

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.

**CITY OF REDONDO BEACH
PLANNING DIVISION**

APPLICATION NO.
DATE RECEIVED:

APPLICATION FOR AMENDMENT TO AN EXISTING CONDITIONAL USE PERMIT

Application is hereby made to the the City of Redondo Beach, for an amendment to an existing Conditional Use Permit, pursuant to Section 10-2.2506 of Chapter 2, 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:
	RECORDED OWNER'S NAME: South Bay Center SPE, LLC	APPLICANT'S NAME & EMAIL: South Bay Center SPE LLC c/o Stuart Miller stuart@sbgdm.com	AUTHORIZED AGENT'S NAME: (if different than applicant)
	MAILING ADDRESS: 1815 Hawthorne Blvd Suite 377 Redondo Beach CA 90278	MAILING ADDRESS: 1815 Hawthorne Blvd Suite 377 Redondo Beach CA 90278	MAILING ADDRESS:
	TELEPHONE: 310.745.3564	TELEPHONE: 310.745.3564	TELEPHONE:

B	REQUEST
	<p>The applicant requests an amendment to an existing Conditional Use Permit for the above described property for the following purposes:</p> <p>The applicant proposes to add 350 units of multifamily residential development at the SW corner of the property at Kingsdale Avenue and 177th Street. The development would incorporate 8,300 s.f. of retail uses at the ground level. The project will incorporate deed-restricted affordable units, at applicant's option either 20 percent lower-income or 10 percent very-low income.</p> <p>According to the Redondo Beach Municipal Code, Section 10-2.910, retail uses up to 30,000 s.f. are a permitted use in the CR zone, and multi-family residential is a conditionally-permitted use in the CR zone.</p> <p>The site is a portion of the 29.85-acre mixed-use development known as the South Bay Galleria. The City previously approved a Master CUP for the site that allows up to 300 multi-family residential units. (Resolution CC-1901-004). The 300 unit project approved in 2019 has recently completed plan check and is anticipated to commence construction in 2024. This application proposes to amend the Master CUP to allow an additional 350-units of multi-family residential development at this location.</p> <p>Concurrently with this application for an amendment to the Master CUP, the applicant is submitting an application for amendment to an existing Planning Commission Design Review of the proposed 350-unit development. Applicant will also be applying for a density bonus and vesting tentative map for this development.</p>

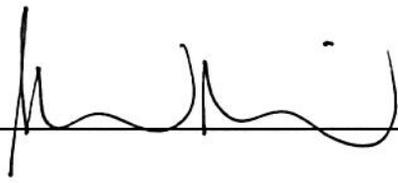
C	SHOWINGS: Explain how the project is consistent with the criteria in Section 10-2.2506(B) of the Zoning Ordinance.
	<p>1. Describe existing site improvements and their present use. If vacant, please specify.</p> <p>The proposed development is at the corner of Kingsdale Ave and 177th Street. This portion 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

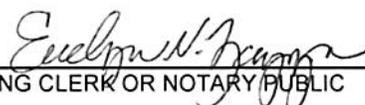
I (We) ALEXANDRE HერიARD - DUBREUIL, being duly sworn, depose and say I am (we are) the owner(s) of all or part of the property involved and that this application has been prepared in compliance with the requirements printed herein. I (we) further certify, under penalty of perjury that the foregoing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

Signature(s): 

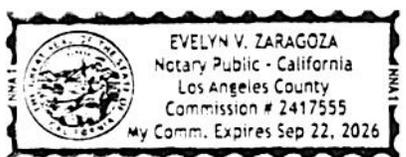
Address: 1815 HAWTHORNE BLVD
REDONDO BEACH CA 90278
SUITE 377

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.

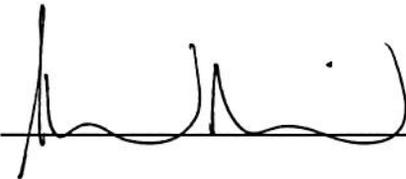
The design, materiality and illumination of those signs will be consistent with the site's master signage program previously approved on the mall site.

OWNER'S AFFIDAVIT

Project address: 1315 HAWTHORNE BLVD. REDONDO BEACH CA 90278

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

I (We) ALEXANDRE HERRARD-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): 

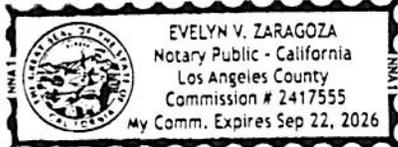
Address: 1315 HAWTHORNE BLVD
REDONDO BEACH CA 90278
SUITE 377

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

Subscribed and sworn to (or affirmed) before me this 17th day of January, 20 24 by Alexandre Herrard 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 redelineation ***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>

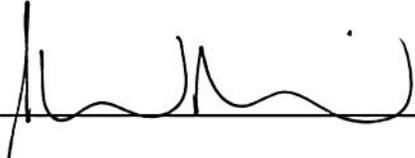
B	CONFORMANCE TO MINOR SUBDIVISION CRITERIA: Give full and complete answers:
	<p>2. Indicate how the proposed parcel(s) will front on or have adequate access to a public street (not alley) of adequate width to carry the quantity and kind of traffic generated by the uses allowed in the zone in which they 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

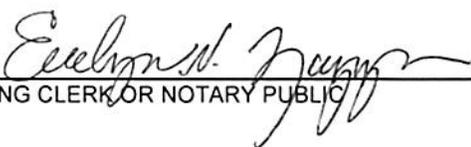
I (We) ALEXANDRE HERIAUD - DUBREUIL, being duly sworn, depose and say I am (we are) the owner(s) of all or part of the property involved and that this application has been prepared in compliance with the requirements printed herein. I (we) further certify, under penalty of perjury that the foregoing 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.

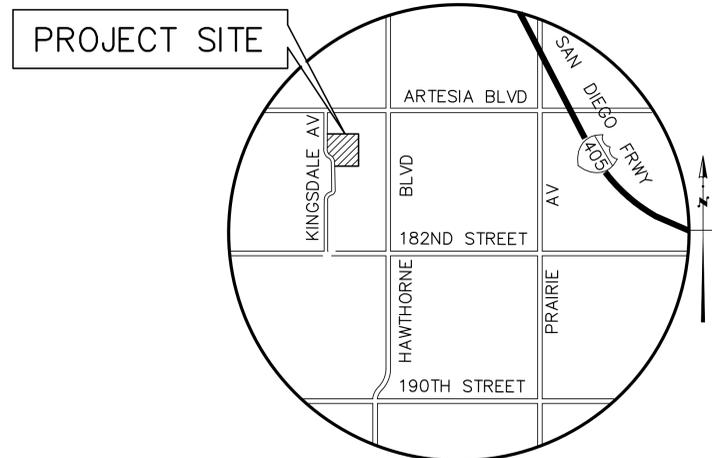
PROPOSED UTILITIES: SEWAGE AND DRAINAGE WILL BE PROVIDED BY THE CITY OF REDONDO BEACH SYSTEMS.

PROJECT NOTES

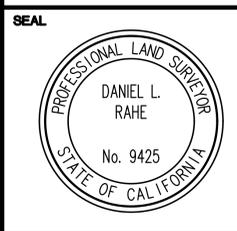
1. LOT SIZES AND CONFIGURATIONS ARE ILLUSTRATIVE ONLY AND WILL BE FINALIZED ON THE FINAL MAP.
2. UTILITIES ARE AVAILABLE AND SERVICING THE SITE.
3. ALL EXISTING BUILDINGS ARE TO BE REMOVED.
4. PROPERTY IS NOT IN A SPECIAL HAZARD AREA.
5. PROPERTY IS NOT IN THE HILLSIDE GRADING AREA.
6. PROPERTY IS NOT 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 1 <hr/> 4 OF
SCALE	1" = 50'	
PROJECT NUMBER	150U310100	

REF:

I:\B111\15-0501\15-0501-1534-Tom-210x36_01.dwg, 08/01/2023

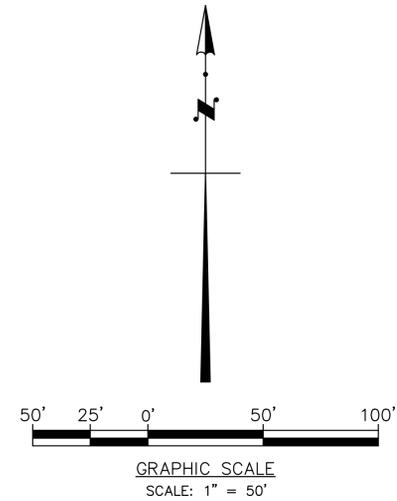
FD. S&W. RCE 30826, REJECTED, MON AND TIED DO NOT FIT RECORD. ESTAB BY PRORATION ELY AND WLY PER PARCEL MAP NO. 16008, M.B. 169, PGS. 78-79

FD. LT&T, RCE 30826, ACCEPTED AS POINT ON KINGSDALE AVE CL PER 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.

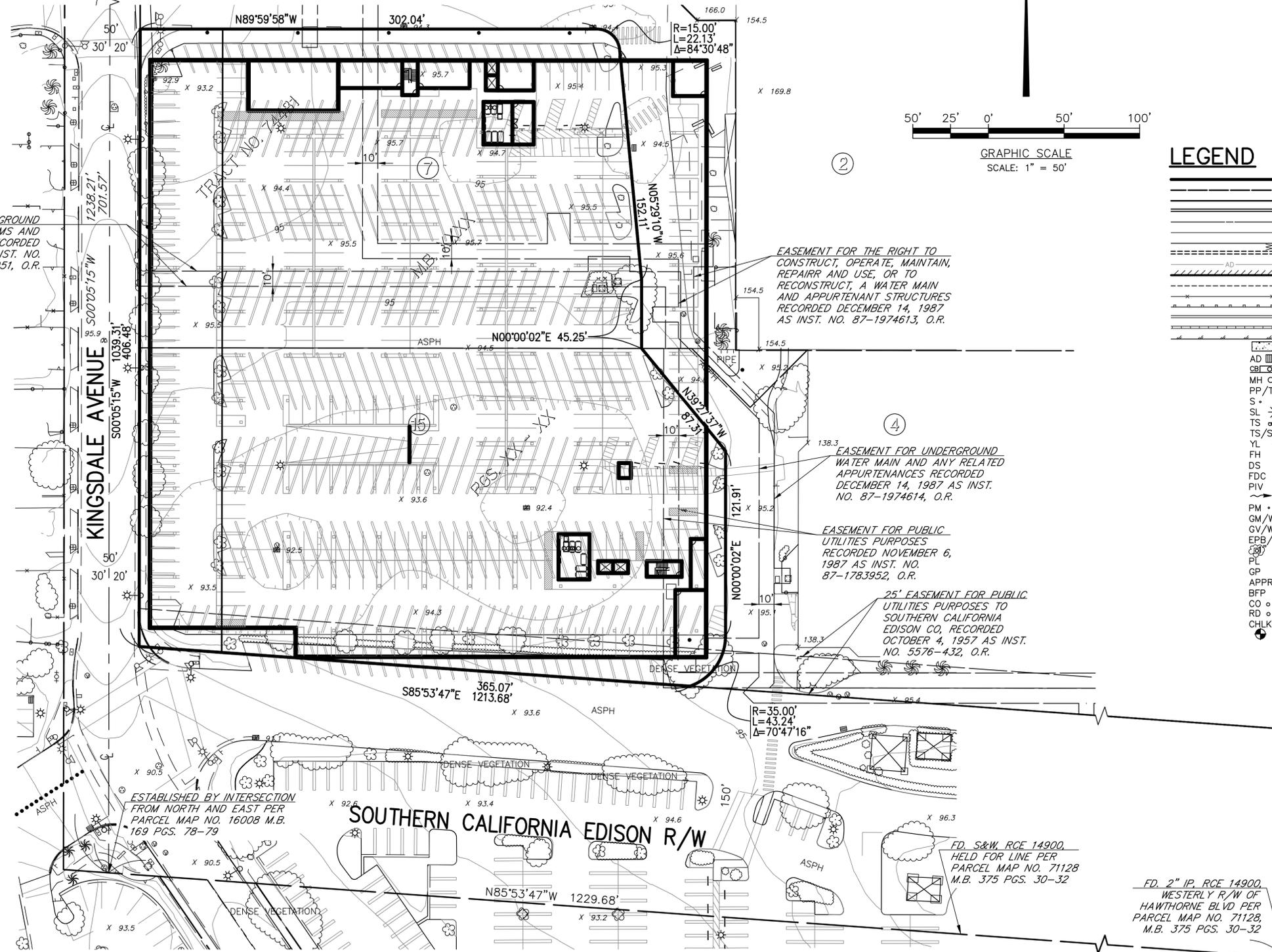
ARTESIA BOULEVARD

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

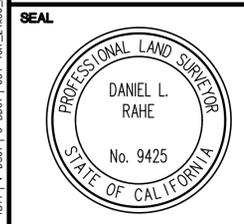


LEGEND

- PROPERTY / BOUNDARY LINE
- STREET R/W LINE
- CURB LINE (FROM 1"=20' ON TO 1"=200')
- 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
- 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	DRAFTED	CHECKED	REV	DATE	DESCRIPTION	BY	APPD
LTL	LTL	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	3
SCALE	1" = 50'		
PROJECT NUMBER	150U310100	OF	4

1/16/2023 | V-15501 | C-15001 | 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.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=65915&lawCode=GOV

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

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



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

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

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

Approved Project and Phase 2

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

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



VMT Analysis

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

Parking

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

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

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



Site Access

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

Pedestrian Access and Safety

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

Conclusion

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

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

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]							Estimated Trip Generation							
			Daily Rate	AM Peak Hour		PM Peak Hour			Trip Rate Unit	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips			
				Rate	% In	% Out	Rate	% In			% Out	In	Out	Total	In	Out	Total
Residential (Phases 1+2) [d]	221	650 du	4.54	0.37	23%	77%	0.39	61%	39%	per du	2,951	55	186	241	155	99	254
Hotel (Phase 1)	310	150 u 105,000 ksf	7.99	0.46	56%	44%	0.59	51%	49%	per room	1,199	39	30	69	45	44	89
Office (Phase 1)	710	76,711 ksf	10.84	1.52	88%	12%	1.44	17%	83%	per ksf	832	103	14	117	19	91	110
Skate Park (Phase 1)	[c]	8,000 ksf	9.14	0.30	53%	47%	1.36	46%	54%	per ksf	73	1	1	2	5	6	11
Retail (Phase 1 + 2)																	
Shopping Center (Phases 1+2) [d]	820	769,875 ksf	[b]	[b]	62%	38%	[b]	48%	52%	per ksf	25,965	365	223	588	1,178	1,276	2,454
Multiplex Movie Theater (Phase 1)	445	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]							Estimated Trip Generation							
			Daily Rate	AM Peak Hour			PM Peak Hour			Trip Rate Unit	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Rate	% In	% Out	Rate	% In	% Out			In	Out	Total	In	Out	Total
Residential (Approved + Phase 2) [d]	221	650 du	4.54	0.37	23%	77%	0.39	61%	39%	per du	2,951	55	186	241	155	99	254
Hotel	310	150 u 105,000 ksf	7.99	0.46	56%	44%	0.59	51%	49%	per room	1,199	39	30	69	45	44	89
Office	710	175,000 ksf	10.84	1.52	88%	12%	1.44	17%	83%	per ksf	1,897	234	32	266	43	209	252
Skate Park	[c]	8,000 ksf	9.14	0.30	53%	47%	1.36	46%	54%	per ksf	73	1	1	2	5	6	11
Retail (Approved + Phase 2)																	
Shopping Center (Approved + Phase 2) [d]	820	894,134 ksf	[b]	[b]	62%	38%	[b]	48%	52%	per ksf	29,210	410	251	661	1,312	1,421	2,733
Multiplex Movie Theater	445	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.

