City on January 15, 2019, as well as the Addendum to the Certified EIR completed in October 2024, this Planning Commission Administrative Report (August 21, 2025) and all its attachments, and testimony at the public hearing. Upon considering all of this information, on balance, the Commission should adopt the Resolution and approve the Phase 2 project if it finds that the project meets the requirements contained under RBMC 10-2.2506(b). See attached RESOLUTION NO. 2025-07-PCR-07 for the detailed findings in support of the approval of the requested "Amendment" to the Conditional Use Permit for the Phase 2 project.

Much of the language and formatting used in the construction of RESOLUTION NO. 2025-07-PCR-07 was built from Resolution No. CC-1901-004 approved by the City Council on January 15, 2019 as the Phase 2 project is an "Amendment" to that original project approval.

PLANNING COMMISSION DESIGN REVIEW (AMENDMENT)

The purpose of the Design Review is to ensure the compatibility, originality, variety and innovation within the architecture, design, landscaping and site planning of the project. The purpose of the review is also to protect surrounding properties, prevent blight and deterioration of neighborhoods, promote sound land use, design excellence, and protect the overall health, safety and welfare of the City, where feasible. As noted above the City's current Planning Commission Design Review "purpose" and "criteria" within the RBMC sections 10-2.2502 (a) and (b) are largely subjective and therefore not consistent with State Housing Law. In addition, the South Bay Galleria Improvement Project Phase 2 is in the CR Regional Commercial Zone, and is therefore not subject to the City's Objective Residential Design Guidelines, which are only applicable in the R-1 and R-1A, R-2, R-3, R-3A, RMD, RH-1, RH-2, and RH-3 residential zones.

In accordance with Municipal Code Section 10-2.2502(b) of the Redondo Beach Municipal Code, the applicant's request for a Modification of Planning Commission Design Review as previously approved via Resolution No. CC-1901-004, and as proposed under this application for Phase 2 is consistent with the criteria set forth therein. See attached RESOLUTION NO. 2025-07-PCR-07 for the detailed findings in support of the approval of the requested amendment to the Planning Commission Design Review for the Phase 2 project.

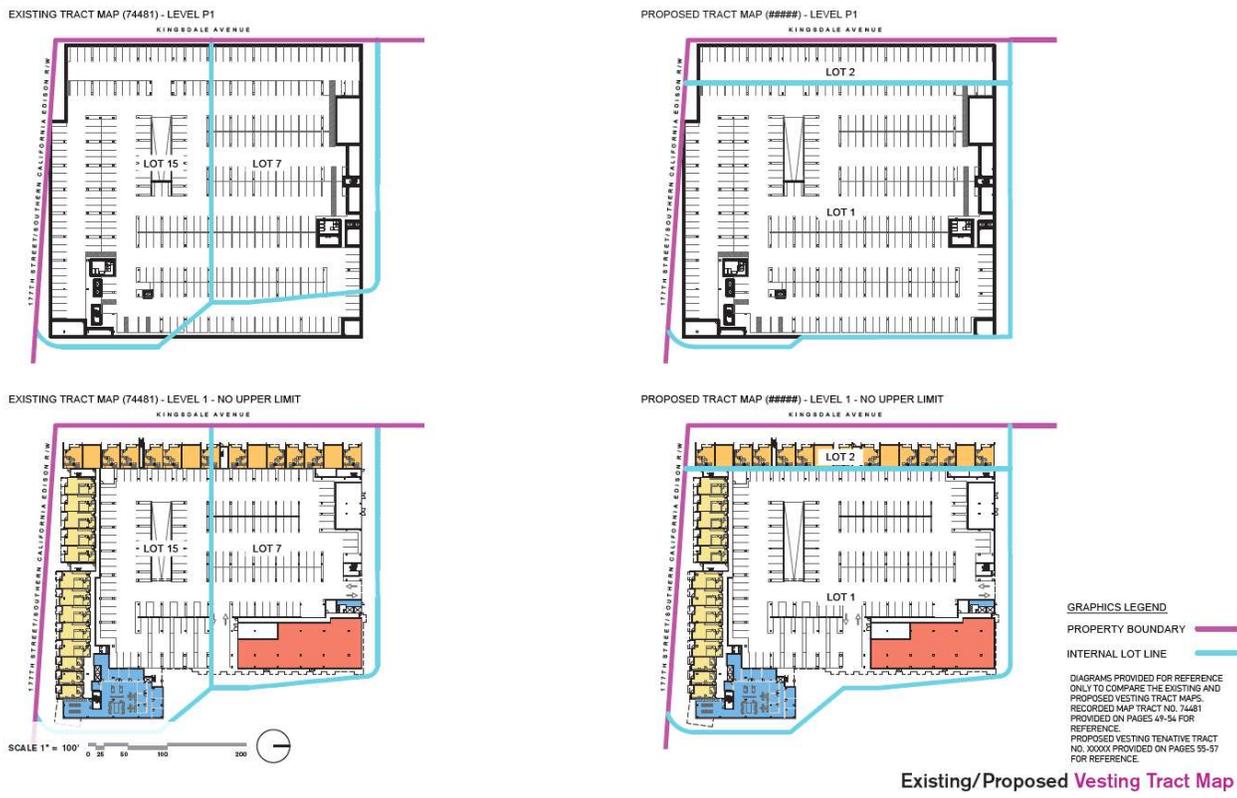
Much of the language and formatting used in the construction of RESOLUTION NO. 2025-07-PCR-07 was built from Resolution No. CC-1901-004 approved by the City Council on January 15, 2019 as the Phase 2 project is an amendment to that original project approval.

VESTING TENTATIVE TRACT MAP

A new Vesting Tentative Tract Map is required under the California Subdivision Map Act to reconfigure and further subdivide for condominium purposes the two lots recently created with the recordation of Vesting Tract Map No. 74481.

The proposed Vesting Tentative Tract Map No. 84931 does not create additional parcels that exceed the limit of 19 parcels for the entire South Bay Galleria Improvement Project as established with Tract Map No. 74481, but rather it reconfigures the two (2) parcels that make up the Phase 2 project area. The existing lots established by Tract Map No. 74481 (Lot 7 and Lot 15) are roughly equal in area (1.81 acres and 1.85 acres respectively) and bisect the Phase 2 project area with Lot 7 north of Lot 15. Vesting Tentative Tract Map No. 84931 reconfigures the existing lots in the following manner: Proposed “Lot 2” is approximately 22,290 SF (0.51 acres in size), runs parallel to Kingsdale Avenue and includes the option for the development of 15 for sale condominium Townhomes; Proposed “Lot 1” is approximately 137,056 SF (3.14 acres in size), is east of Lot 2 and will include 335 residential apartment units inclusive of 35 very low income or 70 low income affordable units (consistent with the City’s certified Sixth Cycle 2021-2029 Housing Element) plus the majority of the parking garages, the leasing offices, and the 8,300 square feet of commercial area.

Below are representations of the existing lot configuration on the subject property pursuant to Tract Map No. 74481 and the proposed “reconfiguration” pursuant to Vesting Tentative Tract Map No. 84931. The attached plan set includes copies of the actual recorded Tract Map No. 74481 and the proposed Vesting Tentative Tract Map No. 84931.



Vesting Tentative Tract Map No. 84931 for Phase 2 of the South Bay Galleria Improvement Project meets the all requirements of Chapter 1, Subdivisions, Article 5 of the City’s Municipal Code, and the California State Subdivision Map Act. The attached resolution (RESOLUTION NO. 2025-07-PCR-07)

documents all the required findings and criteria necessary for the approval of Vesting Tentative Tract Map No. 84931.

ONE YEAR EXTENSION OF VESTING

The applicant requests the granting of a one-year extension of the vesting period for the recorded final Vesting Tract Map No. 74481. Pursuant to California Government Code Section 66498.5 a recorded final map must be executed (associated building permits issued) in order to preserve the rights granted by the recorded map and the associated entitlements within one year of the recording of the subject final map. The action by the City Council on December 3, 2024, to accept all easement dedications and the subsequent recording on January 2, 2025 of the Final Vesting Tract Map No. 74481 served to preserve vesting of the associated entitlements for an additional year to January 2, 2026. The approval of the applicant's request for an additional one year extension of the vesting period of Vesting Tract Map No. 74481 will further preserve Tract Map No. 74481 and the associated entitlements for an additional year to January 2, 2027.

The applicant requests this additional one year extension due to the current economic instability and uncertainties concerning commercial real estate development and leasing markets.

DENSITY BONUS LAW REQUESTS

The Phase 2 project proposes 350 residential units inclusive of either 10% very low income or 20% low income affordable units, and is therefore subject to the provisions of state Density Bonus Law and is entitled to receive an increase in the maximum density permitted for the subject project and concessions, incentives, and waivers from development standards.

The Phase 2 project, however, is not seeking an increase in density above what is allowed for the South Bay Galleria project site nor is the project seeking incentives or concessions. In fact, concerning density, pursuant to the allowable density (30 DU/AC) of the underlying zoning on the Galleria site (CR), the Galleria site could accommodate up to 895 total residential units without a density bonus. The approved 300 units within Phase 1 combined with the proposed 350 units in Phase 2 total 650 residential units leaving the capacity for an additional 245 residential units at the Galleria project site, plus the potential for further density bonus units beyond that. Although the project is not seeking an increase in density or incentives/concessions, the project is seeking some waivers of applicable development standards which are itemized below and in the attached resolution (RESOLUTION NO 2025-07-PCR-07).

Consistent with Government Code Section 65915(e)(1), the Phase 2 project has applied for the following specific allowed waivers from some of the applicable RBMC development standards:

- Height, 89 feet - 6 inches proposed, 60 feet required (RBMC Section 10-2.919(d));
- Number of stories, 8 stories proposed, 4 stories required (RBMC Section 10-2.919(e));
- Outdoor living space (200 square feet per unit required, some units do not provide 200 square feet of private outdoor living space (RBMC Section 10-2.919(g)); and
- Private storage space, studio's and 1 bedrooms will not include the required 400 cubic feet per

unit (RBMC Section 10-2.1514(c)(1)).

Concerning the waivers for height and stories, General Plan Land Use Element Policy 1.41.7(a) calls for the applicant to "Reduce the impacts of height and mass by setting back and lessening the volume of the upper elevations of structures within 50 feet of the property line fronting Kingsdale Avenue." The density, number of stories, and building heights along the western portions of the project site along Kingsdale Ave are significantly reduced and setbacks from Kingsdale Avenue on upper floors are also increased to further ensure compliance with this policy. Limiting the Phase 2 residential building along Kingsdale Avenue to three stories results in the elimination of necessary housing, therefore increasing the height of the residential structure near the existing mall structure to accommodate the lost units is necessary.

With the application of LUE Policy 1.41.7(a), a reduction in density, height, and stories along Kingsdale Avenue makes necessary increases in density, height, and stories on other portions of the project, which are addressed through the issuance of the height and story waivers. It is noteworthy however, that although a height waiver from the 60-foot height limit prescribed by the CR zone height is necessary and included with this application, Land Use Element Policy 1.41.5 does explicitly allow the Planning Commission to approve "... heights in excess of 60 feet, but in no case higher than 100 feet, when a shade/shadow analysis is prepared by the applicant which demonstrates that the increased height will not result in adverse impacts upon adjacent land uses which do not lie upon the project site." As demonstrated in the applicant's shade/shadow analysis (included in the attached plan set), although there will be some change in early morning shadows as experienced at the residences west of the project site along Kingsdale Avenue from existing conditions, the design as proposed with the additional significant setbacks of upper stories is significantly less of a shade/shadow impact than what would result from a 60-foot tall structure that is setback 50 feet from Kingsdale Avenue. Therefore, the as designed additional height above 60 feet (89.5 feet, which is less than 100 feet and is lower than the 94' AMC Cinema building at the Galleria) is consistent with LUE Policy 1.41.5. Although the proposed additional height may be consistent with the LUE Policy 1.41.5 the Planning Commission still needs to approve the necessary height and story waivers from the CR zone height limit of 60 feet and 4 story limits.

AFFORDABLE UNITS

Conditions in the proposed Resolution will require that prior to or concurrently with the recordation of the final map or issuance of the first occupancy permit, whichever comes first, the Applicant shall execute and record an Affordable Housing Agreement in a form approved by the City Attorney, restricting the sale or lease of the deed restricted units (70 Lower Income or 35 Very Low) to affordable rents in accordance with the requirements of Government Code Section 65915.

The proposed Conditions further provide that materials for all units within each unit type will be identical on the exterior and interior. The affordable residential dwelling units shall be generally dispersed throughout the residential portion of the development project (other than in the townhomes, which may all be sold or leased at market rate) to the extent feasible, and shall not differ in appearance, size, and amenities from other units in the development. Any claim of infeasibility of dispersing the units shall be demonstrated by the applicant to the satisfaction of the Community

Development Director prior to the issuance of the building permits for a residential building.

ENVIRONMENTAL STATUS

The Final Environmental Impact Report for the South Bay Galleria Improvement Project (State Clearinghouse No. 2015101009) certified by the City Council on January 15, 2019, analyzed a project significantly larger than the project ultimately approved by City Council on January 15, 2019. To determine whether this proposed “Phase 2” application triggered a “Supplemental” or “Subsequent EIR” an environmental analysis was conducted and an “Addendum” to the Certified EIR for the South Bay Galleria Mixed-Use Project was issued in October 2024.

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.), the 2024 Addendum to the EIR analyzes the proposed development contemplated as Phase 2 of the Approved Project 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. Below is Table 1 from the Addendum which demonstrates that the combined project scopes of Phase 1 and Phase 2 are within the scope of the project that was analyzed in the certified Galleria EIR.

**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.

Attached to this Administrative Report is the environmental document entitled, “SOUTH BAY GALLERIA PHASE 2 PROJECT” “Addendum to the Certified EIR for the South Bay Galleria Mixed-Use Project” released October 2024. The Addendum details the analysis conducted for each

potential issue area.

CONCLUSION

For the reasons discussed above and the information attached to this report, the proposed project would conform with all the requirements of the General Plan, inclusive of the City’s 6th Cycle 2021-2029 Housing Element, RBMC, and State law. The proposed recommendation would not have an adverse effect on the public’s health or safety. Therefore, Staff recommends that the Planning Commission adopt the Addendum to the Environmental Impact Report for the South Bay Galleria Mixed-Use Project (State Clearinghouse No. 2015101009) certified by the City of Redondo Beach on January 15, 2019, and grant the requests for an Amendment of the Conditional Use Permit and Planning Commission Design Review approved by the City Council (Resolution No. CC-1901-004) for the South Bay Galleria Mixed-Use Project on January 15, 2019, and approve Vesting Tentative Tract Map No. 84931, a one year extension of the vesting period for the recorded final Vesting Tract Map No. 74481, and concessions/waivers of development standards pursuant to Government Code Section 65915 (Density Bonus Law) subject to the findings and conditions contained within the attached resolution.

Proposed Density Bonus Waivers		
Development Standard	Zoning Code Requirement	Proposed Waivers
Height	60 feet	89 feet, 6 inches
Number of stories	4 stories	8 stories
Outdoor living space	200 square feet per unit	110 units of 350 do not provide 200 square feet in private outdoor living space
Private storage space	400 cubic feet per unit	The “Studio” and “1 Bedroom” units will not include the required 400 cubic feet of private storage space per unit

Parking Standards		
Zoning Code Standard	AB 2097, which became effective January 1, 2023, (GC Section 65863.2)	Proposed Parking Standards
Commercial 33 spaces; Residential 700 + 117 Visitor	0 spaces	1 vehicular parking space per unit totaling 350 residential parking spaces and up to 49 replacement commercial parking spaces. (Up to 845 Parking Spaces Total)

ATTACHMENTS

Attachment 1 - Draft RESOLUTION NO. 2025-07-PCR-07

Attachment 2 - Adopted RESOLUTION NO. CC-1901-004

Attachment 3 - Phase 2 Plan Set (Link)

Attachment 4 - SouthBayGalleria_EIRAddendum_2024-10-21

Attachment 5 - Applicants Submittal Package_02.20.2024

Attachment 6 - Galleria Phase 2 Applicant Outreach



Administrative Report

J.1., File # PC25-1109

Meeting Date: 8/21/2025

To: PLANNING COMMISSION
From: Sean Scully, Planning Manager

TITLE

Public hearing for consideration of an Addendum to the Environmental Impact Report for the South Bay Galleria Mixed-Use Project (State Clearinghouse No. 2015101009), an Amendment of the Conditional Use Permit and Planning Commission Design Review approved by the City Council (Resolution No. CC-1901-004) on January 15, 2019, a Subdivision (Vesting Tentative Tract Map No. 84931), a One Year Extension of the Vesting Period of Tract Map No. 74481, and “Waivers” of some Development Standards pursuant to State Density Bonus Law to allow the development of Phase 2 of the South Bay Galleria Mixed-Use Project to construct an 8-story mixed-use building consisting of 15 residential Townhomes (apartments or condominiums) and 335 residential apartments inclusive of 10% very low income or 20% low income affordable units with up to 845 parking spaces within a garage (below and above grade), 8,300 square feet of commercial, and associated amenities on two parcels (Lot 7 and Lot 15 of Tract Map No. 74481) totaling 3.26 acres within the Regional Commercial (CR) zone located at 1815 Hawthorne Boulevard (Kingsdale and 177th Street).

PROPERTY OWNER: KW-F SBG OWNER LLC

APPLICANT: KW-F SBG OWNER LLC c/o Stuart Miller

LOCATION: 1815 Hawthorne Boulevard

CASE NOS: 20250068 (Amendment to CUP; PCDR); VTTM No. 84931; TM No. 74481 (One Year Extension of Vesting); State Density Bonus Law Waivers

RECOMMENDATION:

1. Open the public hearing and take testimony, receive and file all documents and correspondence on the proposed project;
2. Accept all testimony from staff, applicant, and public and deliberate;
3. Close the public hearing;
4. Adopt the attached Resolution by title only, waiving further reading, adopting an Addendum to an Environmental Impact Report (EIR) and granting an Amendment to a Conditional Use Permit and Planning Commission Design Review, and approving Vesting Tentative Tract Map No. 84931, a One Year Extension of the Vesting Period for the Recorded Final Vesting Tract Map No. 74481, and Concessions/Waivers of development standards pursuant to State Density Bonus Law to construct “Phase 2” of the South Bay Galleria Mixed-Use Project on property located within a Regional Commercial (CR) Zone:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, ADOPTING AN ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR

THE SOUTH BAY GALLERIA MIXED-USE PROJECT (STATE CLEARINGHOUSE NO. 2015101009) CERTIFIED BY THE CITY OF REDONDO BEACH ON JANUARY 15, 2019, AND GRANTING THE REQUESTS FOR AN AMENDMENT OF THE CONDITIONAL USE PERMIT AND PLANNING COMMISSION DESIGN REVIEW APPROVED BY THE CITY COUNCIL (RESOLUTION NO. CC-1901-004) FOR THE SOUTH BAY GALLERIA MIXED-USE PROJECT ON JANUARY 15, 2019, AND APPROVING VESTING TENTATIVE TRACT MAP NO. 84931, A ONE YEAR EXTENSION OF THE VESTING PERIOD FOR THE RECORDED FINAL VESTING TRACT MAP NO. 74481, AND CONCESSIONS/WAIVERS OF DEVELOPMENT STANDARDS PURSUANT TO GOVERNMENT CODE SECTION 65915 (DENSITY BONUS LAW) TO ALLOW THE DEVELOPMENT OF PHASE 2 OF THE SOUTH BAY GALLERIA MIXED-USE PROJECT TO CONSTRUCT AN 8-STORY MIXED-USE BUILDING CONSISTING OF 15 RESIDENTIAL TOWNHOMES (APARTMENTS OR CONDOMINIUMS) AND 335 RESIDENTIAL APARTMENT UNITS, INCLUSIVE OF 10% VERY LOW INCOME OR 20% LOW INCOME AFFORDABLE UNITS, UP TO ONE LEVEL OF UNDERGROUND PARKING AND 3 LEVELS OF ABOVE GRADE PARKING TOTALING UP TO 845 PARKING SPACES (350 PARKING SPACES EXCLUSIVELY FOR RESIDENCES AND UP TO 495 PARKING SPACES (REPLACEMENT PARKING) FOR COMMERCIAL USES), 8,300 SQUARE FEET OF GRADE LEVEL COMMERCIAL USES, AND ASSOCIATED AMENITIES ON PROPERTY (3.26 ACRES) LOCATED WITHIN THE REGIONAL COMMERCIAL (CR) ZONE LOCATED AT 1815 HAWTHORNE BOULEVARD

EXECUTIVE SUMMARY

The applicant, KW-F SBG Owner LLC, is requesting approvals of an amendment of the Conditional Use Permit and Planning Commission Design Review approved by the City Council (Resolution No. CC-1901-004) for the South Bay Galleria Mixed-Use Project on January 15, 2019; Vesting Tentative Tract Map No. 84931; A One Year Extension of the vesting period for the recorded Tract Map No. 74481; and Waivers of some development standards pursuant to State Density Bonus Law to construct an 8-story mixed-use building consisting of 15 residential Townhomes (apartments or condominiums) and 335 residential apartment units (350 residential units total), up to one level of underground parking and three levels of above grade parking totaling up to 845 parking spaces (350 parking spaces exclusively for residences and up to 495 parking spaces (replacement parking) for commercial uses), 8,300 square feet of grade level commercial uses, and associated amenities on property (3.26 acres) located within the Regional Commercial (CR) zone located at 1815 Hawthorne Boulevard. The proposed 350 residential units will include either 35 affordable units to very low income households or 70 affordable units to low income households.

The City Council denied an appeal and approved the South Bay Galleria Improvement Project on January 15, 2019 with the adoption of Resolution No. CC-1904-004. Pursuant to Resolution No. CC-1904-004, the City Council Certified the Final Environmental Impact Report and approved a Conditional Use Permit, Planning Commission Design Review, Vesting Tentative Tract Map No. 74481 (19 parcels maximum), and Concessions/Incentives/Waivers of development standards as permitted by State Density Bonus Law to allow 300 residential units, inclusive of 30 units affordable to very low income households or 60 units affordable to low income households, the redevelopment of the existing mall with a minimum of 75,000 square feet of professional office, a 150 room hotel, approximately 40,000 square feet of additional retail commercial, and multiple open space amenities including a skate park. This application amends the January 15, 2019 approval by adding the "Phase

2” project. All the conditions of approval within Resolution No. CC-1904-004 (original approval) will remain in full force and effect. Additional conditions of approval are incorporated into the approval resolution for this project as necessary.

To determine whether this proposed “Phase 2” application triggered a “Supplemental” or “Subsequent EIR”, an environmental analysis was conducted and an “Addendum” to the Certified EIR for the South Bay Galleria Mixed-Use Project was issued in October 2024. The analysis within the “Addendum” demonstrates that 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.

The City’s 6th Cycle 2021-2029 Housing Element recognizes the 300 residential units entitled by the City Council in 2019, of which 30 are affordable to very low-income households (Table H-42). The Housing Element also anticipated the development of an additional 350 residential units at the South Bay Galleria, 70 of which were anticipated to be affordable units, as a “second phase of the project”. The additional 350 residential units, inclusive of up to 70 affordable units, proposed with this application (Phase 2) are included in the City’s Housing Sites Inventory and listed in Table H-43 of the City’s Housing Element.

BACKGROUND

Phase 2 of the South Bay Galleria Mixed-Use Project is located on the southwest corner of the existing South Bay Galleria Mall property at 1815 Hawthorne Boulevard. The proposed development has frontage along Kingsdale Avenue, 177th Street, and the Grant Avenue driveway. There will be no direct vehicular access to the project from Kingsdale Avenue. Vehicular access to the project will be from the Grant Avenue driveway on the north side of the project and 177th Street on the south side of the project. The project site is approximately 3.26 acres in size and includes two parcels, Lot 7 and Lot 15 of the recently recorded Tract Map No. 74481.

The subject properties are currently developed with an asphalt surface parking lot with some perimeter landscaping that includes trees and shrubs. The existing parking lot provides approximately 495 parking spaces in support of the existing South Bay Galleria Mall.

The subject properties are zoned Commercial Regional (CR) and have a General Plan Land Use Designation of Mixed Use - Transit Center (MU - TC). The subject properties that comprise this project area are identified in the City’s Housing Element as a Housing Site with the potential for producing 350 total residential units inclusive of 70 units affordable to lower income households.

The surrounding zoning consists of Single Family Residential (R-1) to the west across Kingsdale Avenue and Commercial Regional (CR) to the north, east, and south. The existing South Bay Galleria Mall is to the north and east and the South Bay Market Place is to the south of the subject property. Figure 1 below provides an aerial view and the zoning of the subject property and the surrounding Galleria mall site.

Figure 1a - Site Aerial



Figure 1b - Site Aerial



Legal Background Senate Bill 330 (SB 330)

Since the applicant did not submit an SB330 Preliminary Application for the Phase 2 project this application will not benefit from the SB330 “vesting” provisions, however, all other provisions of the Housing Accountability Act (SB330) do still apply to the project. Pursuant to the applicable provisions of SB330, jurisdictions are restricted from denying or lowering the density of housing development projects that comply with the applicable Objective Standards in the Zoning Ordinance and General Plan. In short, SB 330 limits the Planning Commission’s ability to deny or conditionally approve

housing development projects that comply with the jurisdictions Objective Standards as outlined below.

1. No Denial or Reduction of Density based on Subjective Standards: The Commission cannot deny or reduce the density of the project on the basis of subjective standards.

2. Limited Grounds for Denial: Assuming the project complies with all applicable Objective Standards (or in this case some local objective development standards and State allowed waivers), the Commission can only deny the project if it identifies a specific, adverse impact on public health or safety that cannot be mitigated, or if it's determined that the project conflicts with state or federal law.

3. Limitation on Conditions: The Commission may not impose conditions that would render the housing development infeasible, unless it identifies the specific adverse impact on public health or safety that cannot otherwise be mitigated. (Gov't Code Sec. 65589.5(d).) The City may impose fees and exactions authorized by law that are essential to provide necessary public services and facilities to the housing development project. (65589.5(f)(3).)

Legal Background (State Density Bonus Law)

Density Bonus Law is a state mandate that allows housing projects that include some percentage of affordable housing to receive an increase in the maximum density permitted on the subject property as well as other benefits, such as waivers from development standards. The intent of the state's Density Bonus Law is to facilitate the development of more housing units and more affordable housing units.

The Phase 2 project proposes 350 residential units inclusive of either 10% very low income or 20% low income affordable units, and is therefore subject to the provisions of state Density Bonus Law and is entitled to receive an increase in the maximum density permitted for the subject project and concessions, incentives, and waivers from development standards.

The Phase 2 project, however, is not seeking an increase in density above what is allowed for the South Bay Galleria project site nor is the project seeking incentives or concessions. In fact, concerning density, pursuant to the allowable density (30 DU/AC) of the underlying zoning on the Galleria site (CR), the Galleria site could accommodate up to 895 total residential units without a density bonus. The approved 300 units within Phase 1 combined with the proposed 350 units in Phase 2 total 650 residential units, leaving the capacity for at least an additional 245 residential units at the Galleria project site. Although the project is not seeking an increase in density or incentives/concessions, the project is seeking some waivers of applicable development standards which are itemized below and explained later in this Administrative Report and included within the attached resolution (RESOLUTION NO 2025-07-PCR-07).

Consistent with Government Code Section 65915(e)(1), the Phase 2 project has applied for the following specific allowed waivers from some of the applicable RBMC development standards:

- Height, 89 feet - 6 inches proposed, 60 feet required (RBMC Section 10-2.919(d));
- Number of stories, 8 stories proposed, 4 stories required (RBMC Section 10-2.919(e));
- Outdoor living space (200 square feet per unit required, some units do not provide 200 square

feet of private outdoor living space (RBMC Section 10-2.919(g)); and

- Private storage space, studio's and 1 bedrooms will not include the required 400 cubic feet per unit (RBMC Section 10-2.1514(c)(1)).

State Density Bonus Law limits the Planning Commission's ability to deny a density bonus project. Only under specific circumstances, primarily if the project would have a "specific, adverse impact" on public health and safety, or a listed historical resource, or if the requested incentive or concession or waiver of development standard would be contrary to state or federal law can the Planning Commission deny a density bonus project. The city must also provide "substantial evidence" as defined in the law to support its findings for a denial of a density bonus project.

Government Code Section 65915 prohibits a city from applying to a density bonus project any development standard that will have the effect of physically precluding construction of the affordable housing project. This has been established by the courts to give wide latitude to designers and developers of affordable housing to incorporate design features which exceed or depart from code standards, even if an alternative design without the same features and amenities could have theoretically met code. (Wollmer v. City of Berkeley (2011) 193 Cal.App.4th 1329, 1346-47.)

City of Redondo Beach 6th Cycle 2021-2029 Housing Element - Sites Inventory

State law requires that jurisdictions demonstrate in the Housing Element that the land inventory is adequate to accommodate that jurisdiction's share of the region's projected growth. During the past ten years at least, Redondo Beach had seen primarily residential and mixed-use development in the community. Standalone nonresidential development is infrequent, consistent with the trend throughout the region. Therefore, the city's sites inventory for the 6th cycle Regional Housing Needs Assessment (RHNA) is comprised of multiple strategies - residential recycling, residential development on religious facility properties (the recent 122 N. PCH residential project is an example of this), mixed use development, and residential development options on some industrial and commercial zones.

The South Bay Galleria falls into the category of "mixed use development" and is explicitly identified in the City's "Residential Sites Inventory" within the Housing Element. Below is the specific language within the Housing Element that identifies the importance of the Galleria project in providing adequate land to accommodate the City's RHNA.

"South Bay Galleria

In addition to the 300 units already entitled, the California Environmental Quality Act (CEQA) review of the entitled project also evaluated the project with an additional 350 units, 70 of which to be affordable, as is permitted in the current zoning. Although the additional units would require an amendment to the current entitlements, the CEQA review has been completed and the use is allowed with a conditional use permit. The owner has expressed a willingness to provide the additional housing and pursue the necessary entitlements as a second phase to the project, which can occur within the planning period of this Housing Element." (Housing Element, Page 85)

Table H-42: RHNA Obligations					
	Very Low	Low	Moderate	Above Moderate	Total
RHNA	936	508	490	556	2490
With 10% No Net Loss Buffer (Lower Income)	1,030	559	490	556	2,635
Credits toward RHNA	50	0	0	421	471
Galleria	30	0	0	270	300
Legado	0	0	0	115	115
Alcast Foundry	0	0	0	36	36
Moonstone (Project Homekey)	20	0	0	0	20
Anticipated ADUs	41	103	14	82	240
Remaining RHNA Obligations (with 10% buffer)	939	456	476	53	1,924

Table H-43: Summary of Sites Strategy				
	Lower	Moderate	Above Moderate	Total
Sites Not Requiring Rezoning				
Residential Recycling	4	534	384	922
R-2 (14.5 du/ac)	0	0	358	358
R-3/R-3A (17.5 du/ac), RMD (23.3 du/ac), RH (30 du/ac)	4	534	26	564
Housing on Church Properties	12	26	0	38
R-3 (17.5 du/ac)	0	26	0	26
RH (30 du/ac)	12	0	0	12
Mixed Use	0	51	0	51
MU-2 (35 du/ac)	0	51	0	51
South Bay Galleria Project	70	0	280	350
Phase 2	70	0	280	350
Subtotal	86	611	664	1,361
Sites Requiring Rezoning				
Residential Recycling	0	50	0	50
RH (30 du/ac)	0	50	0	50
Mixed Use	104	22	0	126
MU-1 (30 du/ac)	104	22	0	126
Residential Overlay	1,223	0	247	1,470
Kingsdale Residential Overlay (55 du/ac)	18	0	107	125
North Tech Residential Overlay (55 du/ac)	35	0	140	175
190th Street Residential Overlay (55 du/ac)	331	0	0	331
South of Transit Center Residential Overlay (55 du/ac)	273	0	0	273
South Bay Marketplace Residential Overlay (55 du/ac)	486	0	0	486
FedEx Residential Overlay (55 du/ac)	80	0	0	80
Subtotal	1,327	72	247	1,646
Summary of Sites				
Remaining RHNA with Buffer (see Table H-42)	1,395	476	53	1,924
Total Estimated Capacity	1,413	683	911	3,007
Meet RHNA with Buffer?	Yes	Yes	Yes	Yes

PROJECT DESCRIPTION

2019 Approved Project (Phase 1)

The Project approved by the City Council in January 2019 included 300 dwelling units inclusive of 10% affordable to very low income households or 20% affordable to low income households, and 1,293,144 sf of commercial development (Approved Project). The Approved Project was included as one of the alternatives (Alternative 4-1) in the EIR that was certified by the City Council with the original project in 2019.

Proposed Project (Phase 2)

The proposed Phase 2 development would occur in the southwest corner of the existing Mall site bordering Kingsdale Avenue and 177th Street, labeled as Residential Building 1 in the certified EIR. As evaluated in the certified EIR, this area was and is currently an asphalt-paved surface parking lot serving the Mall property. No substantial changes have occurred since certification of the EIR in 2019 to the Phase 2 site or any adjacent surrounding uses including the Mall site.

The Phase 2 Project proposes to construct a building that ranges from 3 stories up to 8 stories and includes 350 residential units, up to 4 levels of parking (up to 1 subterranean) that provides up to 495 replacement parking spaces for public access and 350 parking spaces (1 per unit) for the residents only, and 8,300 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 “Townhome” units fronting Kingsdale Avenue. The size of the residential units range from 550 sf studios up to 1,600 sf 3 bedroom Townhomes. 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 large roof top courtyards. The applicant proposed the option to either (a) develop and operate all 350 residential units in the Phase 2 project (including the 15 townhomes) as rental units, or (b) to develop and operate 335 units as rentals, and develop and sell the 15 townhome units fronting along Kingsdale as for-sale condominium units.

As designed, the parking garages are within the interior areas of the building with residential units on the exterior, such that the parking would not be visible from off-site areas (i.e., Kingsdale Avenue). The grade level of the building also contains a residential lobby and leasing space, and 8,300 sf of commercial space which opens onto a large “pedestrian plaza”. Level 4 of the building contains the majority of the residential amenities including a pool, two courtyards, and a fitness center in addition to the residential units. Levels 5 through 8 would contain residential units and open space terraces.

The following tables present a summary breakdown of the Phase 2 project, the residential unit mix, and the parking information. Additional development details of the project are included on the “Project Summary” sheet in the complete Plan Set attached to this Administrative Report.

Overall Lot Area	±29.85 Acres (1,300,266 SF)	
Proposed Lot Area (Tract Map)	3.66 Acres (159,346 SF)	
General Plan Land Use Designation	MU-TC (Mixed Use - Transit Center)	
Zoning	CR (Regional Commercial)	
	Zoning Code	Proposed
Maximum Building Height	60'-0"	84'-6" T.O. Roof
	64'-0" T.O. Parapet	89'-6" T.O. Parapet
Stories Above Grade	4 Stories	8 Stories
Stories Below Grade	None	1 Story

Minimum Required Building Setbacks	West	None	4'-0" Landscape
			12'-0" Sidewalk
			4'-0" Landscape
	South	None	4'-0" Landscape
			12'-0" Sidewalk
			4'-0" Landscape
	East	None	None
	North	None	None
Residential Density Phase 1 & 2 (30 DU/AC)		895 DU	300 DU (Phase 1 Approved) 350 DU (Phase 2 Proposed) Total 650 DU
Proposed Floor Area Phase 2			384,576 SF
Approved Floor Area Phase 1			1,345,318 SF
Cumulative Floor Area Phase 1 & 2			1,729,894 SF
Cumulative FAR Phase 1 & 2		1.5	1.33 (Approved + Proposed)
Cumulative Commercial FAR Phase 1 & 2		1.0	0.81 (Approved + Proposed)
Cumulative Residential FAR Phase 1 & 2		FAR Exceeding 1.0	0.52 (Approved + Proposed)

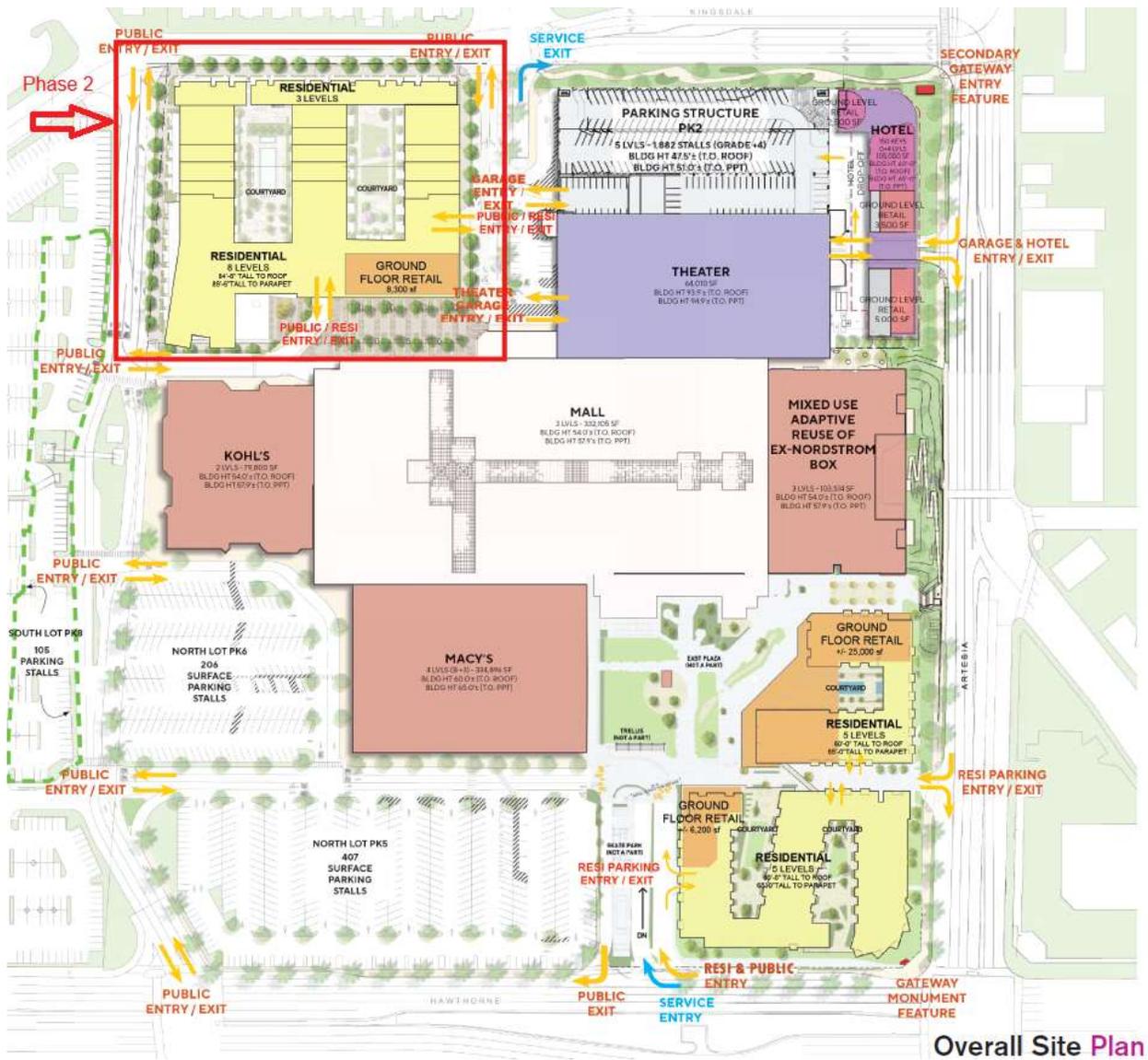
Table 2 - Phase 2 Residential Unit Summary

Unit Type	Description	Unit Area (Avg)	Qty.	Qty.	Percentage
A1	STUDIO	547	94	95	27.1%
A2	STUDIO	476	1		
B1	1 BED / 1 BAT	804	30	188	53.7%
B2	1 BED / 1 BAT	735	93		
B3	1 BED / 1 BAT	723	50		
B4	1 BED / 1 BAT	696	15		
C1	2 BED / 2 BAT	1125	48	52	14.9%
C2	2 BED / 2 BAT	1240	3		
C3	2 BED / 2 BAT	1115	1		
TH1/ TH2	3 BED / 3 BAT	1600	15	15	4.3%
Total			350		100%

Table 3 - Phase 2 Parking Summary	
Existing Onsite Commercial Parking to be Replaced	Up to 495
New Residential Parking Proposed	350 (1 Space/Unit)
Total Parking Proposed	Up to 845
Required Total Parking Per RBMC: Commercial 33; Residential 700 + 117 Visitor	850
Required Parking Per State Law	0

The following figures provide visual representations of the proposed Phase 2 project. Attached to this Administrative Report is the complete plan set for the proposed Phase 2 project.

Figure 2, Overall Site Plan

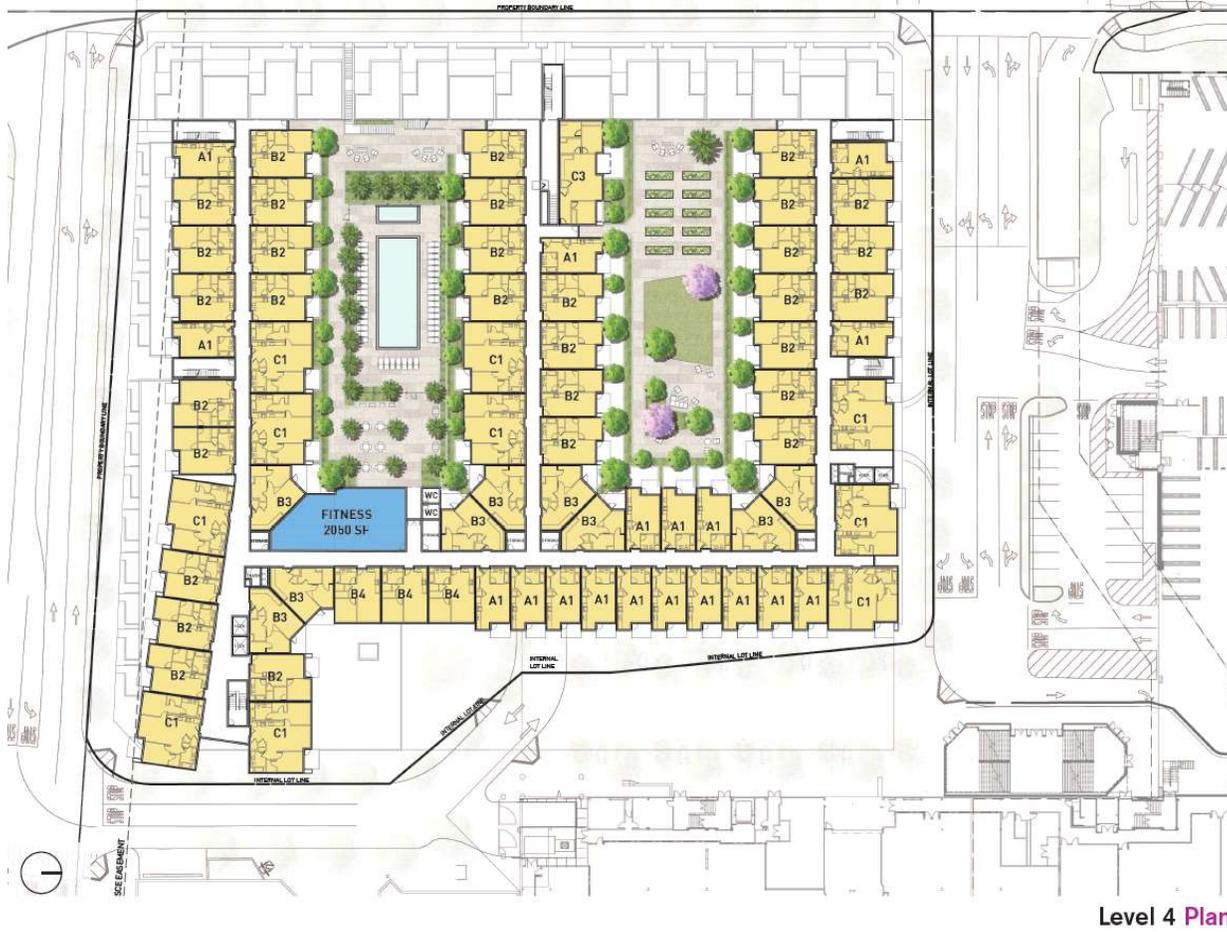


Overall Site Plan

Figure 3, Grade Level 1 Plan

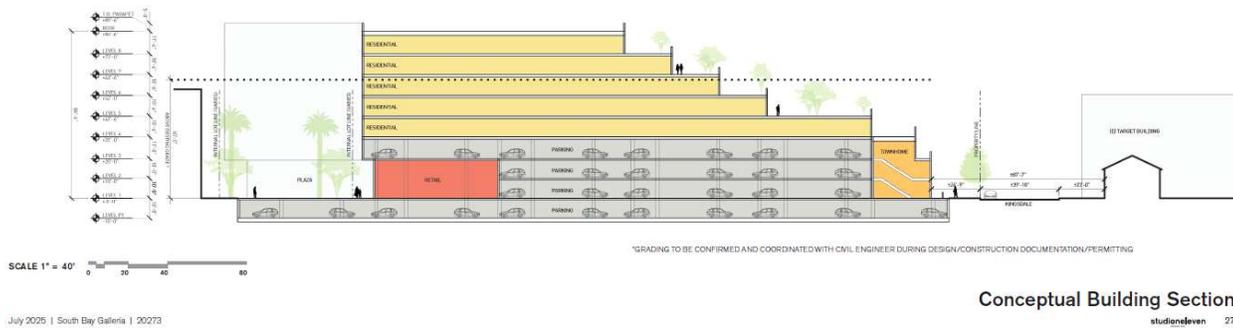


Figure 4, Level 4 Plan



Level 4 Plan

Figure 5, Building Section



Conceptual Building Section
studioneleven 27

Figure 6, South Elevation



SOUTH ELEVATION - 177TH ST

SCALE 1" = 30'

THE NORTH, EAST AND SOUTH ELEVATIONS UTILIZE DIFFERENT MATERIALS, RECESSED WINDOWS, AND A PATTERN OF BALCONIES AT EVERY OTHER WINDOW TO CREATE ARCHITECTURAL INTEREST. ON THE WEST ELEVATION, A ROW OF TOWNHOMES ARE SITUATED ON THE GROUND FLOOR AT A SIMILAR SCALE AS THE SINGLE FAMILY RESIDENTIAL HOMES ACROSS KINGSDALE AVENUE. FROM THERE, THE BUILDING GRADUALLY STEPS UP TOWARDS THE EXISTING MALL, CREATING A VISUALLY STRIKING BUILDING FORM WHILE ALSO PROVIDING OPPORTUNITIES FOR LANDSCAPING AND OUTDOOR SPACE ON THE RESULTING TERRACES.

*GRADING TO BE CONFIRMED AND COORDINATED WITH CIVIL ENGINEER DURING DESIGN/CONSTRUCTION DOCUMENTATION/PERMITTING

Elevations
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Figure 7, Rendering - Aerial View of Phase 2 Project Looking Easterly



Conceptual Rendering Aerial
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Figure 8, Rendering - Pedestrian Plaza



Conceptual Rendering Pedestrian Plaza

Architecture

The design of the proposed Phase 2 South Bay Galleria Improvement Project provides innovation, variety, significantly varied wall planes and setbacks, and creativity (landscaping and murals) which serves to help minimize the appearance of flat facades and box-like construction. The massing and scale of the project is intentionally “stepped” with the highest portions of the building (8 stories/89 feet) adjacent to the existing mall and the lowest portions of the building (3 stories, 35’) along Kingsdale Avenue. The proposed Phase 2 building height of 89 feet is the same height as the residential building studied for in this location in the Certified South Bay Galleria Mixed-Use Project EIR, and is lower than the 94’ height of the current AMC cinema building at the Galleria.

Subject to the conditions of approval, the project design provides multiple recessed planes of varying plaster colors coupled with balconies/terraces, varied window sizes, glazes, and trim types. The design incorporates multiple materials and architectural features including vertical “wood-look screens”, accent tiles on some tower elements, murals and public art features on the largest wall planes, and the extensive use of landscaping and trees on the roof tops that serve as “Outdoor Living Spaces” for the residents of the development. The commercial spaces are oriented towards the pedestrian plaza located in the space between the existing mall and the Phase 2 project and designed with large (floor to ceiling) storefront windows that are trimmed with dark bronze finishes of varying widths and separated by vertical plaster columns that incorporate blade signs and lighting fixtures. The overall design provides vertical and significant horizontal offsets to add architectural interest to the facades/exteriors. Roof planes and building shapes are stepped back from west to east with increased stories and heights to create “Outdoor Living Spaces” and serve to transition the project to a more single-family residential scale along Kingsdale Avenue. The incorporation of stepped back design and the significant landscaping on the roof decks provides communal spaces

for the residents and a unique overall appearance of the project. The pedestrian plaza serves to create a sense of place for both the residents of development as well as the greater community.

As designed the parking garage is surrounded by the commercial retail and residential units and is not visible from outside the building except on a portion of the northern façade.

Landscaping

The landscaping design for the project is primarily focused around the perimeter of the project, between the project and the existing mall within the pedestrian plaza, and on multiple roof top courtyards, open space areas, and terraces. In order to promote sustainability, a variety of drought-tolerant and native plant materials are conditioned to be incorporated into the landscape design. There are currently 39 trees on the subject property all of which are to be removed and replaced with up to 169 new trees. All of the public open space areas (33,191 SF) and public outdoor living space areas (48,000 SF) will include a combination of hardscape and landscaping.

Included within the attached resolution is a condition of approval that requires the landscaping for the project to be compliant with the City’s landscaping ordinance and the State’s Model Water Efficient Landscaping Ordinance and must include drought tolerant and California native plant species. Additionally, a minimum of 39 36-inch box trees are required as replacement trees and up to 130 smaller trees are to be planted throughout the project site. The intention, as stated in the condition, is to maximize the canopy coverage and shading provided by the trees. The attached plan set includes a comprehensive conceptual landscaping plan.

Public Open Space

As designed the project complies with the city’s required public open space requirement. Pursuant to RBMC Section 10-2.919 10% of the projects FAR is required to be “public open space”. It’s important to note that Phase 2 project is treated as a “component” of the entire South Bay Galleria Mixed-Use Project area. Condition #52 of the 2019 City Council Resolution CC-1901-004 approving the South Bay Galleria Mixed-Use Project states: “Consequently, all subsequent parcels contained within these 29.85 acres ... shall be treated as a cohesive development when calculating Floor to Area ratios and residential density in future applications. Below is the calculation of the projects “public open space” which demonstrates compliance with this requirement.

PUBLIC OPEN SPACE SUMMARY

DIAGRAM PROVIDED ON PAGE 36

REQUIRED PUBLIC OPEN SPACE (10% OF F.A.R.] RBMC 10-2.919)

^a1,729,894 SF (FLOOR AREA) x 10% **172,989 SF**

PROVIDED PUBLIC OPEN SPACE

^bPHASE 1 143,471 SF

^cPHASE 2 (350 UNIT) 33,191 SF

TOTAL PROVIDED **176,662 SF**

Outdoor Living Space

Although the project provides the overall required square footage of outdoor living space per the RBMC, it does not include outdoor living spaces for all 350 units. 240 units do include private outdoor living spaces however 110 units do not. Since not all units are provided with some private outdoor living space the applicant is seeking a “waiver” consistent with Density Bonus Law. Below is a breakdown of the projects overall outdoor living space areas. Additionally, the attached plan set includes a number of sheets that identify all the projects proposed outdoor living spaces.

OUTDOOR LIVING SPACE SUMMARY*

REQUIRED				
RESIDENTIAL	350 UNITS	x200SF PER REDONDO BEACH CR ZONE, 10-2.919(G)		
TOTAL REQUIRED OPEN SPACE				70,000 SF
PROVIDED OPEN SPACE				
NAME	AREA	MULTIPLIER	TOTAL	COUNT
PRIVATE PATIOS, BALCONIES AND DECKS				
PRIVATE PATIOS, 10' x15'	3,000 SF	2	6,000 SF	20
PRIVATE BALCONIES, 7' x 10'	13,160 SF	1.5	19,740 SF	188
PRIVATE BALCONIES, 7' x 24'	3,192 SF	1.5	4,788 SF	19
PRIVATE BALCONIES, 8' x 16'	1,664 SF	1.5	2,496 SF	13
	21,016 SF		33,024 SF	240
PUBLIC EXTERIOR COURT (50% MAX. TOWARDS REQUIRED OLS 70,000 SF x 50% = 35,000 SF MAX.)				
COURTYARD NORTH	14,075 SF	1	14,075 SF	1
COURTYARD SOUTH	13,500 SF	1	13,500 SF	1
	27,575 SF	1	27,575 SF	
PUBLIC ROOF DECKS				
TIERED DECKS, 30' X 24'	23,826 SF	1	23,826 SF	12
	23,826 SF		23,826 SF	
PUBLIC INTERIOR RECREATION (25% MAX. TOWARDS REQUIRED OLS 70,000 SF x 25% = 17,500 SF MAX.)				
FITNESS	2,050 SF	1	2,050 SF	1
	2,050 SF	1	2,050 SF	
TOTAL	74,467 SF		86,475 SF	

Parking

Concerning parking, AB 2097, which became 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, City of Redondo Beach parking requirements would not apply to the project. The Phase 2 project qualifies for this most recent Government Code provision, and as such, the City cannot require any vehicular parking spaces for any component of the project. The Applicant has elected to incorporate a minimum of 350 parking spaces (one space per unit) into the Phase 2 project to serve the residential units, and the conceptual plans accommodate another 495 onsite spaces in the subterranean level and above-ground parking structure within the building to replace the existing surface lot on the Phase 2 site that currently

serves the Mall and department stores. The Applicant has requested the flexibility to evaluate and adjust at the time the Phase 2 development secures financing the portion of the 495 existing spaces, if any, that will be replaced. Accordingly, the proposed Resolution includes a condition stating that prior to submitting the Phase 2 construction drawings for building plan check, the Applicant will elect and designate on the building plans how many, if any, of the 495 replacement spaces it has elected to include in the final project design. Applicant may elect to eliminate all or a portion of the subterranean parking level and/or a portion of the above-ground parking structure, subject to administrative building plan check review to confirm compliance with applicable codes.

That said, the Phase 2 project is proposing 1 vehicular parking space per unit totaling 350 residential parking spaces and up to 495 replacement commercial parking spaces (the existing surface parking lot provides 495 vehicular parking spaces). The total number of parking spaces within the Phase 2 project is up to 845.

Applicant Public Outreach Efforts

The applicant has provided a summary of their community engagement efforts for the proposed Phase 2 project dating back to 2023. A copy of the applicant's outreach summary is attached to this Administrative Report. The outreach summary identifies and outlines the comprehensive efforts the applicant has engaged in with the general public, neighborhood groups, business groups and associations, nearby residents and both appointed and elected officials over the past 2 years leading up to this public hearing. Staff did not attend any of the outreach meetings conducted by the applicant, however, the applicant is prepared to speak on this matter during the hearing if the Planning Commission has questions.

Public Communications Received by the City

Over the last 2 to 3 years Staff has received occasional general inquiries requesting updates and status on the overall redevelopment of the Galleria, however no specific comments on the proposed Phase 2 projects. Since the formal noticing on this public hearing for the Phase 2 project no comments or questions have been received concerning this project.

CONDITIONAL USE PERMIT (AMENDMENT)

A Conditional Use Permit (or in this case, a CUP amendment or "CUPA") serves to ensure that certain uses possessing unique characteristics will not adversely affect surrounding uses and properties, nor disrupt the orderly development of the community. To not "... disrupt the orderly development of the community", it is desirable to retain the approval by the City Council on January 15, 2019, of Resolution No. CC-1901-004 with all the Conditions of Approval and the Master Conditional Use Permit to more uniformly establish overall operating conditions and allowances for uses within the approved Phase 1 and proposed Phase 2. Conditions of Approval pursuant to Phase 2 via this "Amendment" to the approved Conditional Use Permit are in addition to the Conditions of Approval within Resolution No. CC-1901-004. Where conflicts arise between this resolution and Resolution No. CC-1901-004 concerning the development of the South Bay Galleria Mixed-Use Project Phase 2, the proposed current resolution (RESOLUTION NO. 2025-07-PCR-07) would supersede.

In accordance with Municipal Code Sections 10-2.2506(b), of the Redondo Beach Municipal Code, the proposed Phase 2 CUPA is in accord with the criteria set forth therein for the reasons described and detailed in the attached resolution (RESOLUTION NO. 2025-07-PCR-07). The findings in the attached resolution are also supported by information and analysis in the Draft EIR, the Final EIR (Certified by the City on January 15, 2019), the Draft and Final EIR Reference materials, the Mitigation Monitoring and Reporting Program (MMRP), the CEQA Findings, and the Statement of Overriding Considerations, all of which were adopted/approved by the City on January 15, 2019, as well as the Addendum to the Certified EIR completed in October 2024, this Planning Commission Administrative Report (August 21, 2025) and all its attachments, and testimony at the public hearing. Upon considering all of this information, on balance, the Commission should adopt the Resolution and approve the Phase 2 project if it finds that the project meets the requirements contained under RBMC 10-2.2506(b). See attached RESOLUTION NO. 2025-07-PCR-07 for the detailed findings in support of the approval of the requested "Amendment" to the Conditional Use Permit for the Phase 2 project.

Much of the language and formatting used in the construction of RESOLUTION NO. 2025-07-PCR-07 was built from Resolution No. CC-1901-004 approved by the City Council on January 15, 2019 as the Phase 2 project is an "Amendment" to that original project approval.

PLANNING COMMISSION DESIGN REVIEW (AMENDMENT)

The purpose of the Design Review is to ensure the compatibility, originality, variety and innovation within the architecture, design, landscaping and site planning of the project. The purpose of the review is also to protect surrounding properties, prevent blight and deterioration of neighborhoods, promote sound land use, design excellence, and protect the overall health, safety and welfare of the City, where feasible. As noted above the City's current Planning Commission Design Review "purpose" and "criteria" within the RBMC sections 10-2.2502 (a) and (b) are largely subjective and therefore not consistent with State Housing Law. In addition, the South Bay Galleria Improvement Project Phase 2 is in the CR Regional Commercial Zone, and is therefore not subject to the City's Objective Residential Design Guidelines, which are only applicable in the R-1 and R-1A, R-2, R-3, R-3A, RMD, RH-1, RH-2, and RH-3 residential zones.

In accordance with Municipal Code Section 10-2.2502(b) of the Redondo Beach Municipal Code, the applicant's request for a Modification of Planning Commission Design Review as previously approved via Resolution No. CC-1901-004, and as proposed under this application for Phase 2 is consistent with the criteria set forth therein. See attached RESOLUTION NO. 2025-07-PCR-07 for the detailed findings in support of the approval of the requested amendment to the Planning Commission Design Review for the Phase 2 project.

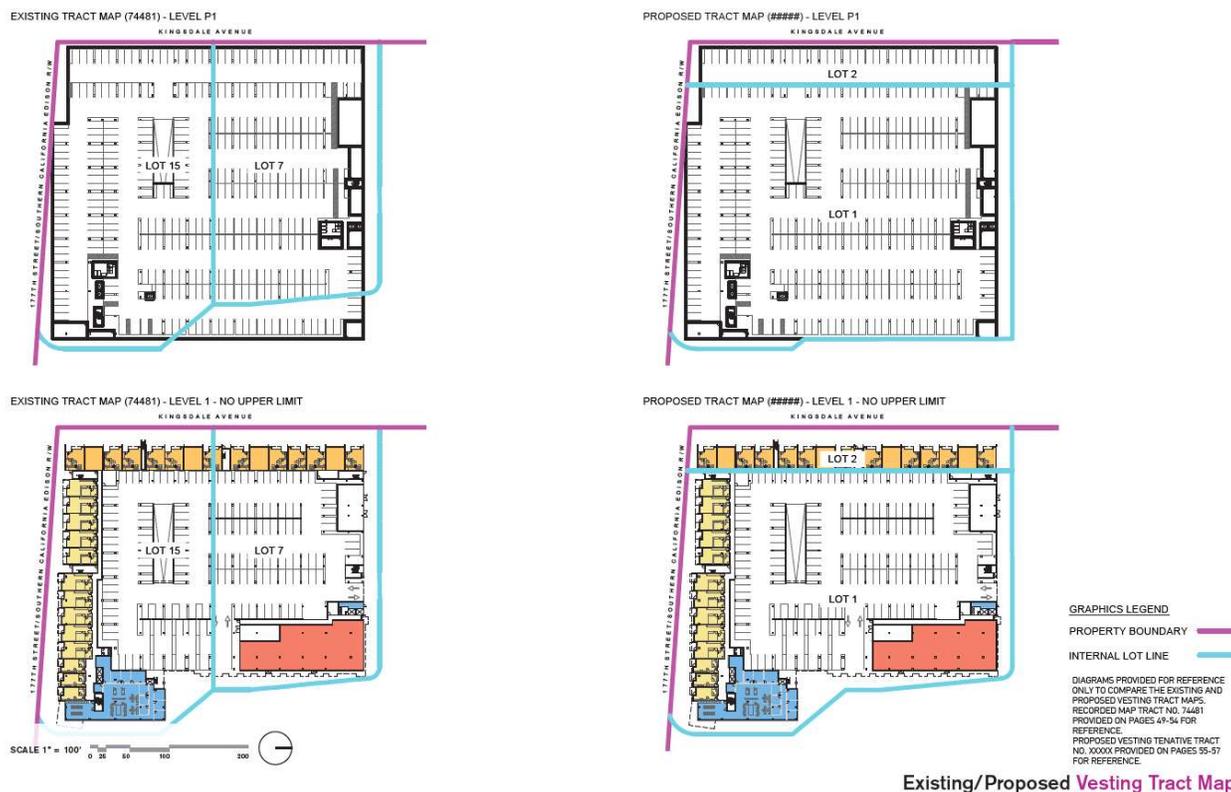
Much of the language and formatting used in the construction of RESOLUTION NO. 2025-07-PCR-07 was built from Resolution No. CC-1901-004 approved by the City Council on January 15, 2019 as the Phase 2 project is an amendment to that original project approval.

VESTING TENTATIVE TRACT MAP

A new Vesting Tentative Tract Map is required under the California Subdivision Map Act to reconfigure and further subdivide for condominium purposes the two lots recently created with the recordation of Vesting Tract Map No. 74481.

The proposed Vesting Tentative Tract Map No. 84931 does not create additional parcels that exceed the limit of 19 parcels for the entire South Bay Galleria Improvement Project as established with Tract Map No. 74481, but rather it reconfigures the two (2) parcels that make up the Phase 2 project area. The existing lots established by Tract Map No. 74481 (Lot 7 and Lot 15) are roughly equal in area (1.81 acres and 1.85 acres respectively) and bisect the Phase 2 project area with Lot 7 north of Lot 15. Vesting Tentative Tract Map No. 84931 reconfigures the existing lots in the following manner: Proposed “Lot 2” is approximately 22,290 SF (0.51 acres in size), runs parallel to Kingsdale Avenue and includes the option for the development of 15 for sale condominium Townhomes; Proposed “Lot 1” is approximately 137,056 SF (3.14 acres in size), is east of Lot 2 and will include 335 residential apartment units inclusive of 35 very low income or 70 low income affordable units (consistent with the City’s certified Sixth Cycle 2021-2029 Housing Element) plus the majority of the parking garages, the leasing offices, and the 8,300 square feet of commercial area.

Below are representations of the existing lot configuration on the subject property pursuant to Tract Map No. 74481 and the proposed “reconfiguration” pursuant to Vesting Tentative Tract Map No. 84931. The attached plan set includes copies of the actual recorded Tract Map No. 74481 and the proposed Vesting Tentative Tract Map No. 84931.



Existing/Proposed Vesting Tract Map

Vesting Tentative Tract Map No. 84931 for Phase 2 of the South Bay Galleria Improvement Project meets the all requirements of Chapter 1, Subdivisions, Article 5 of the City’s Municipal Code, and the California State Subdivision Map Act. The attached resolution (RESOLUTION NO. 2025-07-PCR-07)

documents all the required findings and criteria necessary for the approval of Vesting Tentative Tract Map No. 84931.

ONE YEAR EXTENSION OF VESTING

The applicant requests the granting of a one-year extension of the vesting period for the recorded final Vesting Tract Map No. 74481. Pursuant to California Government Code Section 66498.5 a recorded final map must be executed (associated building permits issued) in order to preserve the rights granted by the recorded map and the associated entitlements within one year of the recording of the subject final map. The action by the City Council on December 3, 2024, to accept all easement dedications and the subsequent recording on January 2, 2025 of the Final Vesting Tract Map No. 74481 served to preserve vesting of the associated entitlements for an additional year to January 2, 2026. The approval of the applicant's request for an additional one year extension of the vesting period of Vesting Tract Map No. 74481 will further preserve Tract Map No. 74481 and the associated entitlements for an additional year to January 2, 2027.

The applicant requests this additional one year extension due to the current economic instability and uncertainties concerning commercial real estate development and leasing markets.

DENSITY BONUS LAW REQUESTS

The Phase 2 project proposes 350 residential units inclusive of either 10% very low income or 20% low income affordable units, and is therefore subject to the provisions of state Density Bonus Law and is entitled to receive an increase in the maximum density permitted for the subject project and concessions, incentives, and waivers from development standards.

The Phase 2 project, however, is not seeking an increase in density above what is allowed for the South Bay Galleria project site nor is the project seeking incentives or concessions. In fact, concerning density, pursuant to the allowable density (30 DU/AC) of the underlying zoning on the Galleria site (CR), the Galleria site could accommodate up to 895 total residential units without a density bonus. The approved 300 units within Phase 1 combined with the proposed 350 units in Phase 2 total 650 residential units leaving the capacity for an additional 245 residential units at the Galleria project site, plus the potential for further density bonus units beyond that. Although the project is not seeking an increase in density or incentives/concessions, the project is seeking some waivers of applicable development standards which are itemized below and in the attached resolution (RESOLUTION NO 2025-07-PCR-07).

Consistent with Government Code Section 65915(e)(1), the Phase 2 project has applied for the following specific allowed waivers from some of the applicable RBMC development standards:

- Height, 89 feet - 6 inches proposed, 60 feet required (RBMC Section 10-2.919(d));
- Number of stories, 8 stories proposed, 4 stories required (RBMC Section 10-2.919(e));
- Outdoor living space (200 square feet per unit required, some units do not provide 200 square feet of private outdoor living space (RBMC Section 10-2.919(g)); and
- Private storage space, studio's and 1 bedrooms will not include the required 400 cubic feet per

unit (RBMC Section 10-2.1514(c)(1)).

Concerning the waivers for height and stories, General Plan Land Use Element Policy 1.41.7(a) calls for the applicant to "Reduce the impacts of height and mass by setting back and lessening the volume of the upper elevations of structures within 50 feet of the property line fronting Kingsdale Avenue." The density, number of stories, and building heights along the western portions of the project site along Kingsdale Ave are significantly reduced and setbacks from Kingsdale Avenue on upper floors are also increased to further ensure compliance with this policy. Limiting the Phase 2 residential building along Kingsdale Avenue to three stories results in the elimination of necessary housing, therefore increasing the height of the residential structure near the existing mall structure to accommodate the lost units is necessary.

With the application of LUE Policy 1.41.7(a), a reduction in density, height, and stories along Kingsdale Avenue makes necessary increases in density, height, and stories on other portions of the project, which are addressed through the issuance of the height and story waivers. It is noteworthy however, that although a height waiver from the 60-foot height limit prescribed by the CR zone height is necessary and included with this application, Land Use Element Policy 1.41.5 does explicitly allow the Planning Commission to approve "... heights in excess of 60 feet, but in no case higher than 100 feet, when a shade/shadow analysis is prepared by the applicant which demonstrates that the increased height will not result in adverse impacts upon adjacent land uses which do not lie upon the project site." As demonstrated in the applicant's shade/shadow analysis (included in the attached plan set), although there will be some change in early morning shadows as experienced at the residences west of the project site along Kingsdale Avenue from existing conditions, the design as proposed with the additional significant setbacks of upper stories is significantly less of a shade/shadow impact than what would result from a 60-foot tall structure that is setback 50 feet from Kingsdale Avenue. Therefore, the as designed additional height above 60 feet (89.5 feet, which is less than 100 feet and is lower than the 94' AMC Cinema building at the Galleria) is consistent with LUE Policy 1.41.5. Although the proposed additional height may be consistent with the LUE Policy 1.41.5 the Planning Commission still needs to approve the necessary height and story waivers from the CR zone height limit of 60 feet and 4 story limits.

AFFORDABLE UNITS

Conditions in the proposed Resolution will require that prior to or concurrently with the recordation of the final map or issuance of the first occupancy permit, whichever comes first, the Applicant shall execute and record an Affordable Housing Agreement in a form approved by the City Attorney, restricting the sale or lease of the deed restricted units (70 Lower Income or 35 Very Low) to affordable rents in accordance with the requirements of Government Code Section 65915.

The proposed Conditions further provide that materials for all units within each unit type will be identical on the exterior and interior. The affordable residential dwelling units shall be generally dispersed throughout the residential portion of the development project (other than in the townhomes, which may all be sold or leased at market rate) to the extent feasible, and shall not differ in appearance, size, and amenities from other units in the development. Any claim of infeasibility of dispersing the units shall be demonstrated by the applicant to the satisfaction of the Community

Development Director prior to the issuance of the building permits for a residential building.

ENVIRONMENTAL STATUS

The Final Environmental Impact Report for the South Bay Galleria Improvement Project (State Clearinghouse No. 2015101009) certified by the City Council on January 15, 2019, analyzed a project significantly larger than the project ultimately approved by City Council on January 15, 2019. To determine whether this proposed “Phase 2” application triggered a “Supplemental” or “Subsequent EIR” an environmental analysis was conducted and an “Addendum” to the Certified EIR for the South Bay Galleria Mixed-Use Project was issued in October 2024.

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.), the 2024 Addendum to the EIR analyzes the proposed development contemplated as Phase 2 of the Approved Project 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. Below is Table 1 from the Addendum which demonstrates that the combined project scopes of Phase 1 and Phase 2 are within the scope of the project that was analyzed in the certified Galleria EIR.

**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.

Attached to this Administrative Report is the environmental document entitled, “SOUTH BAY GALLERIA PHASE 2 PROJECT” “Addendum to the Certified EIR for the South Bay Galleria Mixed-Use Project” released October 2024. The Addendum details the analysis conducted for each

potential issue area.

CONCLUSION

For the reasons discussed above and the information attached to this report, the proposed project would conform with all the requirements of the General Plan, inclusive of the City’s 6th Cycle 2021-2029 Housing Element, RBMC, and State law. The proposed recommendation would not have an adverse effect on the public’s health or safety. Therefore, Staff recommends that the Planning Commission adopt the Addendum to the Environmental Impact Report for the South Bay Galleria Mixed-Use Project (State Clearinghouse No. 2015101009) certified by the City of Redondo Beach on January 15, 2019, and grant the requests for an Amendment of the Conditional Use Permit and Planning Commission Design Review approved by the City Council (Resolution No. CC-1901-004) for the South Bay Galleria Mixed-Use Project on January 15, 2019, and approve Vesting Tentative Tract Map No. 84931, a one year extension of the vesting period for the recorded final Vesting Tract Map No. 74481, and concessions/waivers of development standards pursuant to Government Code Section 65915 (Density Bonus Law)subject to the findings and conditions contained within the attached resolution.

Proposed Density Bonus Waivers		
Development Standard	Zoning Code Requirement	Proposed Waivers
Height	60 feet	89 feet, 6 inches
Number of stories	4 stories	8 stories
Outdoor living space	200 square feet per unit	110 units of 350 do not provide 200 square feet in private outdoor living space
Private storage space	400 cubic feet per unit	The “Studio” and “1 Bedroom” units will not include the required 400 cubic feet of private storage space per unit

Parking Standards		
Zoning Code Standard	AB 2097, which became effective January 1, 2023, (GC Section 65863.2)	Proposed Parking Standards
Commercial 33 spaces; Residential 700 + 117 Visitor	0 spaces	1 vehicular parking space per unit totaling 350 residential parking spaces and up to 495 replacement commercial parking spaces. (Up to 845 Parking Spaces Total)

ATTACHMENTS

Attachment 1 - Draft RESOLUTION NO. 2025-07-PCR-07

Attachment 2 - Adopted RESOLUTION NO. CC-1901-004

Attachment 3 - Phase 2 Plan Set (Link)

Attachment 4 - SouthBayGalleria_EIRAddendum_2024-10-21

Attachment 5 - Applicants Submittal Package_02.20.2024

Attachment 6 - Galleria Phase 2 Applicant Outreach

RESOLUTION NO. 2025-07-PCR-07

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, ADOPTING AN ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE SOUTH BAY GALLERIA MIXED-USE PROJECT (STATE CLEARINGHOUSE NO. 2015101009) CERTIFIED BY THE CITY OF REDONDO BEACH ON JANUARY 15, 2019, AND GRANTING THE REQUESTS FOR AN AMENDMENT OF THE CONDITIONAL USE PERMIT AND PLANNING COMMISSION DESIGN REVIEW APPROVED BY THE CITY COUNCIL (RESOLUTION NO. CC-1901-004) FOR THE SOUTH BAY GALLERIA MIXED-USE PROJECT ON JANUARY 15, 2019, AND APPROVING VESTING TENTATIVE TRACT MAP NO. 84931, A ONE YEAR EXTENSION OF THE VESTING PERIOD FOR THE RECORDED FINAL VESTING TRACT MAP NO. 74481, AND CONCESSIONS/WAIVERS OF DEVELOPMENT STANDARDS PURSUANT TO GOVERNMENT CODE SECTION 65915 (DENSITY BONUS LAW) TO ALLOW THE DEVELOPMENT OF PHASE 2 OF THE SOUTH BAY GALLERIA MIXED-USE PROJECT TO CONSTRUCT AN 8-STORY MIXED-USE BUILDING CONSISTING OF 15 RESIDENTIAL TOWNHOMES (APARTMENTS OR CONDOMINIUMS) AND 335 RESIDENTIAL APARTMENT UNITS, INCLUSIVE OF 10% VERY LOW INCOME OR 20% LOW INCOME AFFORDABLE UNITS, UP TO ONE LEVEL OF UNDERGROUND PARKING AND 3 LEVELS OF ABOVE GRADE PARKING TOTALING UP TO 845 PARKING SPACES (350 PARKING SPACES EXCLUSIVELY FOR RESIDENCES AND UP TO 495 PARKING SPACES (REPLACEMENT PARKING) FOR COMMERCIAL USES), 8,300 SQUARE FEET OF GRADE LEVEL COMMERCIAL USES, AND ASSOCIATED AMENITIES ON PROPERTY (3.26 ACRES) LOCATED WITHIN THE REGIONAL COMMERCIAL (CR) ZONE LOCATED AT 1815 HAWTHORNE BOULEVARD

WHEREAS, applications were filed February 20, 2024, by South Bay Center SPE, LLC, prior-owner of the South Bay Galleria Mixed-Use Project, requesting an approval of "Phase 2" of the South Bay Galleria Mixed-Use Project. The applications request an amendment of the Conditional Use Permit and Planning Commission Design Review approved by City Council (Resolution No. CC-1901-004) for the South Bay Galleria Mixed-Use Project on January 15, 2019, and approval of Vesting Tentative Tract Map No. 84931, and concessions/waivers from some Commercial Regional (CR) zoning development standards pursuant to State Density Bonus Law, to allow the construction of 350 residential units, 8,300 square feet of retail commercial stores, and up to 845 space parking garage on 3.26 acres at the South Bay Galleria located at 1815 Hawthorne Boulevard, Redondo Beach, CA; and

WHEREAS, an application was also filed on June 13, 2025, by KW-F SBG Owner, LLC, current owner of the South Bay Galleria Mixed-Use Project requesting a one year extension of the vesting period for the recorded Final Vesting Tract Map No. 74481, which would extend through January 2, 2027 the “vested” rights associated with the entitlements for the South Bay Galleria Mixed-Use Project approved by the City Council (Resolution No. CC-1901-004) on January 15, 2019; and

WHEREAS, at their duly noticed public hearing on April 19, 2018, the Planning Commission approved the South Bay Galleria Mixed-Use Project and adopted Resolution No. 2018-04-PCR-003 certifying the Final Environmental Impact Report, and approving a Water Supply Assessment, Environmental Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program and Granting the requests for a Conditional Use Permit, Planning Commission Design Review, a Variance, and approving Vesting Tentative Tract Map No. 74481 to allow the construction of the South Bay Galleria Improvement Project totaling 1,539,144 square feet of development on property located within the Regional Commercial Zone (CR) located at 1815 Hawthorne Boulevard; and

WHEREAS, one or more appeals of the 2018 Planning Commission decision to the City Council were filed in the timeframe stated within the Redondo Beach Municipal Code. ; and

WHEREAS, at their duly noticed public hearing of the Appeal on January 15, 2019, the City Council denied the Appeal in its entirety and confirmed the Planning Commission’s certification and adoption of the Final EIR, CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program and approved the Conditional Use permit, the Planning Commission Design Review, the Variance, the Density Bonus application and the requested incentives/concessions/waivers, and the revised January 15, 2019 Vesting Tentative Tract Map No. 74481 with no more than 19 parcels for the development of the South Bay Galleria Improvement Project totaling 1,539,144 square feet of development on property located within the Regional Commercial Zone (CR) located at 1815 Hawthorne Boulevard; and

WHEREAS, an application was filed on behalf of the owners of property located at 1815 Hawthorne Boulevard requesting the approval of a three (3) year extension of the Vesting Tentative Tract Map No. 74481, Conditional Use Permit, Planning Commission Design Review, and Variances to allow time to finalize the project plans, obtain leasing and financing commitments, and proceed with construction for property located within a Regional Commercial (CR) zone; and

WHEREAS, the Planning Commission of the City of Redondo Beach considered evidence presented by the applicant, the Planning Division, and other interested parties at the Continued public hearing held on the 18th day of November, 2021, and approved a three (3) year extension to January 15, 2025 of Vesting Tentative Tract Map No. 74481, the Conditional Use Permit, the Planning Commission Design Review, the Variances, and

the Density Bonus waivers/concessions as approved by City Council's Resolution No. CC-1901-004; and

WHEREAS, on April 7, 2022, South Bay Center SPE LLC submitted a revised site plan for South Bay Galleria Phase 1 Project. City Staff reviewed the submittal documents that included a site plan, uses and parking tables, a traffic and parking validation report dated December 17, 2021, a traffic and parking validation memorandum dated April 6, 2022, and an updated comparison table to the 2019 conditions of approval and pursuant to the authorities and purview granted to the Community Development Department by Conditions 19, 31, and 34 of City Council Resolution CC-1901-004 adopted January 15, 2019, the Community Development Department in a letter dated April 26, 2022, determined that the as revised South Bay Galleria Phase 1 Project was considered in compliance (substantial conformance) with City Council Resolution CC-1901-004 and the applicant was directed to proceed with submitting Phase 1 Plan Check documents to the City's Building Division; and

WHEREAS, South Bay Center SPE LLC has completed the City's Building Division building permit plan check review process for the South Bay Galleria Phase 1A (mall renovation and Town Square Plaza with skate park) and Phase 1B (300 residential units (including 10% very low income or 20% low income units), 31,200 square feet of ground floor commercial retail uses and a 309 space parking garage) building permit plan check reviews. Building permits for the South Bay Galleria Phase 1A and 1B are pending issuance by the City; and

WHEREAS, on June 4, 2024, a "Fifth Amendment" to the "Reimbursement Agreement" by and between the City of Redondo Beach and South Bay Center SPE, LLC was entered into for the reimbursement by the applicant to the City of Redondo Beach of the costs associated with the preparation of 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), to analyze the proposed development contemplated as "Phase 2" of the "Approved Project". "Phase 2" requests an amendment of the Conditional Use Permit and Planning Commission Design Review approved by City Council (Resolution No. CC-1901-004) for the South Bay Galleria Mixed-Use Project on January 15, 2019, and approval of Vesting Tentative Tract Map No. 84931, and concessions/waivers from some Commercial Regional (CR) zoning development standards pursuant to State Density Bonus Law, to allow the construction of 350 residential units, 8,300 square feet of retail commercial uses, and up to 845 spaces in a parking garage on 3.26 acres at the South Bay Galleria located at 1815 Hawthorne Boulevard, Redondo Beach, CA; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations Section 15000 et seq.), an Addendum to the Certified EIR (State Clearinghouse No. 2015101009) was completed in October 2024. The Addendum analyzed "Phase 1" (previously approved) and the development contemplated as "Phase 2" of the "Approved Project"; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations Section 15000 et seq.), the analysis within the Addendum demonstrates that 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 prepared for the South Bay Galleria Mixed-Use Project (State Clearinghouse No. 2015101009), 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; and

WHEREAS, notice of the time and place of the public hearing where the Addendum and the applications would be considered was given pursuant to State law and local ordinance by publication in the Easy Reader, by posting the subject property, and by mailing notices to property owners within 300 feet of the exterior boundaries of the subject property; and

WHEREAS, the Planning Commission of the City of Redondo Beach has reviewed and considered the Addendum to the Certified EIR, and evidence presented by the applicant, the Planning Division, and other interested parties at the public hearing held on the 21st Day of August, 2025 with respect thereto.

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

SECTION 1. The City finds that that the above recitals are true and correct, and are incorporated herein by reference.

SECTION 2. PRIOR EIR HAS BEEN CERTIFIED. The City previously certified the Environmental Impact Report (EIR) prepared for the South Bay Galleria Mixed-Use Project (State Clearinghouse No. 2015101009) on January 15, 2019, which analyzed modifications and additions to the existing 29.85-acre South Bay Galleria Mall property located at 1815 Hawthorne Boulevard. The Certified EIR, which is now beyond challenge and final in all respects, is hereby incorporated by reference pursuant to CEQA Guidelines Section 15150 and is available at the City’s Community Development Department, 415, Diamond Street, Redondo Beach, CA 90277. The Planning Commission confirms:

- A. That the Certified EIR includes an Introduction, Comments and Responses, Modifications to the Draft EIR, the Draft EIR, Appendices, and the Final EIR Errata and was completed and certified in compliance with CEQA.

- B. The EIR was presented to City Council of the City of Redondo Beach, and the City Council reviewed and considered the information contained in the EIR prior to certifying the EIR and approving the South Bay Galleria Mixed-Use Project.
- C. The Certified EIR reflects the City of Redondo Beach's independent judgement and analysis.

SECTION 3. MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) AND WATER SUPPLY ASSESSMENT. The City previously adopted the Mitigation Monitoring and Reporting Program and the Water Supply Assessment for the South Bay Galleria Mixed-Use Project and it is hereby incorporated by reference pursuant to CEQA Guidelines Section 15150 and is available at the City's Community Development Department, 415, Diamond Street, Redondo Beach, CA 90277.

SECTION 4. ENVIRONMENTAL IMPACTS AND FINDINGS. Pursuant to Public Resources Code § 21081 and CEQA Guidelines § 15091, prior to the approval of the South Bay Galleria Mixed-Use Project the City of Redondo Beach made specific written findings regarding each significant impact associated with the South Bay Galleria Improvement Project as approved on January 15, 2019. Those findings, as adopted on January 15, 2019, are contained in the CEQA Findings and Statement of Overriding Considerations and 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.

SECTION 5. FINDING THAT THE FINAL EIR DID NOT REQUIRE RECIRCULATION UNDER CEQA PRIOR TO ITS CERTIFICATION BY THE CITY ON JANUARY 15, 2019. The Final EIR included comments received on the Draft EIR and responses to those comments as well as modifications to the Draft EIR, Appendices, and the Final EIR Errata. The focus of the Final EIR was on the disposition of environmental issues as raised in the comments, as specified by CEQA Guidelines § 15088(b). The City of Redondo Beach found that information contained in the Final EIR, the Final EIR Errata, and information received before the close of the public hearing on January 15, 2019, merely clarified and amplified the analysis presented in the document and did not trigger the need to recirculate per CEQA Guidelines § 15088.5(b). As discussed in greater detail in the January 15, 2019 Administrative Report, additional modifications were made to Alternative 4/4-1. The City found that these modifications did not result in a considerably different alternative, did not result in a substantial increase in the severity of an environmental impact, did not result in a new environmental impact, and did not otherwise trigger recirculation, as outlined in greater detail in the environmental analysis included as Attachment E to the January 15, 2019 Administrative Report. This finding, as adopted by the City Council on January 15, 2019 (Resolution No. CC-1901-004) is hereby incorporated by reference pursuant to CEQA Guidelines Section 15150 and is available at the City's Community Development Department, 415, Diamond Street, Redondo Beach, CA 90277.

SECTION 6. STATEMENT OF OVERRIDING CONSIDERATION DECISION. The City previously adopted a Statement of Overriding Considerations for the South Bay Galleria Mixed-Use Project and it is hereby incorporated by reference pursuant to CEQA Guidelines Section 15150 and is available at the City's Community Development Department, 415, Diamond Street, Redondo Beach, CA 90277.

SECTION 7. ADDENDUM PREPARED PURSUANT TO CEQA GUIDELINES § 15164. In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations Section 15000 et seq.), an Addendum to the Certified EIR for the South Bay Galleria Mixed-Use Project was prepared to analyze the proposed "Phase 2" of the South Bay Galleria Mixed-Use Project and was completed in October 2024. The analysis within the Addendum demonstrates that 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 prepared for the South Bay Galleria Mixed-Use Project (State Clearinghouse No. 2015101009), 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. These findings are based on the Addendum, the agenda report, testimony at the public hearing, and on the following facts;

- A. The project analyzed in the Certified EIR prepared for the South Bay Galleria Mixed-Use Project included 1,131,555 square feet of commercial development, a 1,287 seat theater, a 150 room hotel, 650 residential units with an overall development of 1,950,565 square feet.
- B. The project analyzed in the Addendum (approved "Phase 1" plus proposed "Phase 2") included 890,596 square feet of commercial development, a 1,287 seat theater, a 150 room hotel, 650 residential units with an overall development of 1,735,831 square feet.
- C. All of the impacts associated with approved "Phase 1" plus proposed "Phase 2" are within the envelope of impacts addressed in the Certified EIR prepared for the South Bay Galleria Mixed-Use Project (State Clearinghouse No. 2015101009), and do not constitute a new or substantially increased significant impact.

SECTION 8. RESOLUTION NO. CC-1901-004 REMAINS IN FULL FORCE AND EFFECT. Except as explicitly modified herein, all recitals, resolves, findings, further resolves, mitigation monitoring and reporting program and conditions of approval within Resolution No. CC-1901-004 as approved and adopted by the City Council of the City of Redondo Beach at their duly noticed public hearing on January 15, 2019 remain in full force and effect. At their duly noticed public hearing on November 18, 2021, the Planning Commission approved a three (3) year extension to January 15, 2025, of Vesting Tentative Tract Map No. 74481 and the associated entitlements within Resolution No. CC-1901-004. Vesting Final Tract Map No. 74481 and all easement dedications were

accepted by the City Council on December 3, 2024. The Vesting Final Tract Map No. 74481 was recorded in the official records of Los Angeles County on January 2, 2025, which served to vest the Tract Map No. 74481 and the associated entitlements for an additional year to January 2, 2026, and this Resolution in Section 13(5) below further extends the vesting period through January 2, 2027. The recitals, resolves, findings, further resolves, and conditions of approval within this resolution (RESOLUTION NO. 2025-07-PCR-07) are in addition to those within Resolution No. CC-1901-004. Where conflicts arise between this resolution and Resolution No. CC-1901-004 concerning the development of the South Bay Galleria Mixed-Use Project Phase 2, this resolution (RESOLUTION NO. 2025-07-PCR-07) supersedes.

SECTION 9. CUSTODIAN OF RECORDS. The documents and other materials that constitute the record of proceedings on which the Project findings are based are located at the City of Redondo Beach Community Development Department, 415 Diamond Street, Redondo Beach, California 90277. The custodian for these documents is the Planning Division. However, this section should not be interpreted to mean that the City has prepared and organized the Record of Proceedings, as contemplated under Pub. Res. Code§ 21167.6.

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

1. In accordance with Municipal Code Sections 10-2.2506(b), of the Redondo Beach Municipal Code, the proposed Conditional Use Permit Amendment is in accord with the criteria set forth therein for the reasons described below. The Findings provided in this resolution are also supported by information and analysis in the Draft EIR, the Final EIR (Certified by the City on January 15, 2019), the Draft and Final EIR Reference materials, the MMRP, the CEQA Findings, and the Statement of Overriding Considerations, all of which were adopted/approved by the City on January 15, 2019, as well as the Addendum to the Certified EIR completed in October 2024, and the Planning Commission Administrative Report (August 21, 2025) and all its attachments, and testimony received at the public hearing on August 21, 2025. Upon considering all of this information, on balance, the City finds that the project meets the requirements contained under RBMC 10-2.2506(b) for the following reasons:
 - a) The proposed uses for the South Bay Galleria Improvement Project “Phase 2” are conditionally permitted in the Regional Commercial (CR) Zone and are in conformity with “Typical Principal Uses” and policies per the General Plan Land Use Designation of “Mixed-Use Transit Center” (MU-TC) in which the site is located. The site is not located within the Artesia and Aviation Corridors Area Plan. The site is adequate in size and shape to accommodate the uses including all setbacks, spaces, walks and fences/walls, parking, loading, landscaping and other features, and the project is consistent with the requirements of Chapter 2, Title 10 of the Redondo Beach Municipal Code and Government Code Section 65915-

65918 (State Density Bonuses and Other Incentives) concerning specific allowed waivers from some RBMC development standards including: Height (89'-6" proposed instead of the required 60' plus 4' for screening of mechanical equipment); Number of stories (8 stories proposed instead of required 4 stories); Outdoor living space (200 square feet per unit required, however some units rely entirely on public exterior and interior spaces with no private outdoor living space); Parking (1 space per residential unit proposed instead of 2 plus some guest parking required by RBMC); and Private Storage Space (Studio's and 1 Bedrooms will not include the required 400 cubic feet per unit).

- b) As substantiated in the Final Environmental Impact Report (SCH# 2015101009 / FILE NO. 2015-09-EIR-001) and the Traffic Impact Study prepared by Fehr & Peers (including but not limited to DEIR Appendix L, Section 6.2) as supplemented by the Addendum, the site has adequate access to public streets of adequate width to carry the kind and quantity of traffic generated by the South Bay Galleria Improvement Project (inclusive of approved Phase 1 and proposed Phase 2), subject to increased localized vehicular delay. However, the project as approved would result in increased regional vehicular transportation benefits from reduced Vehicle Miles Traveled (VMT), increased usage of alternative modes of transportation, including increased pedestrian amenities attributable in part to the mixed use nature of the project site, and increased utilization of transit, due in part to the site's designation as a Transit Priority Area and proximity to the Transit Center and High Capacity Transit Corridors. Municipalities throughout Southern California and the South Bay are approving mixed-use projects consistent with Senate Bill 375 [2008] and the Regional Transportation Plan. The region as a whole will benefit from mixed use developments due to reduced vehicular traffic (reduced frequency and shorter duration trips), reduced greenhouse gas emissions, and reduced air quality emissions (and a reduction in other secondary effects associated with urban sprawl).
- c) The proposed South Bay Galleria Improvement Project (inclusive of approved Phase 1 and proposed Phase 2) will have no adverse effect on abutting property or the permitted use thereof, subject to the previously adopted Conditions of Approval/MMRP and those Conditions of Approval herein.
- d) The South Bay Galleria Improvement Project (inclusive of approved Phase 1 and proposed Phase 2) is consistent with and in conformance with the General Plan including the "MU-TC" Mixed Use Transit Center designation (Resolution No. CC-2410-106 adopted November 5, 2024), as outlined in greater detail in Draft EIR Sections 4.6.4 (LU-1), and 4.6.5 (LU-1), as well as Section 3.8 (note the DEIR refers to "CR" Commercial Regional land use

designation which is consistent with recently adopted “MU-TC” Mixed Use Transit Center land use designation).

- e) The Mitigation Monitoring and Reporting Program and Conditions of Approval adopted with Resolution No. CC-1901-004 (January 15, 2019) and the Conditions of Approval in this resolution (RESOLUTION NO. 2025-07-PCR-07) are deemed necessary to protect the public health, safety, and general welfare.
 - f) The South Bay Galleria Improvement Project (inclusive of approved Phase 1 and proposed Phase 2) is in compliance with the intent of the applicable development standards by zone and noted allowed “waivers” from some development standards pursuant to State Density Bonus Law, including: Height (89’-6” proposed instead of the required 60’ plus 4’ for screening of mechanical equipment); Number of stories (8 stories proposed instead of required 4 stories); Outdoor living space (200 square feet per unit required, however some units rely entirely on public exterior and interior spaces with no private outdoor living space); Parking (1 space per residential unit proposed instead of 2 plus some guest parking required by RBMC); and Private Storage Space (Studios and 1 Bedrooms will not include the required 400 cubic feet per unit), as outlined in the Administrative Report presented at the August 21, 2025 Planning Commission meeting and the previously Certified EIR.
 - g) Given the fact that it is not possible at this time to know the exact leasing plan for future specific uses, it was and still is expedient and desirable to retain the approval by the City Council on January 15, 2019, of Resolution No. CC-1901-004 with all the Conditions of Approval and the Master Conditional Use Permit to more uniformly establish overall operating conditions and allowances for uses within the approved Phase 1 and proposed Phase 2. Conditions of Approval pursuant to Phase 2 via this “Amendment” to the approved Conditional Use Permit are in addition to the Conditions of Approval within Resolution No. CC-1901-004. Where conflicts arise between this resolution and Resolution No. CC-1901-004 concerning the development of the South Bay Galleria Mixed-Use Project Phase 2, this resolution (RESOLUTION NO. 2025-07-PCR-07) supersedes.
2. In accordance with Municipal Code Section 10-2.2502(b) of the Redondo Beach Municipal Code, the applicant’s request for a Modification of Planning Commission Design Review as previously approved via Resolution No. CC-1901-004, and as proposed under this application for Phase 2 is consistent with the criteria set forth in the Municipal Code for the following reasons:
- a) The design of the proposed South Bay Galleria Improvement Project Phase 2 considers the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and

common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.

- b) The natural terrain was removed from the project site more than 60 years ago when the first development took place. Therefore, there is no natural terrain or natural landscape features that can be integrated into the project. Furthermore, the new landscaping would be drought tolerant and would conform to the City's landscaping regulations for new development. While the project site contains approximately 93,761 SF of dispersed ornamental landscaping under existing conditions, including ornamental trees, it is not feasible to preserve this existing landscaping. The project involves the excavation of an underground parking structure, renovation of existing infrastructure, and replacement of the existing surface parking facilities and associated ornamental landscaping to implement the South Bay Galleria Improvement Project. The existing landscaping and these new facilities are not physically compatible. Furthermore, upon implementation, the project as approved (Phase 1 and Phase 2) will provide an increase in landscaping (including trees) and open space.
- c) The final design of the proposed South Bay Galleria Improvement Project Phase 2 is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment subject to the conditions of approval.
- d) The overall design of the South Bay Galleria Improvement Project Phase 2, is integrated and compatible with the neighborhood and strives to be in harmony with the scale and bulk of the surrounding properties. The project design would be complementary to the well-received design of the adjacent South Bay Marketplace as well as surrounding commercial properties. The existing adjacent structures have building heights up to 94.9 feet, with several additional existing structures ranging from 42.2 feet to 60.1 feet. The adjacent residential and commercial structures to the north, south, east, and west have setbacks which provide transitions to these adjacent land uses which ensure the project is in harmony with the scale and bulk of the surrounding properties. The existing residences east of the approved Phase 1 project site are located approximately 180 feet from the eastern border of Hawthorne Boulevard. Such residences are also separated by the project site by landscaped medians which further harmonize the project site with the adjacent land uses to the east. The existing residences to the west of the project site are located approximately 50 feet from the western border of Kingsdale Avenue. The Phase 2 project includes a 25-foot setback along the Kingsdale Avenue frontage at grade that includes a 5-foot wide landscaped parkway with street trees, a 12-foot wide sidewalk, and "front yard" patios in the nearest residences (proposed Townhomes) ranging in width from 6 feet to 10 feet. Additionally, the residential structures on grade fronting Kingsdale Avenue (proposed Townhomes) are limited to

31-foot heights with 4-foot parapets above (35-foot total height). As the residential structure increases in stories and heights, the setback from Kingsdale Avenue continues to increase. Also, the number of residences fronting Kingsdale Avenue reduces from 15 Townhomes at grade to 6 units on the upper levels (levels 4 through 8). At level 4 the setback from the property line along Kingsdale Avenue is 54-feet, at level 5 this setback increases to a range of 82 feet to 106 feet, at level 6 this setback increases to 131 feet, at level 7 this setback increases to 154 feet, and at level 8 this setback is 178 feet. On each level beginning on level 4, there are roof top decks that provide “Outdoor Living Space” for the residents that include a significant amount of landscaping and trees that also serve to buffer the development from the existing adjacent single-family residences. The combination of the increased stepped setbacks and incorporation of additional landscaping on each level above level 3 serves to further harmonize the project with the existing neighborhood. The commercial properties to the north of the Galleria property are approximately 100 feet to the north of the approved Phase 1 project site and not impacted with the development of Phase 2.

- e) The design of the proposed Phase 2 South Bay Galleria Improvement Project provides innovation, variety, significantly varied wall planes and setbacks, and creativity (landscaping and murals) which serves to help minimize the appearance of flat facades and box-like construction. Subject to the conditions of approval, the project design provides multiple recessed planes of varying plaster colors coupled with varied window sizes, glazes, and trim types. The design incorporates multiple materials and architectural features including vertical “wood-look screens”, accent tiles on some tower elements, murals and public art features on the largest wall planes, and the extensive use of landscaping and trees on the roof tops that serve as “Outdoor Living Spaces” for the residents of the development. The commercial spaces are designed with large (floor to ceiling) storefront windows that are trimmed with dark bronze finishes of varying widths and separated by vertical plaster columns that incorporate blade signs and lighting fixtures. The overall design provides vertical and significant horizontal offsets to add architectural interest to the facades/exterior. Roof planes and building shapes are stepped back from west to east with increased heights to create “Outdoor Living Spaces” and transition to a more single-family residential design along Kingsdale Avenue in recognition of the single-family residences west of the project that also front Kingsdale Avenue. The incorporation of artistic design elements and the significant landscaping on the roof decks to create communal spaces serves to further the unique overall appearance and creates a sense of place.
- f) The conceptual signage proposed on the exterior elevations of Phase 2 would be consistent with sign regulation criteria in RBMC Sections 10-2.1802 and 10-2.1810.

- g) The South Bay Galleria Improvement Project Phase 2 is in the CR Regional Commercial Zone, and is therefore not subject to the City's Objective Residential Design Guidelines, which are only applicable in the R-1 and R-1A, R-2, R-3, R-3A, RMD, RH-1, RH-2, and RH-3 residential zones.
 - h) The Mitigation Monitoring Program adopted on January 15, 2019, the conditions of approval included within Resolution No. CC-1901-004, design considerations integrated into the Phase 2 project and adopted in this resolution as conditions of approval are deemed necessary to protect the public health, safety, and general welfare.
3. The Vesting Tentative Tract Map No. 84931 for Phase 2 of the South Bay Galleria Improvement Project meets the requirements of Chapter 1, Subdivisions, Article 5 of the City's Municipal Code, and the California State Subdivision Map Act. Vesting Tentative Tract Map No. 84931 does not create additional parcels that exceed the limit of 19 parcels for the entire South Bay Galleria Improvement Project as established with Tract Map No. 74481, but rather it reconfigures the two (2) parcels that make up the Phase 2 project area. The existing lots established by Tract Map No. 74481 (Lot 7 and Lot 15) are roughly equal in area (1.81 acres and 1.85 acres respectively) and bisect the Phase 2 project area with Lot 7 north of Lot 15. Vesting Tentative Tract Map No. 84931 reconfigures the existing lots in the following manner: Proposed "Lot 2" is approximately 22,290 SF (0.51 acres in size), runs parallel to Kingsdale Avenue and includes the proposed 15 Townhomes; Proposed "Lot 1" is approximately 137,056 SF (3.14 acres in size), is east of Lot 2 and will include 335 residential apartment units inclusive of 10% very low income or 20% low income affordable units (consistent with the City's certified Sixth Cycle 2021-2029 Housing Element) plus the majority of the parking garages, the leasing offices, and the 8,300 square feet of commercial area. The Vesting Tentative Tract Map No. 84931 is consistent with the criteria set forth therein for the following reasons:
- a) That Vesting Tentative Tract Map No. 84931 filed and deemed complete is in conformance with Section 10-1.102 (Purpose and intent) of the Redondo Beach Municipal Code which establishes the rules, regulations, and specifications to control and regulate the division of land, building, or air space for any purpose whatsoever within the City.
 - b) That in accordance with Section 10-1.103 (General responsibilities: Subdividers) of the Redondo Beach Municipal Code, the Subdivider has prepared a map consistent with the design standards and has assured the accomplishment of improvements consistent with the subdivision section of the Redondo Beach Municipal Code.
 - c) That in approving Vesting Tentative Tract Map No. 84931 the Planning Commission has investigated and concludes that the design and

improvement of the proposed subdivision is in conformance with the General Plan, inclusive of the City's Certified Sixth Cycle 2021-2029 Housing Element, the applicable zoning subject to the approved State Density Bonus Law waivers, the requirements of the Subdivision section of the Redondo Beach Municipal Code (including lot width, depth, and area minimums), and the Subdivision Map Act, and hereby reports its actions to the subdivider pursuant to Section 10-1.106 of the Redondo Beach Municipal Code.

- d) That pursuant to Sections 10-1.514 and 10-1.5508 of the Redondo Beach Municipal Code the approval of the Vesting Tentative Tract Map No. 84931 shall expire thirty-six (36) months after the date the map was approved or conditionally approved. The person filing the tentative map may request an extension of the tentative map or vesting tentative map approval or conditional approval by a written application to the Commission, such application to be filed at least thirty (30) days before the approval or conditional approval is due to expire. The application shall state the reasons for requesting the extension.
- e) That the approval of Vesting Tentative Tract Map No. 84931 granted herein shall confer a vested right to proceed with development in substantial compliance with the ordinances, policies, and standards described in Section 66474.2 of the Government Code of the State. However, if said Section 66474.2 is repealed, the approval or conditional approval of a vesting tentative map shall confer a vested right to proceed with development in substantial compliance with the ordinances, policies, and standards in effect at the time the vesting tentative map is approved or conditionally approved.
- f) That the street and lot layout is appropriate to the land use for which the subdivision is proposed and conforms to the proposed land use and standards established in the General Plan, inclusive of the City's Certified Sixth Cycle 2021-2029 Housing Element, and Zoning Ordinance, subject to the approved State Density Bonus Law waivers. The subdivider has demonstrated to the satisfaction of the Commission that the street, access, parcels, and block pattern proposed is specifically adapted to the uses anticipated and takes into account other uses in the vicinity. The Planning Commission finds that the following principles and standards are met by this subdivision:
 - (a) The proposed parcels or lots are suitable in area and dimensions to the types of development anticipated.
 - (b) The street rights-of-ways and pavement are adequate to accommodate the type of volume of traffic anticipated to be generated thereon, as described in greater detail under Finding 1(b) above.

- (c) That special requirements may be imposed by the City with respect to street, curb, gutter, and sidewalk design and construction.
 - (d) That special requirements may be imposed by the City with respect to the installation of public utilities, including water, sewer, and storm water drainage.
 - (e) That every effort has been made to protect adjacent residential areas from the potential nuisance of proposed uses including the provision of additional landscaping, including a large number of trees, and significant extra building setbacks of the upper stories of the project from the single family residential neighborhood on the west side of Kingsdale Avenue.
 - (f) That the subdivision for proposed development takes into account all areas proposed for vehicular circulation and parking, for pedestrian circulation, and for buffer strips and other landscaping.
4. The applicant requests the granting of a one year extension of the vesting period for the recorded final Vesting Tract Map No. 74481. Pursuant to California Government Code Section 66498.5, absent further extensions, vested entitlements under a recorded vesting final map must be executed (associated building permits issued) in order to preserve the rights granted by the recorded map and the associated entitlements within one year of the recording of the subject final map. The action by the City Council on December 3, 2024, to accept all easement dedications and approve Vesting Tract Map No. 74481 and the subsequent Final Vesting Tract Map 74481 recordation on January 2, 2025 served to preserve Tract Map No. 74481 and the associated entitlements for an additional year to January 2, 2026. The approval of the applicant's request for an additional one year extension of the vesting period of Vesting Tract Map No. 74481 will further preserve Tract Map No. 74481 and the associated entitlements for an additional year to January 2, 2027. The applicant requests this additional one year extension due to the current economic instability and uncertainties concerning commercial real estate development and leasing markets.
5. The Applicant submitted a request for a density bonus, with no increase in density, per Government Code Sections 65915-65918 (State Density Bonus Law) as the project (Phase 2 of the South Bay Galleria Improvement Project) includes 10% very low income or 20% low income affordable units (35 very low income affordable units or 70 low income affordable units). The South Bay Galleria Mixed-Use project site could be developed with up to 895 residential units per the allowed density (30 DU/AC) of the underlying Commercial Regional (CR) zoning. The applicant was approved for 300 residential units (Phase 1) on January 15, 2019, and with this application is now requesting an additional 350 residential units for a total of 650 units, which is less than the 895 residential units permitted at this

location. State Density Bonus Law allows for certain incentives/concessions and waivers of development standards depending upon the amount and category of affordable units. Based upon the proposed amount and category of affordable units within Phase 2, the City finds that pursuant to Government Code Sections 65915-65918 the project is entitled to two incentives or concessions (Government Code Section 65915(d)(2)(B) and (k)), unlimited waivers of development standards (Government Code Section 65915(e)(1)) that will have the effect of physically precluding the construction of the development, and parking incentives (Government Code Section 65915(p)). The development is not seeking any concessions and incentives. Consistent with Government Code Section 65915(e)(1), the Phase 2 project has applied for the following specific allowed waivers from some of the applicable RBMC development standards:

- a. Height, 89 feet – 6 inches proposed, 60 feet required (RBMC Section 10-2.919(d));
- b. Number of stories, 8 stories proposed, 4 stories required (RBMC Section 10-2.919(e));
- c. Outdoor living space (200 square feet per unit required, some units do not provide 200 square feet of private outdoor living space (RBMC Section 10-2.919(g)); and Private storage space, Studio's and 1 Bedrooms will not include the required 400 cubic feet per unit (RBMC Section 10-2.1514(c)(1)).

Concerning parking, Government Code Section 65915(p)(A) restricts the local jurisdiction having authority from imposing a vehicular parking ratio that exceeds 0.5 spaces per unit when the residential development includes at least 20 percent low income units, is located within one-half mile of a major transit stop, and there is unobstructed access to the major transit stop from the development. Additionally, AB 2097, which became 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, City of Redondo Beach parking requirements would not apply to the project. The Phase 2 project qualifies for this most recent Government Code provision and as such the City cannot require any vehicular parking spaces for the residential component of the project. That said, the Phase 2 project is proposing 1 vehicular parking space per unit totaling 350 residential parking spaces and up to 495 replacement commercial parking spaces (the existing surface parking lot provides 495 vehicular parking spaces). The total number of parking spaces within the Phase 2 project will be up to 845.

Concerning the waivers for height and stories, General Plan Land Use Element Policy 1.41.7(a) calls for the applicant to "Reduce the impacts of height and mass by setting back and lessening the volume of the upper elevations of structures within 50 feet of the property line fronting Kingsdale Avenue." The density, number of stories, and building heights along the western portions of the project site along Kingsdale Ave are significantly reduced and setbacks from Kingsdale Avenue on

upper floors are also increased to further ensure compliance with this policy. Limiting the Phase 2 residential building along Kingsdale Avenue to three stories results in the elimination of necessary housing, therefore increasing the height of the residential structure near the existing mall structure to accommodate the lost units is necessary. To implement Policy 1.41.7(a), a reduction in density, height, and stories along Kingsdale Avenue makes necessary increases in density, height, and stories on other portions of the project, which are addressed through the issuance of the height and story waivers. Although a height waiver from the 60 foot height limit prescribed by the CR zone height is included with this application, Land Use Element Policy 1.41.5 does explicitly allow the Planning Commission to approve "... heights in excess of 60 feet, but in no case higher than 100 feet, when a shade/shadow analysis is prepared by the applicant which demonstrates that the increased height will not result in adverse impacts upon adjacent land uses which do not lie upon the project site." As demonstrated in the applicant's shade/shadow analysis, although there will be some change in early morning shadows as experienced at the residences west of the project site along Kingsdale Avenue from existing conditions, the design as proposed with the additional significant setbacks of upper stories is significantly less of a shade/shadow impact than what would result from a 60 foot tall structure that is setback 50 feet from Kingsdale Avenue. Therefore, the as designed additional height above 60 feet (89.5 feet, which is less than 100 feet and less than the existing AMC Cinema building height of 94 feet) is consistent with LUE Policy 1.41.5 and is approved by the Planning Commission along with the necessary height waiver from the CR zone height limit of 60 feet.

6. The plans, specifications and drawings submitted with the applications associated with the Phase 2 project are within the envelope of development described in the Certified EIR, which is documented in the Addendum to the EIR completed in October 2024, and have been reviewed by the Planning Commission. Project materials were made available for review at City Hall, on the City website, and were included as attachments to the Administrative Reports presented to the Planning Commission.

7. In accordance with Government Code Section 65863(b)(2) (No Net Loss Provisions of State Housing Element Law), with the development of 20% of the units (70 units) for "lower" income, the remaining sites identified in the City's Housing Element are adequate to meet the requirements of Section 65583.2 and accommodate the City's share of the its regional housing need pursuant to Section 65584. The following table quantifies the remaining unmet need for the City's share of its regional housing need for each income level and the remaining capacity of sites as identified in the City's Housing Element to accommodate need by income level. As demonstrated below, the City will have adequate capacity to accommodate its share of "lower" income households with the development of 20% of the units (70 units) for "lower" income. Additionally, if Phase 2 were to develop 35 units for "very low" income households there is additional capacity on the remaining areas of the subject property for an additional 245 units at the

requisite density (30 DU/AC with a minimum density of 20 DU/AC) to qualify for future affordable units and therefore “capacity” to accommodate the City’s assigned RHNA is also maintained under this option as well.

Summary of Housing Sites Inventory (Table H-43 Housing Element 6 th Cycle 2021-2029)				
	Lower	Moderate	Above Moderate	Total
Remaining RHNA with Buffer	1,395	476	53	1,924
Total Estimated Capacity with “Project” Providing 20% Low Income Affordable Units (70 units)*	1,404	683	911	2,998
Total Estimated Capacity with “Project” providing 10% very low income affordable units (35 units)**	1,369**	683	911	2,963

* The City’s Certified Sixth Cycle 2021-2029 Housing Element (Table H-43) projected that the South Bay Galleria Phase 2 Project would provide 70 “Lower” income affordable units and 280 “Above Moderate” income units with a total number of units of 350.

**There is additional capacity for 245 residential units at the South Bay Galleria property that could be developed as affordable units for “Lower” income households due to the site’s allowable density of 30 DU/AC with a minimum density of 20 DU/AC. Therefore, capacity exists for accommodating the City’s assigned RHNA under this development option as well.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FURTHER RESOLVE AS FOLLOWS:

SECTION 10. The Planning Commission does hereby find that the above recitals and findings are true and correct and are incorporated herein by reference as if set forth in full.

SECTION 11. Based on the above findings, the Planning Commission does hereby grant and approve the Amendments to the Master Conditional Use Permit and the Planning Commission Design Review previously approved via Resolution No. CC-1901-004, Vesting Tentative Tract Map No. 84931, a one year extension of the vesting period for the recorded final Vesting Tract Map No. 74481, and concessions/waivers of development standards pursuant to government code section 65915 (density bonus law) pursuant to the plans and applications considered by the Planning Commission at its meeting on the 21st day of August, 2025.

SECTION 12. That the approved Amendments to the Master Conditional Use Permit and the Planning Commission Design Review previously approved via Resolution No. CC-1901-004, Vesting Tentative Tract Map No. 84931, a one year extension of the vesting period for the recorded final Vesting Tract Map No. 74481, and concessions/waivers of

development standards pursuant to government code section 65915 (density bonus law) shall become null and void if not vested within 36 months from the effective date of this resolution, unless an extension is granted pursuant to law.

SECTION 13. These permits shall be void in the event that the applicant does not comply with the previously adopted Mitigation Monitoring Program adopted concurrently with Resolution No. CC-1901-004 on January 15, 2019, or the following conditions:

In addition to the Mitigation Monitoring and Reporting Program adopted on January 15, 2019, the following Conditions of Approval have been proposed and incorporated into this Resolution.

1. Except as explicitly modified herein, all recitals, resolves, findings, further resolves, mitigation monitoring and reporting programs and conditions of approval within Resolution No. CC-1901-004 as approved and adopted by the City Council of the City of Redondo Beach at their duly noticed public hearing on January 15, 2019 remain in full force and effect and are applicable to the Phase 2 development of the South Bay Galleria Mixed-Use Project. The recitals, resolves, findings, further resolves, and conditions of approval within this resolution (RESOLUTION NO. 2025-07-PCR-07) are in addition to those within Resolution No. CC-1901-004. Where conflicts arise between this resolution and Resolution No. CC-1901-004 concerning the development of the South Bay Galleria Mixed-Use Project Phase 2, this resolution (RESOLUTION NO. 2025-07-PCR-07) supersedes.
2. That the approval granted herein is for the Phase 2 South Bay Galleria Mixed-Use Project, as described in the Addendum (October 2024) to the Environmental Impact Report for the South Bay Galleria Mixed-Use Project (State Clearinghouse No. 2015101009) certified by the City of Redondo Beach on January 15, 2019, to construct an 8-story mixed-use building consisting of 15 residential condominiums and 335 residential apartment units, inclusive of 10% very low income or 20% low income affordable units, up to one level of underground parking and up to 3 levels of above grade parking totaling up to 845 parking spaces (350 parking spaces exclusively for residences and up to 495 parking spaces (replacement parking) for commercial uses), 8,300 square feet of grade level commercial uses, and associated amenities with a total development of 384,576 square feet on property (3.26 acres) located within the Regional Commercial zone (CR) located at 1815 Hawthorne Boulevard.
3. That the Planning Commission hereby approves the conceptual architectural design of the South Bay Galleria Mixed-Use Project Phase 2, the conceptual lighting plan, the conceptual master sign program, and the conceptual landscaping plans. The final precise architectural treatment of building exteriors, roofs, walks, walls, landscape, hardscape, lighting, signage and other design features including color and material samples shall be reviewed and approved by the Community Development Department prior to the issuance of building permits.

- 4. That the Planning Commission hereby approves Vesting Tentative Tract Map No. 84931 for the re-subdivision into two reconfigured lots of current Lots 7 and 15 of Tract No. 74481. Vesting Tentative Tract Map No. 84931 shall be recorded within 36-months of the effective date of this resolution, unless an extension is granted pursuant to law. If said map is not recorded within said 36-month period, or any extension thereof, the map shall be null, void, and of no force and effect.

- 5. That the Planning Commission hereby approves a further one year extension of the vesting period for the recorded final Vesting Tract Map No. 74481. This approval of the applicant's one year extension of the vesting period of Vesting Tract Map No. 74481 will further preserve Tract Map No. 74481 and the associated entitlements for an additional year to January 2, 2027.

- 6. That the Planning Commission hereby approves the following concessions/waivers from Redondo Beach Municipal Code zoning development standards pursuant to government code section 65915 (density bonus law):
 - a. Height, 89 feet – 6 inches approved, 60 feet required (RBMC Section 10-2.919(d))

 - b. Number of stories, 8 stories approved, 4 stories required (RBMC Section 10-2.919(e))

 - c. Outdoor living space, some units do not provide 200 square feet of private outdoor living space and are approved, 200 square feet per unit required, (RBMC Section 10-2.919(g)). The overall project does however meet the project's total required outdoor living space requirement with the inclusion of additional common indoor and outdoor recreational spaces pursuant to RBMC Section 10-2.919

 - d. Private storage space, less than the required 400 cubic feet of storage space per unit is approved, 400 cubic feet per unit required (RBMC Section 10-2.1514(c)(1))

 - e. Parking, Government Code Section 65915(p)(A) restricts the local jurisdiction having authority from imposing a vehicular parking ratio that exceeds 0.5 spaces per unit when the residential development includes at least 20 percent low income units, is located within one-half mile of a major transit stop, and there is unobstructed access to the major transit stop from the development. Additionally, AB 2097, which became 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 includes affordable units and lies within ½-mile of an existing and future major transit stop, the City of Redondo Beach parking

requirements would not apply to the project. The Phase 2 project qualifies for this most recent Government Code provision (AB 2097) and as such the City cannot require any vehicular parking spaces for the project. The Phase 2 project is approved with 1 vehicular parking space per unit per the applicant's proposal totaling 350 residential parking spaces and up to 495 replacement commercial parking spaces (the existing surface parking lot provides 495 vehicular parking spaces). The total number of parking spaces approved within the Phase 2 project is up to 845.

7. Applicant shall have the option to either (a) develop and operate all 350 residential units in the Phase 2 project (including the 15 townhomes) as rental units, or (b) to develop and operate 335 units as rentals, and develop and sell the 15 townhome units fronting along Kingsdale as for-sale condominium units. The 15 townhome units shall be designed and built in accordance with the condominium development standards of RBMC Section 10-2.1608, to be verified by the Building Department during plan check and building inspection; provided, however, that the Applicant may permanently relinquish the condominium option and develop the townhomes without compliance with said section by recording against the townhome lots, prior to building plan check, a covenant prohibiting condominium development, sale or conversion, which covenant shall be in a form approved by the City Attorney.
8. The Planning Division of the Community Development is authorized to approve minor changes.
9. The CC&R's for the townhouse condominiums are required to be reviewed and approved by the Planning Division and recorded prior to entering into a sale contract for any condominium townhouse and prior to issuance of occupancy permits.
10. The project shall comply with all applicable codes, local ordinances, regulations and requirements and obtain all necessary permits from the Building Division, Public Works Department, Engineering Division, and Fire Department.
11. The project shall adhere to all adopted state codes and local ordinances in regards to accessibility requirements.
12. Details of the proposed outdoor lighting shall be submitted to and reviewed and approved by the Planning Division prior to the issuance of building permits. Outdoor lighting must be shielded to ensure no direct glare is visible from adjacent properties and the adjacent public rights of ways. Lighting along pedestrian pathways is limited in height to 4' and all security lighting is required to be on motion detectors.
13. To minimize noise during all phases of construction, the applicant and its contractors shall comply with mitigation measures MM NOI-1 through MM NOI-6

from the Mitigation Monitoring Program adopted with the previously-certified Final EIR for the South Bay Galleria Mixed Use Project.

14. The site shall be fully fenced prior to the start of construction.
15. The applicant shall work with Planning Division and Public Works staff on the final design of the landscape plan. Said landscaping plan shall be reviewed and approved prior to issuance of building permits and must be compliant with the City's Landscaping Ordinance and the State's Model Water Efficient Landscaping Ordinance and must include drought tolerant and California native plant species. A minimum of 39 36-inch box trees is required to be incorporated into the final landscaping plan. Up to 130 smaller trees are to be planted throughout the project. Where feasible, the applicant shall work with staff to maximize canopy coverage and shading provided by plants and trees.
16. Prior to issuance of the first occupancy permit, the Applicant shall execute and record an Affordable Housing Agreement in a form approved by the City Attorney, restricting the lease of the deed restricted units (70 Lower Income or 35 Very Low) to affordable rents in accordance with the requirements of Government Code Section 65915.
17. The affordable residential dwelling units shall be generally dispersed throughout the residential portion of the development project (other than in the townhomes, which may all be sold or leased at market rate) to the extent feasible, and shall not differ in appearance, size, and amenities from other units in the development. Any claim of infeasibility of dispersing the units shall be demonstrated by the applicant to the satisfaction of the Community Development Director prior to the issuance of the building permits for a residential building.
18. The applicant shall submit at the time of building plan check complete landscaping plans including planting details and irrigation plans pursuant to the requirements of the Assembly Bill (AB) 1881, the Water Conservation in Landscaping Act of 2006 (Laird). Further, the landscape plan shall include landscaped berm and swale areas where possible for visual, terrain, and topographical variety and shall be designed to comply with any water runoff requirements, and to avoid potential hazards. The use of real turf (grass) and artificial turf is prohibited. Said plan shall be approved by the Community Development and Public Works Departments prior to issuance of building permits and shall be installed prior to final inspection. Use of City approved trees and California native and drought tolerant plants is required. Plant palette shall include pollinator species.

Public Works Department, Engineering Division – Water, Wastewater & Hydrology

19. The following utilities conditions from the 2019 South Bay Mixed-Use Project are hereby incorporated:

COA UTL-1: Prior to the issuance of the Building Permit, the City's Public Works Department will confirm the proposed project applicant's on-site water system has been developed to accommodate the land uses proposed at the project site. If the Department determines the system upgrades referenced in the FEIR will be required to serve the project improvements to be permitted, such upgrades shall be installed and operational prior to the issuance of the Certificate of Occupancy.

COA UTL-2: Prior to the issuance of the Building Permit, the City's Public Works Department, in concurrence with the LACSD, will confirm the proposed project applicant's on-site and off-site wastewater conveyance system has been developed to accommodate the land uses proposed at the project site. If the Department determines the system upgrades referenced in the FEIR will be required to serve the project improvements to be permitted, such upgrades shall be installed and operational prior to the issuance of the Certificate of Occupancy.

COA UTL-3: Prior to the issuance of the Building Permit, the City's Public Works Department will confirm the proposed project applicant's on-site stormwater conveyance system has been designed to accommodate the land uses proposed at the project site and development of the proposed project would not increase existing flows from the project site into the stormwater system. If the Department determines the system upgrades referenced in the FEIR will be required to serve the project improvements to be permitted, such upgrades shall be installed and operational prior to the issuance of the Certificate of Occupancy.

COA UTL-4: Prior to the issuance of the Building Permit, the City's Public Works Department will confirm the proposed project applicant's water conveyance system has been designed to accommodate the land uses proposed at the project site. If the Department determines the system upgrades referenced in the FEIR will be required to serve the project improvements to be permitted, such upgrades shall be installed and operational prior to the issuance of the Certificate of Occupancy.

20. Prior to the issuance of any grading/building permits for the Phase 2 project, the applicant shall provide a sewer impact analysis with existing and proposed average daily flows, peak flows and summarize the proposed improvements to the system. Provide the proposed preliminary sewer alignment. City staff will evaluate the proposed flow impacts to the downstream wastewater conveyance system and upgrades may be required.
21. Water Quality System: Prior to issuance of any grading/building permits, provide a Low Impact Development (LID) Report, per requirements outlined in the Los Angeles Regional Water Quality Control Board Order No. R4-2021-0105, NPDES NO. CAS004004. The site is required to retain the Stormwater Quality Design Volume (SWQDv) defined as the runoff from a) the 0.75-inch 24-hour rain event or b) the 85th percentile, 24-hour rain event as determined from the Los Angeles County 85 percentile precipitation isohyetal map, whichever is greater. Show

calculations and equations used for both methods and use the greater as the SWQDv.

22. Water Quality System: The site plan must show drainage and all water quality improvement BMPs as defined in the LID Plan, including details for each BMP (depth, engineered calculated dimensions, aggregate type, etc.).
23. Storm Drain System: Clearly show the existing storm drain system at the proposed project site and proposed relocation plan if any.
24. Storm Drain System: Prior to issuance of any grading/building permits, provide a hydrology/hydraulics (H&H) Report for both existing and proposed condition for both onsite and offsite drainage areas.
25. Storm Drain System: Per the City Council's approved policy (Administration Policy on Flood Control approved on April 7, 2009), the storm water emanating from the site shall drain directly into the existing Storm drain system. The policy states that any development of more than 4 units shall discharge stormwater only at a direct connection to the nearest storm drain system. Proposed site shall require an on-site detention basin to meet the following flood control requirements:
 - a. Site hydrology/hydraulics shall be based on 25-year design storm.
 - b. Time of concentration shall not be more than five (5) minutes unless calculated otherwise.
 - c. Storm water shall be detained on site and gradually discharged at a rate of no more than one (1) cubic foot per second, per acre of site area.
 - d. The differential between the total site storm water rate and the discharge rate of one (1) cubic foot per second, per acre of land, shall be detained on site for no less than seven (7) minutes.
26. Prior to issuance of any grading/building permits, provide erosion and sediment control plan and construction BMP's on-site plan and/or grading plan.

Public Works Department, Engineering Division – Traffic

27. Traffic – Prior to issuance of occupancy permits, provide ADA/PROWAG compliant curb ramps at corners of project frontage and provide easement at corner cut-off

as required for the construction of curb ramps. One ramp per crosswalk or a single blended transition for the entire corner is required unless technically infeasible.

28. Traffic – Prior to issuance of occupancy permits, provide driveway approach per City Standard and provide 6’ minimum wide continuous pedestrian path of travel at the new approach as required by the City. Provide easement on private property for said 12’ minimum wide path of travel as required.
29. Traffic – Relocate street signs as required.
30. An on-site directional traffic signage program shall be implemented in conjunction with detailed construction plans for the project to clearly designate the pickup/drop-off areas and access driveways to the mall while construction is underway.

Public Works Department, Engineering Division – Land Development

31. Provide ADA compliant sidewalks, 12’ minimum wide on Kingsdale along the frontage of the property.
32. If deemed necessary by the City Engineer, a minimum of a 2” grind and pave to the centerline of Kingsdale Ave between 177th street and Grant Avenue and the full width of 177th Street between the eastern driveway to Kingsdale Avenue prior to issuance of Certificate of Occupancy.
33. Provide trees, landscaping, and irrigation system in public Right of Way and perimeter of Phase 2 project boundaries as required by Urban Forestry Manager. All Parkways shall be landscaped. Impervious surfaces should be minimized to reduce stormwater run-off.
34. Prior to Certificate of Occupancy, street trees shall be incorporated in parkways along all streets in commercial areas. Planting, removal, or replacement of trees requires the approval by the Urban Forestry Manager.
35. Minimum 4’ wide parkway as required for street trees.
36. All required improvements of 177th Street within the Southern California Edison right of way and 25’ SCE easement shall be approved by SCE, the landowner.
37. Prior to commencement of grading and/or demolition activities, soils shall be surveyed for the presence of contaminants and toxic materials/gases by an engineer licensed/registered for conducting soils surveys, as required by the state law. Should the presence of contaminants and/or toxic materials/gases be detected, appropriate abatement measures pursuant to soil remediation

requirements shall commence by a registered contractor at the expense of the project proponent. Documentation certifying that any/all contaminated soils have been removed and/or remediated to satisfactory levels as required by state law shall be delivered to the city Building Division prior to grading/demolition of existing structures on site. The applicant shall bear the cost of implementing this condition.

38. Phase 1 of the Project has a proposed parking supply of 3,577 spaces with 300 spaces reserved for residents. Phase 2 will provide up to 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 garages for Phase 1 or Phase 2 will not be shared with other uses. This will result in a total parking supply of up to 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 in the "findings" above, minimum parking requirements are no longer applicable to this "Project" under AB 2097 (Government Code Section 65863.2). 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. Accordingly, the applicant shall elect and designate on the plans submitted for building plan check how many, if any, of the 495 replacement spaces it has elected to include in the final project design. Applicant may elect to eliminate all or a portion of the subterranean parking level and/or a portion of the above-ground parking structure, subject to administrative building plan check review to confirm code compliance.
39. The Community Development Department shall be authorized to approve the reconfiguration and/or reallocation of uses within the scope of the Master Conditional Use Permit, provided that said reconfiguration/reallocation does not result in any new significant impacts.
40. In exchange for the City's issuance and/or adoption of the Phase 2 Project that includes the adoption of an addendum to the environmental impact report for the South Bay Galleria mixed-use project (state clearinghouse no. 2015101009) certified by the City of Redondo Beach on January 15, 2019, and granting the requests for an amendment of the Conditional Use Permit and Planning Commission Design Review approved by the City Council (Resolution No. CC-1901-004) for the South Bay Galleria Mixed-Use Project on January 15, 2019, and approving Vesting Tentative Tract Map No. 84931, a one year extension of the vesting period for the recorded final Vesting Tract Map No. 74481, and concessions/waivers of development standards pursuant to Government Code Section 65915 (Density Bonus Law) to allow the development of Phase 2 of the South Bay Galleria Mixed Use Project the Applicant agrees to save, keep, indemnify, hold harmless and defend the City of Redondo Beach (with counsel of

City's choice), and its appointed and elected officials, officers, employees, and agents (collectively "City"), from every claim or demand brought seeking to overturn the Project Approvals, whether under the California Environmental Quality Act ("CEQA"), the Government Code, Redondo Beach Municipal Code or City Charter, the California Public Records Act related to document requests associated with the South Bay Galleria Improvement Project, or other state or local law, including attorney's fees and costs, and any attorneys' fees or costs which may be awarded to any person or party challenging the Project Approvals on any grounds. In order to limit the cost of its defense and indemnification under this condition, in the event of any such claim or demand, if and when requested to do so in writing by the Applicant, City agrees to rescind the challenged Project Approvals. Applicant shall still be responsible for indemnification, consistent with this section, for any such fees and costs incurred before such a rescission, including any subsequent awards ordered by a court of competent jurisdiction for actions that occurred before such a rescission.

41. In the event of a disagreement in the interpretation and/or application of these conditions, the issues shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit. The decision of the Planning Commission shall be final.
42. The Applicant shall agree to, and the City shall ensure, the continued affordability of all very low and low-income rental units (no less than ten percent (i.e. 35 of 350) deed restricted units affordable to very-low income households, or, at the applicant's option, not less than twenty percent (i.e. 70 of 350) deed restricted units affordable to lower income households) for 55 years. Rents for the affordable units shall be set at an affordable rent as defined in the Health and Safety Code of State Law. The affordable residential dwelling units shall be generally dispersed throughout the residential portion of the development project (excluding townhomes) to the extent feasible, and shall not differ in appearance, size, and amenities from other units in the development. Any claim of infeasibility of dispersing the units shall be demonstrated by the applicant to the satisfaction of the Community Development Director prior to the issuance of the building permits for a residential building.
43. Due to the fact that it is not possible at this time to have certainty in the precise design of the project, the Design Review granted herein is for conceptual plan approval only. The final building shell design and architectural plans shall be reviewed and approved by the Community Development Director prior to issuance of Building Permits for substantial conformity to the conceptual plan. Variations from the architectural treatments in the conceptual design plans presented to the Planning Commission may be approved by the Community Development Department without further Planning Commission review, provided that the quality of the design is equal to or superior to what is depicted in the conceptual package.

44. Consistent with the 2019 and subsequent approvals for the South Bay Galleria Mixed-Use Project, Phase 2 project site (comprising approximately 3.26 acres) shall be planned, constructed and operated as an integrated development under a comprehensive common area plan together with the entire 30-acre South Bay Galleria Mixed-Use Project, including first class quality standards for perimeter and common area maintenance, maintenance standards for tenants and pad owners, a significant amount of joint use parking, and reciprocal easement rights. As is customary for shopping centers and mixed-use developments, separate components within the development such as department stores, hotels, banks, restaurant pads, office space, residential buildings and parking areas may be separately parcelized, financed, sold or ground leased to separate lenders, investors, users, and/or development partners in furtherance of the common area plan. A variety of architectural styles and building types may be utilized, but the project shall be developed with unifying features including (i) project-wide branding and place-naming (as one possible example, if the overall project is branded as "The Gateway", then the hotel could be identified as " _____ Hotel at The Gateway", the condominium townhomes and apartment homes as "Residences at The Gateway", etc.), (ii) a consistent graphics package implemented through street-facing gateway elements and wayfinding signage; (iii) common area landscaping and amenities, including pedestrian plazas, internal and perimeter pathways, bike access, and customer amenities (e.g. kid play areas, water features, bike valet); (iv) a significant amount of joint use parking; and (v) reciprocal easements (REA) and/or CC&Rs to provide for common area maintenance, access rights, and maintenance standards. Prior to issuance of building permits , the Phase 2 developer shall demonstrate compliance with this condition, to the satisfaction of the Community Development Director, by submitting evidence of its consultation and coordination with the overall South Bay Galleria Mixed-Use Project ownership regarding a project-wide common area plan with proposed common area signage and monumentation, along with proposed REA and/or CC&R clauses to implement the requirements of this condition as the overall Mixed-Use Project is implemented..
45. The Vesting Tentative Tract Map is conditioned to require mandatory participation of all ownerships in common area maintenance and operations. Said participation shall be required as a covenant recorded on title or a lease condition as the case may be. The form of this covenant or lease condition shall be reviewed and approved by the City prior to leasing or sale of any units, lot or lots.
46. Quimby fees may be applied as applicable under Chapter 1, Article 14, of the of Redondo Beach Municipal Code and pursuant to the policies of the 6th Cycle Housing Element.
47. The Redondo Beach Galleria Improvement Project includes approximately 29.85 acres of land. In calculating the Floor Area Ratio and residential density, the total 29.85 acres has been treated as a singular cohesive lot. Consequently, all subsequent parcels contained within these 29.85 acres from the Vesting Tentative

Tract Map, shall be treated as a cohesive development when calculating Floor to Area ratios and residential density in future applications. This Condition shall be recorded, and provided to any and all subsequent purchasers of parcels within the Vesting Tentative Tract Map.

48. Concurrently with the initial submittal of the Phase 2 project into the Building Division for the plan check, a Building Code Analysis that identifies allowable areas, number of stories, story heights, and set back requirements is required. Additional information required to be included within the Building Code Analysis may be necessary as determined by the City's Building Official.

Fire Department

49. Prior to the issuance of building permits for Phase 2, the applicant is required to provide the occupant load and egress calculations all the public exterior courts.
50. Prior to the issuance of building permits for Phase 2, the applicant shall provide a plan showing the fire lane outlined with dimensions and turning radius, locations of existing and new fire hydrants (including fire hydrant spacing), locations of key boxes for fire department use, proposed locations of fire department connections, and proposed locations of the fire alarm control panel for the building.

SECTION 12. SEVERANCE. If any section, subsection, sentence, clause, or phrase of this resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the resolution. The Planning Commission hereby declares that it would have passed this resolution and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

PASSED, APPROVED AND ADOPTED this 21st day of August, 2025.

Wayne Craig, Chair
Planning Commission
City of Redondo Beach

ATTEST:

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

I, Marc Wiener, Community Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 2025-07-PCR-07 was duly passed, approved and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said Planning Commission held on the 21st day of August, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marc Wiener
Community Development Director

APPROVED AS TO FORM:

City Attorney's Office

RESOLUTION NO. CC-1901-004

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, DENYING THE REMAINING APPEAL AND UPHOLDING THE PLANNING COMMISSION DECISION CERTIFYING A FINAL ENVIRONMENTAL IMPACT REPORT, AND APPROVING A WATER SUPPLY ASSESSMENT, ENVIRONMENTAL FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND MITIGATION MONITORING AND REPORTING PROGRAM AND GRANTING THE REQUESTS FOR A CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, A VARIANCE AND CONCESSION/INCENTIVES/WAIVERS OF DEVELOPMENT STANDARDS UNDER GOVERNMENT CODE SECTION 65915, AND APPROVING VESTING TENTATIVE TRACT MAP NO. 74481 TO ALLOW THE CONSTRUCTION OF THE SOUTH BAY GALLERIA IMPROVEMENT PROJECT TOTALING 1,593,144 SQUARE FEET OF DEVELOPMENT ON PROPERTY LOCATED WITHIN THE REGIONAL COMMERCIAL ZONE (CR) LOCATED AT 1815 HAWTHORNE BOULEVARD.

WHEREAS, applications were filed by South Bay Center SPE, LLC requesting an Environmental Assessment, approval of a Conditional Use Permit, Planning Commission Design Review, Variance, and Vesting Tentative Tract Map No. 74481 to allow the construction of retail stores, dining, entertainment, a hotel, residential units, and creative office space at the South Bay Galleria located at 1815 Hawthorne Boulevard, Redondo Beach, CA; and

WHEREAS, to determine the appropriate scope of analysis for the Environmental Impact Report (EIR), the City of Redondo Beach prepared and circulated a Notice of Preparation (NOP) and Initial Study (IS) from October 1, 2015, through November 2, 2015. The NOP was circulated to solicit input from interested public agencies (e.g., responsible and trustee agencies) and interested individuals on the scope and content of the EIR. The City held a scoping meeting during the 30-day scoping period on October 10, 2015, to solicit written responses and inform the public about the project and EIR;

WHEREAS, the City considered the NOP/IS responses and prepared a Draft Environmental Impact Report (DEIR) and published a Notice of Availability (NOA)/Notice of Completion (NOC), which was published in the Easy Reader on July 27, 2017. Notice was also sent to individuals in proximity to the project site, individuals who commented on the NOP/IS or otherwise requested notice, sent to public agencies and the State Clearinghouse and the notice was published on the City's website. Upon completion, the DEIR was made available for a public review period starting on July 28, 2017 and ending on September 11, 2017 at 5:30 pm. A copy of the DEIR was made available on the City's website, at the City of Redondo Beach, Planning Division and City Clerk's Office, at the Redondo Beach Main Library, and the Redondo Beach North Branch Library.

WHEREAS, The Vesting Tentative Tract Map No. 74481 was filed and deemed complete on August 30, 2017;

WHEREAS, the City prepared a Final Environmental Impact Report (FEIR), which was released on February 1, 2018; copies of the Final EIR, including response to comments were also sent to public agencies who had submitted comments.

WHEREAS, simultaneous with the release of the FEIR, the City published a Notice of Public Hearing on the South Bay Galleria Improvement Project in the Easy Reader on February 1, 2018, which was also posted on the City's website, mailed to properties within a 1,000-foot radius and to individuals, organizations, and agencies who commented on the DEIR or otherwise had requested notice, and posted throughout the project site;

WHEREAS, the February 1, 2018 notice stated that a public hearing on the project would be held on "February 15, 2018 at 7:00 p.m. or as soon thereafter as possible."

WHEREAS, at the applicant's request, the City moved the public hearing on the project to March 15, 2018 to provide the applicant additional opportunities to reach out to individual commenters/organizations; the City published a revised notice on February 15, 2018 in the Easy Reader for this revised public hearing date, which was also posted on the City's website, mailed to properties within a 1,000-foot radius and to individuals, organizations, and agencies who commented on the DEIR or otherwise had requested notice, and posted throughout the project site;

WHEREAS, at the applicant's request, the City moved the public hearing on the project again to April 19, 2018 to provide the applicant additional opportunities to reach out to individual commenters/organizations; the City published a revised notice on March 15, 2018 in the Easy Reader for this revised public hearing date, which was also posted on the City's website, mailed to properties within a 1,000-foot radius and to individuals, organizations, and agencies who commented on the DEIR or otherwise had requested notice, and posted throughout the project site;

WHEREAS, the City of Redondo Beach Planning Commission held a public hearing on April 19, 2018 which provided a detailed report on the project and included presentations by both Staff and the applicant and an additional opportunity for public input; and

WHEREAS, the Planning Commission reviewed and considered the Final Environmental Impact Report including Responses to Comments, the Mitigation Monitoring and Reporting Program, the Fact of Findings and Statement of Overriding Considerations, the applicant's design submittal, the Vesting Tentative Tract Map, the Staff Report, presentations from Staff and the applicant at the public hearing, and testimony received before the close of the public hearing; and

WHEREAS, the Planning Commission adopted Resolution No. 2018-04-PCR-003 certifying the Final Environmental Impact Report, and approving a Water Supply Assessment, Environmental Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program and Granting the requests for a Conditional Use Permit, Planning Commission Design Review, a Variance, and approving Vesting Tentative Tract Map No. 74481; and

WHEREAS, appeals of the Planning Commission decision to the City Council were filed in the timeframe stated within the Redondo Beach Municipal Code. The City received four (4) appeals of the Planning Commission's approval. The appeals were filed by the following groups/individuals: 1) The City of Lawndale, 2) Golden State Environmental Justice Alliance, 3) Unite Here Local 11, and 4) Doug Boswell; and

WHEREAS, the appeal from the Golden State Environmental Justice Alliance has been rejected as violating the City's appeal procedures. The appeal was a verbatim copy of their August 12, 2017 Draft EIR comment letter. The City prepared 32 pages of detailed Response to Comments. Appellant made no attempt to rebut or address the detailed response to comments prepared by the City. Furthermore, Appellant could not credibly be asserting that none of their comments were adequately addressed. Under the City's appeal rules, appellant had an obligation to identify their specific outstanding issues and to explain why they believed the City's responses were lacking. Appellant failed to fulfill their obligations. Golden State Environmental Justice Alliance was informed of the City's rejection of their appeal on August 9, 2018; and.

WHEREAS, the City provided formal notice of the October 2, 2018 Appeal hearing date to Appellants by mail, email, or telephone, including written notification on or about August 21, 2018 and September 18, 2018; and

WHEREAS, the Administrative Appeals from the City of Lawndale and UNITE HERE Local 11 were both withdrawn on October 1, 2018; and

WHEREAS, the City Council held the Appeal hearing on October 2, 2018, which included presentations by Appellant and the Applicant, as well as public testimony; and

WHEREAS, the October 2, 2018 appeal hearing on the Galleria Improvement Project was continued to October 23, 2018. At the request of the Applicant, the continued public hearing was rescheduled in order to allow more time for the Applicant to address issues raised at the October 2, 2018 hearing. Therefore, the continued public hearing of October 23, 2018 was cancelled and rescheduled to be held on Tuesday, January 15, 2019 at 6:00 p.m.; and

WHEREAS, the City provided formal notice of the January 15, 2019 Appeal hearing to Appellant by certified mail on December 20, 2018. The City also provided formal notice of the January 15, 2019 Appeal hearing date to Applicant by mail on December 20, 2018 as well as by phone. On January 9, 2019, the City also called Appellant to confirm receipt of notice of the January 15, 2019 Appeal hearing; and

WHEREAS, public notice of the January 15, 2019 Appeal hearing was posted on the City's website and mailed to proximity property owners to the project site and individuals who requested notice on December 20, 2018; and

WHEREAS, public notice of the January 15, 2019 Appeal hearing was published in the Easy Reader and posted every 200 feet along the perimeter of the subject property on December 27, 2018; and

WHEREAS, the City Council held the Appeal hearing on January 15, 2019, which included presentations by City Staff, the Appellant, and the Applicant, as well as public testimony.

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

SECTION 1. The City finds that that the above recitals are true and correct, and are incorporated herein by reference.

SECTION 2. The City Council of the City of Redondo Beach hereby adopts the Boswell Appeal Findings/Responses included in Attachment J to the City Council's October 2, 2018 Administrative Report for this Agenda Item and denies the Appeal from Mr. Boswell in its entirety. The City Council confirms the Planning Commission's certification and adoption of the Final EIR, CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program, and certifies that:

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

SECTION 3. MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) AND WATER SUPPLY ASSESSMENT. The City of Redondo Beach hereby adopts the Mitigation Monitoring and Reporting Program (MMRP) included as an attachment to the October 2, 2018 Administrative Report and the Water Supply Assessment included in Draft EIR Appendix J.

SECTION 4. ENVIRONMENTAL IMPACTS AND FINDINGS.

- A. Pursuant to Public Resources Code § 21081 and CEQA Guidelines §15091, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more of the following findings with respect to each significant impact:
- a. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
 - b. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
 - c. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.
- B. The City of Redondo Beach has made one or more of these specific written findings regarding each significant impact associated with the South Bay Galleria Improvement Project as approved. Those findings are hereby adopted as contained in the CEQA Findings and Statement of Overriding Considerations included as an exhibit to this Resolution.
- C. Concurrent with the adoption of these findings, the City of Redondo Beach adopts the Mitigation Monitoring and Reporting Program included as an exhibit to this Resolution.
- D. The EIR evaluation included a detailed analysis of impacts in 14 environmental disciplines, analyzing the Project and alternatives, including a No Project Alternative. The EIR discloses the environmental impacts expected to result from the construction and operation of the Project. Where feasible, mitigation measures were identified to avoid or minimize significant environmental effects. The mitigation measures identified in the EIR are measures proposed by the lead agencies, responsible or trustee agencies that could reasonably be expected to reduce adverse impacts if required as conditions of approving the Project. The City further finds that the "Baseline Emissions" GHG methodology (Draft EIR pp. 3.5-13) and conclusions ("Baseline Comparison," Draft EIR page 3.5-17 through 3.5-18 and pp 4-158 through 4-159, 4-193 through 4-194) independently support the City's findings that the GHG impacts for the project as approved are less than significant.

In November 2018 and on December 28, 2018, the Natural Resources Agency and the Office of Administrative Law, respectively, approved amendments to the CEQA Guidelines, pursuant to SB 743 [2013]. SB 743 codified Pub. Res. Code § 21099(b)(2) which states that "Upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or

traffic congestion shall not be considered a significant impact on the environment pursuant to this division." (See also CEQA Guidelines § 15064.3(c).) Pursuant to these CEQA amendments, "a project's effect on automobile delay does not constitute a significant environmental impact." (CEQA Guidelines § 15064.3(a).) Pursuant to these CEQA amendments "projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact." (CEQA Guidelines § 15064.3(b)(1).) As discussed in Draft EIR Section 3.0.3, the project site is within a Transit Priority Area, and is less than 0.5 miles from a major transit stop. As further 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.

The Final EIR concluded that vehicular level of service intersection impacts would be significant and unavoidable, however given the latest amendments to CEQA, the City finds that the project sites proximity to a major transit stop and reduction of regional VMT each independently support the conclusion that transportation impacts would be less than significant.

SECTION 5. FINDING THAT RECIRCULATION IS NOT REQUIRED UNDER CEQA. The Final EIR includes comments received on the Draft EIR and responses to those comments as well as modifications to the Draft EIR, Appendices, and the Final EIR Errata. The focus of the Final EIR is on the disposition of environmental issues as raised in the comments, as specified by CEQA Guidelines § 15088(b). The City of Redondo Beach finds that information contained in the Final EIR, the Final EIR Errata, and information received before the close of the public hearing, merely clarify and amplify the analysis presented in the document and do not trigger the need to re-circulate per CEQA Guidelines § 15088.5(b). As discussed in greater detail in the January 15, 2019 Administrative Report, additional modifications have been made to Alternative 4/4-1. The City finds that these modifications do not result in a considerably different alternative, do not result in a substantial increase in the severity of an environmental impact, do not result in a new environmental impact, and do not otherwise trigger recirculation, as outlined in greater detail in the environmental analysis included as Attachment E to the January 15, 2019 Administrative Report. Additional findings on recirculation are provided in the Appeal Findings (Response to Boswell Allegation 6).

SECTION 6: The City Council further finds that the Appeal filed by Golden State Environmental Justice Alliance (GSEJA) was in violation of the City's Appeal procedures as outlined in the City's August 9, 2018 letter to GSEJA. In the Alternative, the City finds that there is no merit to GSEJA's allegations, as explained in Final EIR Response to Comments OR002-1 through OR002-25.

SECTION 7. STATEMENT OF OVERRIDING CONSIDERATION DECISION. As outlined above in Section 4, the project site's proximity to a major transit stop and reduction of regional VMT each independently support the conclusion that transportation impacts would be less than significant. Consequently, a Statement of Overriding Considerations is not required. Nevertheless, in the alternative, the City finds that specific economic, social, technical or other considerations outweigh the significant and unavoidable localized vehicular intersection traffic impacts, as outlined and adopted in the Statement of Overriding Considerations included with this Resolution.

SECTION 8. CUSTODIAN OF RECORDS. The documents and other materials that constitute the record of proceedings on which the South Bay Galleria Improvement Project Findings are located at the City of Redondo Beach Planning Division, 415 Diamond Street, Redondo Beach, California 90277. The custodian for these documents is the Planning Division. However, this section should not be interpreted to mean that the City has prepared and organized the Record of Proceedings, as contemplated under Pub. Res. Code § 21167.6.

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

1. In accordance with Municipal Code Sections 10-2.2506(b), of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the reasons described below. The City's past interpretation of these provisions and the Design Review provisions allows a balancing of these factors, consistent with *Santa Clarita Organization for Planning the Environment v. City of Santa Clarita* (2011) 197 Cal.App.4th 1042, 1059-1064. The Findings provided in this Resolution are also supported by information and analysis in the Draft EIR, the Final EIR, the Draft and Final EIR Reference materials, the MMRP, the CEQA Findings, the Statement of Overriding Considerations, and the Administrative Report and its attachments. Upon considering all of this information, on balance, the City finds that the project meets the finding requirements contained under Redondo Beach Municipal Code (RBMC) 10-2.2506(b). The City further finds that:
 - a) The proposed uses for the South Bay Galleria Improvement Project are conditionally permitted in the Regional Commercial (CR) Zone in which the site is located, and the site is adequate in size and shape to accommodate the uses including all setbacks, spaces, walks and fences, parking, loading, landscaping and other features, and the revised project is consistent with the requirements of Chapter 2, Title 10 of the Redondo Beach Municipal Code.
 - b) As substantiated in the Final Environmental Impact Report (SCH# 2015101009 / FILE NO. 2015-09-EIR-001) and the Traffic Impact Study prepared by Fehr & Peers (including but not limited to Draft EIR Appendix L, Section 6.2), the site has adequate access to public streets of adequate

width to carry the kind and quantity of traffic generated by the South Bay Galleria Improvement Project, subject to increased localized vehicular delay. However, the project as approved would result in increased regional vehicular transportation benefits from reduced Vehicle Miles Traveled (VMT), increased usage of alternative modes of transportation, including increased pedestrian amenities attributable in part to the mixed use nature of the project site, and increased utilization of transit, due in part to the site's designation as a Transit Priority Area. Municipalities throughout Southern California and the South Bay are approving mixed-use projects¹ consistent with Senate Bill 375 [2008] and the Regional Transportation Plan. The region as a whole will benefit from mixed use developments due to reduced vehicular traffic (reduced frequency and shorter duration trips), reduced greenhouse gas emissions, and reduced air quality emissions (and a reduction in other secondary effect associated with urban sprawl).

- c) The proposed South Bay Galleria Improvement Project will have no adverse effect on abutting property or the permitted use thereof, subject to the adopted Conditions of Approval/MMRP.
- d) The proposed South Bay Galleria Improvement Project, including the January 15, 2019 revisions, is consistent with and in conformance with the General Plan including the "CR" Regional Commercial designation, as outlined in greater detail in Draft EIR Sections 4.6.4 (LU-1), and 4.6.5 (LU-1), as well as Section 3.8.
- e) The Mitigation Monitoring and Reporting Program and Conditions of Approval adopted in this resolution are deemed necessary to protect the public health, safety, and general welfare.
- f) The South Bay Galleria Improvement Project is in compliance with the intent of the applicable development standards by zone, including allowable uses, height requirements, Floor to Area Ratio (FAR) maximums, and other standards, subject to the approved Variance contained herein, as outlined in the Administrative Report presented at the April 19, 2018 Planning Commission meeting as well as subject to the approved Density Bonus Concessions/Waivers as outlined in the Administrative Report presented at

¹ LA County is seeing a large number of mixed use projects being proposed and approved. This includes but is not limited to (1) numerous mixed use projects in Santa Monica, including approval of (a) a 57 unit mixed use development, (b) a 49 unit mixed use development with 45,039 square feet of commercial space, (c) a 56 unit mixed use development with 28,869 feet of commercial space. (2) a mixed use project in Westlake with 600 units and 26,000 square feet of neighborhood-serving commercial. (3) Korean American seven-story mixed-use building with 103 market-rate apartments above the museum, (4) Ivy Station in Culver City with 500,000 square feet of offices, apartments, a hotel, stores and restaurants, (5) Pasadena Parsons Project "mixed use urban village" featuring 620,000 square feet of office use, 30,000 square feet of which could be used as retail space, plus 10,000 square feet of restaurant space and 475 residential units, including work/live units, (6) Los Angeles Playa Vista Development, the last phase of which includes 2,600 residential units, 200 independent/assisted-living homes, more office space, a second resident club and new parks and open space, and 200,000-square-foot shopping center.

the October 2, 2018 City Council meeting and Draft EIR Sections 4.6.4 (LU-1), and 4.6.5 (LU-1), as well as Section 3.8.

- g) Given the fact that it is not possible at this time to know the exact leasing plan for specific uses, it is expedient and desirable to grant an overall Master Conditional Use Permit to more uniformly establish overall operating conditions and allowances for uses within the scope of a Master Conditional Use Permit at this time.
2. In accordance with Municipal Code Sections 10-2.2502(b) and 10-2.1802 of the Redondo Beach Municipal Code, the applicant's request for Planning Commission Design Review (including the January 15, 2019 revisions) is consistent with the criteria set forth therein for the following reasons:
- a) The design of the proposed South Bay Galleria Improvement Project considers the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.
 - b) The natural terrain was removed from the project site more than 60 years ago when the first development took place. Therefore, there is no natural terrain or natural landscape features that can be integrated into the project. Furthermore, the new landscaping would be draught tolerant and would conform to the City of Redondo Beach's landscaping regulations for new development. While the project site contains approximately 93,761 square feet of dispersed ornamental landscaping under existing conditions, including ornamental trees, it is not feasible to preserve this existing landscaping. The project involves the excavation of an underground parking structure, renovation of existing structures, and replacement of the existing surface parking facilities and associated ornamental landscaping to implement the South Bay Galleria Improvement Project. The existing landscaping and these new facilities are not physically compatible. Furthermore, upon implementation, the project as approved will provide an increase in landscaping (including trees) and open space.
 - c) The final design of the proposed South Bay Galleria Improvement Project (including the January 15, 2019 revisions) is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment subject to the conditions of approval.
 - d) The overall design of the South Bay Galleria Improvement Project (including the January 15, 2019 revisions), as approved by the City Council, is integrated and compatible with the neighborhood and strives to be in harmony with the scale and bulk of the surrounding properties. The project

design would be complimentary to the well-received design of the adjacent South Bay Marketplace as well as surrounding commercial properties. The existing adjacent structures have building heights up to 94.9 feet, with several additional existing structures ranging from 42.2 feet to 60.1 feet. The adjacent residential and commercial structures to the north, south, east, and west have setbacks which provide transitions to these adjacent land uses which ensure the project is in harmony with the scale and bulk of the surrounding properties. The existing residences east of the project site are located approximately 180 feet from the eastern border of Hawthorne Boulevard. Such residences are also separated by the project site by landscaped medians which further harmonize the project site with the adjacent land uses to the east. The existing residences to the west of the project site are located approximately 50 feet from the western border of Kingsdale Avenue. The South Bay Galleria Improvement Project includes a 31-foot landscaped setback along Kingsdale Avenue which will further harmonize the project with the existing neighborhood. The commercial properties to the north are approximately 100 feet to the northern border of the project site. The proposed two-story buildings along the northern edge of the project site would harmonize with the scale of those existing commercial structures.

- e) The design of the proposed South Bay Galleria Improvement Project provides innovation, variety, and creativity and serves to minimize the appearance of flat facades and box-like construction subject to the conditions of approval. The project includes stream-lined projecting canopies, cantilevered spaces, and building alcoves, all of which provide vertical and horizontal offsets to add architectural interest to the front facades as well as the exteriors of each of the buildings. Roof planes and building shapes are varied throughout the site, providing visible and significant roof lines that soften the vertical mass. Harmonious variations in treatment and use of wall materials are integrated into the architectural design. Some buildings also incorporate artistic design elements furthering their unique appearance and creating a sense of place.
- f) The conceptual signage proposed on the exterior elevations (including the January 15, 2019 revisions) would be consistent with sign regulation criteria in RBMC Sections 10-2.1802 and 10-2.1810.
- g) The South Bay Galleria Improvement Project is in the CR Regional Commercial Zone, and is therefore not subject to the Residential Design Guidelines, which are only applicable in the R-1, R-2, R-3, R-3A, RH-1, RH-2, and RH-3 residential zones.
- h) The Mitigation Monitoring Program, Conditions of Approval, and design considerations integrated into the project and adopted in this resolution are deemed necessary to protect the public health, safety, and general welfare.

3. The applicant has requested a height variance from RBMC § 10-2.919(d) to allow new development up to 67 ft. (top of roof), which would allow for the addition to the existing parking garage located in the northwest corner of the project site. The applicant has also requested a story variance from RBMC § 10-2.919(e) to allow new development up to six stories, which would allow a residential building with six stories and a height of 60 feet, a hotel building with six stories and a height of 60 feet, and the Retail # 3 building with six stories and a height of 60 feet. In response to Boswell Appeal Allegation 10, the Applicant has proposed inclusion of affordable housing into the project and an associated density bonus with related concessions/waivers/incentives for height and stories. The City of Redondo Beach finds that approval of the density bonus, and the associated concessions/incentives/waivers fully supports approval of the project at the applicant's requested stories and heights. Nevertheless, in the alternative to the density bonus concessions/incentives/waivers, the City finds that the issuance of a variance is appropriate and supported by substantial evidence.

In accordance with RBMC § 10-2.2510, the applicant's request for a Variance (including the January 15, 2019 revisions) to exceed the maximum four stories and height is consistent with the criteria set forth below for the reasons stated therein. The City finds that any one of these factors for each individual finding constitutes an independent basis for making these findings. The City of Redondo Beach hereby finds that:

- a) The project site is unique in size, shape, regional location, and zoning, such that the strict application of the zoning provisions deprives the property of the privilege enjoyed by other property in the vicinity and under identical zone designations.
 - i. The project site includes more than half of all of the land in the City designated as CR Regional Commercial (29.85 acres out of 55 acres). The City's General Plan recognizes that this zone "represents the largest single concentration of commercial land in Redondo Beach, and is also unique in its regional orientation." (General Plan Land Use Element, p. 2-75.) Additionally, as noted in the City's recently adopted Housing Element, the Galleria site has "the greatest potential for future residential development." (Housing Element, p. 91.)
 - ii. General Plan Land Use Element Policy 1.41.7 provides for the Galleria site to be designed to promote pedestrian activity. Successful pedestrian oriented environments typically require a mix of uses, and increased Floor to Area ratios (FAR), because a low FAR may not result in a pedestrian-active character due to the lack of accessible uses within walking distance. (April 8, 2008 Admin Report, Item J1, p. 35.) The size, shape, and regional location on the project site uniquely

allow for a large mix of uses, including residential, hotel, professional office, retail, and entertainment, capable of creating a pedestrian oriented environment.

- iii. The project site is also unique in that it is one of the few locations in the City that meets the definition of a Transit Priority Area, as described in Draft EIR Section 3.0.3. This is due in part to the on-site Transit Center, which serves Metro Rapid Route 710 and 640, Metro Local Routes 40, 130, 210, 211/215, and 344, and Torrance Transit Routes 2, 8, and Rapid 3. Additionally, the site is in close proximity to a potential extension of the Green line light rail, as noted in Metro's comment letter in the Final EIR (Comment AR003-8). The site's access to numerous transit options is also unique in Redondo Beach, and is one of the few large mixed use development sites capable of providing reduced Vehicle Miles Traveled (VMT), consistent with the state's goals of providing infill development in transit accessible areas, as outlined in Senate Bill 375 [2008], Senate Bill 743 [2013], and SCAG's Regional Transportation Plan/Sustainable Communities Strategy, thereby providing reduced greenhouse gas emissions and reduced air quality emissions on a regional basis. In fact, Senate Bill 743 statutorily recognizes the unique nature of Transit Priority Areas, by providing specific exemptions for such locations. (Pub. Res. Code § 21099(d).)
- iv. As also noted in Draft EIR Section 3.8 and 3.10, the legislature has concluded that "the lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California." (Government Code 65589.5(a).) In 2017 the Legislature further amended this statute to add twelve new findings which explain, in part, that "California has a housing supply and affordability crisis of historic proportions." (AB 1515 [2017].) If the project does not move forward at the densities, height, and stories proposed, then development would be forced to relocate to other locations in the City and region, which would not have the same level of transit access as the project site and the environmental benefits associated therewith, as explained in the Draft EIR Section 4, under the No Project Alternative.
- v. Additionally, State law, recently adopted in 2017, would potentially require the City to increase residential densities at other locations in the City, which would also not have the same VMT/Transit/Air Quality/GHG benefits as the project site. (Gov. Code § 65863(c).) The South Bay Galleria Improvement Project site is also one of the City of Redondo Beach's largest sales tax generators. The uniqueness of the site is also recognized through the City's previous issuance of development approvals for heights up to 94.9 ft and up to six stories of development for the existing structures in the CR zone, previously issued by the City

in City Council Resolution 7826. Strict application of existing height and story zoning provisions would deprive the property of the privilege enjoyed by other property in the vicinity and under identical zone designations. Additionally, General Plan policy 1.41.5 allows heights up to 100 feet on the South Bay Galleria Improvement Project site for additions to existing buildings.

- vi. Pursuant to Resolution 7826 and the General Plan amendment adopted concurrently therewith in 1996, the existing multiplex cinema building was constructed in the late 1990's to a height of 94.9 feet and six stories. The granting of this variance will allow the project to enjoy the privilege of the additional height and additional stories as enjoyed by other property in the vicinity under an identical zoning designation.

- vii. The Variances are necessary to effectuate the purpose of the City's General Plan. Although portions of the proposed development are proposed at less than 60' and therefore theoretically could be built up to 60' with additional housing stories on top of parking and retail development, there are specific reasons why the heights were limited in those locations. Policy 1.41.7(a) calls for the applicant to "Reduce the impacts of height and mass by setting back and lessening the volume of the upper elevations of structures within 50 feet of the property line fronting Kingsdale Avenue." In response to requests from the public (e.g. DEIR Comment AL002-11), the applicant has requested construction of slightly modified version of Alternative 4/4-1 which reduces the density along southern portions of the project site along Kingsdale Ave. to further ensure compliance with this policy.² Limiting the currently proposed residential building at the SE corner of the site to four stories would require elimination of necessary housing, or increasing the height of structures elsewhere on the site to accommodate the lost units. As another example, adding residential development on top of the major retail anchors was not feasible due to the commercial leasing requirements of such anchor tenants. The applicant's in-house and consulting architects have explained that anchor tenants will not allow residential units directly above their stores, as evidenced by the fact that there are virtually no examples anywhere in the U.S. of residential development directly over major anchor retail, even in newer mixed-use developments in urban areas.

² While the variance allows the addition to the existing parking structure along the north portion of the site on Kingsdale Avenue north of Grant Avenue, this structure is located further away from the residences to the west, in comparison to the project site located south of Grant Avenue. The structure on the northern portion of the site above Grant have a greater setback from the project, due to the westward curvature of the street, which provides space for the existing transit center (an approximately 65-foot buffer). This transit center would be moved just south of the project site and replaced with linear green/open space.

Additionally, the City's municipal code imposes additional open space requirements under RBMC § 10-2.919(h). Neighbors and Appellants have requested an increase in open space on the project site (e.g. DEIR comments AL002-13, OR007-1, Boswell Appeal Allegation 1 [requesting "additional open areas."]) In response to Appellants requests, a slightly revised site plan was proposed by the applicant and included in the January 15, 2019 Admin Report which increases open space, but requires redistribution of the eliminated building square footage. To implement these requests, in combination with the reduction in density along Kingsdale, increases in density on other portions of the project site are necessary, which are addressed through the issuance of the height and story variances.

- b) The granting of this Variance does not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is situated. As explained in the previous finding under subsection (a), the CR Zone contains heights up to 94.9 feet and six stories, and is subject to General Plan Policy 1.41.5 which allows heights up to 100 feet subject to Planning Commission approval. Additionally, the granting of a variance to the number of stories allows for an increase in usable development space, and does not have any physical effect on the apparent mass, scale and bulk of the proposed buildings. The City further finds:
- i. The project site includes more than half of all of the property within the City of Redondo Beach upon which the Regional Commercial (CR) zoning classification has been placed by the General Plan and Zoning Map.
 - ii. As part of the only Regional Commercial (CR) designated property within the City, the project site represents a unique entity. This uniqueness is enhanced by its existing development as the City's sole regional shopping center.
 - iii. One parcel on the site is already developed with the theater building which significantly exceeds, and will continue to significantly exceed, the height of development on any other portion of the site or of adjacent properties within the CR zone.
 - iv. Conditions of the project approval including the limitation to 1,593,144 SF of development will ensure that despite the Variance and Density Bonus Concessions/Waivers, the project will remain consistent with the FAR limits of the CR zone and meet all applicable open space requirements.

c) The granting of the Variance is not contrary to the objectives of the Comprehensive General Plan and furthers the goal to make this site a successful mixed-use regional center. As outlined in greater detail in Draft EIR Sections 4.6.4 and 4.6.5 (Impact LU-1), which are incorporated herein by reference, Alternatives 4 and 4-1 were determined to be consistent with the Comprehensive General Plan. The City further finds the revised site plan included with the January 15, 2019 Admin Report consistent with the General Plan. The General Plan CR designation does not contain policies limiting the number of stories. Furthermore, General Plan Land Use Policy 1.41.5 allows for heights up to 100 feet on the project site, subject to Planning Commission approval. Because of this General Plan Policy which was adopted after the current zoning was enacted, it is not clear that a variance for the 60 foot zoning height limit under RBMC 10-2.919(d) is necessary. Nevertheless, in order to remove any uncertainty, City Council hereby adopts these findings. Additionally, a shade and shadow analysis was included as Appendix C to the DEIR which concluded there would be less than significant impacts with regard to shade and shadow on the surrounding sensitive receptors because they would not be in shade/shadow for a majority of the day. The shade and shadow analysis for the project as approved, is shown in Appendix C under "Scheme D" i.e. Alternative 4 and 4-1). As shown in Figures 17, 18, 19, and 20, the project will not impose significant shade and shadow impacts on adjacent land uses. A few of the R-3 and C-4 parcels located directly across from the parking structure (on Kingsdale Avenue north of Grant Avenue) will experience slightly increased duration of morning shadows slightly past the 9:00 a.m. hour during certain times of year, as compared to existing conditions because of the two additional levels added onto the parking structure. However, these shadows will quickly recede as the morning sun continues to rise in the sky. Impacts would be less than significant because they would not be in shade/shadow for a majority of the day. This conclusion is consistent with the City's previous interpretation of this policy in Resolution 7826, which concluded that development of the existing structures up to a height of 98 feet would not have a significant impact on the adjacent land uses. The City finds that these conclusions are equally as applicable to the revised January 15, 2019 site plan, which have heights reduced in comparison to the proposed project. Additionally, the granting of a variance to the number of stories allows for an increase in usable development space without any increase in building height for the residential and hotel structures, and does not have any physical effect on the apparent mass, scale and bulk of the proposed buildings.

4. The revised Vesting Tentative Tract Map No. 74481 included with the January 15, 2019 Admin report meets the requirements of Chapter 1, Subdivisions, Article 5 of the City's Municipal Code, and the California State Subdivision Map Act subject to consistency with the January 15, 2019 site plan included as Figure 1 in the Administrative Report and shall have no more than 19 parcels (including both ground and air space parcels) in the Final Map. The City further finds that the revised January 15, 2019 site plan, based upon Draft EIR Alternative 4 and 4-1, is

consistent with the City's General Plan as outlined in the Draft EIR (including but not limited to Sections 4.6.4 and 4.6.5), the Final EIR, and the City's Administrative Report for the South Bay Galleria Improvement Project, which are incorporated herein by reference. As outlined in the Initial Study, the Draft EIR, and the Final EIR, the City has also considered housing needs. The revised Vesting Tentative Tract Map No. 74481 is consistent with the criteria set forth therein for the following reasons:

- a. The Vesting Tentative Tract Map No. 74481 filed and deemed complete on August 30, 2017 and the revised map filed and deemed complete on January 9, 2019 is in conformance with § 10-1.102 (Purpose and intent) of the Redondo Beach Municipal Code which establishes the rules, regulations, and specifications to control and regulate the division of a land, building, or air space for any purpose whatsoever within the City.
- b. In accordance with § 10-1.103 (General responsibilities: Subdividers) of the Redondo Beach Municipal Code, the Subdivider has prepared a revised map consistent with the design standards and has assured the accomplishment of improvements consistent with the subdivision section of the Redondo Beach Municipal Code.
- c. In approving the revised Vesting Tentative Tract Map the City Council has investigated and concludes that the design and improvement of the proposed subdivision is in conformance with the General Plan, the applicable zoning subject to the approved Variance, the requirements of the Subdivision section of the Redondo Beach Municipal Code, and the Subdivision Map Act, and hereby reports its actions to the subdivider pursuant to § 10-1.106 of the Redondo Beach Municipal Code.
- d. Pursuant to §10-1.514 and §10-1.5508 of the Redondo Beach Municipal Code the approval of the Vesting Tentative Tract Map shall expire thirty-six (36) months after the date the map was approved or conditionally approved by the City Council. The person filing the tentative map may request an extension of the tentative map or vesting tentative map approval or conditional approval by a written application to the Planning Commission, such application to be filed at least thirty (30) days before the approval or conditional approval is due to expire. The application shall state the reasons for requesting the extension.
- e. The approval of the revised Vesting Tentative Tract Map granted herein shall confer a vested right to proceed with development in substantial compliance with the ordinances, policies, and standards described in § 66474.2 of the Government Code of the State. However, if said § 66474.2 is repealed, the approval or conditional approval of a vesting tentative map shall confer a vested right to proceed with development in substantial

compliance with the ordinances, policies, and standards in effect at the time the vesting tentative map is approved or conditionally approved.

g. The street and lot layout is appropriate to the land use for which the subdivision is proposed and conforms to the proposed land use and standards established in the General Plan and Zoning Ordinance. The subdivider has demonstrated to the satisfaction of the City Council that the street, parcel, and block pattern proposed is specifically adapted to the uses anticipated and takes into account other uses in the vicinity. The Redondo Beach City Council finds that the following principles and standards are met by this subdivision:

- (a) The proposed parcels or lots are suitable in area and dimensions to the types of development anticipated.
- (b) The street rights-of-ways and pavement are adequate to accommodate the type of volume of traffic anticipated to be generated thereon, as described in greater detail under Finding 1(b) above.
- (c) Special requirements may be imposed by the City with respect to street, curb, gutter, and sidewalk design and construction.
- (d) Special requirements may be imposed by the City with respect to the installation of public utilities, including water, sewer, and storm water drainage.
- (e) Every effort has been made to protect adjacent residential areas from the potential nuisance of proposed uses including the provision of extra depth and building setback lines in parcels backing up on existing or potential residential developments and provisions for a permanently landscaped buffer strip when necessary.
- (f) The subdivision for proposed development takes into account all areas proposed for vehicular circulation and parking, for pedestrian circulation, and for buffer strips and other landscaping.

5. The Applicant submitted a request for a density bonus, with no increase in density, per Government Code Section 65915. Section 65915 allows for certain incentives/concessions/waivers of development standards (collectively referenced as incentives). The City finds that inclusion of affordable housing pursuant to 65915 allows the following concessions: (1) voluntary incentives (Gov. Code Section 65915(d)(2)(A) and (k)), (2) incentives for development standards that will have the effect of physically precluding the construction of a development meeting the criteria for voluntary concessions at the densities or with the concessions or incentives permitted by this section (Gov. Code Section 65915(e)(1)), and (3) parking incentives (Gov. Code Section 65915(p).) The applicant has also requested waiver of the story limits contained in RBMC Section 10-2.919(e), pursuant to incentives allowed under Gov. Code Section 65915(d)(2)(A) and (k). The City finds that issuance of incentives for height and stories are also

appropriate pursuant to Section 65915(d)(2)(A), (e)(1), and (k). Although portions of the proposed development are proposed at less than 60' and therefore theoretically could be built up to 60' with additional housing stories on top of parking and retail development, there are specific reasons why the heights were limited in those locations. General Plan Land Use Element Policy 1.41.7(a) calls for the applicant to "Reduce the impacts of height and mass by setting back and lessening the volume of the upper elevations of structures within 50 feet of the property line fronting Kingsdale Avenue." In response to requests from the public (e.g. DEIR Comment AL002-11), the applicant has requested construction of a slightly modified version of Alternative 4/4-1 which reduces the density along southern portions of the project site along Kingsdale Ave. to further ensure compliance with this policy. Limiting the currently proposed residential building at the SE corner of the site to four stories would require elimination of necessary housing, or increasing the height of structures elsewhere on the site to accommodate the lost units. As another example, adding residential development on top of the major retail anchors was not feasible due to the commercial leasing requirements of such anchor tenants. The applicant's in-house and consulting architects have explained that anchor tenants will not allow residential units directly above their stores, as evidenced by the fact that there are virtually no examples anywhere in the U.S. of residential development directly over major anchor retail, even in newer mixed-use developments in urban areas. Additionally, the City's municipal code imposes additional open space requirements under RBMC § 10-2.919(h). Neighbors and Appellants have requested an increase in open space on the project site (e.g. DEIR comments AL002-13, OR007-1, Boswell Appeal Allegation 1 [requesting "additional open areas."]) In response to Appellants requests, a slightly revised site plan was proposed by the applicant and included in the January 15, 2019 Admin Report which increases open space, but requires redistribution of the eliminated building square footage. To implement these requests, in combination with the reduction in density along Kingsdale, increases in density on other portions of the project site are necessary, which are addressed through the issuance of the height and story incentives. Applicant's request provides "an alternative legal basis for the City to approve the limited height and stories increases previously approved by Planning Commission by way of variance." The City further finds that the parking incentives under 65915(p) support the shared parking proposed for the project.

6. The plans, specifications and drawings submitted with the applications associated with the project described in the Final EIR have been reviewed by the Planning Commission and City Council. Project materials were made available for review at City Hall, on the City website, and were included as attachments to the Administrative Reports presented to the Planning Commission and City Council. The slightly revised site plan associated with the January 15, 2019 Appeal hearing was also made available and included with the Administrative Report.
7. FINDINGS PURSUANT TO GOVERNMENT CODE SECTION 65863: As shown in the table below (which is a modified version of the City Housing Element Table

H-45), even if the project did not provide any affordable housing units, there would be adequate housing sites to fulfill the City's Regional Housing Needs Allocation (RHNA), if the Galleria site were developed with as few as 298 residential units. The City further finds that the remaining sites identified in the City's Housing Element are adequate to meet the requirements of Gov. Code 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. Modified Table H-45a below, modified from the City's Housing Element, identifies the City's share of the regional housing need at each income level. The table below shows that if the project offered as few as 298 units in the above moderate income level (and not extremely low/very low/low income categories), 640 residential units would be allocated within the "Extremely Low/Very Low/Low" income level, providing a surplus of 45 units above RHNA requirements. Modified Table H-45a below, along with Table H-44 of the City's Housing Element, demonstrates the remaining sites have the appropriate density designations and acreage to accommodate the remaining residential units in all the income levels noted within the Housing Element.

Modified Table H-45a: Comparison of Sites Inventory and RHNA (2013-2021) Without the Project Offering Affordable Housing						
Income Category	Units Constructed/ Approved	Underutilized Site Capacity	R-2 Sites	Accessory Dwelling Units	RHNA	Surplus/ (Deficit)
Extremely Low/ Very Low	---	640*	---	---	372	45
Low	---		---	---	223	
Moderate	2	372	348	100	238	584
Above Moderate	212	298	---	---	564	-54
Total Units	214	1310	348	100	1,397	575
*Refer to Table H-44 of the City's Housing Element for the list of underutilized sites in Redondo Beach. The 640 units in the extremely low/very low/low income categories include Site 1 (106 units), Site 2 (69 units), Site 4 (173 units), and MU Scattered Sites (292 units).						

The South Bay Galleria Improvement project has been conditioned to provide 10 percent of units as deed restricted for low income (Modified Table H-45b below) or 5 percent as deed restricted for very low income (Modified Table H-45c below). In both scenarios, there would be a surplus of 75 units or 60 units above RHNA requirements for extremely low/very low/low income categories, respectively.

Modified Table H-45b: Comparison of Sites Inventory and RHNA (2013-2021) with the Project Offering 20 Percent of Units as Low Income						
Income Category	Units Constructed/ Approved	Underutilized Site Capacity	R-2 Sites	Accessory Dwelling Units	RHNA	Surplus/ (Deficit)
Extremely Low/ Very Low	---	700*	---	---	372	105
Low	---		---	---	223	
Moderate	2	372	348	100	238	584
Above Moderate	212	238	---	---	564	-114
Total Units	214	1310	348	100	1,397	575
*Refer to Table H-44 of the City's Housing Element for the list of underutilized sites in Redondo Beach. The 670 units in the extremely low/very low/low income categories include Site 1 (106 units), Site 2 (69 units), Site 4 (173 units), MU Scattered Sites (292 units), and the project (30 units).						

Modified Table H-45c: Comparison of Sites Inventory and RHNA (2013-2021) with the Project Offering 10 Percent of Units as Very Low Income						
Income Category	Units Constructed/ Approved	Underutilized Site Capacity	R-2 Sites	Accessory Dwelling Units	RHNA	Surplus/ (Deficit)
Extremely Low/ Very Low	---	670*	---	---	372	75
Low	---		---	---	223	
Moderate	2	372	348	100	238	584
Above Moderate	212	268	---	---	564	-84
Total Units	214	1310	348	100	1,397	575
*Refer to Table H-44 of the City's Housing Element for the list of underutilized sites in Redondo Beach. The 655 units in the extremely low/very low/low income categories include Site 1 (106 units), Site 2 (69 units), Site 4 (173 units), MU Scattered Sites (292 units), and the project (15 units).						

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

SECTION 9. The City Council does hereby find that the above recitals and findings are true and correct and are incorporated herein by reference as if set forth in full.

SECTION 10. Based on the above findings, the City Council does hereby grant and approve Project Alternative 4-1 pursuant to the revised plans and applications considered by the City Council at its January 15, 2019 hearing including the Master Conditional Use Permit, the Planning Commission Design Review, the Variance, the Density Bonus application and the requested incentives/concessions/waivers, and the revised January 15, 2019 Vesting Tentative Tract Map subject to consistency with the January 15, 2019 site plan included as Figure 1 in the Administrative Report and shall have no more than 19 parcels (including both ground and air space parcels) in the Final Map.

SECTION 11. The approved Master Conditional Use Permit, Planning Commission Design Review, Density Bonus and associated incentives/concessions/waivers, Variance, and Vesting Tentative Tract Map (as modified above) shall become null and void if not vested within 36 months from the effective date of this resolution, unless an extension is granted pursuant to law.

SECTION 12. These permits shall be void in the event that the applicant does not comply with the adopted Mitigation Monitoring Program adopted concurrently in the associated CEQA resolution, or the following conditions:

In addition to the Mitigation Monitoring and Reporting Program, the following Conditions of Approval have been proposed and incorporated into this Resolution.

1. The approval granted herein is for the South Bay Galleria Improvement Project, as described in the EIR as Alternative 4/4-1 and modified by the revised site plan included in the January 15, 2019 Admin Report, which proposes a maximum of 1,593,144 square feet generally consisting of a maximum of 1,188,144 square feet of retail square footage (an increase of 217,043 square feet in comparison to the existing site), including retail stores, dining, and entertainment, as well as a new 150-room hotel totaling up to 105,000 square feet, and 300 residential apartments totaling 300,000 square feet, and 8,000 sq. ft. designed for a skate park (which can be utilized for other open space activities). This resolution requires inclusion of at least 75,000 square feet office space in-lieu of commercial retail square footage, but allows up to 175,000 square feet of commercial office uses in place of 175,000 square feet of commercial retail uses to be constructed and operated.
2. The City Council hereby approves the conceptual architectural design of the South Bay Galleria Improvement Project, subject to the revised site plan included with the January 15, 2019 Admin Report. The precise architectural treatment of building exteriors, roofs, walks, walls, landscape, hardscape, lighting and other features including color and material samples shall be reviewed and approved by the Community Development Department prior to the issuance of building permits.

3. Applicant will offer not less than five percent of the market-rate residential units constructed at the project first to active duty military personnel from Los Angeles Air Force Base, and/or employees of Redondo Beach Unified School District. Details of the program shall be submitted by the Applicant for review and reasonable approval by the Community Development Department prior to issuance of building permits for the residential units. Included in such a program would be an agreement that these tenants will not be required to pay an application fee or credit check fee and be allowed to pay a reduced security deposit. In addition, the Applicant will allow month-to-month leasing of the units and waive any move-out costs. In the event that a military member receives permanent change of station orders (PCS), Separation/Retirement orders, or temporary duty (TAD/TDY) orders for a period in excess of three (3) months, any liability for rent under the lease may not exceed thirty (30) days rent after written notice. The residential units offered to active duty personnel and/or employees of the Redondo Beach Unified School District shall be in addition to the affordable housing units.
4. No guest stays at the 150-room hotel shall exceed 29 days in length. A detailed and dimensioned Master Sign Program be prepared including the materials, colors, dimensions, sizes, locations, and sign setback distances, to ensure that future signs are in harmony with the buildings and site, that they provide a safe sight clearance for pedestrians and vehicles, and that they promote a high quality visual environment. The final sign program shall be reviewed and approved by Planning Division Staff prior to issuance of the building permit. An on-site directional traffic signage program shall be implemented in conjunction with detailed construction plans for the project to clearly designate the pick-up/drop-off areas, clearly label the secured residential entry/exit driveways, and to clearly identify the one-way entry driveway leading to the hotel adjacent to Artesia Boulevard.
5. The use of valet parking within the project is hereby authorized. While the City's shared parking regulations contained in RBMC § 10-2.1706(d)(2)(a) address "typical utilization of parking areas" (i.e. not holiday weekends), to promote the peace, comfort, convenience and general welfare of the surrounding community, the applicant shall prepare and implement a valet parking program for weekends in December to ensure adequate parking is available to meet holiday weekend demand in December. This holiday valet parking plan shall be reviewed and approved by the Community Development or Public Works Department prior to implementation of operations. Additionally, any business requesting to utilize valet parking shall submit a valet parking plan to the City and said plan shall be reviewed and approved by the Community Development or Public Works Departments prior to implementation of valet parking operations. The Applicant shall submit complete

landscaping plans including planting details and irrigation plans pursuant to the requirements of the Assembly Bill (AB) 1881, the Water Conservation in Landscaping Act of 2006 (Laird). Further, the landscape plan shall include landscaped berm and swale areas where possible for visual, terrain, and topographical variety and shall be designed to comply with any water runoff requirements, and to avoid potential hazards. The landscape plan shall utilize real turf to the maximum extent possible to still comply with AB 1881. Said plan shall be approved by the Community Development or Public Works Departments prior to issuance of building permits and shall be installed prior to final inspection.

6. Pursuant to the City's Public Art Ordinance, the applicant shall provide a zoning requirement contribution equivalent to one percent (1%) of the building valuation above \$250,000, subject to the provisions outlined in Title 10, Chapter 6. This contribution can take the form of: 1) installation of public art on the subject property, commissioned by the developer, but subject to the approval of the City's Public Art Commission; 2) a request that the installation of public art on the subject property be commissioned and approved by the Public Art Commission; 3) an installation of public art on the subject property valued at less than the required 1% contribution and an election to provide the balance of the 1% for the public art zoning requirement contribution to the John Parsons Public Art Fund; or 4) payment of the zoning requirement fee to The John Parsons Public Art Fund to be used for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program. Notwithstanding the above, \$1,000,000 of the public art contribution shall be paid into the John Parson's Public Art Fund to be used for art related improvements on Artesia Boulevard. If a decision regarding the public art contribution is not finalized prior to the issuance of building permits, the applicant will be required to deposit the 1% zoning requirement fee in a set aside account. The monetary deposit will be held by the City until such time as the public art contribution is satisfied. The art contribution must be completed prior to the issuance of a Certificate of Occupancy. At least one piece of Public Art installed as part of the project shall incorporate a theme which notifies the public of its entry into the City of Redondo Beach.
7. In order to ensure compliance with all water quality regulations, the construction drawings for the project shall be prepared in accordance with all standards, requirements and design features of the approved Low Impact Development (LID) prepared for the subject site. The initial installation requirements and ongoing operational maintenance requirements of said plan shall be implemented in accordance with the LID, as reviewed and approved by the Public Works Department.
8. Revised Vesting Tract Map No. 74481 included with the January 15, 2019 Admin Report subject to consistency with the January 15, 2019 site plan included as Figure 1 in the Administrative Report and shall have no more than 19 parcels

(including both ground and air space parcels) in the Final Map. shall be recorded within 36-months of the effective date of this resolution, unless an extension is granted pursuant to law. If said map is not recorded within said 36-month period, or any extension thereof, the map shall be null, void, and of no force and effect.

9. The South Bay Galleria Improvement Project shall be pre-wired to incorporate electric vehicle charging stations, shall incorporate short and long term bicycle parking, the use of low-emitting materials, the diversion of construction waste from landfills, and the use of Best Management Practices to prevent storm water pollution.
10. Roof mounted mechanical equipment and appurtenances to be used in the operation or maintenance of a building shall be installed so as not to be visible from any point at or below the parapet level of the subject building. The features so regulated shall in all cases be either enclosed by outer building walls or parapets, or grouped and screened in a manner architecturally compatible with the building. Roof-mounted solar shall also be installed to minimize visibility.
11. All dumpsters for commercial use shall be covered/screened from public view. Trash facilities shall generally be co-located with loading and service areas. This condition shall not limit individual climate-controlled interior trash collection facilities.
12. The applicant shall be required to adhere to the adopted Mitigation, Monitoring, and Reporting Program for this project including the implementation of the required mitigation measures per the associated procedures listed therein.
13. The applicant shall fund and implement a Fire, Life-Safety, Crime Prevention, and Security Plan, which may include fair-share funding for supplemental staffing to achieve an enhanced level of service established by the parties based on data from comparable regional shopping centers. The plan will provide for the supplemental staffing levels to be reviewed and adjusted annually within a pre-negotiated range based on calls for service and incident data from the previous year. The plan shall be reviewed and approved by the Redondo Beach Police and Fire Departments prior to the issuance of Building Permits, and a final plan shall be approved and implemented prior to the issuance of Certificate of Occupancy. Inspections by the appropriate Staff members shall be made to ensure compliance with the approved plan prior to the issuance of a Certificate of Occupancy and the plan shall be implemented throughout operation of the project. The final plan may be phased as required and shall incorporate the following:
 - (a) Provide Security Plans and design specifications that show the location of visual camera systems for key areas to which access is granted to the public.

- (b) Provide specifications and/or security plans that provide the police with visual access to the interior of all commercial tenant spaces.
- (c) Provide details on emergency access to the property by police and fire responders in the event of an emergency including a numerical address system and an "on-site" map.
- (d) Provide a garage lighting plan along with design specifications that include lighting of the garage stair wells, ramps and all access roads. The plan shall ensure that the lighting does not encroach on the adjacent residential properties to the east and within the project site, consistent with the regulations contained in RBMC § 10-2.1706(c)(10)(c.) and § 10-2.912(a)(3).
- (e) Provide a painting scheme for the garage areas that employs the use of light and highly reflective color to enhance visibility and improve lighting effectiveness.
- (f) Provide plans for the installation of a "repeater" system, if necessary, allowing the use of personal cell phones on all levels of the parking garage.
- (g) The applicant/property owner shall ensure that the visual security equipment be monitored as necessary during business hours and that regular daily patrols of the subject property be made by security personnel. License plate readers shall be installed if feasible.

14. The applicant shall comply with the following Conditions of Approval (COA) and the associated procedures listed in the MMRP:

COA CUL-1: A City-approved qualified archeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for archaeology (36 CFR Part 61), or an archaeologist working under the direction of a qualified archaeologist, shall conduct pre-construction cultural resources sensitivity training to inform construction personnel on the types of cultural resources that may be encountered, and to bring awareness to personnel of actions to be taken in the event of a cultural resources discovery. The applicant shall complete training for all construction personnel and retain documentation showing when training of personnel was completed.

COA CUL-2: The qualified archaeologist, or an archaeological monitor working under the direction of a qualified archaeologist (or a cross-trained archaeological/paleontological monitor), shall conduct full-time archaeological monitoring for all ground-disturbance (including but not limited to brush clearance, vegetation removal, grubbing, grading, and excavation) from existing ground surface to depths up to 8 feet (deepest depth of known artificial fill overlying the project site). Archaeological monitoring shall be conducted by an archaeologist familiar with the types of archaeological resources that could be encountered within the project site. The monitor shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of a discovery until the qualified archaeologist has evaluated the discovery and determined appropriate treatment (as prescribed below in Mitigation

Measure CUL-3). The archaeological monitor shall keep daily logs detailing the types of activities and soils observed, and any discoveries. After monitoring has been completed, the qualified archaeologist shall prepare a monitoring report that details the results of monitoring. The report shall be submitted to the City and any Native American groups who request a copy. A copy of the final report shall be filed at the South Central Coastal Information Center.

COA CUL-3: In the event of the discovery of archaeological materials, the applicant shall immediately cease all work activities in the area (within approximately 50 feet) of the discovery until it can be evaluated by the qualified archaeologist. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone or concrete footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. Construction in the area shall not resume until the qualified archaeologist has made a determination regarding the significance of the resource. The archaeologist shall evaluate the resource and determine whether it is (1) eligible for the CRHR (and thus a historical resource for purposes of CEQA), or (2) a unique archaeological resource as defined by CEQA. If the resource is determined to be neither a unique archaeological nor a historical resource, work may re-commence in the area. If the resource meets the criteria for either a historical or unique archaeological resource, or both, work shall remain halted within the area of the find. Avoidance and preservation in place is the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context and also serves to avoid conflict with traditional and religious values of groups who may ascribe meaning to the resource. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. Other methods of mitigation, described below, shall only be used if the archaeologist, in consultation with the City and the applicant, determines the method would provide superior mitigation of the impacts to the resource or preservation in places is determined to be infeasible. The alternative methods of mitigation may include data recovery. In the event data recovery is the selected method of mitigation, a treatment plan shall be prepared and implemented by a qualified archaeologist in consultation with the City and the applicant that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource. The methods and results of evaluation or data recovery work at an archaeological find shall be documented in a professional-level technical report to be filed with the California Historical Resources Information System (CHRIS). The City shall consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered. Work in the area may re-commence upon completion of treatment, as approved by the City.

COA OR002-21: Consistent with RBMC § 4-22.11 and §9-1.25 the Applicant shall send notice to adjacent property owners regarding an enforcement contact for noncompliance/noise complaints or posting signs with such contact information in areas at the project site which are easily accessible to the public.

COA TRA-1: Construction Management Plan (CMP):

- a. A flagman shall be placed at the truck entry and exit from the project site at the times trucks are present.
- b. To the extent feasible, deliveries and pick-ups of construction materials shall be scheduled during non-peak vehicular travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time.
- c. Access shall remain unobstructed for land uses in proximity to the project site during project construction.
- d. Minimize lane and sidewalk closures to the extent feasible. In the event of a temporary lane or sidewalk closure, a worksite traffic control plan, approved by the City of Redondo Beach, shall be implemented to route traffic, pedestrians, or bicyclists around any such lane or sidewalk closures.
- e. Minimize interruptions to transit services and facilities. In the event that a temporary removal or relocation of a bus stop is necessary, coordination with Metro and other affected transit operators shall occur to ensure that any such action is consistent with the transit operator's needs.
- f. The applicant shall coordinate with Metro and other turnaround loop transit operators at least 30 days in advance of right-of-way construction work to ensure that any such construction activities are consistent with maintaining the transit services' operations.
- g. This CMP shall be developed by the contractor prior to the issuance of building permits, reviewed for consistency with this measure, and approved by the Community Development and Public Works Departments of the City of Redondo Beach. In addition to the measures identified above, the CMP shall include the following:
 - i. Schedule vehicle movements to ensure that there are no vehicles waiting off site and impeding public traffic flow on the surrounding streets.
 - ii. Establish requirements for the loading, unloading, and storage of materials on the project site.
- h. Coordinate with the City and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses.

COA UTL-1: Prior to the issuance of the Building Permit, the City's Public Works Department will confirm the proposed project applicant's on-site water system has been developed to accommodate the land uses proposed at the project site. If the Department determines the system upgrades referenced in the FEIR will be required to serve the project improvements to be permitted, such upgrades shall be installed and operational prior to the issuance of the Certificate of Occupancy.

COA UTL-2: Prior to the issuance of the Building Permit, the City's Public Works Department, in concurrence with the LACSD, will confirm the proposed project applicant's on-site and off-site wastewater conveyance system has been developed to accommodate the land uses proposed at the project site. If the Department determines the system upgrades referenced in the FEIR will be required to serve the project improvements to be permitted, such upgrades shall be installed and operational prior to the issuance of the Certificate of Occupancy.

COA UTL-3: Prior to the issuance of the Building Permit, the City's Public Works Department will confirm the proposed project applicant's on-site stormwater conveyance system has been designed to accommodate the land uses proposed at the project site and development of the proposed project would not increase existing flows from the project site into the stormwater system. If the Department determines the system upgrades referenced in the FEIR will be required to serve the project improvements to be permitted, such upgrades shall be installed and operational prior to the issuance of the Certificate of Occupancy.

COA UTL-4: Prior to the issuance of the Building Permit, the City's Public Works Department will confirm the proposed project applicant's water conveyance system has been designed to accommodate the land uses proposed at the project site. If the Department determines the system upgrades referenced in the FEIR will be required to serve the project improvements to be permitted, such upgrades shall be installed and operational prior to the issuance of the Certificate of Occupancy.

15. Prior to commencement of demolition activities, the existing on-site structures shall be surveyed for the presence of asbestos and lead-based paint containing materials (ACM) by a contractor registered with Asbestos Contractor's Registration Unit, as required by the state law. Should ACM be detected, appropriate abatement measure pursuant to South Coast Air Quality Management District Rule 1403 shall commence by a registered contractor at the expense of the project proponent. Documentation certifying that ACM have been removed to satisfactory levels as required by state law shall be delivered to the city Building Division prior to demolition of existing structures on site. The applicant shall bear the cost of implementing this condition.
16. A Project Information Officer shall be assigned to the site during construction. The officer shall provide community weekly updates through a project website page as well as periodic email blasts to interested parties. A construction hotline phone number shall be dedicated for the project with a live person 24 hours, seven days

per week. A construction sign shall be posted with construction days and hours listed along with a 24-hour contact name and phone number clearly listed on the sign. The signage will also include the names, phone numbers, project websites and email addresses of the assigned City of Redondo Beach Community Development Department staff. Signage will also include Redondo Beach Police Department contact information in the event the reportable action occurs during non-business hours. The content, number, and location of construction information signage shall be reviewed and approved by the Community Development Department prior to the issuance of grading and/or building permits. If noise, traffic, vibration, air quality/odor, and air or other construction related complaints are reported, the Building Division/Code Enforcement Department will investigate and follow standard due process procedures for mediation that may include, but is not limited to, the immediate issuance of a stop work notice until corrective measures, as determined by the Community Development Department, are completed. In the event that complaints are registered with the Redondo Beach Police Department during non-business hours, they will be referred to the Building Division/Code Enforcement Department at the start of the next business day for investigation.

17. **COA OR002-11:** Construction shall include the required use of Tier 4 off-road Construction Equipment and a haul truck fleet that meets or exceeds the emissions standards of a 2012 truck engine.
18. All uses proposing live entertainment shall be subject to the City's Entertainment Permit requirements.
19. This Master Conditional Use Permit shall permit retail land uses, including stores, dining, and entertainment as well as hotel use, office space, and residential units. The final location of each use shall be determined by the Community Development Department. The Master Conditional Use Permit also allows for the following use classifications per RBMC § 10-2.910 for Regional Commercial Zoning:

Use Classifications	Additional Regulations See Section:
Residential Uses	
Multi-family residential	10-2.911(b)
Condominiums	10-2.911(b)
Family day care home, small	
Family day care home, large	
Residential care, limited	
Commercial Uses	
Animal sales and services:	
Animal feed and supplies	
Animal grooming	10-2.911(a)
Animal hospitals	10-2.911(a)
Animal sales	10-2.911(a)

Use Classifications	Additional Regulations See Section:
Artist's studios	
Banks and savings and loans with drive-up service	10-2.911(a)
Bars and cocktail lounges	10-2.1600
Business and trade schools	
Commercial printing, limited	
Commercial recreation	10-2.1600
Communications facilities	
Drive-up services	10-2.911(a)
Food and beverage sales: 30,000 sq. ft. or less floor area more than 30,000 sq. ft. floor area	10-2.911(c)
Hotels	
Liquor stores	10-2.1600
Maintenance and repair services	
Massage businesses	10-2.1628, 6-2.03, 6-2.08
Offices	10-2.911(d)
Personal convenience services	
Personal improvement services: 1,000 sq. ft. or less floor area with no drive-up service	Except music studios 2,000 sq. ft. or less floor area require an AUP 10-2.2507
1,001 - 2,000 sq. ft. floor area 2,001 sq. ft. or greater floor area	
Plant nurseries	
Recycling collection facilities: Reverse vending machines Small collection facilities	10-2.1616 10-2.911(a) 10-2.911(a)
Restaurants: 2,000 sq. ft. or less floor area with no drive-up service more than 2,000 sq. ft. floor area or with drive-up service	
Retail sales: 30,000 sq. ft. or less floor area more than 30,000 sq. ft. floor area	10-2.911(c)
Snack shops	
Thrift shops	10-2.1600
Other Uses	
Adult day care centers	

Use Classifications	Additional Regulations See Section:
Antennae for public communications	
Child day care centers	
Churches	
Clubs and lodges	
Cultural institutions	
Government offices	10-2.911(d)
Parking lots	
Public safety facilities	
Public utility facilities	10-2.1614
Recreation facilities	
Schools, public or private	

Additionally, alcohol beverage sales and service shall be permitted as part of a wine shop with wine tasting, hotel bars and lounges, and/or restaurants. Massage services shall be permitted only within a day spa type business offering additional beauty services and treatments. Vintage thrift stores shall be allowed which sell only high-quality used clothing and goods.

20. All businesses serving alcoholic beverages shall comply with all of the regulations of the Alcoholic Beverage Control Act and the regulations promulgated by the Alcoholic Beverage Control Board including, without limitation, the regulations set forth in 4Cal. Code of Regs. §§ 55, *et seq.*
21. All employees serving alcoholic beverages to patrons must complete a certified training program by the State Department of Alcoholic Beverage Control (ABC) for the responsible sales of alcohol. The training must be offered to new employees on not less than a quarterly basis.
22. The Applicant shall encourage employees and patrons to use existing bus service, pedestrian and bicycle connectivity to and through the site, which would decrease the number of vehicle trips. In addition, a TDM plan in compliance with RBMC § 10-2.2400 shall be prepared with TDM measures that could further reduce trips. The TDM plan shall include transit pass subsidies for project employees. Other measures under the TDM plan may include: shuttles to/from the Metro Green Line Station, shuttles to/from LAX for hotel guests, vanpool services, and/or other incentives to employees to reduce vehicle trips. The TDM plan may provide for phasing of TDM measures to correspond to project phasing. The TDM plan shall be reviewed and approved by the Community Development Department prior to the Certificate of Occupancy.
23. The Applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Department.

24. The Applicant shall maintain the subject property in a clean, safe and attractive state during construction. This includes the daily collection of all on-site litter. Failure to maintain the subject area may result in reconsideration of this approval by the Planning Commission.
25. Construction work may occur only between the hours of 7 a.m. and 6 p.m. on Monday through Friday, between 9 a.m. and 5 p.m. on Saturday, with no work occurring on Sundays and holidays (designated as Memorial Day, the Fourth of July, Labor Day, Thanksgiving Day, Christmas Day, and New Year's Day are observed). After hours permits may be approved by the Building Officer on a case-by-case basis subject to the procedures under RBMC §§ 4-24.503(b) or (c).
26. The project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighbors are not subjected to excessive noise, disorderly behavior, or abusive language.
27. Barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.
28. Streets and sidewalks adjacent to the job sites shall be clean and free of debris.
29. Shared overlap parking is approved for a total of 5,662 spaces (existing and new spaces) at project buildout. Any further shared parking reduction shall be approved by the Community Development Department pursuant to RBMC 10-2.1706 prior to the issuance of building permits.
30. The following list of operational hours shall be the maximum allowed by all businesses authorized by this Master Conditional Use Permit. Any operations outside those specified herein shall require an amendment to this specific condition of the Master Conditional Use Permit:

Land Use Classifications	Permitted Hours of Operation
Residential / Housing	24 hours
Commercial recreation, i.e. theatre	8 a.m. – 2 a.m.
Retail Sales	5 a.m. – 12 a.m.
Food and beverage sales	5 a.m. – 2 a.m.
Hotel	24 hours
Offices	24 hours
Restaurants / Snack Shops	5 a.m. – 2 a.m.
Bars and lounges	10 a.m. – 2 a.m.
Personal convenience services, i.e. spas	5 a.m. – 12 a.m.
Personal improvement services, i.e. yoga instruction	5 a.m. – 12 a.m.
Artist's Studios	24 hours
Banks	8 a.m. – 12 a.m.
Business/Trade Schools	8 a.m. – 12 a.m.
Cultural institutions	8 a.m. – 12 a.m.

Land Use Classifications	Permitted Hours of Operation
Government offices	24 hours
Open Space	24 hours
Parking lots	24 hours
Public safety facilities	24 hours
Public utility facilities	24 hours
Recreation facilities	5 a.m. – 12 a.m.

31. The Community Development Department shall be authorized to approve reconfiguration and/or reallocation of uses within the scope of the Master Conditional Use Permit, provided that said reconfiguration/reallocation does not result in any new significant impacts. Said reconfiguration and/or reallocation shall not include an increase in the number of residential dwelling units.

32. In exchange for the City's issuance and/or adoption of the Planning Commission Design Review, Conditional Use Permit, Variance, Vesting Tentative Tract Map and other permits and approvals for the project ("Project Approvals"), the Applicant agrees to save, keep, indemnify, hold harmless and defend the City of Redondo Beach (with counsel of City's choice), and its appointed and elected officials, officers, employees, and agents (collectively "City"), from every claim or demand brought seeking to overturn the Project Approvals, whether under the California Environmental Quality Act ("CEQA"), the Government Code, Redondo Beach Municipal Code or City Charter, the California Public Records Act related to document requests associated with the South Bay Galleria Improvement Project, or other state or local law, including attorney's fees and costs, and any attorneys' fees or costs which may be awarded to any person or party challenging the Project Approvals on any grounds. In order to limit the cost of its defense and indemnification under this condition, in the event of any such claim or demand, if and when requested to do so in writing by the Applicant, City agrees to rescind the challenged Project Approvals. Applicant shall still be responsible for indemnification, consistent with this section, for any such fees and costs incurred before such a rescission, including any subsequent awards ordered by a court of competent jurisdiction for actions that occurred before such a rescission.

33. In the event of a disagreement in the interpretation and/or application of these conditions, the issues shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit. The decision of the Planning Commission shall be final.

34. The Applicant's design submittal package for Alternative 4/4-1 including renderings, floor plans, and conceptual elevations indicate a high level of design quality and finishes. Variations from the architectural treatments depicted in the design submittal package dated September 22, 2017 and presented to the Planning Commission as well as supplemental materials reviewed at the January 15, 2019 City Council meeting may be approved by the Community Development

Department without further Planning Commission review, provided that the quality of the design is equal to or superior to what is depicted in the submittal package.

35. The use of specific design elements, such as decorative parapets or towers are permitted to exceed the maximum building height restriction because they do not contain habitable floor area and are deemed as being design elements that are integral to the overall architectural style of the project and that other structures such parapets, towers, signage, flagpoles, columns, solar, and mechanical equipment are also permitted to exceed the building height restriction because they are necessary to the overall functioning of the project and will, in some cases, contribute to make the project more environmentally sustainable. (RBMC Section 10-2.1522(b))
36. The applicant shall agree to, and the City shall ensure, the continued affordability of all very low and low-income rental units that qualified the applicant for the award of the density bonus (no less than ten percent (i.e. 30 of 300) deed restricted units affordable to very-low income households, or, at the applicant's option, not less than twenty percent (i.e. 60 of 300) deed restricted units affordable to lower income households) for 55 years. Rents for the lower income density bonus units shall be set at an affordable rent as defined in Section 50053 of the Health and Safety Code. The affordable residential dwelling units shall be generally dispersed throughout the residential portion of the development project to the extent feasible, and shall not differ in appearance, size, and amenities from other units in the development. Any claim of infeasibility of dispersing the units shall be demonstrated by the applicant to the satisfaction of the Community Development Director prior to the issuance of the building permits for a residential building.
37. The final design of the buildings at Artesia and Hawthorne as well as Artesia and Kingsdale shall include significant corner plaza features commensurate with the importance of these gateway entry points subject to Community Development Director review and approval prior to issuance of building permits.
38. The revised Site Plan shown in Figure 1 of the January 15, 2019 Admin Report includes pedestrian pathways along the perimeter of the project site on Kingsdale and 177th Street. To the extent feasible, these pathways shall be continued on the project site along Artesia Blvd. and Hawthorne Blvd (This will not include the frontage along the former Nordstrom box (Major Retail #1) due to the significant grade separation), and incorporate water fountains, benches and other publicly accessible amenities. The sidewalks along Artesia and Hawthorne Blvd. shall be widened as necessary to achieve a minimum 12 foot width with a minimum 4 foot landscape planting buffer from the curb to the sidewalk and an additional 4 foot landscape planting buffer between the sidewalk and the buildings. A Final Pedestrian Access Plan which maximizes pedestrian access throughout the site shall be submitted to the Community Development and Public Works Departments prior to issuance of building permits and approved and installed by the applicant prior to Certificate of Occupancy.

39. The footprint and second story of Retail #11 totaling approximately 61,284 sq. ft. as previously proposed has been eliminated as shown on the revised site plan reviewed by the Mayor and City Council on January 15, 2019. The building's square footage has been redistributed within the project. The two buildings now proposed within the central outdoor space shall not exceed 10,270 sq. ft. for one and 10,000 sq. ft. for the other, while still maintaining 4-sided access to retail, restaurant, or snack shop uses.
40. Due to the fact that it is not possible at this time to have certainty in the precise leasing and occupancy of the project, the Design Review granted herein is for conceptual plan approval only. The final building shell design and architectural plans shall be reviewed and approved by the Community Development Director prior to issuance of Building Permits. Minor alterations such as individual signs, storefronts and other typical alterations such as building adjustments will be subject to Community Development Department review and approval.
41. The height of the Major Retail #3 building that has been moved to Hawthorne Blvd. frontage may have a maximum of six stories and not to exceed 60 feet in height.
42. The residential units shall maintain a separate refuse storage container from that used by the commercial uses. It shall be clearly marked for residential use only and use by commercial uses is prohibited.
43. The tenant mix of the project shall include a minimum allocation of at least 75,000 square feet of professional office use with a maximum allocation of 175,000 square feet of professional office use.
44. The project site (comprising approximately 30 acres) shall be planned, constructed and operated as an integrated development under a comprehensive common area plan, including first class quality standards for perimeter and common area maintenance, maintenance standards for tenants and pad owners, a significant amount of joint use parking, and reciprocal easement rights. As is customary for shopping centers and mixed-use developments, separate components within the development such as department stores, hotels, banks, restaurant pads, office space, residential buildings and parking areas may be separately parcelized, financed, sold or ground leased to separate lenders, investors, users, and/or development partners in furtherance of the common area plan. A variety of architectural styles and building types may be utilized, but the project shall be developed with unifying features including (i) project-wide branding and place-naming (as one possible example, if the overall project is branded as "The Gateway", then the hotel could be identified as "_____ Hotel at The Gateway", the apartment homes as "Residences at The Gateway", etc.), (ii) a consistent graphics package implemented through street-facing gateway elements

and wayfinding signage; (iii) common area landscaping and amenities, including pedestrian plazas, internal and perimeter pathways, bike access, and customer amenities (e.g. kid play areas, water features, bike valet); (iv) a significant amount of joint use parking; and (v) reciprocal easements (REA) and/or CC&Rs to provide for common area maintenance, access rights, and maintenance standards. Prior to issuance of building permits for substantial new development on the project site (i.e. more than 100,000 sq. ft. of building area) pursuant to this approval, applicant shall demonstrate compliance with this condition, to the satisfaction of the Community Development Director, by submitting a project-wide common area plan with proposed common area signage and monumentation, along with proposed REA and/or CC&R clauses to implement the requirements of this condition.”

45. The Vesting Tentative Tract Map shall be conditioned to require mandatory participation of all ownerships in common area maintenance and operations. Said participation shall be required as a covenant recorded on title or a lease condition as the case may be. The form of this covenant or lease condition shall be reviewed and approved by the City prior to leasing or sale of any lot or lots.
46. Pursuant to provisions of Section 10-1.1400 of the Redondo Beach Municipal Code pertaining to subdivisions of over 50 lots, the Applicant has the right to pay all of their Quimby fees through payment of in-lieu fees to the City or through acquisition of open space/parkland and conveyance of title to the City, or a combination of the two. The Applicant has elected and hereby is required to pay the \$25,000 per unit in-lieu fee to the City for a total of 7.5 million dollars.. The fee is in addition to the public open space required of the project to meet the zoning requirement that 10 percent of the constructed square footage be provided as protected public open space. Said fees shall be paid prior to the issuance of building permits for the residential structures (the payment of such fees may be split if the two residential structures are not permitted and built simultaneously).
47. The project shall include on-site piping for the delivery of recycled water for the use in landscape irrigation, toilets, floor sinks, and other applicable recycled water uses to extent feasible under the applicable Building Code. If the City subsequently approves installation of off-site recycled water infrastructure, which makes recycled water available at the project site, the applicant shall (A) pay a fair share contribution to the City of Redondo Beach for that off-site recycled water infrastructure, and (B) utilize recycled water on the project site once available.
48. The applicant shall fund a study to determine the feasibility of an extension of the existing Class I bicycle path, which currently ends within Southern California Edison's right of way at Felton Lane (just south of Rockefeller Lane). This feasibility study shall consider 1) extension of said path further east, with options for crossing at Inglewood Avenue and an unimpeded crossing over Grant Avenue and the Metro rail line; 2) extension of said path along Kingsdale to 182nd Street and along 182nd Street to Felton Avenue; and 3) options for connections to the

Project Site. The Applicant shall reimburse the City within six months of award of contract.

49. The applicant shall fund and install traffic controls and pedestrian access improvements as determined necessary by the City's Traffic Engineer to improve onsite traffic flow and safety at the first intersection west of the existing mid-block traffic signal on Hawthorne Blvd. Said improvements shall be installed and operational prior to Certificate of Occupancy.
50. The parking garage along Kingsdale Avenue shall incorporate sound attenuation measures, including acoustical panels, screening, landscaping, speed reduction measures, and enhanced garage security features in order to address noise concerns.
51. Hotel shall be of a non-discount, boutique style that will reflect a widely recognized chain flag hotel and offer a national reservation system. If such hotel provides for meeting rooms, it shall be available for community group use upon advance notice and based on availability.
52. The Redondo Beach Galleria Improvement Project includes approximately 29.85 acres of land. In calculating the Floor Area Ratio and residential density, the total 29.85 acres has been treated as a singular cohesive lot. Consequently, all subsequent parcels contained within these 29.85 acres from the Vesting Tentative Tract Map, shall be treated as a cohesive development when calculating Floor to Area ratios and residential density in future applications. This Condition shall be recorded, and provided to any and all subsequent purchasers of parcels within the Vesting Tentative Tract Map.
53. Applicant shall contribute \$1,000,000 to street enhancements and/or traffic improvements on Artesia Boulevard.

SECTION 13. SEVERANCE. If any section, subsection, sentence, clause, or phrase of this resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the resolution. The Redondo Beach City Council hereby declares that it would have passed this resolution and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

PASSED, APPROVED AND ADOPTED this 15th day of January, 2019.


William C. Brand, Mayor

APPROVED AS TO FORM:

ATTEST:


Michael Webb, City Attorney


Eleanor Manzano, CMC, City Clerk

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

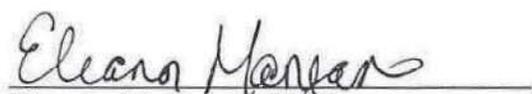
I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-1901-004 was duly passed and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 15th day of January, 2019, and there after signed and approved by the Mayor and attested by the City Clerk, and that said resolution was adopted by the following vote:

AYES: NEHRENHEIM, LOEWENSTEIN, HORVATH, GRAN, EMDEE

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE



Eleanor Manzano, CMS
City Clerk



Attachment 3: Phase 2 Plan Set

Due to the file size, the plan set could not be uploaded to Legistar. Please find the hyperlink below to access the document.

<https://cms2.revize.com/revize/redondobeachca/250812%20South%20Bay%20Galleria%20350%20Unit%20Conceptual%20Drawings%20Pack.pdf?t=202508122033400&t=202508122033400>

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



SOUTH BAY GALLERIA PHASE 2 PROJECT

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

Prepared for
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October 2024

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- A. Transportation Memo
- B. Mitigation Monitoring and Reporting Program

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Tables

Table 1 Summary of the Draft EIR Project, the Approved Project, Phase 1, Phase 2, and
Combined Phase 1 and 2 Development 3

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: <ul style="list-style-type: none">• 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 <ul style="list-style-type: none">• 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.

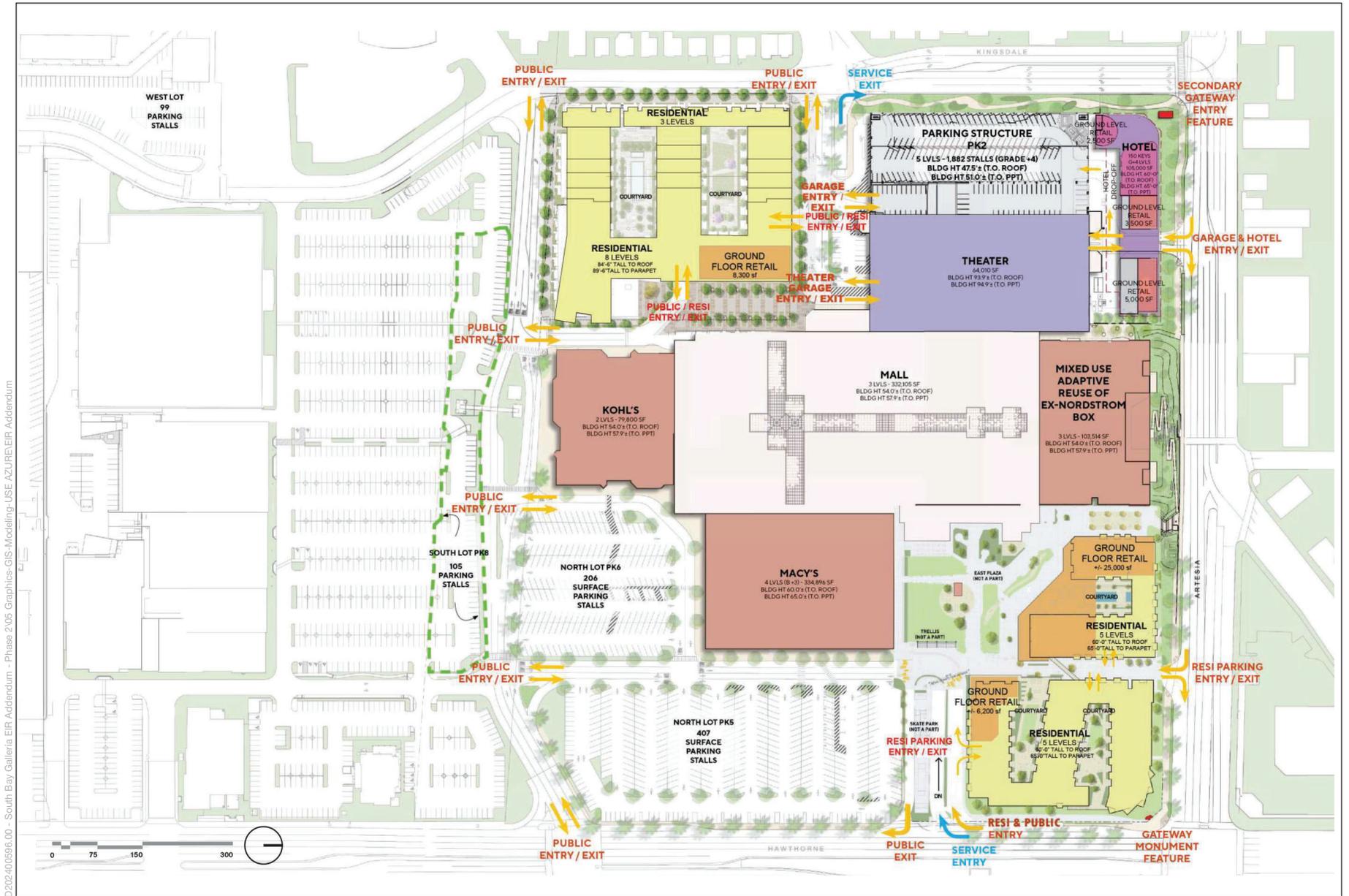
As demonstrated by the analysis in this document, the Phase 2 development would not result in any new significant impacts, nor would it substantially increase the severity of previously identified significant impacts. Rather, all of the impacts associated with Phase 2 (plus Phase 1) are within the envelope 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.

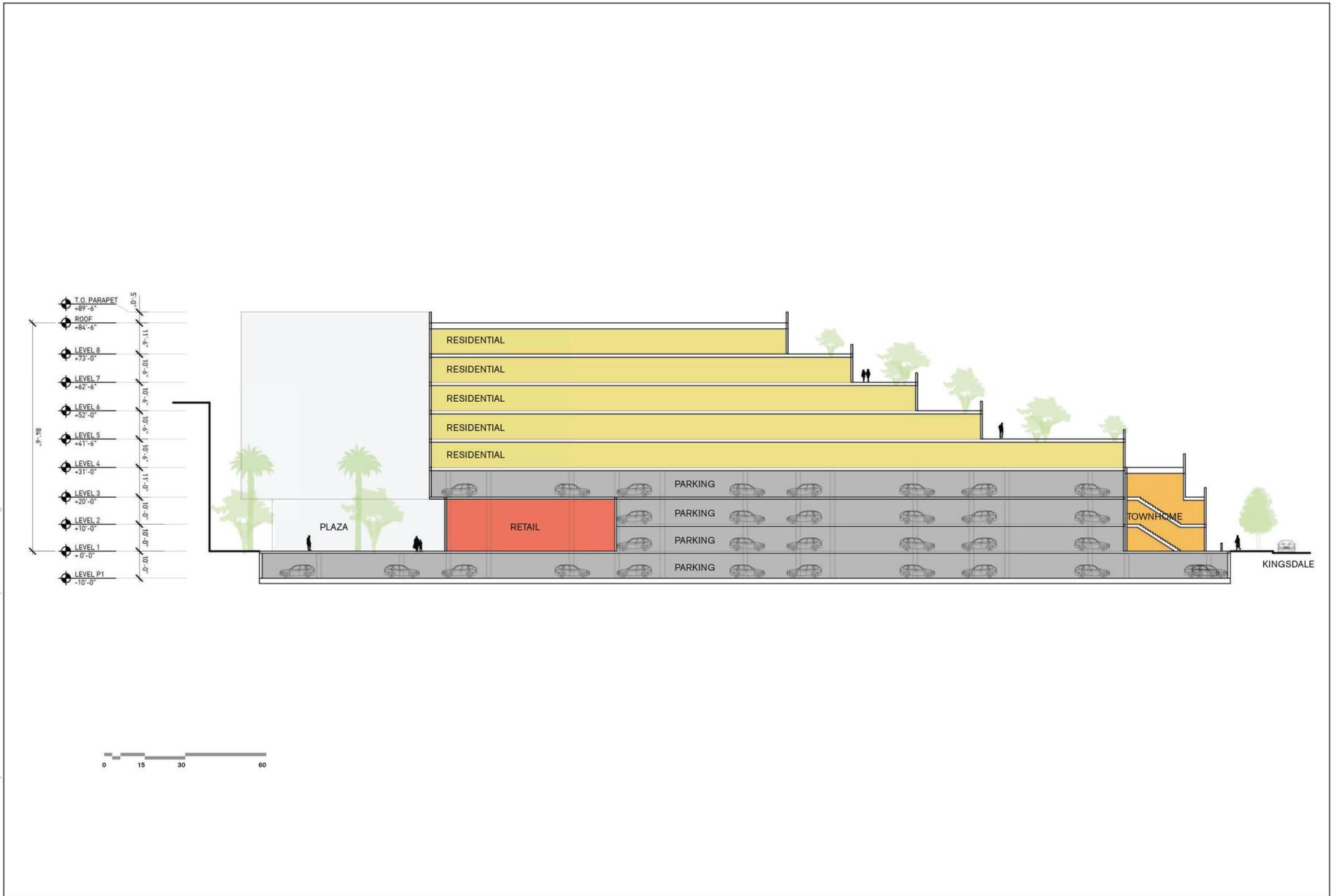


SOURCE: L'Catterton, 2024

South Bay Galleria Phase 2 Project

Figure 1
Phase 2 Site Plan

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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

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

<i>Issues:</i>	<i>Impact Determination in the Certified EIR</i>	<i>Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR</i>	<i>Similar Impact as Compared to Impact Documented in Certified EIR</i>	<i>Reduced Impact Compared to Impact Documented in Certified EIR</i>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Substantially degrade the existing visual character or quality of the site and its surroundings?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

<i>Issues:</i>	<i>Impact Determination in the Certified EIR</i>	<i>Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR</i>	<i>Similar Impact as Compared to Impact Documented in Certified EIR</i>	<i>Reduced Impact Compared to Impact Documented in Certified EIR</i>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Expose sensitive receptors to substantial pollutant concentrations?	Less than Significant	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

<i>Issues:</i>	<i>Impact Determination in the Certified EIR</i>	<i>Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR</i>	<i>Similar Impact as Compared to Impact Documented in Certified EIR</i>	<i>Reduced Impact Compared to Impact Documented in Certified EIR</i>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

<i>Issues:</i>	<i>Impact Determination in the Certified EIR</i>	<i>Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR</i>	<i>Similar Impact as Compared to Impact Documented in Certified EIR</i>	<i>Reduced Impact Compared to Impact Documented in Certified EIR</i>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Disturb any human remains, including those interred outside of formal cemeteries?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Cause a substantial adverse change in a significant tribal cultural resource as defined in §21074?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

<i>Issues:</i>	<i>Impact Determination in the Certified EIR</i>	<i>Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR</i>	<i>Similar Impact as Compared to Impact Documented in Certified EIR</i>	<i>Reduced Impact Compared to Impact Documented in Certified EIR</i>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Result in substantial soil erosion or the loss of topsoil?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

³ Now the California Geological Society.

<i>Issues:</i>	<i>Impact Determination in the Certified EIR</i>	<i>Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR</i>	<i>Similar Impact as Compared to Impact Documented in Certified EIR</i>	<i>Reduced Impact Compared to Impact Documented in Certified EIR</i>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

<i>Issues:</i>	<i>Impact Determination in the Certified EIR</i>	<i>Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR</i>	<i>Similar Impact as Compared to Impact Documented in Certified EIR</i>	<i>Reduced Impact Compared to Impact Documented in Certified EIR</i>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

<i>Issues:</i>	<i>Impact Determination in the Certified EIR</i>	<i>Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR</i>	<i>Similar Impact as Compared to Impact Documented in Certified EIR</i>	<i>Reduced Impact Compared to Impact Documented in Certified EIR</i>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

<i>Issues:</i>	<i>Impact Determination in the Certified EIR</i>	<i>Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR</i>	<i>Similar Impact as Compared to Impact Documented in Certified EIR</i>	<i>Reduced Impact Compared to Impact Documented in Certified EIR</i>
Hydrology and Water Quality – Would the Project:				
1) Violate any water quality standards or waste discharge requirements?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6) Otherwise substantially degrade water quality?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

<i>Issues:</i>	<i>Impact Determination in the Certified EIR</i>	<i>Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR</i>	<i>Similar Impact as Compared to Impact Documented in Certified EIR</i>	<i>Reduced Impact Compared to Impact Documented in Certified EIR</i>
Land Use and Planning – Would the Project:				
1) Physically divide an established community?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Conflict with any applicable habitat conservation plan or natural community conservation plan?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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.

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

<i>Issues:</i>	<i>Impact Determination in the Certified EIR</i>	<i>Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR</i>	<i>Similar Impact as Compared to Impact Documented in Certified EIR</i>	<i>Reduced Impact Compared to Impact Documented in Certified EIR</i>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	Less than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 through 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

<i>Issues:</i>	<i>Impact Determination in the Certified EIR</i>	<i>Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR</i>	<i>Similar Impact as Compared to Impact Documented in Certified EIR</i>	<i>Reduced Impact Compared to Impact Documented in Certified EIR</i>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

<i>Issues:</i>	<i>Impact Determination in the Certified EIR</i>	<i>Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR</i>	<i>Similar Impact as Compared to Impact Documented in Certified EIR</i>	<i>Reduced Impact Compared to Impact Documented in Certified EIR</i>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Libraries?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

<i>Issues:</i>	<i>Impact Determination in the Certified EIR</i>	<i>Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR</i>	<i>Similar Impact as Compared to Impact Documented in Certified EIR</i>	<i>Reduced Impact Compared to Impact Documented in Certified EIR</i>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

<i>Issues:</i>	<i>Impact Determination in the Certified EIR</i>	<i>Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR</i>	<i>Similar Impact as Compared to Impact Documented in Certified EIR</i>	<i>Reduced Impact Compared to Impact Documented in Certified EIR</i>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Result in inadequate emergency access?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

<i>Issues:</i>	<i>Impact Determination in the Certified EIR</i>	<i>Significant New or Substantially Increased Impact as Compared to Impact Documented in Certified EIR</i>	<i>Similar Impact as Compared to Impact Documented in Certified EIR</i>	<i>Reduced Impact Compared to Impact Documented in Certified EIR</i>
Utilities and Service Systems – Would the Project:				
1) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 * 0.55 gal/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 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

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 stop⁴, 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.

² https://leginfo.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	1,287 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 commercial 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	2,809 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 commercial 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

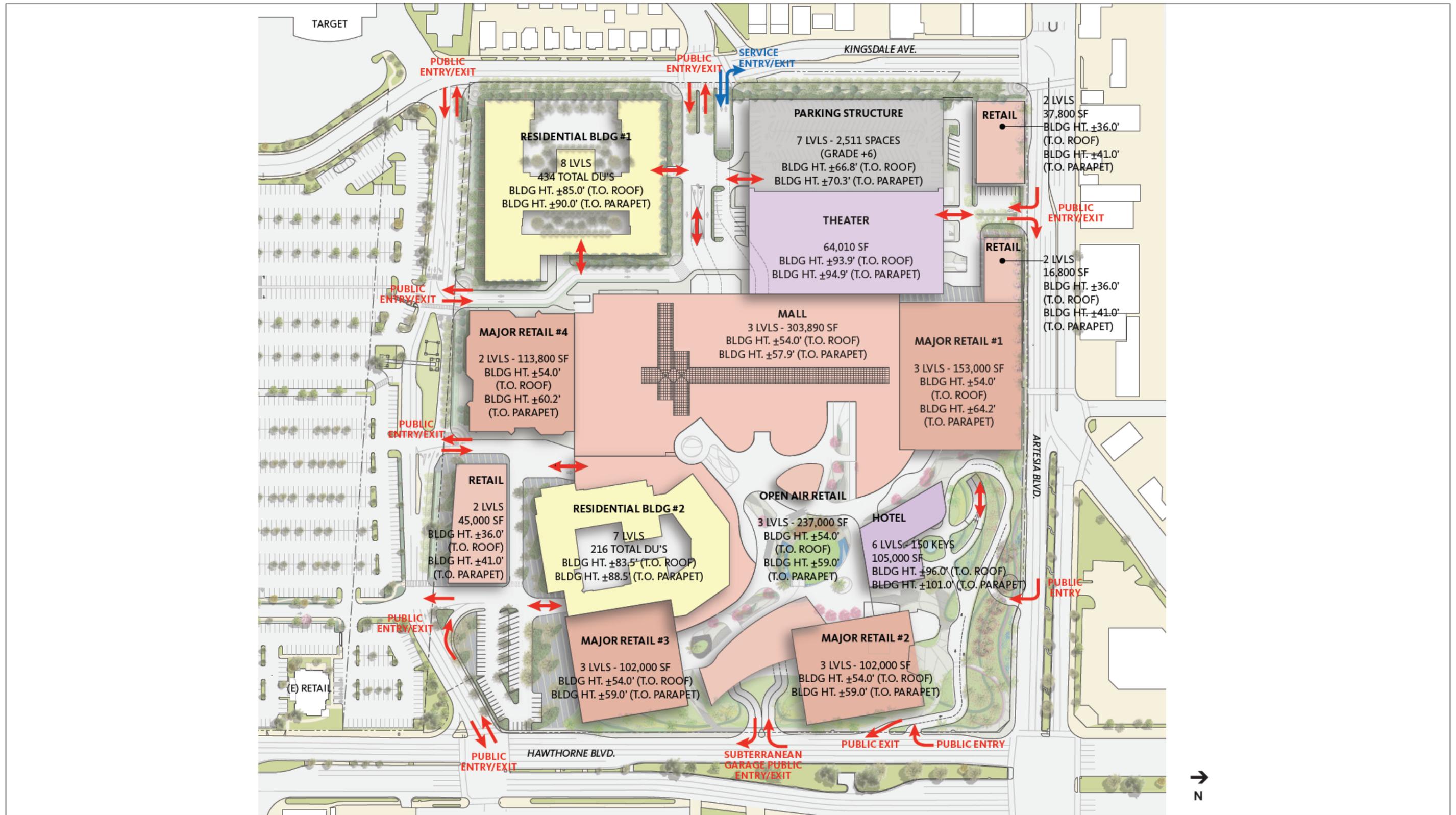
Notes:
a Source: Institute of Transportation Engineers (ITE), *Trip Generation, 11th Edition*, 2021, unless otherwise noted
b ITE shopping center trip generation equations used rather than linear trip generation rate:
Daily: $T = 26.11 * (A) + 5863.73$, where T = trips, A = area in ksf
AM Peak Hour: $T = 0.59 * A + 133.55$, 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]							Trip Rate Unit	Estimated Trip Generation						
			Daily Rate	AM Peak Hour		PM Peak Hour			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	1,287 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 commercial 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	2,809 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 commercial 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.



SOURCE: Gensler; ForestCity; AHBE; KGM; RSM Design; Tait; 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			
<p>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:</p> <ul style="list-style-type: none"> • 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			
<p>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.</p>	Project Applicant	Prior to and during construction	City of Redondo Beach

Mitigation Measures	Implementing Party	Monitoring Phase	Responsible Monitoring Agency
<p>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.</p> <p>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.</p>	Project Applicant	Prior to and during construction	City of Redondo Beach
<p>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.</p>	Project Applicant	Prior to and during construction	City of Redondo Beach

Mitigation Measures	Implementing Party	Monitoring Phase	Responsible Monitoring Agency
Greenhouse Gas Emissions			
<p>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:</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ○ 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; ○ 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. 	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

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SOUTH BAY CENTER SPE LLC

1815 Hawthorne Blvd., Suite 377
Redondo Beach, CA 90278
Attention: Stuart Miller
stuart@sbgdm.com

February 20, 2024

ALSO VIA E-MAIL TO Sean.Scully@redondo.org

Mr. Sean Scully
Acting Community Development Director
CITY OF REDONDO BEACH
415 Diamond Street
Redondo Beach, CA 90277

Re: **South Bay Galleria – Application Package for Phase 2 Project (350 Residential Units)**

Dear Mr. Scully:

On behalf of South Bay Center SPE, LLC, owner of the South Bay Social District mixed-use development project (currently *South Bay Galleria*), I am pleased to hereby submit the planning application package for our proposed Phase 2 development consisting of 350 new residential units along with 8,300 s.f. of ground floor retail uses.

Submitted concurrently with this letter are the following applications and supporting materials:

- Conceptual Drawings Package including the site plan, conceptual floor plans, elevations, renderings and project information.
- Application For Amendment to an Existing Conditional Use Permit Form to amend the existing Master CUP for the Galleria to incorporate the proposed Phase 2 project.
- Application For Amendment to an Existing Planning Commission Design Review Form to provide design review for the proposed Phase 2 project.
- Application For Vesting Tentative Map Form to provide subdivision approval and vested development rights for the Phase 2 project.
- Density Bonus/Housing Accountability Act Application Letter to memorialize the affordable housing component (20% lower income or 10% very-low) and obtain state housing law concessions, waivers and permitting timeframes.
- Fehr & Peers Traffic Validation Study confirming that the project trip generation, VMT and circulation impacts are consistent with the Galleria Expansion EIR certified in 2019 and require no subsequent or supplemental EIR analysis.

Please note that the Phase 1 project approved in 2019 remains vested under the 2019 vesting map. The enclosed CUP and Design Review Amendment applications propose to add the Phase 2 development but do not propose any changes to the vested Phase 1 project.

The 350-unit Phase 2 development was anticipated in the City's 2022 Housing Element, and was included and analyzed in the Galleria Expansion EIR certified by City Council in 2019. (See Housing Element, p. 86: "... the CEQA review has been completed and the use is allowed with a conditional use permit.") As documented in the Fehr & Peers validation report, there have been no substantial changes to the project, substantial changes in circumstances, or new information that would trigger supplementing or reopening the certified EIR. (State CEQA Guidelines, Sec. 15162.)

Please let me know if any other submissions are required for the City to deem these applications complete and proceed to Planning Commission for hearing.

Thank you for your consideration and we look forward to advancing this project for the City of Redondo Beach.

Very best,

A handwritten signature in black ink, appearing to read "Stuart Miller", written over a faint, circular stamp or watermark.

Stuart Miller
Principal Project Executive
South Bay Center SPE, LLC

CITY OF REDONDO BEACH
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

**APPLICATION FOR AMENDMENT TO AN EXISTING
CONDITIONAL USE PERMIT**

FEES: \$1,605

1. PURPOSE:

The purpose of the Conditional Use Permit process is to review certain uses possessing unique characteristics to ensure that the establishment or significant alteration of those uses will not adversely affect surrounding uses and properties nor disrupt the orderly development of the community; that the proposed use is in the best interest of the public health, safety and welfare of the community; and that it is in accordance with the goals and objectives of the City's General Plan.

In order to ascertain whether an intended use is compatible with other existing and permitted uses, the Planning Commission/Harbor Commission must review a complete application. The Commission is wholly dependent on the applicant to provide all information necessary to enable the Commission to reach an informed decision. An application must contain all information, either written or graphic, necessary for the Commission to determine that the proposed project will be consistent with the Redondo Beach General Plan, the Municipal Code, and the policies of the Commission, and will be generally compatible with the surrounding area and free from unacceptable adverse impacts. Conversely, a vague, sketchy, incomplete or non-specific application will make it difficult for the Commission to approve the request.

2. INSTRUCTIONS FOR FILING:

a. Application Form

- 1) All information in this application shall be typed or legibly printed.
- 2) Give full and complete answers to all questions.
- 3) If necessary, attach extra sheets to answer questions fully.

b. Application Fee

At the time of filing the application, payment of the applicable filing fee is required.

c. Attachments

Two (2) complete sets of full-scale Conceptual Drawings and 25 complete copies of reduced Conceptual Drawings, as set forth in the attached *Instructions for Graphic Portions*, **must** accompany this application at the time of filing. All plans shall be folded to 8½" X 11" size. An electronic version (PDF) of drawings must accompany the submittal.

3. REPRESENTATION:

THE APPLICANT OR HIS REPRESENTATIVE MUST BE PRESENT AT THE PUBLIC HEARING TO ANSWER ANY QUESTIONS THE PLANNING COMMISSION/HARBOR COMMISSION MAY WISH TO ASK PERTAINING TO THIS REQUEST. FAILURE TO APPEAR AT THE PUBLIC HEARING, UNLESS THE PLANNING COMMISSION/HARBOR COMMISSION RECEIVES WRITTEN NOTIFICATION FROM THE APPLICANT PRIOR TO SAID HEARING, MAY CONSTITUTE GROUNDS FOR DENIAL OF THE REQUEST.

4. LIMITATIONS:

- a. A Conditional Use Permit shall become null and void unless vested within 36 months after the date of approval.
- b. The applicant must comply with all conditions set forth by the resolution as a result of public hearing by the Planning Commission/Harbor Commission or the City Council. If this is not done, the approval shall be **subject to revocation** pursuant to the provisions of Section 10-2.2506(K) of the Municipal Code.

5. PROCEDURE:

- a. Applications for Conditional Use Permit shall be filed with the Planning Division. Notification of application status (complete or incomplete) will be provided within 30 days of the date of filing. The date of the public hearing will be determined by Planning Division staff after the application status is deemed as complete. Additional time will be required between the application status determination and the date of public hearing where review under the California Environmental Quality Act (CEQA) is required.
- b. Public notification stating the time, place and nature of the application is posted 10 days prior to the public hearing. Included are newspaper publications, signs posted on the subject property, and letters sent by first class mail to property owners within 300 feet of the subject property.
- c. The Planning Commission's/Harbor Commission's decision on this application shall be final and conclusive unless, within 10 days of the date of said decision, a written appeal requesting a public hearing before the City Council is filed with the City Clerk and all required fees for said appeal are paid in full.

INSTRUCTIONS FOR GRAPHIC PORTIONS OF THE APPLICATION

A. INSTRUCTIONS FOR PREPARATION

(All plans must be drawn to scale and fully dimensioned.)

- a. A site plan, floor plan, and elevations of the project drawn to scale and dimensioned, graphically representing the proposed development or changes in existing conditions contemplated by the applicant, **must be submitted with the application at the time of filing**. Otherwise, the application will not be accepted until such time as the site plan, floor plan, and elevation plans are completed and provided.
- b. **Size:** 2 sets up to 18" X 24" and 25 sets up to 11" x 17." Larger sizes must be approved by the Planning Division.
- c. **Scale:** Preferably 1/8" =1'. Larger scales up to 1/4"=1' may be used to show development on small lots. Scale used must be sufficiently large to be clearly legible and show project details.
- d. **Contents:**
 - 1) North arrow.
 - 2) Title block (showing the address of subject property, name and address of person who prepared the map, scale of map, and date).
 - 3) All boundary lines of subject property fully dimensioned, showing the name and location of abutting streets.
 - 4) Existing topography and proposed grading.
 - 5) Existing trees with a trunk diameter of six inches (6") or greater.
 - 6) All buildings and structures, and the uses within each room.
 - 7) Improvements in the public right of way, including location of sidewalk, parkway, curb, gutter, street width to centerline, and dedications.
 - 8) Exterior lighting.
 - 9) Easements.
 - 10) Off-street parking areas, including the stall striping, aisles, and driveways.
 - 11) Setbacks and spaces between buildings.
 - 12) Walls, fences, and landscaping and their location, height, and materials.
 - 13) Landscaping areas.
 - 14) Trash and recycling facilities.
 - 15) The architectural elevations of all sides of all structures depicting design, color, materials, textures, ornaments, or other architectural features.
 - 16) The location, dimensions, and design of all signs.
 - 17) A section of the building as it relates to the existing topography and proposed grading where the slope of the site is greater than four (4) feet.
 - 18) Such other data as may be required to demonstrate that the project meets the criteria of Section 10-2.2506(B) of Chapter 2, Title 10 of the Redondo Beach Municipal Code.

B. OTHER EXHIBITS:

Additional graphic materials to illustrate the project are always helpful to the Planning Commission and Harbor Commission, and are suggested as exhibits to accompany this application. Typical exhibits are: photographs, renderings, color and materials board, and models. An electronic version (PDF) of drawings must accompany the submittal.

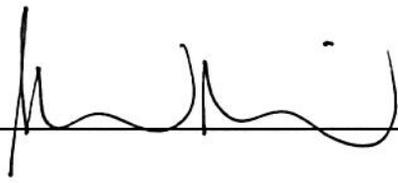
C	SHOWINGS: Explain how the project is consistent with the criteria in Section 10-2.2506(B) of the Zoning Ordinance.
	<p>1. Describe existing site improvements and their present use. If vacant, please specify.</p> <p>The proposed development is at the corner of Kingsdale Ave and 177th Street. This portion of the Galleria site is currently used as a surface parking lot.</p>
	<p>2. Describe the site in terms of its ability to accommodate the proposed use and conform to the development standards of the Zoning Ordinance (i.e., setbacks, parking, landscaping, etc.)</p> <p>This 350-unit project, in combination with the existing mall and future build out of the 1,345,588 s.f. of mixed-use floor area approved in 2019, will result in an overall FAR of 1.32 on the 29.85-acre Galleria site. The proposed project conforms to these FAR limitations, as well to setback, parking, landscaping and other development standards of the Municipal Code (with the density bonus applied for concurrently).</p>
	<p>3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics.</p> <p>The development site is located at the North East corner of Kingsdale Ave (a four-lane thoroughfare flowing north / south) and W 177th Street (a four-lane connector road connecting Kingsdale Ave to Hawthorne Blvd).</p> <p>There is an existing signalized ingress / egress at the north edge of the development site connecting to Grant Avenue and a signalized intersection where Kingsdale and 177th meet. Ingress and egress along 177th is provided by an existing signed intersection. As validated by the 2023 traffic analysis conducted by Fehr & Peers (submitted with this application), the existing conditions are adequate to accommodate the development's impact on the transportation network (both onsite and offsite circulation).</p>

OWNER'S AFFIDAVIT

Project address: 1815 HAWTHORNE BLVD, REDONDO BEACH CA 90278

Project description: SOUTH BAY GALLERIA - PHASE TWO
350 RESIDENTIAL UNITS

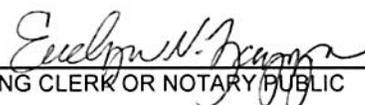
I (We) ALEXANDRE HერიARD - DUBREUIL, being duly sworn, depose and say I am (we are) the owner(s) of all or part of the property involved and that this application has been prepared in compliance with the requirements printed herein. I (we) further certify, under penalty of perjury that the foregoing statements and information presented herein are in all respects true and correct to the best of my (our) knowledge and belief.

Signature(s): 

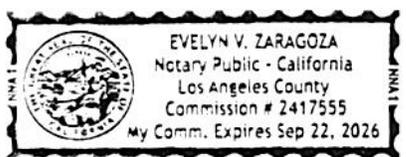
Address: 1815 HAWTHORNE BLVD
REDONDO BEACH CA 90278
SUITE 377

Phone No. (Res.) _____
(Bus.) +44 7774 041817

Subscribed and sworn to (or affirmed) before me this 17th day of January, 20 24 by Alexandre Heriard-Dubreuil, proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.


FILING CLERK OR NOTARY PUBLIC

State of California)
County of Los Angeles) SS



CITY OF REDONDO BEACH
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

APPLICATION FOR AMENDMENT TO AN EXISTING PLANNING COMMISSION DESIGN REVIEW

FEES: \$1,605

1. PURPOSE:

The purpose of the Planning Commission Design Review process is to ensure compatibility, originality, variety, and innovation in the architecture, design, landscaping, and site planning of developments in the community. It shall be the responsibility of the Planning Commission/Harbor Commission when considering this application, that the proposed project design on a particular site is compatible with the surrounding area; is in the best interest of the public health, safety and welfare of the community; and that it is in accordance with the goals and objectives of the General Plan.

In order to ascertain whether a proposed development is compatible with other existing and permitted developments, the Planning Commission/Harbor Commission must review a complete application. The Commission is wholly dependent on the applicant to provide all information necessary to enable the Commission to reach an informed decision. An application must contain all information, either written or graphic, necessary for the Commission to determine that the proposed project will be consistent with the Redondo Beach General Plan, the Municipal Code, and the policies of the Commission, and will be generally compatible with the surrounding area and free from unacceptable adverse impacts. Conversely, a vague, sketchy, incomplete or non-specific application will make it difficult for the Commission to approve the request.

2. INSTRUCTIONS FOR FILING:

a. Application Form

- 1) All information in this application shall be typed or legibly printed.
- 2) Give full and complete answers to all questions.
- 3) If necessary, attach extra sheets to answer questions fully.

b. Application Fee

At the time of filing payment of the application fee is required.

c. Attachments Required

Two (2) complete sets of full-scale Conceptual Drawings and 25 complete copies of reduced Conceptual Drawings, as set forth in the attached *Instructions for Graphic Portions*, must accompany this application at the time of filing. All plans shall be folded to 8 ½" X 11" size. An electronic version (PDF) of drawings must accompany the submittal.

*d. Low Impact Development (LID)

IF REQUIRED A copy of the LID approved by the City's Engineering Division must accompany this application at the time of the filing, if the project is considered a "Priority Project" as defined by the City's NPDES Permit. (Attached to this application is a Storm Water Program Planning Checklist, which will determine if the project is a "Priority Project").

3. REPRESENTATION:

THE APPLICANT OR HIS REPRESENTATIVE MUST BE PRESENT AT THE PUBLIC HEARING TO ANSWER ANY QUESTIONS THE PLANNING COMMISSION/HARBOR COMMISSION MAY WISH TO ASK PERTAINING TO THIS REQUEST. FAILURE TO APPEAR AT THE PUBLIC HEARING, UNLESS THE PLANNING COMMISSION/HARBOR COMMISSION RECEIVES WRITTEN NOTIFICATION FROM THE APPLICANT PRIOR TO SAID HEARING, MAY CONSTITUTE GROUNDS FOR DENIAL OF THE REQUEST.

4. LIMITATIONS:

- a. An approval granted pursuant to Planning Commission Design Review shall become null and void unless vested within 36 months after the date of approval.
- b. The applicant must comply with all conditions set forth by the resolution as a result of public hearing by the Planning Commission/Harbor Commission or the City Council. If this is not done, the approval shall be **subject to revocation** pursuant to the provisions of Sections 10-2.2502(K) and 10-2.2506(K) of the Municipal Code.

5. PROCEDURE:

- a. Applications for Amendment to an existing Planning Commission Design Review shall be filed with the Planning Division approximately 30 days prior to the date of the public hearing (verify the exact filing deadline with the Planning Division). Additional time will be required between the filing date and the date of public hearing where review under the California Environmental Quality Act (CEQA) is required.
- b. Public notification stating the time, place and nature of the application is posted 10 days prior to the public hearing. Included are newspaper publications, signs posted on the subject property, and letters sent by first class mail to property owners within 300 feet of the subject property.
- c. The Planning Commission's/Harbor Commission's decision on this application shall be final and conclusive unless, within 10 days of the date of said decision, a written appeal requesting a public hearing before the City Council is filed with the City Clerk and all required fees for said appeal are paid in full.

INSTRUCTIONS FOR GRAPHIC PORTIONS OF THE APPLICATION

A. INSTRUCTIONS FOR PREPARATION

(All plans must be drawn to scale and fully dimensioned)

- a. A site plan, floor plan, and elevations of the project drawn to scale and dimensioned, graphically representing the proposed development or changes in existing conditions contemplated by the applicant, **must be submitted with the application at the time of filing**. Otherwise, the application will not be accepted until such time as the site plan, floor plan, and elevation plans are completed and provided.
- b. **Size:** 2 sets up to 18" X 24" and 25 sets up to 11" x 17." Larger sizes must be approved by the Planning Division.
- c. **Scale:** Preferably 1/8" =1'. Larger scales up to 1/4"=1' may be used to show development on small lots. Scale used must be sufficiently large to be clearly legible and show project details.
- d. **Contents:**
 - 1) North arrow.
 - 2) Title block (showing the address of subject property, name and address of person who prepared the map, scale of map, and date).
 - 3) All boundary lines of subject property fully dimensioned, showing the name and location of abutting streets.
 - 4) Existing topography and proposed grading.
 - 5) Existing trees with a trunk diameter of six inches (6") or greater.
 - 6) All buildings and structures, and the uses within each room.
 - 7) Improvements in the public right of way, including location of sidewalk, parkway, curb, gutter, street width to centerline, and dedications.
 - 8) Exterior lighting.
 - 9) Easements.
 - 10) Off-street parking areas, including the stall striping, aisles, and driveways.
 - 11) Setbacks and spaces between buildings.
 - 12) Walls, fences, and landscaping and their location, height, and materials.
 - 13) Landscaping areas.
 - 14) Trash and recycling facilities.
 - 15) The architectural elevations of all sides of all structures depicting design, color, materials, textures, ornaments, or other architectural features.
 - 16) The location, dimensions, and design of all signs.
 - 17) A section of the building as it relates to the existing topography and proposed grading where the slope of the site is greater than four (4) feet.
 - 18) Such other data as may be required to demonstrate that the project meets the criteria of Section 10-2.2502(B) of Chapter 2, Title 10 of the Redondo Beach Municipal Code

B. OTHER EXHIBITS:

Additional graphic materials to illustrate the project are always helpful to the Planning Commission and Harbor Commission, and are suggested as exhibits to accompany this application. Typical exhibits are: photographs, renderings, color and materials board, and models. An electronic version (PDF) of drawings must accompany the submittal.

**CITY OF REDONDO BEACH
PLANNING DIVISION**

APPLICATION NO.
DATE RECEIVED:

**APPLICATION FOR AMENDMENT TO AN EXISTING
PLANNING COMMISSION DESIGN REVIEW**

Application is hereby made to the Planning Commission of the City of Redondo Beach, for Amendment to a previously approved Planning Commission Design Review, pursuant to Section 10-2.2502 or Section 10-5.2502 Title 10 of the Redondo Beach Municipal Code.

PART I - GENERAL INFORMATION

A	APPLICANT INFORMATION	
	STREET ADDRESS OF PROPERTY: 1815 Hawthorne Blvd, Redondo Beach CA 90278	
	EXACT LEGAL DESCRIPTION OF THE PROPERTY: 1,2,3,4 of Parcel Map 16008, PMB 169-78-79	ZONING: CR
	LOT:	BLOCK:
	TRACT:	
	FLOOR AREA RATION (EQUAL TO GROSS FLOOR AREA DIVIDED BY SITE SIZE)	
	SITE SIZE (SQ. FT.): 142,157 SF	GROSS FLOOR AREA (SQ. FT.): 384,576 SF
	FLOOR AREA RATIO: 1.32 (See C.1)	
	RECORDED OWNER'S NAME: South Bay Center SPE LLC	AUTHORIZED AGENT'S NAME & EMAIL:
	MAILING ADDRESS: 1815 Hawthorne Blvd, Suite 377, Redondo Beach CA 90278	MAILING ADDRESS:
	TELEPHONE: 310.745.3564	TELEPHONE:
	PROJECT DEVELOPER: South Bay Center SPE LLC c/o Stuart Miller stuart@sbgdm.com	PROJECT ARCHITECT/FIRM/PRINCIPAL: Alan Pullman, Studio One Elevelan
	MAILING ADDRESS: 1815 Hawthorne Blvd, Suite 377, Redondo Beach CA 90278	MAILING ADDRESS: 245 East Third Street, Long Beach CA 90802
	TELEPHONE: 310.745.3564	TELEPHONE: 562.901.1500 LICENSE NO.
B	REQUEST	
	<p>The applicant requests an amendment to an existing Planning Commission Design Review for the above described property for the following purposes:</p> <p>Under Section 10-2.2502 of the Municipal Code, Planning and Design Review is required for "Any addition of gross floor area of 1,000 sf or more, whether attached or detached, to an existing commercial, industrial, mixed-use or public development, on a site involving more than 10,000 square feet of land area." The development proposes a new 350 unit residential use (376,276 square feet) with 8,300 square feet of additional retail uses in place of an existing on-grade parking lot.</p>	

C	SHOWINGS: Explain how the project is consistent with the criteria in Section 10-2.2514(C) of the Zoning Ordinance
	<p>1. Is the project designed in full accordance with the development standards of the zone in which it is located? If not, explain.</p> <p>The proposed development is located in the CR zone. The proposed project FAR of 1.32 is below the maximum 1.5 FAR allowed in this zone. Please note that pursuant to City Council Resolution CC-1901-004 (Condition No. 52), the total 29.85-acre Galleria/SBSD site 'shall be treated as a cohesive development when calculating Floor to Area ratios and residential density in future applications.' This 350-unit project, in combination with the existing mall and future buildout of the 1,345,588 s.f. of mixed-use floor area approved in 2019, will result in an overall FAR of 1.32 on the 29.85-acre Galleria/SBSD site.</p> <p>The project has been designed to be sensitive to the existing residential uses across Kingsdale Avenue by scaling up the building height and stories from a low of 36' and 3 stories along the Kingsdale frontage, stepping gradually up to 89'6" (top of parapet) and 8 stories at the easterly edge of the project furthest from Kingsdale Avenue. This is lower than the existing 95' tall AMC building immediately to the north, and also consistent with the 8-story, 90' tall residential building at this location that was analyzed in the EIR certified by the City Council in 2019.</p> <p>Although buildings in the CR zone are normally limited to 4 stories and 64 feet in height, this development will provide 20% units affordable to lower income households, or 10% affordable to very-low income households, and therefore qualifies for the density bonus under Cal. Gov't Code Sec. 65915. Subdivision (e) of Sec. 65915 prohibits a city from applying to a density bonus project any development standard that will have the effect of physically precluding construction of the affordable housing project. This has been established by the courts to give wide latitude to designers and developers of affordable housing to incorporate design features which exceed or depart from code standards, even if an alternative design without the same features and amenities could have theoretically met code. (Wollmer v. City of Berkeley (2011) 193 Cal.App.4th 1329, 1346-47.)</p> <p>2. Indicate how the location of buildings and structures respects the natural terrain and is integrated with natural features of the landscape including the preservation of existing trees where feasible.</p> <p>The existing terrain is naturally flat. The proposed building is set back from the existing streets and maintains the mature trees along Kingsdale Avenue. The remainder of the site is an existing asphalt parking lot with minimal landscaping. The design proposes improved pedestrian access to the site through new, wider sidewalks and other street improvements, culminating in a new pedestrian plaza between the project and the existing mall.</p> <p>The new plaza will feature additional retail / F&B activation creating a two-sided retail environment.</p>
	<p>3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics.</p> <p>The development site is located at the Northeast corner of Kingsdale Avenue (a four-lane thoroughfare flowing north / south) and W 177th Street (a four-lane connector road connecting Kingsdale Ave to Hawthorne Blvd).</p> <p>There is an existing signalized ingress / egress at the north edge of the development site connecting to Grant Ave and a signalized intersection where Kingsdale and 177th meet. Ingress and egress along 177th is provided by an existing intersection. As validated by the 2023 traffic analysis conducted by Fehr & Peers (submitted with this application, the existing conditions are adequate to accommodate the developments impact on the natural flow patterns or roads surrounding the site and do not change from the existing characteristics and those studied during the 2019 EIR.</p>

4. Describe how the overall design is compatible with the neighborhood and in harmony with the scale and bulk of surrounding properties.

The architectural massing is intended to mediate between the taller existing mall, parking garage and AMC Theater and the smaller scale residential along Kingsdale Avenue as well as the adjacent Target premises.

By stepping down the massing of the project, the design places the bulk of the project away from Kingsdale Avenue and toward the mall. Along Kingsdale, the result is a row of 36'-0" tall 3-story townhomes that present a more fine-grained urbanism in direct response to the existing residential character and scale of the adjacent Target premises and then steps up toward the mall to a maximum height of 8-stories and 89'-6" tall.

A neutral color palette and materiality inspired by the neighborhood forms the basis of the proposed design. Exterior cement plaster, decorative tile and a series of small-scale porches are intended to create a modern interpretation of the existing neighborhood.

5. Describe how the design of buildings and structures avoids the appearance of flat facades or boxlike construction.

The proposed design uses recessed windows, articulated massing and projecting balconies to provide depth to the façade and dynamic shadows. The overall massing steps away from Kingsdale Avenue to avoid a flat façade along the street edge while the taller portions of the proposal use a combination of materiality and color to break the building into a clear base and top to avoid an overly tall architectural character.

Kingsdale Avenue facade breaks down the architectural massing by using varied heights, balconies and a combination of materials inspired by the beach lifestyle, unique to Redondo Beach and the Beach Cities.

6. SIGNS: Indicate how the size, shape, color, materials, illumination, and placement of signs is harmonious and in scale with the building and surrounding area, and avoids needless repetition or proliferation of signs or any adverse impacts on surrounding properties.

Signage will be focused on the eastern façade of the building facing toward the existing mall and away from the outwardly facing facades.

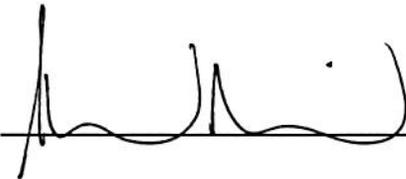
The design, materiality and illumination of those signs will be consistent with the site's master signage program previously approved on the mall site.

OWNER'S AFFIDAVIT

Project address: 1315 HAWTHORNE BLVD. REDONDO BEACH CA 90278

Project description: SOUTH BAY GALERIA - PHASE TWO
350 RESIDENTIAL UNITS

I (We) ALEXANDRE HERRIARD-DUBREUIL, being duly sworn, depose and say I am (we are) the owner(s) of all or part of the property involved and that this application has been prepared in compliance with the requirements printed herein. I (we) further certify, under penalty of perjury that the foregoing statements and information presented herein are in all respects true and correct to the best of my (our) knowledge and belief.

Signature(s): 

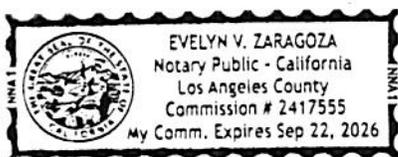
Address: 1315 HAWTHORNE BLVD
REDONDO BEACH CA 90278
SUITE 377

Phone No. (Res.) _____
(Bus.) + 44 7774 041817

Subscribed and sworn to (or affirmed) before me this 17th day of January, 20 24 by Alexandre Herriard Dubreuil, proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.


FILING CLERK OR NOTARY PUBLIC

State of California)
County of Los Angeles) SS



APPLICATION FOR MINOR SUBDIVISION

FEES:

Parcel Map: \$1,605

Tract Map: \$2,490

1. PURPOSE:

The purpose of the Minor Subdivision process is to supplement the provisions of the Subdivision Map Act in order to provide a complete subdivision program for the orderly development of all real property in the City and to assure compliance with the City's General Plan and Zoning Ordinance.

2. INSTRUCTIONS FOR FILING:

a. Application Form

- 1) All information in this application shall be typed or legibly printed.
- 2) Give full and complete answers to all questions.
- 3) If necessary, attach extra sheets to answer questions fully.

b. Application Fee

At the time of filing payment of the application fee is required.

c. Attachments Required

27 copies of the Vesting Tentative Parcel Map or Vesting Tentative Tract Map (as applicable), folded to 8½" X 11" size, must accompany this application at the time of filing (See *Instructions for Graphic Portions*). A digital version (PDF) must also accompany the submittal.

3. REPRESENTATION:

THE APPLICANT OR HIS REPRESENTATIVE MUST BE PRESENT AT THE PUBLIC HEARING TO ANSWER ANY QUESTIONS THE PLANNING COMMISSION MAY WISH TO ASK PERTAINING TO THIS REQUEST. FAILURE TO APPEAR AT THE PUBLIC HEARING, UNLESS THE PLANNING COMMISSION RECEIVES WRITTEN NOTIFICATION FROM THE APPLICANT PRIOR TO SAID HEARING, MAY CONSTITUTE GROUNDS FOR DENIAL OF THE REQUEST.

4. PROCEDURE:

- a. Applications for Minor Subdivision shall be filed with the Planning Division approximately 30 days prior to the date of the public hearing (verify the exact filing deadline with the Planning Division). Additional time will be required between the filing date and the date of public hearing where review under the California Environmental Quality Act (CEQA) is required.
- b. Public notification stating the time, place and nature of the application is posted 10 days prior to the public hearing. Included are newspaper publications, signs posted on the subject property, and letters sent by first class mail to property owners within 300 feet of the subject property.
- c. The Planning Commission's decision on this application shall be final and conclusive unless, within 10 days of the date of said decision, a written appeal requesting a public hearing before the City Council is filed with the City Clerk and all required fees for said appeal are paid in full.

INSTRUCTIONS FOR GRAPHIC PORTIONS OF THE APPLICATION

A. INSTRUCTIONS FOR PREPARATION

(All plans must be drawn to scale and fully dimensioned.)

- a. A Tentative Map (Parcel Map or Tract Map, as applicable), graphically representing the proposed redelination ***must be submitted with the application at the time of filing.*** The application will not be accepted until such time as the map is completed and attached.
- b. **Paper Size:** 18" X 26" (folded to 8½" X 11" size) must be approved by the Planning Division.
- c. **Scale:** Preferably at least 1" =50'. Scale used must be sufficiently large to be clearly legible and show all required details.
- d. **Contents:**
 - 1) Map Number as assigned by the County of Los Angeles Engineer;
 - 2) Address and Legal Description;
 - 3) The name and address of the recorded owner or owners;
 - 4) The name and address of the subdivider;
 - 5) The name and address of the person, firm, or organization preparing the Tentative Map (or Parcel Map or Tract Map, as the case may be);
 - 6) Date, north arrow, and written graphic scale;
 - 7) The location, names, and existing widths of adjacent streets and highways;
 - 8) The names and numbers of adjacent tracts;
 - 9) The contours at two (2') foot intervals of predominant ground slopes between level and five (5%), and five (5') foot contours for predominant ground slopes over five (5%) percent. Such contours shall be referred to the system of bench marks established by the City Engineer;
 - 10) The exact boundaries of areas subject to inundation or storm water overflow and the location, width, and direction of flow of all watercourses;
 - 11) The existing use or uses of the property to be subdivided and the outline to scale of any existing buildings and their locations in relation to existing or proposed street and lot lines;
 - 12) A statement of the present zoning and proposed use or uses of the property, as well as a statement of any contemplated or proposed zone changes;
 - 13) Any proposed public areas;
 - 14) The exact location of all trees with a trunk diameter of six inches (6") or greater within the boundaries of the subdivision, as well as a statement of the types, sizes, and locations of existing and/or proposed street trees;
 - 15) The exact widths, locations, and uses of all existing and/or proposed easements for drainage, sewerage, and public utilities;
 - 16) All survey and mathematical information and data necessary to locate all monuments and to locate and retract any and all interior and exterior boundary lines appearing thereon, including bearings and distances of straight lines and radii and arc length, or chords, bearings, and length for all curves;
 - 17) The exact lot layout and dimensions of each lot in the subdivision;
 - 18) A statement of the water source and the provisions for sewerage and sewage disposal;
 - 19) The exact location of all fire hydrants;
 - 20) The exact location of all storm drain facilities;
 - 21) The exact locations, names, widths, proposed grades, and gradients and a typical cross-section showing the curbs, gutters, sidewalks, and other improvements for all street and access easements, including the proposed locations of all underground utilities;
 - 22) The proposed names of all newly proposed streets;
 - 23) The exact content of any deed restrictions;
 - 24) The exact location of the proposed building setback lines;

- 25) In a subdivision that is wholly or partially within a known oil field, there shall be shown the location of all existing oil wells and appurtenances and a plan of their disposition or treatment, including abandonment, underground placement, screening, fencing, landscaping, conversion of pumping units, etc. Such plan shall include the disposition or treatment of all future wells, drill sites, and operations. Such plan shall also include the written concurrence of the oil lessee or operator concerned; and;
- 26) In a subdivision which may reasonably be expected to be resubdivided at some future time, there shall be shown in dotted lines on the Tentative Map (or Parcel Map or Tract Map, as the case may be) a plan of future street extensions with special consideration given to drainage.

B. OTHER EXHIBITS:

Additional graphic materials to illustrate the proposed subdivision are always helpful to the Planning Commission, and are suggested as exhibits to accompany this application. Typical exhibits are: photographs and renderings. An electronic version (PDF) of drawings must accompany the submittal.

**CITY OF REDONDO BEACH
PLANNING DIVISION**

MAP NO.
DATE RECEIVED:

APPLICATION FOR MINOR SUBDIVISION

Application is hereby made to the Planning Commission of the City of Redondo Beach, pursuant to the provisions of, Title 10 of the Redondo Beach Municipal Code, for a public hearing for a Minor Subdivision on the property described below.

PART I - GENERAL INFORMATION

A	APPLICANT INFORMATION	
	STREET ADDRESS OF PROPERTY: 1815 HAWTHORNE BOULEVARD, REDONDO BEACH, CA 90278	
	EXACT LEGAL DESCRIPTION OF THE PROPERTY: LOTS 1-4 OF PARCEL MAP 16008, PMB 169-78-79	ZONING: CR
	RECORDED OWNER'S NAME: SOUTH BAY CENTER SPE, LLC MAILING ADDRESS: 1815 Hawthorne Blvd, Suite 377 Redondo Beach, CA 90278 Attn: Stuart Miller TELEPHONE: 310-745-3564	AUTHORIZED AGENT'S NAME & EMAIL: MAILING ADDRESS: TELEPHONE:

B	CONFORMANCE TO MINOR SUBDIVISION CRITERIA: Give full and complete answers:
	<p>1. Indicate the present use of the property and buildings thereon (if any) and the expected future use of the parcels which would be created by the Minor Subdivision.</p> <p>Present use of the property is as a surface parking lot. The proposed future use is a 350-unit residential development incorporating 8,300 s.f. of retail floor area and associated parking.</p>

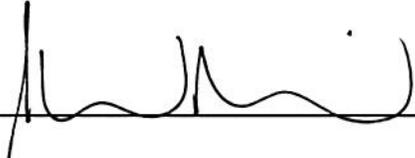
B	CONFORMANCE TO MINOR SUBDIVISION CRITERIA: Give full and complete answers:
	<p>2. Indicate how the proposed parcel(s) will front on or have adequate access to a public street (not alley) of adequate width to carry the quantity and kind of traffic generated by the uses allowed in the zone in which they are located.</p> <p>The proposed development provides ingress and egress from both 177th Street and Kingsdale Avenue as indicated on the Conceptual Drawings Package submitted in this application. Circulation was analyzed in the S. Bay Galleria Revitalization EIR certified by City Council in January 2019, and has been reviewed and validated in the supplemental traffic report by Fehr & Peers submitted concurrently with this application.</p>
	<p>3. Indicate how the proposed Minor Subdivision will not be detrimental to the surrounding lot pattern and will not create lots smaller than the prevailing lot size in the area where they would be located.</p> <p>The 2-lot subdivision of approximately 3.5 acres is appropriate for a multi-family residential development of this scale, is consistent with the prevailing lot size in the surrounding shopping center, and will not be detrimental to the surrounding lot pattern.</p>
	<p>4. Indicate how the proposed Minor Subdivision would be in conformance with the intent and purpose of the General Plan for the City of Redondo Beach.</p> <p>The General Plan of the City of Redondo Beach provides for mixed-use commercial and residential development in the CR Zone. The recently adopted Housing Element portion of the General Plan specifically contemplates this 350 unit development (p. 86): “In addition to the 300 units already entitled, the California Environmental Quality Act (CEQA) review of the entitled project also evaluated the project with an additional 350 units, 70 of which to be affordable, as is permitted in the current zoning. Although the additional units would require an amendment to the current entitlements, the CEQA review has been completed and the use is allowed with a conditional use permit. The owner has expressed a willingness to provide the additional housing and pursue the necessary entitlements as a second phase to the project, which can occur within the planning period of this Housing Element.”</p>

OWNER'S AFFIDAVIT

Project address: 1815 HAWTHORNE BLVD, REDONDO BEACH CA 90278

Project description: SOUTH BAY GALLERIA - PHASE TWO
350 RESIDENTIAL UNITS

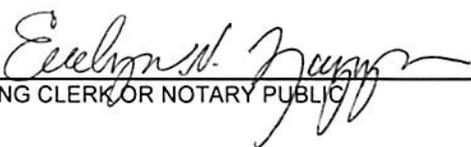
I (We) ALEXANDRE HERIAUD - DUBREUIL, being duly sworn, depose and say I am (we are) the owner(s) of all or part of the property involved and that this application has been prepared in compliance with the requirements printed herein. I (we) further certify, under penalty of perjury that the foregoing statements and information presented herein are in all respects true and correct to the best of my (our) knowledge and belief.

Signature(s): 

Address: 1815 HAWTHORE BLVD
REDONDO BEACH CA 90278
SITE 377

Phone No. (Res.) _____
(Bus.) + 44 7774 040817

Subscribed and sworn to (or affirmed) before me this 17th day of January, 20 24 by Alexandre Heriaud Dubreuil, proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.


FILING CLERK OR NOTARY PUBLIC

State of California)
County of Los Angeles) ss



TENTATIVE TRACT NOTES:

CONTACT INFORMATION:

OWNER/. SOUTH BAY CENTER, LLC
 1815 HAWTHORNE BLVD, SUITE 201
 REDONDO BEACH, CA 90278
 ATTN: STUART MILLER

SUBDIVIDER

SURVEYOR/ENGINEER. PSOMAS
 DANIEL RAHE, LS 9425
 865 SOUTH FIGUEROA STREET, SUITE 3200
 LOS ANGELES, CA 90071

PROJECT INFORMATION:

PROJECT ADDRESS. 1799, 1815, 1817,
 1819 AND 1821 HAWTHORNE BOULEVARD
 REDONDO BEACH, CA 90048

APN: PORTION OF: 4082-018-006 AND 010

BASIS OF BEARINGS THE BEARING OF N00°01'36"W OF THE CENTER LINE OF HAWTHORNE BOULEVARD AS SHOWN ON MAP OF PARCEL MAP NO. 16008, FILED IN BOOK 169, PAGES 78 THROUGH 80, INCLUSIVE, OF MAPS, RECORDS OF LOS ANGELES COUNTY, WAS TAKEN AS THE BASIS OF BEARINGS SHOWN ON THIS SURVEY.

VERTICAL CONTROL VERTICAL VALUES SHOWN BELOW ARE BASED UPON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) UTILIZING LOS ANGELES COUNTY PUBLIC WORKS BENCHMARK LISTED BELOW:
BM NO. QY12124:
 ELEV. = 93.753 FEET (NAVD 1988) 2013 ADJ

ZONING: EXISTING AND PROPOSED: CR – REGIONAL COMMERCIAL ZONE

GENERAL PLAN DESIGNATION. EXISTING AND PROPOSED: CR – COMMERCIAL

FLOOD ZONE: SUBJECT PROPERTY LIES WITHIN FLOOD ZONE "X" (AREA OF MINIMAL FLOOD HAZARD) AS SHOWN ON FLOOD INSURANCE RATE MAP NO. 06037C1930F DATED SEPTEMBER 26, 2008, AS PUBLISHED BY FEDERAL EMERGENCY MANAGEMENT AGENCY.

STRUCTURES. ALL EXISTING STRUCTURES AND IMPROVEMENTS WITHIN PROPOSED LOTS 1 AND 2 TO BE REMOVED.

NET SITE AREA SUBTERRANEAN LEVEL – 159,346 SQ. FT. (3.65 AC)

GROUND LEVEL – 147,712 SQ. FT. (3.39 AC)

WHERE "NET" IS DEFINED AS THE AREA OF THE SUBJECT FEE PARCEL AS LEGALLY DESCRIBED HEREON.

STREET DESIGNATION: WILSHIRE BOULEVARD

DESIGNATED: AVENUE 1, 100 FT. RIGHT-OF-WAY WIDTH

EXISTING: 100 FT. RIGHT-OF-WAY WIDTH

NO DEDICATION OR WIDENING REQUIRED

SAN DIEGO WAY

DESIGNATED: LOCAL STREET, STANDARD

EXISTING: 20 FT. RIGHT-OF-WAY WIDTH

NO DEDICATION OR WIDENING REQUIRED

SITE DRAINAGE AS SHOWN ON SHEET 3 HEREOF.

PROTECTED TREES THERE ARE XX TREES WITHIN THE PROPERTY. XX TREES ARE TO REMAIN.

ENTITLEMENT REQUESTS. . . . OTHER RELATED ENTITLEMENT REQUESTS TO ALLOW DEVELOPMENT OF THE PROJECT ARE FILED CONCURRENTLY WITH THE MAP.

TENTATIVE TRACT NOTES (CONT.):

PROJECT SYNOPSIS:

THE PROJECT:. MIXED USE RESIDENTIAL BUILDING, RESULTING IN TWO LOTS AND CONSISTING OF 350 CONDOMINIUM UNITS.

PARKING:. THERE ARE A TOTAL OF 845 PARKING SPACES PROVIDED.

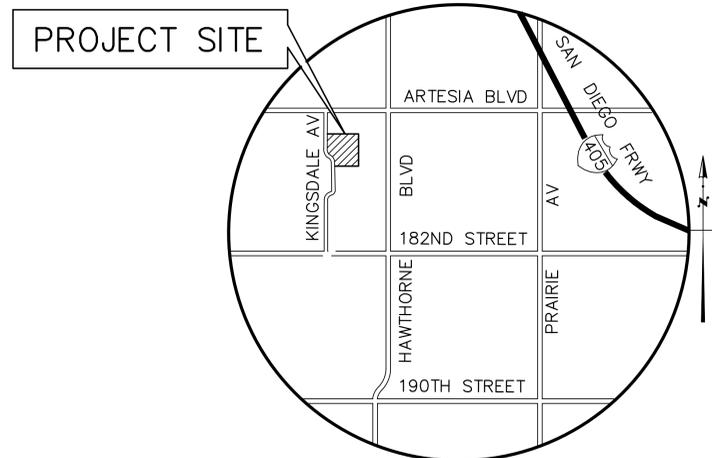
PROPOSED UTILITIES: SEWAGE AND DRAINAGE WILL BE PROVIDED BY THE CITY OF REDONDO BEACH SYSTEMS.

PROJECT NOTES

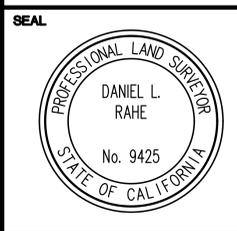
1. LOT SIZES AND CONFIGURATIONS ARE ILLUSTRATIVE ONLY AND WILL BE FINALIZED ON THE FINAL MAP.
2. UTILITIES ARE AVAILABLE AND SERVICING THE SITE.
3. ALL EXISTING BUILDINGS ARE TO BE REMOVED.
4. PROPERTY IS NOT IN A SPECIAL HAZARD AREA.
5. PROPERTY IS NOT IN THE HILLSIDE GRADING AREA.
6. PROPERTY IS NOT IN A FLOODWAY.
7. PROPERTY IS NOT IN A MUD-PRONE AREA.
8. PROPERTY IS NOT IN A GEOLOGICALLY HAZARDOUS AREA.

LEGAL DESCRIPTION:

LOTS 7 AND 15 OF TRACT NO. 74481, IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER PARCEL MAP FILED IN BOOK XXXX, PAGE(S) XX AND XX OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.



VICINITY MAP
 NOT TO SCALE



DESIGNED	CHECKED	REV	DATE	DESCRIPTION	BY	APPD
LTL	△					
DRAFTED	△					
LTL	△					
CHECKED	△					
DLR	△					

PSOMAS
 865 Figueroa Street, Suite 3200
 Los Angeles, CA 90071
 (213) 223-1400 (213) 223-1444 fax
 www.psomas.com

VESTING TENTATIVE TRACT MAP FOR CONDOMINIUM PURPOSES:

VESTING TENTATIVE TRACT NO. XXXXX

SOUTH BAY GALLERIA

IN THE CITY OF REDONDO BEACH COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE:	FEBRUARY 14, 2024	SHEET
SCALE:	1" = 50'	
PROJECT NUMBER:	150U310100	

1 OF 4

REF:

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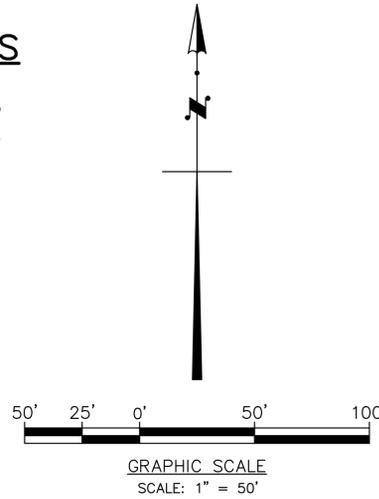
FD. S&W. RCE 30826, REJECTED, MON AND TIED DO NOT FIT RECORD, ESTAB BY PRORATION E'LY AND W'LY PER PARCEL MAP NO. 16008, M.B. 169, PGS. 78-79

FD. LT&T, RCE 30826, ACCEPTED AS POINT ON KINGSDALE AVE CL PER PARCEL MAP NO. 82791, M.B. 414, PGS. 87-88

EASEMENT FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS RECORDED NOVEMBER 6, 1987 AS INST. NO. 87-1783951, O.R.

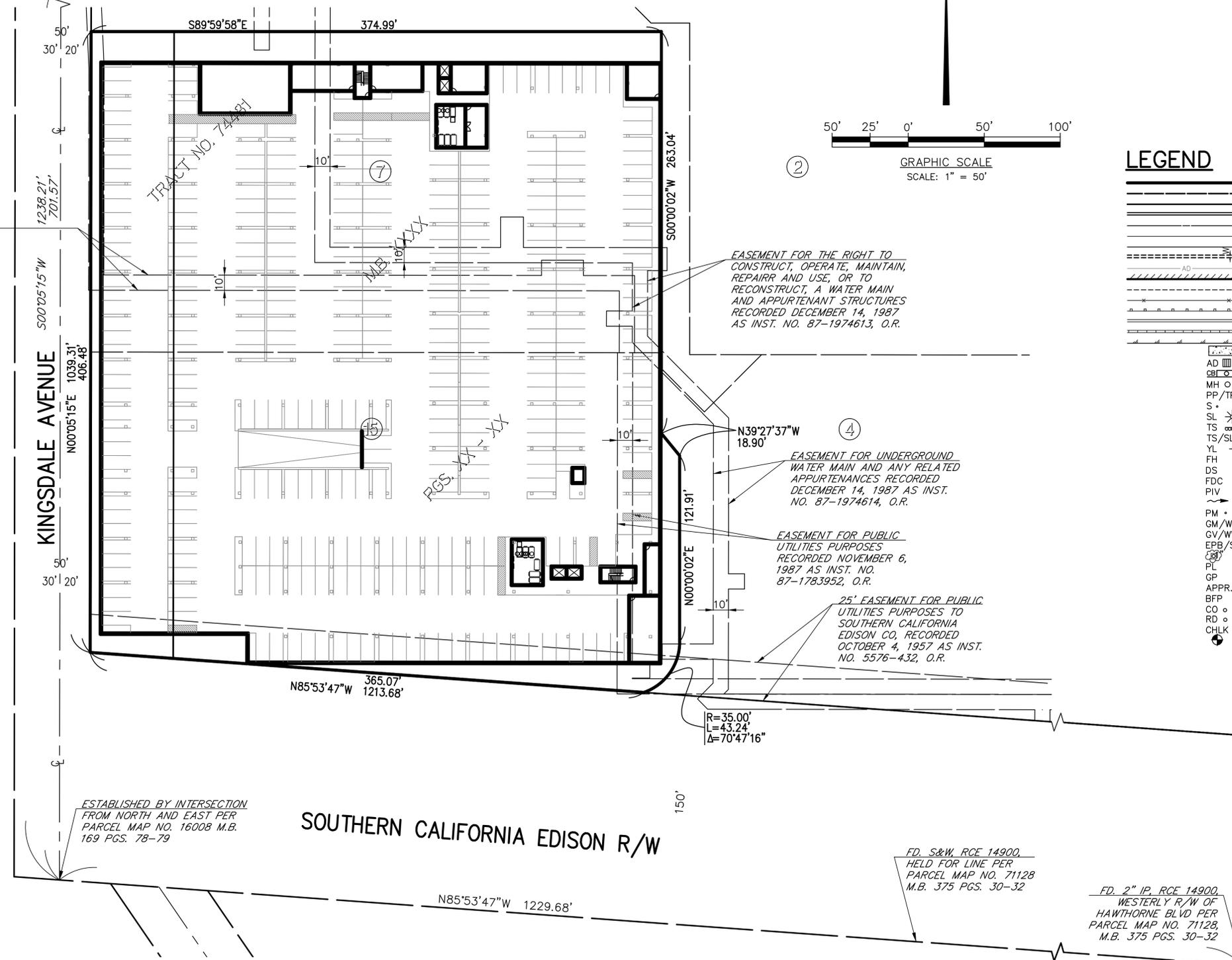
ARTESIA BOULEVARD

EXISTING CONDITIONS
SUBTERRANEAN P1
 UPPER ELEVATION = 96.00'
 LOWER ELEVATION = 80.00'



LEGEND

- PROPERTY / BOUNDARY LINE
- STREET R/W LINE
- CURB LINE (FROM 1"=20' ON TO 1"=200')
- CURB LINE (1"=10', 1"=8', 1"=16')
- CENTER LINE
- FLOW LINE
- LOT LINE / PARCEL LINE
- EASEMENT LINE (W=WIDTH)
- CONTOUR LINE (APPROXIMATE)
- BUILDING FOOT PRINT LINE
- OVERHANG LINE
- FENCE LINE
- GUARD RAIL
- RETAINING WALL
- CONC. BLOCK WALL
- EDGE OF ASPHALT PAVING
- CONCRETE PAVING
- AD AREA DRAIN
- CB CATCH BASIN W/ACCESS HOLE
- MH MANHOLE (SEWER, STORM DRAIN, POWER, TELEPHONE)
- PP/TP POWER POLE (P.P.) / TELEPHONE POLE (T.P.)
- S SIGN (ALL KINDS)
- SL STREET LIGHT
- TS TRAFFIC SIGNAL
- TS/SL TRAFFIC SIGNAL W/STREET LIGHT
- YL YARD LIGHT
- FH FIRE HYDRANT
- DS DOWNSPOUT
- FDC FIRE DEPARTMENT CONNECTION
- PIV POST INDICATOR VALVE
- PIV DIRECTION OF WATER DRAINAGE FLOW
- PM PARKING METER
- GM/WM GAS / WATER METER
- GV/WV GAS / WATER VALVE
- EPB/SLPB/TSPB/UPB ELEC./STREET LIGHT/TRAFFIC/UNKNOWN PULL BOX
- TR TREE IN WELL W/TRUNK DIAMETER
- PL PLANTER
- GP GUARD POST
- APPR. APPROACH (DRIVEWAY)
- BFP BACKFLOW PREVENTER
- CO CLEAN OUT
- RD ROOF DRAIN
- CHLK CHAINLINK (FENCE/GATE)
- BUILDING HEIGHT MEASUREMENT LOCATION

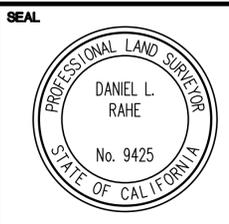


KINGSDALE AVENUE

HAWTHORNE BOULEVARD

SOUTHERN CALIFORNIA EDISON R/W

I:\18111\18111-18501\634-Tor_24-36_Labony_08.01.2023



DESIGNED	DATE	DESCRIPTION	BY	APPD
LTL				
DRAFTED				
LTL				
CHECKED				
DLR				
REV	DATE	DESCRIPTION	BY	APPD

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 www.psomas.com

VESTING TENTATIVE TRACT MAP FOR CONDOMINIUM PURPOSES:		DATE	FEBRUARY 14, 2024	SHEET	2
VESTING TENTATIVE TRACT NO. XXXXX		SCALE	1" = 50'		
		PROJECT NUMBER	18OU310100		4
SOUTH BAY GALLERIA		IN THE CITY OF REDONDO BEACH COUNTY OF LOS ANGELES		STATE OF CALIFORNIA	

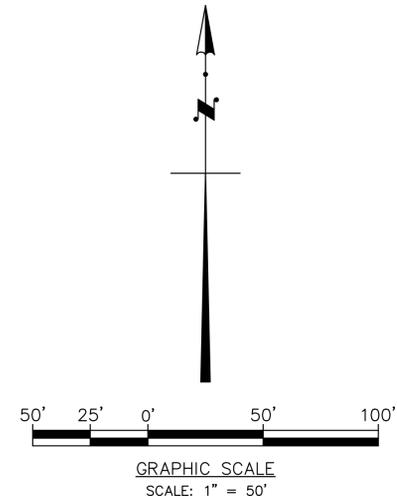
FD. S&W. RCE 30826, REJECTED, MON
AND TIED DO NOT FIT RECORD. ESTAB
BY PRORATION ELY AND WLY PER
PARCEL MAP NO. 16008, M.B. 169, PGS.
78-79

FD. LT&T, RCE 30826,
ACCEPTED AS POINT ON
KINGSDALE AVE CL PER
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414, PGS. 87-88

EASEMENT FOR UNDERGROUND
ELECTRICAL SUPPLY SYSTEMS AND
COMMUNICATION SYSTEMS RECORDED
NOVEMBER 6, 1987 AS INST. NO.
87-1783951, O.R.

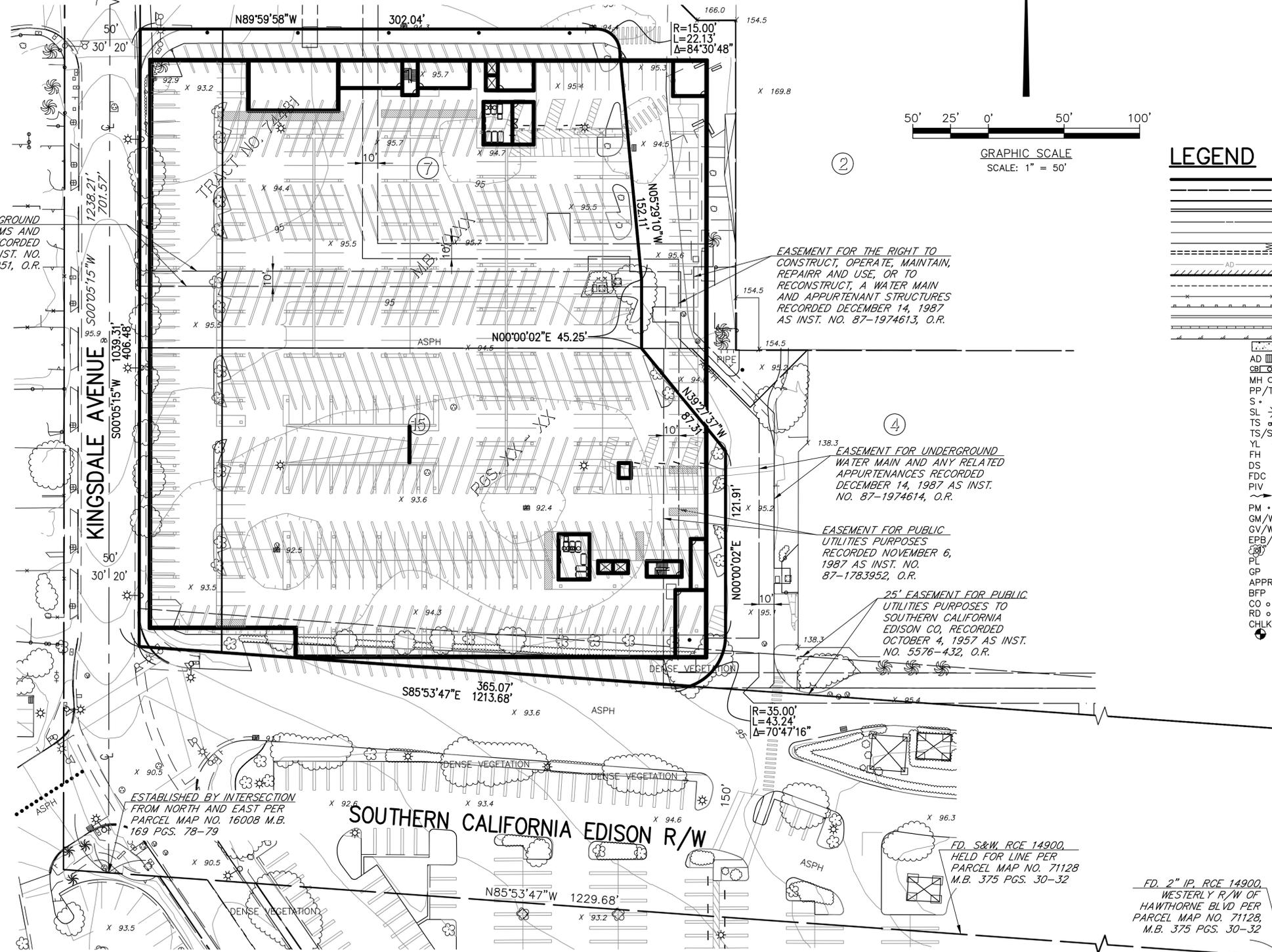
ARTESIA BOULEVARD

EXISTING CONDITIONS
GROUND LEVEL
UPPER ELEVATION = 200.00'
LOWER ELEVATION = 96.00'

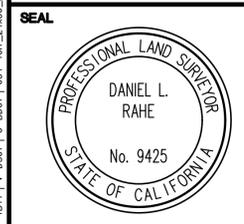


LEGEND

- PROPERTY / BOUNDARY LINE
- STREET R/W LINE
- CURB LINE (FROM 1"=20' ON TO 1"=200')
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- CONCRETE PAVING
- AREA DRAIN
- CATCH BASIN W/ACCESS HOLE
- MANHOLE (SEWER, STORM DRAIN, POWER, TELEPHONE)
- POWER POLE (P.P.) / TELEPHONE POLE (T.P.)
- SIGN (ALL KINDS)
- STREET LIGHT
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL W/STREET LIGHT
- YARD LIGHT
- FIRE HYDRANT
- DOWNSPOUT
- FIRE DEPARTMENT CONNECTION
- POST INDICATOR VALVE
- DIRECTION OF WATER DRAINAGE FLOW
- PARKING METER
- GAS / WATER METER
- GAS / WATER VALVE
- ELEC./STREET LIGHT/TRAFFIC/UNKNOWN PULL BOX
- TREE IN WELL W/TRUNK DIAMETER
- PLANTER
- GUARD POST
- APPROACH (DRIVEWAY)
- BACKFLOW PREVENTER
- CLEAN OUT
- ROOF DRAIN
- CHAINLINK (FENCE/GATE)
- BUILDING HEIGHT MEASUREMENT LOCATION



HAWTHORNE BOULEVARD



DESIGNED	DATE	DESCRIPTION	BY	APPD
LTL				
DRAFTED				
LTL				
CHECKED				
DLR				

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VESTING TENTATIVE TRACT MAP FOR CONDOMINIUM PURPOSES:

VESTING TENTATIVE TRACT NO. XXXXX

SOUTH BAY GALLERIA

IN THE CITY OF REDONDO BEACH COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE	FEBRUARY 14, 2024	SHEET	3
SCALE	1" = 50'		
PROJECT NUMBER	150U310100		4

1/4-TBT | V-18501 | C-18001 | 634-Terr-24-36, Jalcemy_08.01.2023

JOSHUA GOTTHEIM
(626) 224-6128
Joshuag1@msn.com

February 20, 2024

Mr. Sean Scully, Acting Director
Community Development Department
CITY OF REDONDO BEACH
415 Diamond Street
Redondo Beach, CA 90277

Re: **Application for Density Bonus and Housing Accountability Act Streamlining – 350 Unit Project at South Bay Social District**

Dear Mr. Scully/Sean:

On behalf of South Bay Center SPE, LLC this letter will serve as an application for a density bonus for the proposed 350-unit (Phase 2) project described in the CUP amendment and design review applications my client is submitting concurrently to the City. We are also hereby invoking permit streamlining and other protections for these applications under state housing law as described below.

1. **DENSITY BONUS.**

Similar to the density bonus we obtained in 2019 for the first 300 units, we are seeking a density bonus without any increase in unit count over what is already permitted in the CR zone.¹ Current zoning and general plan land use designations for the site allow 35 units per acre for a total of 1,044 units on the 29.85-acre SBSB site.² This 350-unit project in combination with the 300-unit project previously approved in 2019 will together create 650 residential units.

The reasons for requesting this density bonus are two-fold:

- First, to memorialize our commitment to set aside a portion of the units for affordable housing. As with the first 300 units, we will elect to provide either 20% (70 units) affordable to low income households, or 10% (35 units) affordable to very-low income households. This commitment will be enforceable by the City for 55 years pursuant to a recorded covenant.
- Second, the density bonus provides a legal mechanism for the City to approve the project with modified development standards to facilitate the development of affordable housing, including the building height of up to 89'6" and 8 stories. Other development standards that may need to

¹ The state law density bonus statute expressly authorizes a density bonus with "no increase in density". (Gov't Code 65915(f).)

² See RBMC 10-2.919(b) (one residential unit allowed per 1,245 s.f. of lot area); General Plan Land Use Element Policy 1.41.4 (maximum residential density of 35 units per acre). Note that pursuant to City Council Resolution CC-1901-004 (Condition No. 52), the total 29.85-acre Galleria/SBBD site 'shall be treated as a cohesive development when calculating Floor to Area ratios and residential density in future applications.'

be modified (such as open space, balcony sizes and private storage space) will be identified during the building plan check process.³

2. **STATE HOUSING LAW STREAMLINING AND RELATED PROTECTIONS.**

As a “development project” and “housing development project” as defined in state planning statutes, this proposed development qualifies for permit streamlining and other protections, including but not limited to the following:

- City response and processing timeframes set forth in Gov’t Code Section 65943, including but not limited to the requirement that the City review the applications and provide an exhaustive list of incomplete items not later than 30 days after receipt of the applications.
- Response and timeframes in the Housing Accountability Act (“HAA”), including but not limited to Gov’t Code Section 65589.5, which requires the City to provide documentation of any inconsistency with applicable plans, ordinances and regulations within 60 days after an application is determined to be complete.
- Findings requirements and constraints on the denial or downsizing of housing development applications under the HAA.
- Requirements that the City respond to and process applications for building permits and other post-entitlement phase permits within the times specified in Gov’t Code Section 65913.3.

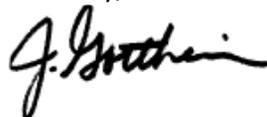
3. **CONCLUSION.**

My client looks forward to presenting this important project to the Planning Commission at the earliest available hearing date. Significantly, the project was specifically anticipated and referenced by City Council in the recent General Plan Housing Element adopted last year, which states (p. 86):

“In addition to the 300 units already entitled, the California Environmental Quality Act (CEQA) review of the entitled project also evaluated the project with an additional 350 units, 70 of which to be affordable, as is permitted in the current zoning. Although the additional units would require an amendment to the current entitlements, the CEQA review has been completed and the use is allowed with a conditional use permit. The owner has expressed a willingness to provide the additional housing and pursue the necessary entitlements as a second phase to the project, which can occur within the planning period of this Housing Element.”

Thank you for your consideration and please feel free to contact me if you have any questions.

Sincerely,



JOSHUA C. GOTTHEIM

Partner

CANZONERI GOTTHEIM LAW, LLP

³ Subdivision (e) of Sec.65915 prohibits a city from applying to a density bonus project any development standard that will have the effect of physically precluding construction of the affordable housing project. This has been established by the courts to give wide latitude to designers and developers of affordable housing to incorporate design features which exceed or depart from code standards, even if an alternative design without the same features and amenities could have theoretically met code. (Wollmer v. City of Berkeley (2011) 193 Cal.App.4th 1329, 1346-47.)

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 stop⁴, 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.

² https://leginfo.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]							Trip Rate Unit	Estimated Trip Generation						
			Daily Rate	AM Peak Hour			PM Peak Hour				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	1,287 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 commercial 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	2,809 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 commercial 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

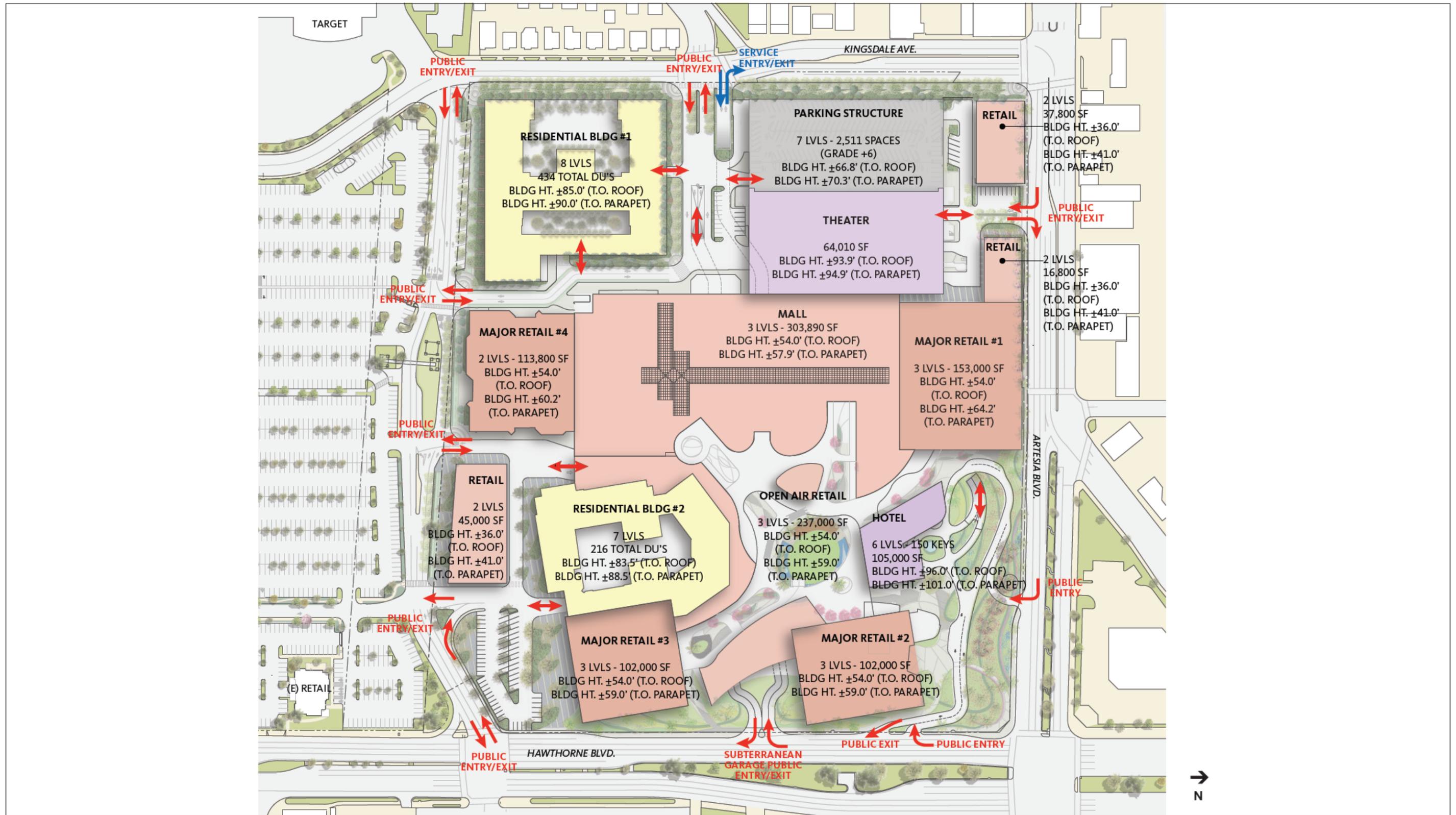
2019 Approved Project Net Incremental Trips	5,908	279	156	435	175	191	366
Phase 1 + Phase 2 - 2019 Approved Proj. Difference	-5,193	-159	-4	-163	-134	-228	-362

- 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]							Trip Rate Unit	Estimated Trip Generation						
			Daily Rate	AM Peak Hour			PM Peak Hour				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	1,287 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 commercial 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	2,809 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 commercial 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.



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

South Bay Galleria Project . 140636

Figure 2 2017 Project Site Plan

APPENDIX 1

APPLICANT'S GALLERIA PHASE 2 COMMUNITY ENGAGEMENT MEETINGS:

- **North Redondo Beach Business Association.** The Galleria has served as the location for the monthly public meetings of North Redondo Beach Business Association, offering a variety of Q&A opportunities and presentations to meeting attendees.
- **Public Presentation for Torrance Neighbors** - June 27, 2023
- **Briefing for Councilmember Behrendt** - July 20, 2023
- **Hosted Public Community Meeting/Presentation for Councilmember Kaluderovic** - July 26, 2023
- **Briefing for Councilmember Obagi/Representatives from METRO** - October 12, 2023
- **Briefing for Councilmember Kaluderovic /Allen Sanford** - January 30, 2024
- **Briefing for Mayor Light/Councilmember Nehrenheim/City Staff** - February 27, 2024
- **Briefing for Commissioner Boswell** - March 1, 2024
- **Briefing for Commissioner Hazeltine** - March 5, 2024
- **Briefing for Niki Mitchell/Right of Say Group Members** - March 11, 2024
- **Briefing for Commissioner Lamb** - March 11, 2024
- **Briefing for RBUSD Superintendent Nikki Westly/RBUSD Board Members/RBUSD Staff** - March 29, 2024
- **Hosted Public Community Meeting/Presentation for Councilmembers Kaluderovic and Obagi** - March 30, 2023
- **Briefing for realtor Mercedes Van Pelt** - April 15, 2024
- **Briefing for West Basin Municipal Water District Board Member Scott Houston** - April 15, 2024
- **Telephonic briefing with newly elected Councilmember Brad Waller** – June 2025
- **Telephonic briefing with newly elected Councilmember Chadwick Castle** – June 2025.

IN ADDITION, WE HAVE SPOKEN TO A WIDE ARRAY OF INDIVIDUALS WHO HAVE CALLED WITH QUESTIONS REGARDING THE PROJECT AND ITS PROGRESS, INCLUDING LOCAL RESIDENTS, BUSINESS OWNERS, ELECTED AND APPOINTED OFFICIALS, ETC.