



# 100-132 North Catalina Avenue Project

## Initial Study

*prepared by*

**City of Redondo Beach**

Community Development Department

415 Diamond Street

Redondo Beach, California 90277

Contact: Antonio Gardea, AICP, Senior Planner

*prepared with the assistance of*

**Rincon Consultants, Inc.**

250 East 1<sup>st</sup> Street, Suite 1400

Los Angeles, California 90012

**March 2021**

# 100-132 North Catalina Avenue Project

Initial Study

*prepared by*

**City of Redondo Beach**

Community Development Department

415 Diamond Street

Redondo Beach, California 90277

Contact: Antonio Gardea, AICP, Senior Planner

*prepared with the assistance of*

**Rincon Consultants, Inc.**

250 East 1<sup>st</sup> Street, Suite 1400

Los Angeles, California 90012

**March 2021**



**RINCON CONSULTANTS, INC.**

Environmental Scientists | Planners | Engineers

[rinconconsultants.com](http://rinconconsultants.com)

*This report prepared on 50% recycled paper with 50% post-consumer content.*

# Table of Contents

---

Initial Study .....	1
1. Project Title .....	1
2. Lead Agency Name and Address.....	1
3. Contact Person and Phone Number .....	1
4. Project Sponsor's Name and Address.....	1
5. Project Location .....	1
7. General Plan Designation.....	4
8. Zoning.....	4
9. Description of Project .....	4
10. Surrounding Land Uses and Setting .....	18
11. Required Approvals.....	18
12. Other Public Agencies Whose Approval is Required .....	18
13. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?.....	18
Environmental Factors Potentially Affected.....	19
Determination .....	19
Environmental Checklist .....	21
1 Aesthetics.....	21
2 Agriculture and Forestry Resources.....	25
3 Air Quality .....	27
4 Biological Resources.....	33
5 Cultural Resources .....	37
6 Energy .....	39
7 Geology and Soils.....	43
8 Greenhouse Gas Emissions .....	49
9 Hazards and Hazardous Materials .....	61
10 Hydrology and Water Quality .....	65
11 Land Use and Planning.....	71
12 Mineral Resources .....	73
13 Noise .....	75
14 Population and Housing.....	77
15 Public Services.....	79
16 Recreation.....	83
17 Transportation .....	85
18 Tribal Cultural Resources .....	87
19 Utilities and Service Systems .....	89
20 Wildfire.....	95
21 Mandatory Findings of Significance.....	97
References .....	101
Bibliography.....	101
List of Preparers.....	107

---



## Tables

Table 1	Project Summary.....	7
Table 2	Health Effects Associated with Non-Attainment Criteria Pollutants.....	28
Table 3	SCAQMD Regional Significance Thresholds .....	29
Table 4	SCAQMD LSTs for Construction Emissions.....	30
Table 5	Estimated Fuel Consumption during Construction.....	39
Table 6	Estimated Project and Existing Annual Operational Energy Consumption .....	41
Table 7	SCE Energy Intensity Factors.....	52
Table 8	Project Consistency with Applicable SCAG 2020-2045 RTP/SCS Strategies.....	55
Table 9	Consistency with Applicable CAP Goals and Measures .....	57
Table 10	Estimated Construction GHG Emissions .....	58
Table 11	Combined Annual Emissions of Greenhouse Gases .....	58
Table 12	Normal Year Water Supply and Demand Comparison .....	91
Table 13	Solid Waste Disposal Facilities .....	92

## Figures

Figure 1	Regional Location.....	2
Figure 2	Project Location .....	3
Figure 3	View of Northern Project Site Frontage along North Catalina Avenue, Looking Northeast .....	5
Figure 4	View of Commercial Use on Parcels along North Catalina Avenue, Looking Southeast .....	5
Figure 5	View of Existing Commercial Use on Parcels along North Catalina Avenue, Looking Northeast.....	6
Figure 6	View of Southern Project Site Frontage at the North Catalina Avenue and Emerald Street Intersection, Looking East.....	6
Figure 7	Illustrative Site Plan .....	8
Figure 8	Project Elevations – Tasting Room.....	9
Figure 9	Project Elevations – Coffee Shop .....	10
Figure 10	Project Elevations – Apartment Building .....	11
Figure 11	Project Elevations – Townhomes (Eastern Elevation) .....	12
Figure 12	Project Elevations – Townhomes (Western Elevation).....	13
Figure 13	Project Rendering – View of Tasting Room and Coffee Shop, looking northeast.....	14
Figure 14	Project Rendering – View of Apartment Building, looking northeast.....	15

Figure 15 View of Existing Multi-family Residences South of the Intersection of Catalina Avenue and Emerald Street, Looking East .....17

Figure 16 View of Existing Multi-family Residences south of the Intersection of Catalina Avenue and Emerald Street, Looking West .....17

**Appendices**

Appendix A Air Quality/Greenhouse Gas Modeling Results

Appendix B Energy Calculations

Appendix C Geotechnical Engineering Investigation

Appendix D Trip Generation

Appendix E Will Serve Letter

*This page intentionally left blank.*

# Initial Study

---

## 1. Project Title

100-132 North Catalina Avenue Project

## 2. Lead Agency Name and Address

Community Development Department  
City of Redondo Beach  
415 Diamond Street  
Redondo Beach, California 90277

## 3. Contact Person and Phone Number

Antonio Gardea, AICP, Senior Planner  
(310) 318-0637 x2248

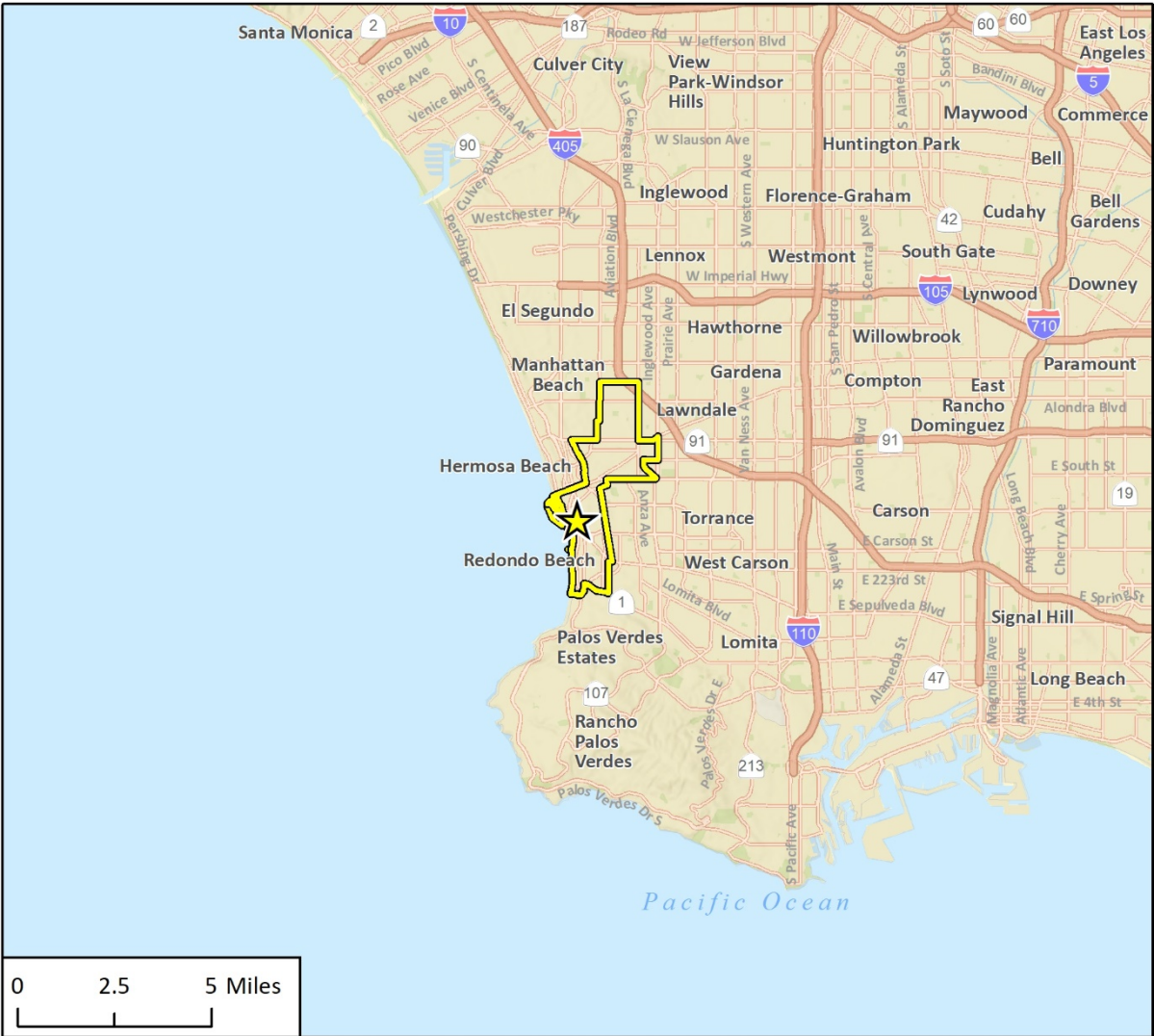
## 4. Project Sponsor's Name and Address

Catalina Fund, LLC  
1221 Hermosa Avenue  
Suite 101  
Hermosa Beach, California 90254

## 5. Project Location

The project site is located at 100, 112, 116, 124, 126, and 132 North Catalina Avenue in the city of Redondo Beach, California. The project site encompasses 54,739 square feet (sf), or approximately 1.26 acres, and consists of six adjacent parcels, which are identified as Assessor Parcel Numbers (APNs) 7505-005-012, 7505-005-019, 7505-005-021, 7505-005-008, 7505-005-007, and 7505-005-006. The project site is bordered by North Catalina Avenue to the west, commercial buildings and Diamond Street to the north, residential buildings and North Broadway to the east, and Emerald Street to the south. The site is regionally accessible from Pacific Coast Highway (State Route 1, or SR-1) and the San Diego Freeway (Interstate 405, or I-405) and locally accessible from Catalina Avenue and Torrance Boulevard. Figure 1 shows the location of the project site in the region and Figure 2 depicts the location of the site in its neighborhood context.

Figure 1 Regional Location



Imagery provided by Esri and its licensors © 2020.

★ Project Location

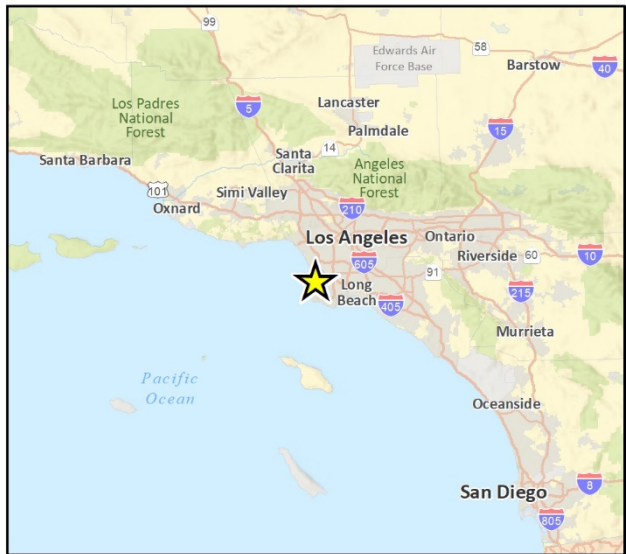
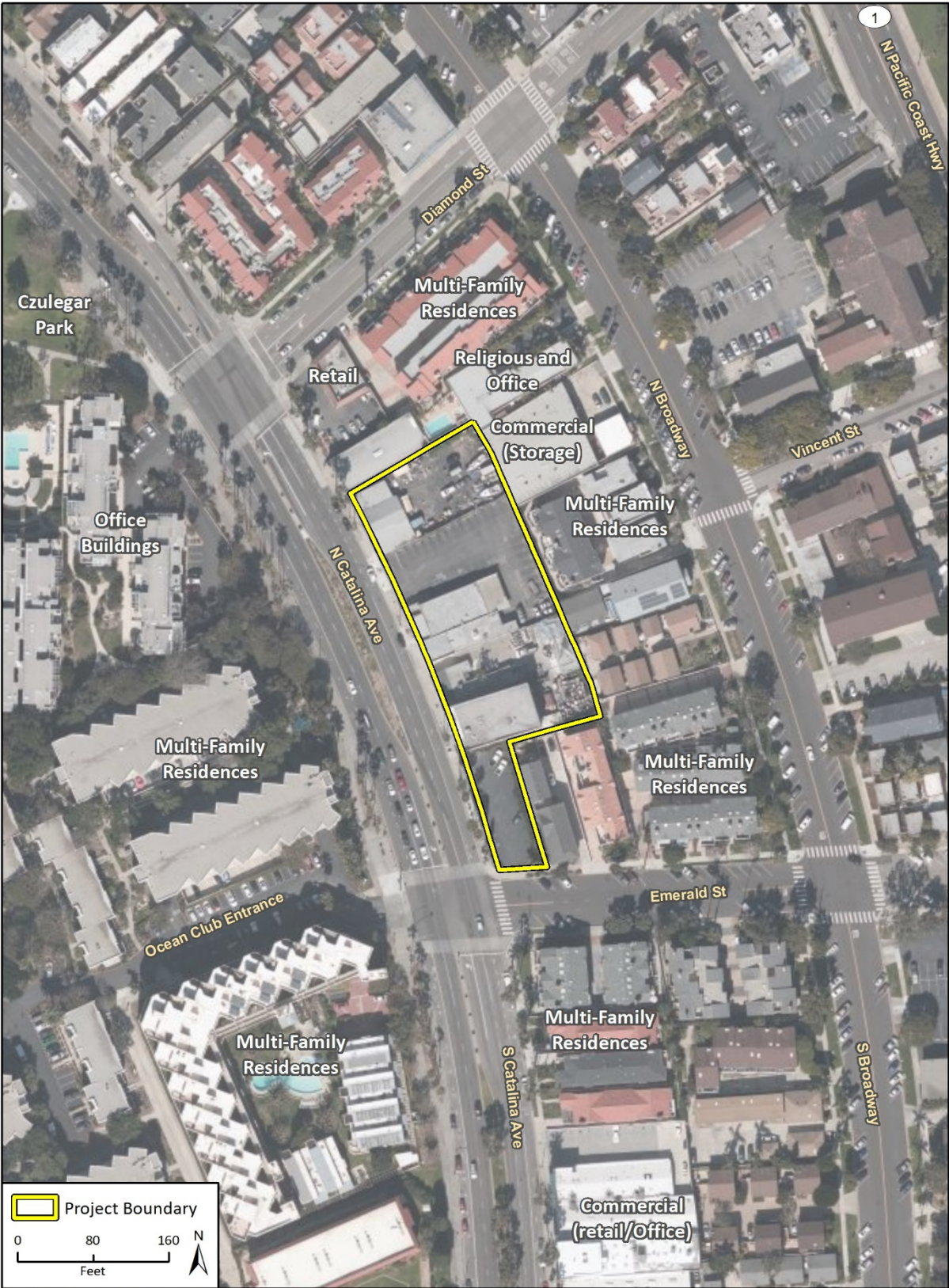


Fig 1 Regional Location



Figure 2 Project Location



## 6. Existing Setting

The project site is in an urban area, which has been previously graded and developed, and is surrounded by roads and urban structures (i.e., residential, office, and commercial buildings). Existing development on the site includes five buildings that front on Catalina Avenue, including four one-story structures (116, 124, 126, and 132 North Catalina Avenue) and one two-story structure (112 North Catalina Avenue) as well as associated surface parking lots. The project site was recently occupied by 2 For 1 Frame Store and American International Stone & Tile Inc. (112 North Catalina Avenue), Pacifica Tile & Granite and His Life Woodworks (116 North Catalina Avenue), Catalina Cleaners (124 North Catalina Avenue), Catalina Coffee was in operation until 2018 (126 North Catalina Avenue), and the industrial building is presently used as a clothing retailer, Vintage Dirty Laundry (132 North Catalina Avenue). On-site operations have consisted of dry cleaning, a movie rental/prop service, granite and tile fabricating and design, woodworking, picture framing developments, and stone and tile fabrication. The 2020 Covid-19 pandemic has result in closures of the frame store, cabinet shop and dry cleaner. The structure at 132 North Catalina Avenue was historically used as a blacksmith and ironworks shop that was associated with the Redondo Railway. The southern end of the site (100 North Catalina Avenue) consists of a surface parking lot, and there is a shed on the east side of the project site at rear end of 116 North Catalina Avenue. Figure 3 through Figure 6 show photos of the existing conditions at the project site.

## 7. General Plan Designation

Low Density Multi-Family Residential

## 8. Zoning

(R-3A) Low-Density Multifamily Housing

## 9. Description of Project

The 100-132 North Catalina Avenue Project (hereafter referred to as “proposed project” or “project”) involves the demolition of approximately 8,929 square feet of existing buildings on properties located between 112 and 132 North Catalina Avenue; the rehabilitation and re-use of the buildings between 124 and 132 North Catalina Avenue for commercial uses (i.e., coffee shop and tasting room); adaptive re-use of the building at 112 North Catalina Avenue for residential use; and the demolition of the shed located at the rear end of 116 North Catalina Avenue. The project also involves the construction of 22 three-story townhomes, four units in the former Masonic Lodge building and four units in a new three-story apartment building, for a combined total of 30 residential units on the project site.

The 22 townhomes would be situated east of the commercial buildings fronting North Catalina Avenue, whereas the residential apartment building would be adjacent to (south of) the commercial buildings and would front both North Catalina Avenue and Emerald Street. The proposed townhomes would consist of three two-bedroom units, 15 five-bedroom units, one six-bedroom unit, and three seven-bedroom units ranging from approximately 1,022 to 3,148 sf each. The proposed apartment building would consist of four two-bedroom units ranging from approximately



**Figure 3 View of Northern Project Site Frontage along North Catalina Avenue, Looking Northeast**



Source: Withee Malcolm Architects 2020

**Figure 4 View of Commercial Use on Parcels along North Catalina Avenue, Looking Southeast**



Source: Withee Malcolm Architects 2020



**Figure 5 View of Existing Commercial Use on Parcels along North Catalina Avenue, Looking Northeast**



Source: Withee Malcolm Architects 2020

**Figure 6 View of Southern Project Site Frontage at the North Catalina Avenue and Emerald Street Intersection, Looking East**



Source: Withee Malcolm Architects 2020

800 to 1,500 sf and four four-bedroom units ranging from approximately 1,300 to 1,318 sf each. Of the 30 proposed residential units, four two-bedroom units would be designated as affordable housing units. Overall, the proposed project would consist of 49,311 sf in total gross residential floor area. The project would also include 14,631 sf of open space, consisting of 11,629 sf of private space (i.e., roof decks and balconies), a 1,252-sf deck, 525 sf roof lounge, and 1,115 sf of common space (i.e., courtyard). In addition, rehabilitation and reuse of the existing commercial buildings would retain 3,063 sf of commercial/retail space in the form of a tasting room and coffee shop. Table 1 provides details of the proposed project while Figure 7 through Figure 14 show the project site plan, elevations, and renderings.

**Table 1 Project Summary**

Project Summary (Gross Floor Area)	
Residential	49,311 sf
Commercial (Coffee Shop)	1,784 sf
Commercial (Tasting Room)	1,279 sf
<b>Total</b>	<b>52,374 sf</b>
Parking Summary	
Residential	66 stalls
Commercial	11 stalls
Public Spaces/Street Parking	7 stalls <sup>1</sup>
<b>Total</b>	<b>84 stalls</b>
Site Summary	
Gross Lot Area	54,739 sf
Covered Lot Area	22,821 sf
Lot Coverage	41.69%
Residential Unit Summary	
2-bedroom units	8 units <sup>2</sup>
4-bedroom units	3 units
5-bedroom units	15 units
6-bedroom units	1 unit
7-bedroom units	3 units
<b>Total</b>	<b>30 units</b>
Open Space Summary	
Private	11,629 sf
Deck	1,352 sf
Roof Lounge	535 sf
Common	1,115 sf
<b>Total</b>	<b>14,631 sf</b>

<sup>1</sup> Additional seven public street parking spaces available in front of the proposed retail/commercial uses.

<sup>2</sup> Includes four affordable units.

Figure 7 Illustrative Site Plan



Figure 8 Project Elevations – Tasting Room

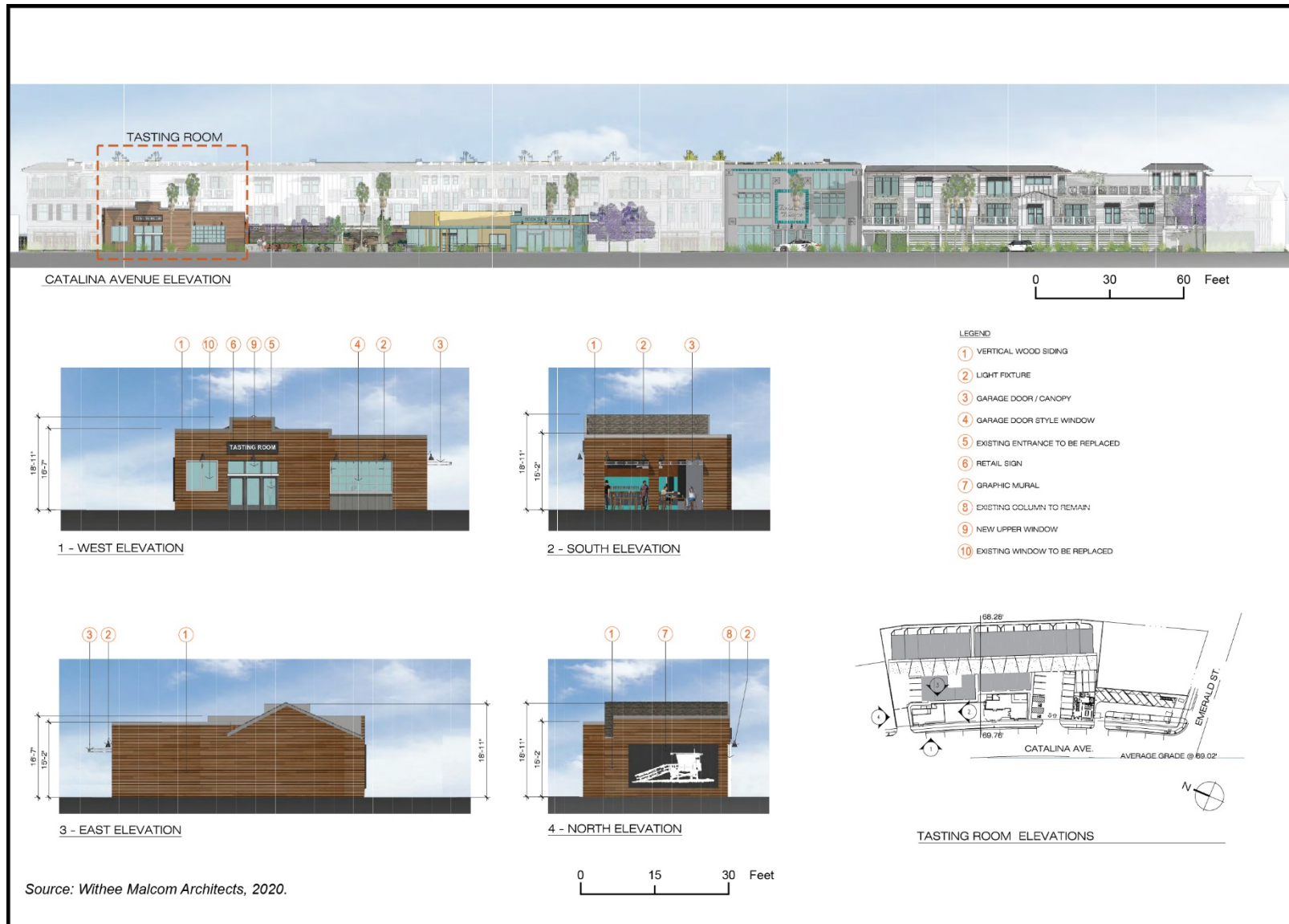




Figure 9 Project Elevations – Coffee Shop



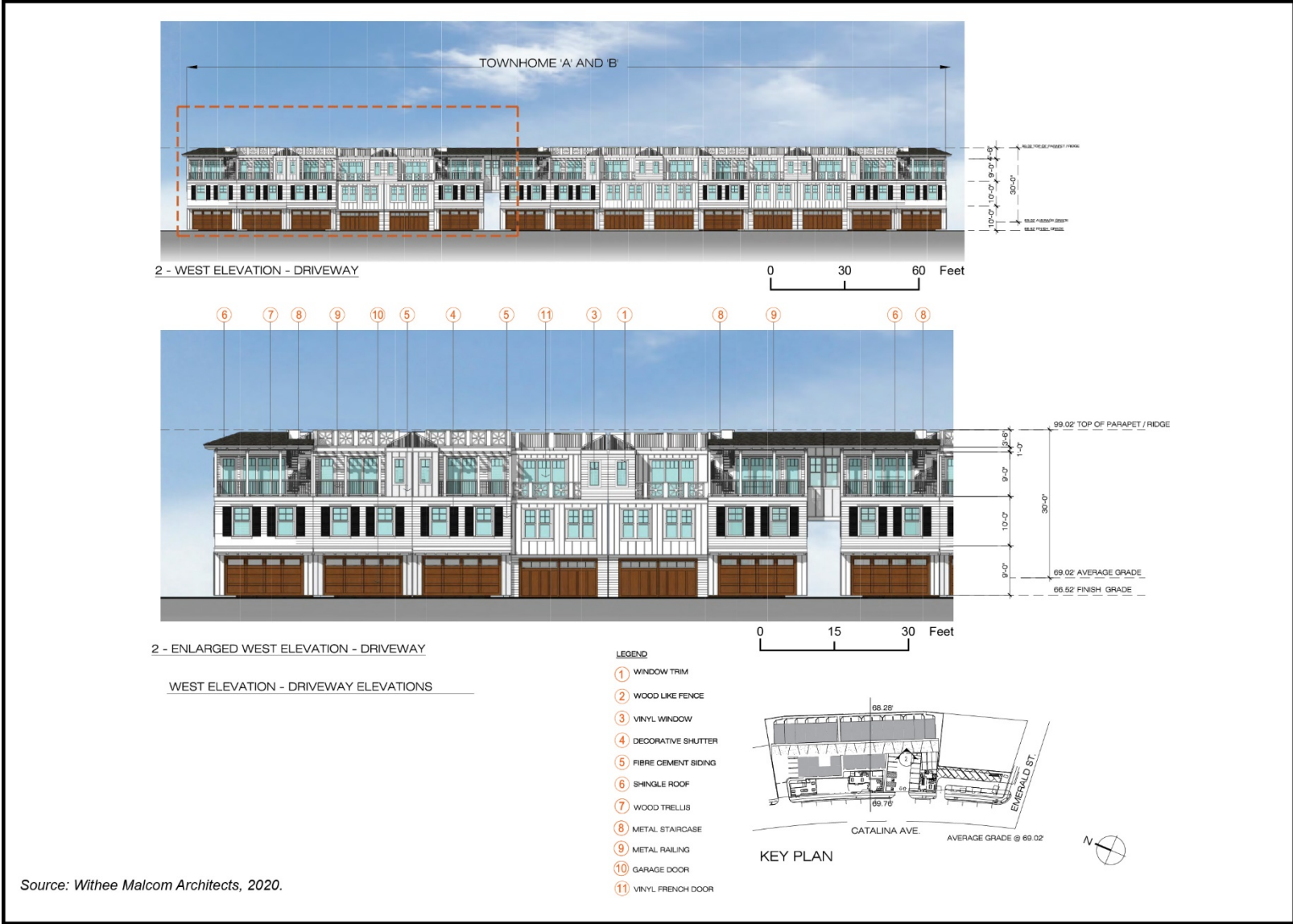
Figure 10 Project Elevations – Apartment Building



Figure 11 Project Elevations – Townhomes (Eastern Elevation)



Figure 12 Project Elevations – Townhomes (Western Elevation)





**Figure 13 Project Rendering – View of Tasting Room and Coffee Shop, looking northeast**



Source: Withee Malcom Architects, 2020.

**Figure 14** Project Rendering – View of Apartment Building, looking northeast



*Source: Withee Malcom Architects, 2020.*

## **Infrastructure Improvements**

Associated improvements to the project site would include, but are not limited to, surface parking areas, an internal vehicle alleyway, internal pathways, landscaping (includes native plants), cool roofing, a courtyard, utility infrastructure, and exterior lighting. The proposed project would include new curb, gutter, sidewalks, bicycle parking, planting, fencing, and landscaping to the project site's frontages along North Catalina Avenue and Emerald Street and would add a pedestrian path and planting along a private residential corridor on the easternmost portion of the project site.

In addition, the project would comply with Chapter 7.113 of the Redondo Beach Municipal Code (RBMC) which regulates the implementation of low impact development (LID) strategies for projects in the City of Redondo Beach.

## **Access and Parking**

Vehicles would be able to access the proposed townhome buildings and associated at-grade parking via North Catalina Avenue and the proposed interior alleyway. Vehicles would also be able to access at-grade parking associated with the proposed residential apartment building via Emerald Street and North Catalina Avenue. The proposed project would provide a total of 77 on-site parking stalls; consisting of 66 residential parking spaces (44 private garage and 22 at-grade), 11 commercial parking spaces (eight standard spaces and three tandem spaces). As a result of reconfiguration of the curb cuts, seven on-street parking spaces are retained in front of the proposed commercial development. Parking garages would be equipped with electric vehicle (EV) charging stations, which would provide approximately 10 percent of total residential parking. The proposed project would provide 22 bicycle parking spaces for residents and an additional 15 bicycle racks for guests. Pedestrians would be able to access the commercial and residential buildings on the project site via sidewalks along Emerald Street and North Catalina Avenue and via the proposed internal pathways within the project site.

## **Construction**

The construction process would include demolition of approximately 8,929 sf of existing buildings on the properties located between 112 and 132 North Catalina Avenue; rehabilitation and reuse of the existing non-residential buildings located at 112 North Catalina Avenue and between 124 and 132 North Catalina Avenue; and demolition of the shed located at the rear end of 116 North Catalina Avenue. Construction phasing would include demolition, site preparation, grading, building construction, asphalt paving, and architectural coating. The grading phase would include an estimated 1,625 cubic yards (cy) of cut soil which would be reused as fill on the site, 2,534 cy of fill soil, and 6,235 cy of over-excavation and re-compaction. 909 cy of soil would be imported to the project site during construction. Construction of the project is anticipated to occur over an approximately 20-month period, which would begin in September 2021. The project would open for operation by mid-2023. Construction hours would comply with Section 4-24.503 of the RBMC.



**Figure 15 View of Existing Multi-family Residences South of the Intersection of Catalina Avenue and Emerald Street, Looking East**



Source: Withee Malcolm Architects 2020

**Figure 16 View of Existing Multi-family Residences south of the Intersection of Catalina Avenue and Emerald Street, Looking West**



Source: Withee Malcolm Architects 2020

## 10. Surrounding Land Uses and Setting

The project site is in an urban area and is surrounded by residential and retail/commercial uses. Land uses surrounding the project site consist of multi-family residences and retail/commercial uses to the north, single- and multi-family residences and retail/commercial uses to the east, multi-family residences to the south across Emerald Street, and multi-family residences and King Harbor and the Redondo Beach Pier area to the west. Figure 15 and Figure 16 depict photos of surrounding uses and conditions.

## 11. Required Approvals

The project would use the State Density Bonus as outlined in SB 1818 for the following concessions and incentives:

- Mixed Use Zoning for adaptive reuse of non-residential structures
- Lot Consolidation of conforming lots
- Three-story residential structure(s)
- Affordable Housing Agreement

The applicant is requesting designation of four commercial buildings as contributors to a potential local landmark district and a parking variance to allow for less parking than required for adaptive reuse of commercial structures.

## 12. Other Public Agencies Whose Approval is Required

The City of Redondo Beach is the lead agency for the proposed project and approval of the remediation plan is required from the Los Angeles County Fire Department.

## 13. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

The City of Redondo Beach sent a Local Government Tribal Consultation List Request to the Native American Heritage Commission (NAHC) to obtain a list of Native American tribes with jurisdiction in the project area. The NAHC responded to the City's request with a consultation list of eight tribes to contact for their traditional and cultural affiliation with the geographic area in which the project is located. Based on this list, and per Public Resources Code Section 21080.3.1., the City send out consultation letters to these eight listed tribes and have since received a response from the Gabrieleno Band of Mission Indians – Kizh Nation, requesting consultation to discuss the proposed project in further detail. Following the request from the Kizh Nation, a consultation phone call between Matthew Teutimez and Andrew Salas, representatives of the Kizh Nation, and City Staff occurred on June 24, 2020.

## Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” as indicated by the checklist on the following pages.

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources      | <input type="checkbox"/> Energy  |
| <input checked="" type="checkbox"/> Geology/Soils        | <input type="checkbox"/> Greenhouse Gas Emissions           | <input checked="" type="checkbox"/> Hazards & Hazardous Materials      |
| <input type="checkbox"/> Hydrology/Water Quality         | <input type="checkbox"/> Land Use/Planning                  | <input type="checkbox"/> Mineral Resources                             |
| <input checked="" type="checkbox"/> Noise                | <input type="checkbox"/> Population/Housing                 | <input type="checkbox"/> Public Services                               |
| <input type="checkbox"/> Recreation                      | <input checked="" type="checkbox"/> Transportation          | <input checked="" type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities/Service Systems       | <input type="checkbox"/> Wildfire                           | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

## Determination

Based on this initial evaluation:

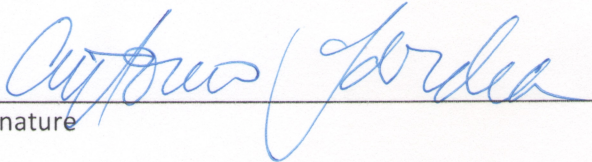
- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☒ I find that the proposed project MAY have a “potentially significant impact” or “less than significant with mitigation incorporated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.



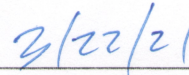
City of Redondo Beach  
100-132 North Catalina Avenue Project

- ☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature



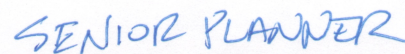
Date



Printed Name



Title



# Environmental Checklist

## 1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In non-urbanized areas, 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 a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project have a substantial adverse effect on a scenic vista?*

Scenic vistas are panoramic public views that are found to be locally or regionally attractive. The city of Redondo Beach does not have any officially designated scenic vistas. However, the City considers its coastal recreation areas (e.g., beaches, public piers, bikeways, and regional and local parks) as providing important scenic views in the city (Redondo Beach 2004). The project site is not located on a scenic turnout or other visual access point and is not visible from the beach or harbor areas of Redondo Beach, which are located about 0.3-mile to the southwest and 0.2 mile to the west of the site, respectively, due to the existing multi-family and commercial development between three- and five-stories that block views from the coast to the project site. The closest parks within a 0.5-mile radius of the site include Czulagar Park, Vincent Park, and Veterans Park. While the project site is visible from Czulagar Park, the park's scenic views are facing west towards the Pacific Ocean; the project site is to the southeast of Czulagar Park and is already developed with existing commercial buildings that are surrounded by urbanized development and thus, does not constitute a scenic vista.



The proposed project involves demolition of approximately 8,929 square feet of existing buildings on properties located between 112 and 132 North Catalina Avenue, and construction of 22 townhomes, eight apartments, and the rehabilitation and reuse of existing commercial buildings on a site that is currently zoned and designated R-3A (Low-Density Multi-Family Residential) (Redondo Beach 2008; 2011). The proposed townhomes and apartment building would be of similar height (30 feet) to other single- and multi-family residences surrounding the site, which range from one- to five-stories tall. Although there are ocean views along Catalina Avenue, there are no views of scenic resources inside the project site, as shown in the photos of the site and surrounding uses in Figure 3 through Figure 6, and Figure 15 and Figure 16. Therefore, the proposed project would not significantly obstruct any scenic vistas or views of or from scenic resources in the city. Impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

The project site is in an urban area consisting of residential and retail/commercial uses which does not contain any scenic resources such as natural habitats or rock outcroppings, nor is it in proximity to any such resources. The project site is not located on any National Register of Historic Places, California State Historical Landmarks, or California Historical Resources or Points of Interest (California State Parks 2017). The project site is located approximately 300 feet south of the Diamond Apartments, which are listed properties on the National Register of Historic Places. The project abuts the Oklahoma Apartments (c. 1908), located at 305 Emerald Street that is a locally designated Historic Landmark property that may be eligible for listing on the National Register of Historic Places. However, the proposed project would not obstruct any scenic resources visible from or in proximity to a state scenic highway designated by the City of Redondo Beach (California Department of Transportation [Caltrans] 2011; Redondo Beach 2017a). While Pacific Coast Highway (PCH) is designated as an eligible scenic highway in other areas, the portion of PCH nearest to the project site (0.1-mile east) is not an eligible or designated scenic highway. Therefore, the project would not substantially degrade views of mature trees, rock outcroppings, or any other scenic resources along or visible from a scenic highway. Impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- c. Would the project, in non-urbanized areas, 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 a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The project site is currently occupied by five existing buildings, four of which serve commercial retail/restaurant uses and one of which is vacant, and associated surface parking lots. Vegetation on the project site includes street trees and hedges, ruderal vegetation, and minimal ornamental landscaping including an approximately 15-foot-tall hedge on the eastern boundary of the project site. The project involves demolition of approximately 8,929 square feet of existing buildings on properties located between 112 and 132 North Catalina Avenue, and construction of 22 townhomes and eight apartments, with rehabilitation and re-use of existing commercial buildings. The project is in an urban area of the City that is primarily developed with one- to five-story residential and commercial/retail buildings.

Implementation of the project would add residential uses and rehabilitate the site's existing commercial buildings for future commercial uses. While development of the project would change the appearance and use of the project site relative to existing conditions, it is not anticipated to degrade the existing visual character or quality of the site and its surroundings since it would be a compatible use with other existing residential uses in the project area and would upgrade the existing landscaping and visual quality of the site and, therefore, contribute to an aesthetically-enhanced project area.

The proposed project has applied for a local historic district to grandfather in the existing commercial buildings currently on site and for a concession to allow the adaptive reuse of the structures. The proposed project would also be subject to design review and compliance with the architectural standards in the Zoning Code for multi-unit residential projects per Section 10-2.2502 of the RBMC. In addition, the design of the project would be reviewed for approval by the Planning Commission. This regulatory procedure verifies that the design, colors, and finish materials of development projects comply with adopted design guidelines and achieve compatibility with the surrounding area. Although the project would not substantially degrade the visual character of the site and surroundings, this regulatory procedure provides the City with further assurances for aesthetic review and an opportunity to incorporate additional conditions to increase the aesthetic value of the project. Impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

The project is in an urban area of the City that is primarily developed with residential and commercial/retail buildings. Existing lighting and glare in the project area consist of streetlights and exterior lighting/glare associated with the on-site commercial structures, surrounding residential and commercial/retail structures, and associated vehicles. Implementation of the project would replace existing lighting with new outdoor on-site lighting for the rehabilitated commercial buildings, proposed townhomes and apartment building, internal walking paths, driveway/garage lights, landscaping, and other safety-related lighting. New residential lighting that is proposed as part of the project would represent an increase in daytime and nighttime lighting at the project site relative to existing lighting associated with commercial uses. However, the light sources would not substantially increase the overall levels of day or nighttime lighting in the area because they would be comparable to existing light levels from the surrounding residences. Furthermore, Catalina Avenue and Emerald Street are already illuminated by street lighting. For these reasons, the proposed project would not result in a substantial new source of light such that day or nighttime views in the area would be adversely affected. Rather, the proposed exterior lighting and building materials would be consistent with those of surrounding uses and would be an important aide to public safety.

In addition, as shown in Figure 13 and Figure 14, the project design does not propose any new highly reflective materials that would cause significant glare during the day, such as stainless-steel panels or expansive glass windows. The design of this project, including its finish, colors, and materials, would be reviewed for approval through the City's review process. This regulatory procedure provides the City with an additional layer of review for aesthetics including light and glare, and an opportunity to incorporate additional conditions to improve the project's building materials and lighting plans. Impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

*This page intentionally left blank.*

## 2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project site is in an urban area of the City and currently consists of commercial and parking uses. According to the City's Zoning and Land Use Maps, the project site is zoned and designated R-3A (Low-Density Multi-Family Residential) (Redondo Beach 2008; 2011). According to the California Department of Conservation's (DOC) California Important Farmland Finder, the project site is in an area that does not consist of Farmland (California DOC 2016). Therefore, the project would not have an impact on designated Farmland.

**NO IMPACT**

- b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*

As discussed under impact discussion *a.* of this section, the project site consists of commercial and parking uses and is not zoned or designated for agricultural use. In addition, the project site is not under a Williamson Act contract (California DOC 2015). The project involves construction of 22 townhomes, eight apartments, and the rehabilitation and reuse of existing commercial buildings on a site that is currently zoned and designated R-3A (Low-Density Multi-Family Residential) (Redondo Beach 2008; 2011). The project site would not convert farmland to non-agricultural uses; therefore, the proposed project would have no impact with respect to conflicting with agricultural zoning or a Williamson Act contract.

**NO IMPACT**

- c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

- d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

As discussed under impact discussion *a.* of this section, the project site consists of commercial and parking uses and is not zoned or designated for forest land or timberland. Therefore, the project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

**NO IMPACT**

- e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

The proposed project does not include the conversion of farmland to non-agricultural uses, forest land to non-forest uses, nor any other change in the existing environment that could result in impacts to Farmland or forest land. No impact would occur.

**NO IMPACT**

### 3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Air Quality Standards and Attainment

The project site is in the South Coast Air Basin (Basin), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether the standards are met or exceeded, the Basin is classified as being in "attainment" or "nonattainment." Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The SCAQMD is in non-attainment for the federal standards for ozone and PM<sub>2.5</sub> (particulate matter up to 2.5 microns in size) and the State standards for ozone, PM<sub>10</sub> (particulate matter up to 10 microns in size), and PM<sub>2.5</sub>. The Los Angeles County portion of the Basin is also designated non-attainment for lead (SCAQMD 2016). The Basin is designated unclassifiable or in attainment for all other federal and State standards. The health effects associated with criteria pollutants for which the Basin is in non-attainment are described in Table 2.

**Table 2 Health Effects Associated with Non-Attainment Criteria Pollutants**

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM <sub>10</sub> and PM <sub>2.5</sub> )	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma). <sup>a</sup>
Lead	(1) Short-term overexposures: lead poisoning can cause (a) anemia, (b) weakness, (c) kidney damage, and (d) brain damage; and (2) long-term exposures: long-term exposure to lead increases risk for (a) high blood pressure, (b) heart disease, (c) kidney failure, and (d) reduced fertility.

<sup>a</sup> More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: United States Environmental Protection Agency (USEPA), Air Quality Criteria for Particulate Matter, October 2004.

Sources: USEPA 2018a; Centers for Disease Control and Prevention (CDC) 2019

## Air Quality Management

Under State law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the District is in non-compliance. The SCAQMD administers the Air Quality Management Plan (AQMP) for the Basin, which is a comprehensive document outlining an air pollution control program for attaining all California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The most recently adopted AQMP is the 2016 AQMP (SCAQMD 2017), which was adopted by the SCAQMD Governing Board on March 3, 2017. The 2016 AQMP represents a new approach, focusing on available, proven, and cost-effective alternatives to traditional strategies while seeking to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gases (GHGs) and toxic risk, as well as efficiencies in energy use, transportation, and goods movement (SCAQMD 2017). The 2016 AQMP incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP, including the approval of the new federal 8-hour ozone standard of 0.070 ppm that was finalized in 2015.

The 2016 AQMP addresses several State and federal planning requirements and incorporates new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and meteorological air quality models. The Southern California Association of Governments' (SCAG) projections for socio-economic data (e.g., population, housing, employment by industry) and transportation activities from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) are integrated into the 2016 AQMP. This Plan builds upon the approaches taken in the 2012 AQMP for the attainment of federal PM and ozone standards and highlights the significant amount of reductions to be achieved. It emphasizes the need for interagency planning to identify additional strategies to achieve reductions within the timeframes allowed under the federal Clean Air Act, especially in the area of mobile sources. The 2016 AQMP

also includes a discussion of emerging issues and opportunities, such as fugitive toxic particulate emissions, zero-emission mobile source control strategies, and the interacting dynamics among climate, energy, and air pollution. The Plan also demonstrates strategies for attainment of the new federal eight-hour ozone standard and vehicle miles travelled (VMT) emissions offsets, pursuant to recent USEPA requirements (SCAQMD 2017).

## Air Emission Thresholds

CEQA Guidelines Section 15064.7 provide that, when available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make determinations of significance. These thresholds are designed such that a project that would not exceed the adopted thresholds would not have an individually or cumulatively significant impact on the Basin's air quality. Therefore, a project that does not exceed these SCAQMD thresholds would have a less than significant impact. This Initial Study conforms to the methodologies recommended in the SCAQMD's *CEQA Air Quality Handbook* (1993) and supplemental guidance provided by the SCAQMD, including recommended thresholds for emissions associated with both construction and operation of the project (SCAQMD 2015).

Table 2 presents the significance thresholds for construction and operational-related criteria air pollutant and precursor emissions being used for the purposes of this analysis. These represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. For the purposes of this analysis, the proposed project would result in a significant impact if construction or operational emissions would exceed any of the thresholds shown in Table 3.

**Table 3 SCAQMD Regional Significance Thresholds**

Construction Thresholds	Operational Thresholds
75 pounds per day of VOC	55 pounds per day of VOC
100 pounds per day of NO <sub>x</sub>	55 pounds per day of NO <sub>x</sub>
550 pounds per day of CO	550 pounds per day of CO
150 pounds per day of SO <sub>x</sub>	150 pounds per day of SO <sub>x</sub>
150 pounds per day of PM <sub>10</sub>	150 pounds per day of PM <sub>10</sub>
55 pounds per day of PM <sub>2.5</sub>	55 pounds per day of PM <sub>2.5</sub>

VOC = volatile organic compounds; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides

Source: SCAQMD 2019

## Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook* (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions generated in construction areas up to five acres in size. However, LSTs only apply to emissions in a fixed



stationary location and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008a). As such, LSTs are typically applied only to construction emissions because most operational emissions are associated with project-generated vehicle trips.

The project site is in Source Receptor Area 3 (SRA-3, Southwest Coastal Los Angeles County) (SCAQMD 2008a). Sensitive receptors closest to the project site consist of multi-family residences and a church immediately to the north; multi-family residences immediately to the east and churches across North Broadway; multi-family residences to the south across Emerald Street; and multi-family residences to the west across North Catalina Avenue. The SCAQMD's publication *Final Localized Significant (LST) Thresholds Methodology* (2008) provides LSTs for receptors at a distance of 82 to 1,640 feet (25 to 500 meters) from the project site boundary. According to the SCAQMD, projects with boundaries located closer than 82 feet to the nearest receptor should use the LSTs for receptors located at 82 feet. Therefore, Table 4 summarizes the LSTs for a 1.26-acre site in SRA 3 with sensitive receptors located at a distance of 82 feet.

**Table 4 SCAQMD LSTs for Construction Emissions**

Pollutant	Allowable Emissions from a one-acre site in SRA-3 for a receptor 82 feet away
Gradual conversion of NO <sub>x</sub> to NO <sub>2</sub>	91
CO	664
PM <sub>10</sub>	5
PM <sub>2.5</sub>	3

NO<sub>x</sub> = nitrogen oxides; NO<sub>2</sub>; CO = carbon monoxide; PM<sub>10</sub> = particulate matter measuring 10 microns or less in diameter;  
PM<sub>2.5</sub> = particulate matter measuring 2.5 microns or less in diameter  
Source: SCAQMD 2009

*a. Would the project conflict with or obstruct implementation of the applicable air quality plan?*

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. The 2016 AQMP relies on local general plans and the SCAG 2016 RTP/SCS forecasts of regional population, housing, and employment growth in its own projections for managing air quality in the Basin.

The growth projections used by the SCAQMD to develop the AQMP emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by SCAG in the development of the 2016 RTP/SCS. As such, projects that are consistent with the growth anticipated by SCAG's growth projections and/or the General Plan would not conflict with the AQMP. If a project is less dense than anticipated by the growth projections, the project would likewise be consistent with the AQMP.

The proposed project involves construction of 22 townhomes, eight apartments, and the rehabilitation and reuse of existing commercial buildings on a site that is currently zoned and designated R-3A (Low-Density Multi-Family Residential) (Redondo Beach 2008; 2011). As discussed in Section 11, *Land Use and Planning*, the R-3A zone and land use designation permit low-density multi-family residential land uses, including townhomes and apartment buildings. Therefore, the proposed project would be consistent with the site's current zoning and General Plan designation.

As discussed in Section 14, *Population and Housing*, according to the California Department of Finance (DOF), the City has an estimated population of 66,994 with an average household size of 2.3 persons (California DOF 2020). SCAG estimates that the City's population will increase to 74,400

by 2040, an increase of approximately 11.1 percent or 7,406 persons (SCAG 2016). Demolition of an existing commercial building, rehabilitation and reuse of four existing commercial buildings, and construction of 22 townhomes and eight apartments would generate 130 bedrooms and increase the existing population by approximately 299 residents<sup>1</sup> (an approximately 0.5 percent increase from the existing population) to 67,293, which would be within SCAG's 2040 population forecast.

According to California DOF estimates, the City has an existing housing stock of 30,892 units, which SCAG forecasts will increase by 2,108 units (an approximately seven percent increase) to 33,000 units by 2040 (California DOF 2020; SCAG 2016). Construction of the proposed 22 new townhomes and eight apartment units would represent approximately 1.4 percent of this projected increase in housing units, which would not exceed SCAG's 2040 housing units forecast.

Therefore, the project would not conflict with the SCAQMD's AQMP and the potential population and housing increase generated by the proposed project would not substantially alter air quality conditions in the Basin and would not generate emissions that would adversely affect regional air quality. Impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*
- c. Would the project expose sensitive receptors to substantial pollutant concentrations?*

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. If a project's emissions would exceed the SCAQMD significance thresholds, it is considered to have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

As discussed under *Air Quality Standards and Attainment* of this section, the Basin has been designated as a federal nonattainment area for O<sub>3</sub> and PM<sub>2.5</sub> and a State nonattainment area for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The Los Angeles County portion of the Basin is designated in nonattainment for lead, as well. The Basin is designated unclassifiable or in attainment for all other federal and State standards. The proposed project does not include any stationary sources of lead emissions.

Construction activities such as the operation of construction vehicles and equipment over unpaved areas, grading, trenching, and disturbance of stockpiled soils have the potential to generate fugitive dust (PM<sub>10</sub>) through the exposure of soil to wind erosion and dust entrainment. In addition, exhaust emissions associated with heavy construction equipment would potentially degrade air quality. Construction activities could also potentially expose nearby sensitive receptors to substantial pollutant concentrations.

---

<sup>1</sup> This analysis conservatively applies the City's average household size of 2.3 persons to the project's bedroom count of 130 bedrooms rather than the project's unit count of 30 units.

Long-term emissions associated with operational impacts would include area sources, energy sources, and mobile emissions. Area sources include use of consumer products, use of gas-powered landscaping equipment, re-application of architectural coating (re-painting), and use of fireplaces/hearths. Energy sources include natural gas for uses such as heating/air conditioning, appliances, lighting, and water heating. Mobile emissions include vehicle trips (including residents, employees, deliveries, and visitors).

Impacts related to temporary construction-related air pollutant emissions, long-term operational emissions, and the exposure of sensitive receptors to pollutants may be potentially significant and will be analyzed further in an EIR.

#### **POTENTIALLY SIGNIFICANT IMPACT**

- c. *Would the project expose sensitive receptors to substantial pollutant concentrations?*
- d. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of the receiving location, each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project, which would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and architectural coatings. Such odors would disperse rapidly from the project site, generally occur at magnitudes that would not affect substantial numbers of people and would be limited to the construction period. Impacts associated with odors during construction would be temporary and less than significant. With respect to operation, the SCAQMD's *CEQA Air Quality Handbook* (1993) identifies land uses associated with odor complaints as agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding. Residential and commercial uses are not identified on this list and no odor-producing uses are in the project vicinity. In addition, solid waste generated by the proposed on-site uses would be collected by a contracted waste hauler, ensuring that odors resulting from on-site waste would be managed and collected in a manner to prevent the proliferation of odors. Therefore, the proposed project would not generate objectionable odors affecting a substantial number of people, and impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

## 4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
c. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

The analysis presented in this section is based on a review of available technical information regarding biological resources in the project vicinity. In order to obtain comprehensive information regarding the presence or potential presence of sensitive biological resources (including special status species, sensitive communities, and jurisdictional waters and wetlands) in the vicinity of the project site, queries of the United States Fish and Wildlife Service (USFWS) Environmental Conservation Online System (ECOS): Information, Planning and Conservation System (IPaC) (USFWS 2020a), USFWS Critical Habitat Portal (USFWS 2020b), USFWS National Wetland Inventory (NWI) (USFWS 2020c), California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) (CDFW 2020a), CDFW Biogeographic Information and Observation System (BIOS) (CDFW 2020b) and California Native Plant Society (CNPS) Online Inventory of Rare, Threatened and Endangered Plants of California (CNPS 2020) were conducted.

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Special status species are those plants and wildlife listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS under the Federal Endangered Species Act (FESA); those considered “Species of Concern” by the USFWS; those listed or candidates for listing as Rare, Threatened, or Endangered by the CDFW under the California Endangered Species Act (CESA); animals designated as “Fully Protected” by the California Fish and Game Code (CFGF); wildlife listed as Species of Special Concern by the CDFW; and plants with CNPS California Rare Plant Ranks (CRPR) of 1B, 2, 3, and 4. The potential for special status plant and wildlife species to occur at the project site was assessed based on a review of a five-mile search of the CNDDDB (CDFW 2020b) and nine-quadrangle search of the CNPS (CNPS 2020).

The project site is approximately one-quarter mile east of the Pacific Ocean, located in an urban area and is currently developed with commercial and parking uses. Vegetation on site is limited to ornamental trees, primarily including Mexican fan palm (*Washingtonia robusta*), and other landscaping contained in small areas within parking lots and store frontages. Given the developed nature of the project site in a predominantly urban area, the project site does not provide suitable habitat for special status species. As such, the project site is not expected to support any candidate, sensitive or special status species and none have a moderate or high potential to occur. Therefore, development of the proposed project would not have a substantial, adverse effect on such species.

While common birds are not designated as special status species, destruction of their eggs, nests, and nestlings is prohibited by federal and State law. The vegetation present on the project site could provide nesting habitat for common resident birds. Several large ornamental trees onsite could provide low-quality potential habitat for nesting raptors. Nesting birds are protected under the CFGC Sections 3503, 3503.5, and 3513 as well as the Migratory Bird Treaty Act (MBTA). Violation of these provisions would be considered a potentially significant impact. The project could directly (e.g., vegetation removal) and indirectly (e.g., construction noise and motion) affect nesting of these species. Therefore, because the proposed project could potentially affect nesting species, impacts are considered potentially significant and will be examined further in an EIR.

#### **POTENTIALLY SIGNIFICANT IMPACT**

- b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Plant communities are considered sensitive biological resources if they have limited distributions, have high wildlife value, including sensitive species, or are particularly susceptible to disturbance. CDFW ranks sensitive communities as “threatened” or “very threatened” and keeps records of their occurrences in the CNDDDB. The project is in a developed urban area and is not located within a vegetated or open space area. The only vegetation present on site is landscaping, consisting of sparse, ornamental shrubs and planted trees. These existing trees and shrubs do not constitute a sensitive natural community. Additionally, there is no riparian habitat on or near the project site (USFWS 2020c). Therefore, the proposed project would not have a substantial adverse effect on riparian habitat or other sensitive natural communities as none exist on the site or in nearby areas. No impact would occur.

**NO IMPACT**

- c. Would the project 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?*

As examined under impact discussions *a.* and *b.* of this section, the project site is in an urban area. No riparian habitats, wetlands, or other water features have been identified on or adjacent to the project site (USFWS 2020c). Further, the project site does not include any discernable drainage courses, inundated areas, wetland vegetation, or hydric soils (USDA 2020). As a result, no state or federally protected wetlands or other waters that may be considered jurisdictional by the CDFW, United State Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) occur on or adjacent to the project site. Therefore, the proposed project would not directly or indirectly have a substantial adverse effect on State or federally protected wetlands or other jurisdictional waters. No impact would occur.

**NO IMPACT**

- d. Would the project 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?*

Wildlife corridors are generally defined as connections between habitat areas that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as between foraging and denning areas, or they may be regional in nature, allowing movement across the landscape. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Examples of barriers or impediments to movement include housing and other urban development, roads, fencing, unsuitable habitat, or open areas with little vegetative cover.

As examined under impact discussions *a.* through *c.* of this section, the project site is developed with commercial and parking uses in an urban area. The site is separated from any open space areas by existing development and roadways. The project site does not contain any natural communities or habitat areas that would be expected to support populations of native wildlife nurseries or movement. While the project site contains trees, these trees are ornamental and are not a part of

larger habitat area; they are surrounded by development and do not form a natural community or constitute a habitat area.

Due to their fully developed nature as described above, the project site and surrounding area do not contain any natural or physical features that connect habitat areas, and impacts to the movement of native or resident species or on the use of native wildlife nursery sites resulting from the proposed project are not expected. Therefore, no impact would occur.

**NO IMPACT**

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

While the project site is located in the Coastal Zone, it is not located in or adjacent to areas with suitable habitat to support Environmental Sensitive Habitat Areas or special status species. Vegetation on-site is limited to trees and other ornamental landscaping, which would be removed during construction. According to Section 10-2.1900, Street Tree Requirements, of the RBMC, no existing street tree shall be removed without the approval of the City. In addition, street tree species, size, spacing, and planting standards will be subject to approval of the Superintendent of Parks. The Superintendent of Parks shall select street trees taking into consideration the following criteria: that the selected tree as proposed to be located will not harm public sidewalks, streets, and infrastructure; that the tree is consistent with water conservation objectives; that the tree requires low maintenance and no pesticides; that the tree will enhance the visual character and identity of City streets; and that the tree complements appropriate existing street trees. The City does not have any additional ordinances or policies protecting biological resources. Removal of street trees due to project implementation would be completed in accordance with RBMC Section 10-2.1900. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, and the impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- f. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

There are no adopted Habitat Conservation or Natural Community Conservation Plans in the City of Redondo Beach. Further, there are also no approved local, regional, or state habitat conservation plans in the City. Therefore, no impacts would occur.

**NO IMPACT**

## 5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CEQA requires a lead agency to determine whether a project may have a significant effect on historical resources (Public Resources Code [PRC], Section 21084.1) and tribal cultural resources (PRC Section 21074 [a][1][A]-[B]). Tribal cultural resources are discussed in Section 18, below.

A historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR); a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (CEQA Guidelines, Section 15064.5[a][1-3]).

A resource shall be considered historically significant if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
2. Is associated with the lives of persons important in our past
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC, Section 21083.2[a], [b]).

PRC, Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;



2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
  3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.
- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

Kaplan Chen Kaplan completed a Historic Resource Evaluation in November 2020. None of the buildings at the project site (112 North Catalina Avenue, 116 North Catalina Avenue, 124 North Catalina Avenue, 126 North Catalina Avenue and 132 North Catalina Avenue) meet the criteria to be eligible for inclusion on the National Register of Historic Places or for the California Register of Historical Resources (Kaplan Chen Kaplan 2020). However, the report concluded that the properties at 112 North Catalina Avenue and 126 North Catalina Avenue appear eligible as City of Redondo Beach individual landmarks; and the buildings at 112 North Catalina Avenue, 124 North Catalina Avenue, 126 North Catalina Avenue and 132 North Catalina Avenue are eligible contributing buildings to a City of Redondo Beach Historic District. Therefore, the proposed project has the potential to impact historic resources and this issue will be further discussed in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**

- b. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*
- c. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

Although the project area has been developed for the last 70 years, there is potential for archeological resources and/or human remains to exist below the ground surface of the project area, which could be disturbed by grading and excavation activities associated with the proposed project. Therefore, the proposed project has the potential to impact archaeological resources or human remains and this issue will be further discussed in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**

## 6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

The proposed project would use nonrenewable resources for construction and operation of the project. Natural resources that would be utilized by the project include petroleum-based fuels for vehicles and equipment, operational building energy usage, and operational water consumption. The anticipated use of these resources is detailed in the following subsections. As supported by the discussion below, the proposed project would not create energy demand that would result in a significant environmental impact.

### Construction Energy Demand

During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site and export soil and demolition material from the site. Project construction would require demolition, site preparation, grading, pavement and asphalt installation, building construction, architectural coating, and landscaping and hardscaping. As shown in Table 5, project construction would require approximately 13,900 gallons of gasoline and approximately 82,800 gallons of diesel fuel. These construction energy estimates are conservative because they assume that the construction equipment used in each phase of construction is operating every day of construction.

**Table 5 Estimated Fuel Consumption during Construction**

Source	Fuel Consumption (gallons)	
	Gasoline	Diesel
Construction Equipment & Hauling Trips	—	82,770
Construction Worker Vehicle Trips	13,888	—

See Appendix B for energy calculation sheets.

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as California's Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11), the project would comply with construction waste management practices to divert a minimum of 65 percent of construction and demolition debris. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

### **Operational Energy Demand**

Operation of the project would primarily contribute to area energy demand by consuming gasoline and diesel fuel for vehicle trips to and from the site. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, water use, and the overall operation of the project. The estimated number of average daily trips associated with the project is used to determine the energy consumption associated with vehicle fuel use from operation of the project. CalEEMod was used to estimate the project's electricity and natural gas demand.

Table 6 summarizes estimated operational energy consumption for the proposed project and existing uses on the site. As shown therein, project operation would require approximately 140,200 gallons of gasoline and 36,200 gallons of diesel for transportation fuels. The project would require 0.12 gigawatt hour (GWh) of electricity per year and natural gas use for appliances and heating, ventilation, and air conditioning (HVAC) would require approximately 12,345 U.S. therms per year. Transportation of workers, customers, and deliveries would represent the greatest operational use of energy associated with the proposed project. As shown in Table 6, the proposed project would result in increased transportation fuel use due to the increased VMT associated with the proposed project. Existing operational uses on the project site are estimated to consume more electricity than the proposed project due to the energy efficiency components of the project. Natural gas consumption for the project would be higher than the existing uses on the site due to increased appliance and HVAC use associated with the proposed residential units. As illustrated in Table 6, the proposed project would result in a net increase of energy use on the project site due to the increased development intensity proposed.

**Table 6 Estimated Project and Existing Annual Operational Energy Consumption**

Source	Energy Consumption <sup>1</sup>	
Proposed Project		
Transportation Fuels <sup>2</sup>		
Gasoline	140,235 gallons	15,396 MMBtu
Diesel	36,173 gallons	4,611 MMBtu
Electricity	0.12 GWh	412 MMBtu
Natural Gas Usage	12,345 U.S. therms	1,148 MMBtu
Total Energy Consumption		21,567 MMBtu
Existing Uses		
Transportation Fuels <sup>2</sup>		
Gasoline	84,202 gallons	9,244 MMBtu
Diesel	20,876 gallons	2,661 MMBtu
Electricity	0.21 GWh	708 MMBtu
Natural Gas Usage	288 U.S. therms	27 MMBtu
Total Existing Energy Consumption		12,640 MMBtu
Net Energy Consumption (Proposed-Existing) <sup>3</sup>		
Transportation Fuels		
Gasoline	56,033 gallons	6,152 MMBtu
Diesel	15,297 gallons	1,950 MMBtu
Electricity	(0.09) GWh	(296) MMBtu
Natural Gas Usage	12,057 U.S. therms	1,121 MMBtu
Project Net Energy Consumption		8,927 MMBtu

MMBtu: million metric British thermal units; GWh: Gigawatt hours

<sup>1</sup> Energy consumption is converted to MMBtu for each source

<sup>2</sup> The estimated number of average daily trips associated with the project is used to determine the energy consumption associated with fuel use from operation of the project. According to CalEEMod calculations (see Appendix A), the project would result in approximately 1,635,472 annual VMT, whereas existing uses result in approximately 979,023 annual VMT.

<sup>3</sup> Parentheses indicate negative values

See Appendix B for transportation energy calculation sheets and Appendix A for CalEEMod output results for electricity and natural gas usage.

Though the project would result in increased energy consumption compared to existing uses, the project would comply with all standards established in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. California's Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects. Furthermore, the 2019 Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the Energy Commission. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. The standards are updated every three years and each

iteration is more energy efficient than the previous standards. Furthermore, the project would continue to reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by SCE continues to increase to comply with State requirements through Senate Bill (SB) 100, which requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

To help achieve Title 24 reduction targets, the project applicant proposes to incorporate several energy efficient features into overall project design. Energy efficient design features include use of passive solar by including large windows, energy-efficient appliances and lighting, high-efficiency irrigation systems, water-efficient indoor fixtures throughout the project site, rooftop solar panels, and water-efficient landscaping irrigation. Approximately ten percent of the project's total parking would be equipped with EV charging outlets. In addition, the project would include 15 common and 22 private on-site bicycle parking spaces.

Operation of the project would consume fuel, natural gas, and electricity; however, the project would conform to the latest version of California's Green Building Standards Code and Building Energy Efficiency Standards and would therefore not lead to wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

The City of Redondo Beach has not adopted a renewable energy or energy efficiency plan. However, as discussed further in Section 8, *Greenhouse Gas Emissions*, the City has adopted a Climate Action Plan (CAP) which contains policies for the conservation of energy resources. The project would be designed to comply with the performance levels of the latest version of the California Green Building Standards Code, which would reduce energy consumption compared to standard building practices. The proposed project would be required to comply with the residential and nonresidential mandatory measures in the 2019 California Green Building Standards Code, Title 24, Part 11. The proposed project would also be required to comply with the energy standards in the California Energy Code, Part 6 of the California Building Standards Code (Title 24). Measures to meet these energy standards may include rooftop solar panels, low-flow plumbing fixtures, water-efficient irrigation systems, high-efficiency HVAC and hot water storage tank equipment, and lighting conservation features. As illustrated in Table 9, the project would not conflict with the policies and goals, including energy efficiency-related measures, of the CAP. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**



## 7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. 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 wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A Geotechnical Engineering Investigation was prepared for the project site, which concluded that the proposed project is feasible from a geotechnical engineering standpoint, provided that the recommendations presented in the report are adhered to during planning and construction of the project, to the satisfaction of the Department of Building and Safety (Geotechnologies, Inc. 2019; see Appendix C). The following is based on the information and analysis contained in the project specific Geotechnical Engineering Investigation.

*a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?*

The project site is located in a seismically active area of southern California; however, according to the California Geological Survey (CGS), the project site is not located in an Alquist-Priolo Fault Zone (CGS 2020). There are no faults present on the project site, and the nearest fault to the project site is the Palos Verdes Fault Zone, located less than two miles southwest of the site (CGS 1986; CGS 2020).

To reduce geologic and seismic impacts, the City's General Plan Environmental Hazards/Natural Hazards Element (1993) includes goals, objectives, and policies intended to reduce death, injuries, damage to property, and economic and social dislocation due to earthquakes and related geologic hazards. In addition, the project would comply with the CBC (Title 24), which establishes minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within its jurisdiction. The impact to people, buildings, or structures from fault rupture would be reduced by the required conformance with applicable building codes and accepted engineering practices. Nonetheless, due to the project's location from an Alquist-Priolo mapped zone, the project would not directly or indirectly cause potential adverse effects related to rupture of a known earthquake fault. Potential impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

*a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

As discussed under impact discussion *a.1.* of this section, the project site is situated in the seismically active Southern California Region and is therefore susceptible to ground shaking during a seismic event. Although the nearest mapped fault (i.e., the Palos Verdes Fault Zone) is located less than two miles southwest of the site, strong ground shaking at the site may occur in the event of a sufficiently large earthquake on this or other nearby faults, such as the Newport-Inglewood Fault located approximately eight miles northeast of the site.

As discussed under impact discussion *a.1.*, the City's General Plan Environmental Hazards/Natural Hazards Element (1993) includes goals, objectives, and policies intended to reduce death, injuries, damage to property, and economic and social dislocation due to earthquakes and related geologic hazards. The City also regulates development through the requirements of the CBC. The earthquake design requirements of the CBC consider the occupancy category of the structure, site class, soil classifications, and various seismic coefficients. The CBC provides standards for various aspects of construction, including but not limited to excavation, grading, earthwork, construction, preparation of the site prior to fill placement, specification of fill materials, fill compaction and field testing,

retaining wall design and construction, foundation design and construction, and seismic requirements. It includes provisions to address issues such as (but not limited to) construction on expansive soils and soil strength loss. In accordance with California law, project design and construction would be required to comply with provisions of the CBC. Because the project would comply with the CBC and because the project would not exacerbate existing ground shaking hazards, impacts related to seismically induced ground shaking would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

*a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*

Liquefaction is a process whereby soil is temporarily transformed to fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. Liquefaction typically occurs in areas where the groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine to medium sand. According to the CGS, the project site is not located in a liquefaction zone (CGS 2020). Based on the findings in the geotechnical study, groundwater was not encountered during boring activities within the project site, which reached depths of up to 50 feet below ground surface (Geotechnologies, Inc. 2019; see Appendix C). Design and construction of the proposed project would conform to the current seismic design provisions of the CBC. The 2019 CBC incorporates the latest seismic design standards for structural loads and materials, as well as provisions from the National Earthquake Hazards Reduction Program, to mitigate losses from an earthquake and provide for the latest in earthquake safety. While the project would be susceptible to seismic activity given its location within a seismically active area, the project would be required to minimize this risk, to the extent feasible, through the incorporation of applicable CBC standards. Therefore, the potential effects of differential settlement as a result of liquefaction would be reduced to a less than significant level.

**LESS THAN SIGNIFICANT IMPACT**

*a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*

According to the CGS, the project site is not located in an area subject to landslides caused by earthquakes, nor is it downslope from an area subject to seismically induced landslides (CGS 2020). The project site and surrounding area are relatively flat. Implementation of the project would not exacerbate the existing risk of earthquake-induced landslides in the immediate vicinity because the project would not directly result in a seismic event or destabilize soils prone to landslide. Therefore, the risk of earthquake-induced landslides at the project site is low and impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

*b. Would the project result in substantial soil erosion or the loss of topsoil?*

The project involves construction of 22 townhomes; a four-unit apartment building and adaptive reuse of an existing building for use as four apartment units; and the rehabilitation and re-use of existing commercial buildings on a site that is currently zoned and designated R-3A (Low-Density Multi-Family Residential) (Redondo Beach 2008; 2011). Construction activities involving soil disturbance, such as excavation, stockpiling, and grading could result in increased erosion and sediment transport by stormwater to surface waters. Fugitive dust caused by strong wind and/or

earth-moving operations during construction would be minimized through compliance with SCAQMD Rule 403, which prohibits visual particulate matter from crossing property lines. Standard practices to control fugitive dust emissions include watering of active grading sites, covering soil stockpiles with plastic sheeting, and covering soils in haul trucks with secured tarps. Furthermore, construction of the proposed project would be required to comply with a Construction General Permit, which is issued by the State Water Resources Control Board (SWRCB). The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP), which outlines best management practices (BMP) to reduce erosion and topsoil loss from stormwater runoff (also refer to the discussion in Section 10, *Hydrology and Water Quality*). Compliance with the Construction General Permit would ensure that BMPs are implemented during construction and minimize substantial soil erosion or the loss of topsoil. Impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- c. *Would the project 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?*

Lateral spreading is the horizontal movement or spreading of soil toward an open face. Lateral spreading may occur when soils liquefy during an earthquake event, and the liquefied soils with overlying soils move laterally to unconfined spaces. Subsidence is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence is caused by a variety of activities that include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydrocompaction.

As examined under impact discussion *a.1.* of this section, although the proposed project is in a seismically active area, the project site is not located on unstable soils or a geologic unit at risk for liquefaction or landslides. The project site consists of compact, relatively flat land that is surrounded by developed land. According to the Geotechnical Engineering Investigation (Appendix C), artificial fill underlying the project site consists of moist, medium dense, dark brown fine-grained silty sands to approximately three feet below ground surface. Artificial fill is underlain by native alluvial soils; consisting of moist to very moist, medium dense to very dense, yellowish-brown to dark brown, fine to medium-grained silty sands. Construction and operation of the proposed project would not involve activities known to cause or trigger subsidence and is not anticipated to adversely affect soil stability or increase the potential for local or regional landslides, subsidence, liquefaction, or collapse. Lastly, the project would comply with CBC requirements. Because the project would not create or exacerbate conditions related to unstable soils, impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

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

Expansive soils are highly compressible, clay-based soils that tend to expand as they absorb water and shrink as water is drawn away. According to the Geotechnical Engineering Investigation (Appendix C), artificial fill underlying the project site consists of moist, medium dense, dark brown fine-grained silty sands to approximately three feet below ground surface. Artificial fill is underlain by native alluvial soils; consisting of moist to very moist, medium dense to very dense, yellowish-brown to dark brown, fine to medium-grained silty sands. The presence of groundwater in the

project site is reported to exceed 50 feet below ground surface (Geotechnologies, Inc. 2019). In addition, laboratory testing performed on representative samples of the near surface soils indicates that the soils possess a low expansion range. Because the project site contains moderately compressible soils, development could pose an indirect or direct risk to life or property and impacts could be potentially significant. Further analysis of this issue will be discussed in the EIR.

**POTENTIALLY SIGNIFICANT IMPACT**

- e. *Would the project 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 wastewater?*

The proposed project would be served by the City's existing sewer system and no septic tanks are proposed for the project. Therefore, there is no potential for adverse effects due to soil incompatibility with septic tanks. No impact would occur.

**NO IMPACT**

- f. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Los Angeles County is situated within the Transverse Ranges Geologic Province and the City of Redondo Beach is situated within the area known as the Los Angeles Basin. The Los Angeles Basin is located within the Peninsular Ranges. There is the potential for paleontological resources to exist below the ground surface throughout the City. Such resources could be disturbed by grading and excavation activities associated with new housing development. Therefore, project development has the potential to impact paleontological resources and this issue will be discussed further in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**



*This page intentionally left blank.*

## 8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Overview of Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of GHG emissions contributing to the "greenhouse effect," a natural occurrence which takes place in Earth's atmosphere and helps regulate the temperature of the planet. The majority of radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions.

GHG emissions occur both naturally and as a result of human activities, such as fossil fuel burning, decomposition of landfill wastes, raising livestock, deforestation, and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO<sub>2</sub>) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO<sub>2</sub>e), which is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 28, meaning its global warming effect is 28 times greater than CO<sub>2</sub> on a molecule per molecule basis (IPCC 2014).<sup>2</sup>

Anthropogenic activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the concentration of GHGs in the atmosphere that trap heat. Since the late 1700s, estimated concentrations of CO<sub>2</sub>, methane, and

<sup>2</sup> The IPCC's (2014) *Fifth Assessment Report* determined that methane has a GWP of 28. However, the 2017 Climate Change Scoping Plan published by the California Air Resources Board uses a GWP of 25 for methane, consistent with the IPCC's (2007) *Fourth Assessment Report*. Therefore, this analysis utilizes a GWP of 25.

nitrous oxide in the atmosphere have increased by over 43 percent, 156 percent, and 17 percent, respectively, primarily due to human activity (United States Environmental Protection Agency 2020). Emissions resulting from human activities are thereby contributing to an average increase in Earth's temperature. Potential climate change impacts in California may include loss of snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (State of California 2018).

## **Regulatory Framework**

In response to climate change, California implemented Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 required the reduction of statewide GHG emissions to 1990 emissions levels (essentially a 15 percent reduction below 2005 emission levels) by 2020 and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. On September 8, 2016, the Governor signed Senate Bill 32 into law, extending AB 32 by requiring the State to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the California Air Resources Board (CARB) adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program and the Low Carbon Fuel Standard, and implementation of recently adopted policies and legislation, such as SB 1383 (aimed at reducing short-lived climate pollutants including methane, hydrofluorocarbon gases, and anthropogenic black carbon) and SB 100 (discussed further below). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) of carbon dioxide equivalents (CO<sub>2</sub>e) by 2030 and two MT of CO<sub>2</sub>e by 2050 (CARB 2017).

Other relevant state laws and regulations include:

- **SB 375:** The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state's ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. Metropolitan Planning Organizations are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the Metropolitan Planning Organization's Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Southern California Association of Governments (SCAG) was assigned targets of an 8 percent reduction in per capita GHG emissions from passenger vehicles from 2005 levels by 2020 and a 19 percent reduction in per capita GHG emissions from passenger vehicles from 2005 levels by 2035. SCAG adopted the 2020-2045 RTP/SCS (titled Connect SoCal) in September 2020, which meets the requirements of SB 375.
- **SB 100:** Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.
- **California Building Standards Code (California Code of Regulations Title 24):** The California Building Standards Code consists of a compilation of several distinct standards and codes

related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration is the 2019 Title 24 standards. Part 6 is the Building Energy Efficiency Standards, which establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. Part 12 is the California Green Building Standards Code (CALGreen), which includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures.

- **City of Redondo Beach Climate Action Plan:** The City of Redondo Beach, in cooperation with the South Bay Cities Council of Governments, has developed a CAP to reduce GHG emissions in the City. The City's CAP serves as a guide for action by setting GHG emission reduction goals and establishing strategies and policies to achieve desired outcomes over the next 20 years. It identifies community-wide strategies to lower GHG emissions from a range of sources within the jurisdiction, including transportation, land use, energy generation and consumption, water, and waste. The City's CAP is a voluntary plan and was not adopted through a public process.

## **Methodology**

Construction and operational GHG emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. CalEEMod uses project-specific information, including the project's land uses, square footages for different uses (e.g., multi-family residential, townhomes, retail, and parking), and location, to estimate a project's construction and operational emissions of air pollutants and GHG. CalEEMod version 2016.3.2 was used to estimate emissions associated with development of the proposed project and with operation of the existing commercial/retail uses on the project site to determine net project operational emissions.

### *Construction Emissions*

CalEEMod calculates GHG emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker, hauling, and vendor trips. Construction of the proposed project would occur in a single development phase over a period of approximately 20 months, starting in September 2021. Construction activities for the proposed project would include demolition, grading, building construction, architectural coating, and paving. The anticipated construction schedule was provided by the project applicant and the construction equipment list was based on CalEEMod defaults. In addition, based on applicant-provided information, the proposed project would include demolition of approximately 8,929 sf of existing buildings on the project site. The project would also include import of 909 cy of soil material. In accordance with the SCAQMD guidance, this analysis relies on the recommendation of the SCAQMD to amortize construction emissions over a period of 30 years (the assumed life of the project), add amortized construction emissions to operational emissions, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies (SCAQMD 2008).

### *Operational Emissions*

CalEEMod calculates operational emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O associated with energy use, area sources, waste generation, water use and conveyance as well as CO<sub>2</sub> and CH<sub>4</sub> emissions associated with mobile sources. Because the project would be operational post-2020, the project's emissions were modeled for 2030 in order to provide a more accurate comparison to 2030 targets per SB 32.

The default electricity consumption values in CalEEMod include the CEC-sponsored California Commercial End Use Survey and Residential Appliance Saturation Survey studies. CalEEMod currently incorporates California’s 2016 Title 24 building energy efficiency standards; however, the proposed project be constructed in accordance with the 2019 Title 24 building energy requirements. In accordance with Section 150.1(b)14 of the 2019 Building Energy Efficiency Standards, all new residential uses under three stories must install photovoltaic solar panels that generate an amount of electricity equal to expected electricity usage. Therefore, residential energy use was set to zero in CalEEMod to account for the inclusion of solar panels. The residential units would also be equipped with EnergyStar appliances, which was included in CalEEMod. In addition, according to the CEC, nonresidential buildings built to the 2019 standards will use about 30 percent less energy than those built to the 2016 standards due to energy efficiency measures, particularly lighting upgrades (CEC 2018). As a result, a 30 percent reduction was included in the model for the project’s Title 24 energy use for the retail components of the project.

The project would be served by SCE. Therefore, SCE’s energy intensity factors (i.e., the amount of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O per kilowatt-hour) were used to calculate GHG emissions. The default SCE energy intensity factors included in CalEEMod are based on data from 2012. As of 2012, SCE procured 20.6 percent of its electricity from renewable sources (SCE 2012); however, per SB 100, the statewide RPS Program requires electricity providers to increase procurement from eligible renewable energy sources to 33 percent by 2020, 44 percent by 2024, and 60 percent by 2030. To account for the continuing effects of the RPS, the energy intensity factors included in CalEEMod were reduced based on the percentage of renewables reported by SCE. Energy intensity factors that include this reduction are shown in Table 7.

**Table 7 SCE Energy Intensity Factors**

	2012 (lbs/MWh)	2030 (lbs/MWh)
Percent procurement	20.6	60 <sup>1</sup>
Carbon dioxide (CO <sub>2</sub> )	702.4	353.87
Methane (CH <sub>4</sub> )	0.029	0.015
Nitrous oxide (N <sub>2</sub> O)	0.006	0.003

<sup>1</sup> RPS goal established by SB 100  
Source: SCE 2012

GHG emissions from water and wastewater usage calculated in CalEEMod were based on the default electricity intensity from the CEC’s 2006 Refining Estimates of Water-Related Energy Use in California using the average values for northern and southern California. A 20 percent reduction in indoor potable water use was incorporated in the model in accordance with CALGreen standards. In addition, pursuant to CALGreen standards, the project would utilize a water efficient landscape irrigation system, which was included in the model.

Mobile source emissions are generated by vehicle trips to and from the project site associated with operation of on-site development. The estimated trip generation rates used in CalEEMod were based on the Traffic Impact Analysis prepared for the proposed project (Fehr & Peers 2021; Appendix D). The “Increase Density” and “Integrate Below Market Rate Housing” options in CalEEMod were used to account for project design features that would reduce VMT associated with the proposed project including increased residential and employment density and the allocation of 13.3 percent of the residential apartment units as affordable housing (CARB 2020). CalEEMod

calculates emissions of CO<sub>2</sub> and CH<sub>4</sub> generated by project-generated vehicle trips (i.e., mobile sources). However, CalEEMod does not calculate N<sub>2</sub>O emissions from mobile sources; therefore, N<sub>2</sub>O emissions were quantified separately using guidance from CARB (see Appendix A CalEEMod worksheets).

Existing on-site development anticipated to be replaced by the proposed project includes approximately 12,675 sf of operational retail uses, including custom framing, stone and tile, dry cleaners, carpentry, and party rental businesses. Some of the existing development would be demolished while the remainder would be renovated. Because existing uses on the project site would be removed, existing operational emissions were subtracted from the proposed project's emissions to account for the net change in GHG emissions associated with the project. Existing emissions were calculated using CalEEMod defaults for the year 2030.

## **Significance Thresholds**

The majority of individual projects do not generate sufficient GHG emissions to create significant project-specific environmental effects. However, the environmental effects of a project's GHG emissions can contribute incrementally to cumulative environmental effects that are significant, such as climate change, even if an individual project's environmental effects are limited (*CEQA Guidelines* Section 15064[h][1]). The issue of a project's environmental effects and contribution towards climate change typically involves an analysis of whether or not a project's contribution towards climate change is cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines* Section 15064[h][1]).

Section 15064.4 of the *CEQA Guidelines* recommends that lead agencies quantify GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project, including the extent to which the project may increase or reduce GHG emissions; whether a project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHG emissions.

*CEQA Guidelines* Section 15064.4 does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, as long as any threshold chosen is supported by substantial evidence (*CEQA Guidelines* Section 15064.7[c]).

According to *CEQA Guidelines* Section 15183.5, projects can tier off of a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through comparison of the project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. However, the City has not adopted a qualified GHG reduction plan; therefore, it is not appropriate to use this approach for evaluating the proposed project. Accordingly, this analysis utilizes three thresholds to evaluate the significance of the project's GHG emissions, which are discussed in the following subsections.

Per *CEQA Guidelines* Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem in the geographic area of the project. To qualify, such plans or



programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a “water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of GHG emissions.” Therefore, a lead agency can make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions. The proposed project’s consistency with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions is evaluated qualitatively. A project is considered consistent with the provisions of these documents if it meets the general intent in reducing GHG emissions in order to facilitate the achievement of local- and state-adopted goals and does not impede attainment of those goals.

The City has not formally adopted a numerical significance threshold for assessing impacts related to GHG emissions and does not have a qualified GHG reduction plan under CEQA Guidelines Section 15183.5 that is applicable to the proposed project. Neither the SCAQMD, the California Office of Planning and Research, CARB, the California Air Pollution Control Officers Association (CAPCOA), or any other state or applicable regional agency has adopted a numerical significance threshold for assessing GHG emissions that is applicable to the project. In the absence of any adopted numeric threshold, the significance of the project’s GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For this project, the most directly applicable adopted regulatory plans to reduce GHG emissions are the 2017 Scoping Plan, the 2020-2045 RTP/SCS, and the City’s CAP. Calculations of the project’s GHG emissions are provided for informational purposes only and are not used herein to evaluate the significance of the project’s impacts.

- a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*
- b. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

## **Project Consistency with Plans, Policies, and Regulations**

As discussed under *Regulatory Setting* of this section, plans and policies have been adopted to reduce GHG emissions in the Southern California region, including the State’s 2017 Scoping Plan, SCAG’s 2020-2045 RTP/SCS, and the City of Redondo Beach’s CAP. The project’s consistency with these plans is discussed in the following subsections. As discussed therein, the proposed project would not conflict with plans and policies aimed at reducing GHG emissions.

### *2017 Scoping Plan*

The principal State plan and policy addressing GHG emissions is AB 32, the California Global Warming Solutions Act of 2006, and the follow up, SB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the 2017 Scoping Plan was created to outline goals and measures for the state to achieve these reductions. The 2017 Scoping Plan’s goals include reducing fossil fuel use and energy demand and maximizing recycling and diversion from landfills. The project would be consistent with these goals through project design, which

includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards and installing energy-efficient LED lighting, water-efficient faucets and toilets, and water efficient landscaping and irrigation. Therefore, the project would be consistent with the 2017 Scoping Plan.

#### SCAG 2020-2045 RTP/SCS

SCAG's 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing per capita GHG emissions from passenger cars by eight percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. The 2016-2040 RTP/SCS includes ten goals with corresponding implementation strategies for focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The project's consistency with the 2020-2045 RTP/SCS is discussed in Table 8. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

**Table 8 Project Consistency with Applicable SCAG 2020-2045 RTP/SCS Strategies**

Reduction Strategy	Project Consistency
<p><b>Focus Growth Near Destinations &amp; Mobility Options</b></p> <ul style="list-style-type: none"> <li>▪ Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations</li> <li>▪ Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets</li> <li>▪ Plan for growth near transit investments and support implementation of first/last mile strategies.</li> <li>▪ Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses</li> <li>▪ Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods</li> <li>▪ Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations)</li> <li>▪ Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking)</li> </ul>	<p><b>Consistent.</b> The proposed project is an infill redevelopment that would replace the existing underutilized retail uses on the project site with new mixed-use residential and commercial uses in an urbanized area with good access to existing regional-serving commercial retail development, jobs, and services. Existing public transit facilities are located within walking distance of the project site, including bus stops operated by Beach Cities Transit (BCT), LADOT Transit, and Metro transit, which run along Catalina Boulevard. Bus stops for BCT Lines 102 and 109 are located adjacent to the project site at the North Catalina Avenue/Emerald Street intersection. Additional bus stops for LADOT Transit Line 438A and Metro transit Line 130 are located within an 800-foot radius of the project site. The proposed project would also be within walking and biking distance of existing residential, commercial, and recreational uses and would provide bicycle parking options on the site. Therefore, the proposed project would focus growth near existing destinations and mobility options.</p>
<p><b>Leverage Technology Innovations</b></p> <ul style="list-style-type: none"> <li>▪ Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space</li> <li>▪ Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments</li> <li>▪ Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation</li> </ul>	<p><b>Consistent.</b> Approximately ten percent of the project's total parking would be equipped with EV charging outlets, and common and private bicycle parking spaces would also be provided. In addition, solar panels would be provided on the rooftops that would meet the energy requirements of the residential components of the project.</p>

Reduction Strategy	Project Consistency
<p><b>Support Implementation of Sustainability Policies</b></p> <ul style="list-style-type: none"> <li>▪ Pursue funding opportunities to support local sustainable development implementation projects that reduce GHG emissions</li> <li>▪ Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations</li> <li>▪ Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space</li> <li>▪ Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies</li> <li>▪ Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region</li> <li>▪ Continue to support long range planning efforts by local jurisdictions</li> <li>▪ Provide educational opportunities to local decision makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy</li> </ul>	<p><b>Consistent.</b> The project would be consistent with the City's CAP (refer to Table 9, below), Title 24, and the latest CALGreen requirements. Therefore, the project would support implementation of sustainability policies.</p>
<p><b>Promote a Green Region</b></p> <ul style="list-style-type: none"> <li>▪ Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards</li> <li>▪ Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration</li> <li>▪ Integrate local food production into the regional landscape</li> <li>▪ Promote more resource efficient development focused on conservation, recycling and reclamation</li> <li>▪ Preserve, enhance and restore regional wildlife connectivity</li> <li>▪ Reduce consumption of resource areas, including agricultural land</li> <li>▪ Identify ways to improve access to public park space</li> </ul>	<p><b>Consistent.</b> The project is an infill redevelopment that would involve construction of residential and commercial uses in an urban area, and therefore, would not interfere with regional wildlife connectivity or convert agricultural land. The project would comply with the applicable sustainability policies in the City's CAP (refer to Table 9, below), Title 24, and CALGreen, including the use of rooftop solar panels to meet residential energy requirements. Therefore, the project would support development of a green region.</p>
Source: SCAG 2020	

### *Local Regulations*

The adopted CAP contains goals, measures, and specific sub strategies to help achieve its ongoing commitment to sustainability, energy efficiency, and reducing GHG emissions reductions. Most of the goals, measures, and sub strategies are directed towards City initiated projects and not specific individual development projects. However, the project would result in a net decrease of GHG emissions compared to the existing developments on-site. As such, the project would not conflict with the City's CAP, which is intended to reduce citywide emissions. Furthermore, as shown in

Table 9, the project would be consistent with applicable goals and measures to reduce GHG emissions contained within the City's CAP.

**Table 9 Consistency with Applicable CAP Goals and Measures**

Land Use and Transportation (LUT)	Project Consistency
<b>Goal LUT: G – Land Use Strategies</b>	
<b>Measure LUT: G1 – Increase Density</b> This measure seeks to increase destination accessibility by encouraging combined uses such as office, commercial, institutional, and residential within areas and developments.	<b>Consistent.</b> The proposed project would increase housing density near existing transit stops and commercial and residential uses. The project site is within walking distance of bus stops operated by Beach Cities Transit (BCT), LADOT Transit, and Metro transit, which run along Catalina Boulevard. Bus stops for BCT Lines 102 and 109 are located adjacent to the project site at the North Catalina Avenue/Emerald Street intersection. Additional bus stops for LADOT Transit Line 438A and Metro transit Line 130 are located within an 800-foot radius of the project site.
Energy Efficiency (EE)	Project Consistency
<b>Goal EE: E – Increase Energy Efficiency Through Water Efficiency</b>	
<b>Measure EE: E1 – Promote or Require Water Efficiency through SB X7-7</b> The Water Conservation Act of 2009 (SB X7-7), requires all water suppliers to increase water use efficiency. The legislation set an overall goal of reducing per capita urban water consumption by 20 percent from a baseline level by 2020. The goal of the Water Conservation Act can be met by taking a variety of actions, including targeted public outreach and promoting water efficiency measures such as low-irrigation landscaping. Additional water conservation information, resource materials, education, and incentives are available through the West Basin Water District (WBMWD).	<b>Consistent.</b> The proposed project would be required to comply with the energy standards in the California Energy Code, Part 6 of the CBC (Title 24). Measures to meet these energy standards may include low-flow plumbing fixtures and water-efficient irrigation systems. Energy efficient design features associated with the project include energy-efficient appliances and lighting, high-efficiency irrigation systems, and water-efficient indoor fixtures throughout the project site.
<b>Goal EE: F – Decrease Energy Demand Through Reducing Urban Heat Island Effect</b>	
<b>Measure EE: F1 – Promote Tree Planting for Shading and Energy Efficiency</b> Trees and plants naturally help cool an environment by providing shade and evapotranspiration (the movement of water from the soil and plants to the air), making vegetation a simple and effective way to reduce urban heat islands. Urban heat islands are urban areas that are significantly warmer than their surrounding rural areas due to human activities. Shaded surfaces may be 20–45°F cooler than the peak temperatures of un-shaded materials. In addition, evapotranspiration, alone or in combination with shading, can help reduce peak summer temperatures by 2–9°F. Furthermore, trees and plants that directly shade buildings can reduce energy use by decreasing demand for air conditioning.	<b>Consistent.</b> The project site is developed with retail/commercial buildings and is almost entirely paved with impermeable surfaces. As discussed in Section 4, <i>Biological Resources</i> , given the developed nature of the project site in a predominantly urban area, the project site does not provide suitable habitat for special status species. Though construction of the proposed project would involve removal of a few ornamental trees, the project would include new planting, trees, and open space at the project site's frontages along North Catalina Avenue and Emerald Street and would add a pedestrian path along a private residential corridor on the eastern boundary of the project site.
Source: City of Redondo Beach 2017b	

## Project Greenhouse Gas Emissions

Project construction and operational emissions quantified with CalEEMod are presented below for informational purposes. Project construction is assumed to occur over a period of approximately two years and would become operational in 2024. Based on CalEEMod modeling results, construction activities for the project would generate an estimated 826 MT of CO<sub>2</sub>e (Table 10). Amortized over a 30-year period (the assumed life of the project per SCAQMD guidance), project construction would generate about 28 MT of CO<sub>2</sub>e per year.

**Table 10 Estimated Construction GHG Emissions**

Construction Year	Project Emissions (MT of CO <sub>2</sub> e per year)
2021	113
2022	432
2023	281
<b>Total</b>	<b>826</b>
<b>Total Amortized over 30 Years</b>	<b>28</b>

See Appendix A for CalEEMod worksheets.

Table 11 summarizes the project's operational GHG emissions, including the amortized construction emissions. Because these sources of operational emissions would be removed under the proposed project, these emissions were subtracted from the proposed project's, to obtain the overall net change in operational GHG emissions. Existing operational GHG emissions are included in Table 11. As shown in Table 11, implementation of the proposed project would result in a net increase of 336 MT of CO<sub>2</sub>e per year on the project site compared to existing uses.

**Table 11 Combined Annual Emissions of Greenhouse Gases**

Emission Source	Annual Emissions (MT of CO <sub>2</sub> e)
Proposed Construction	28
Proposed Operation	
Area	1
Energy	81
Solid Waste	25
Water	8
Mobile	
CO <sub>2</sub> and CH <sub>4</sub>	601
N <sub>2</sub> O	14
<b>Proposed Project Subtotal</b>	<b>758</b>
Existing Emissions (Retail Uses)	422
<b>Net Total</b>	<b>336</b>

See Appendix A for CalEEMod worksheets.

Because the proposed project would not conflict with plans and policies aimed at reducing GHG emissions or generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, impacts would be less significant.

**LESS THAN SIGNIFICANT IMPACT**

*This page intentionally left blank.*



## 9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Project construction would involve the use of potentially hazardous materials such as construction equipment and vehicles which use fuels and fluids that could be released should an accidental leak or spill occur. However, standard construction BMPs for the use and handling of such materials would be implemented to avoid or reduce the potential for such conditions to occur. Any use of potentially hazardous materials utilized during construction of the proposed project would be subject to all local, State, and federal regulations regarding the handling of potentially hazardous materials. In addition, arsenic was historically used on the project site to prevent pest infestation and control weeds along railroad tracks. Consequently, soil treatment or removal during construction of the project are proposed to eliminate the potential risk of arsenic leaching to groundwater beneath the site; and the project would include barriers to avoid dermal contact during construction and dust generation would be implemented to minimize potential exposure to construction workers. The applicant would also be required to obtain a waste discharge requirement (WDR) permit from the Cal-EPA Los Angeles RWQCB for the proposed treatment and reuse of onsite arsenic-affected soil. Therefore, the primary method of remediation of the arsenic would be on-site treatment, so any transport during construction of the project would be minimal and would not create a significant hazard to the public. Additional details regarding the remediation measures for the existing on-site potentially hazardous materials will be further analyzed in an EIR.

Operation and maintenance of the proposed project would likely involve the use of common household materials such as cleaning and degreasing solvents, fertilizers, and pesticides. These and other materials used in the regular maintenance of the building and landscaping would also be utilized in the secondary activities associated with residential uses. Use of these materials would be subject to compliance with existing regulations, standards, and guidelines established by the federal, State, and local agencies related to storage, use, and disposal of hazardous materials. The transport, use, and storage of hazardous materials during construction of the project would be subject to all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Upon compliance with all applicable regulations and standards, potential impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- b. *Would the project 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?*

As described under *Impact a.*, above, the transport, use and storage of hazardous materials during the construction of the proposed project would be conducted in accordance with all applicable local, State, and federal laws. However, there is the potential for construction to involve the demolition of structures that may contain asbestos and/or lead-based paint (LBP), which could pose hazards to receptors at adjacent land uses. In addition, there is potential for the project site to be located in an area where hazardous materials were once used or stored and have the potential to contain contaminated soils, the disturbance of which could pose hazards to receptors at adjacent land uses. Therefore, impacts related to the release of hazardous materials would be potentially significant and will be studied further in an EIR.

#### **POTENTIALLY SIGNIFICANT IMPACT**

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

The nearest school is Redondo Union High School, located approximately 0.4-mile southwest of the project site. During construction of the proposed project, hazardous and potentially hazardous materials would be utilized for the transport and operation of vehicles and machinery. As discussed under impact discussion a. of this section, the transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. As discussed under impact discussion a., the construction of the project, and associated air pollutant emissions, would be temporary and less than significant. Furthermore, operation and maintenance of the proposed project would likely involve the use of common household materials comparable to those materials already in use in the project site vicinity. Therefore, emissions or hazardous materials releases near Redondo Union High School would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- d. *Would the project be located on a site that is included on a list of hazardous material 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?*

Development under the proposed project could occur on a hazardous material site. The proposed residential construction could lead to a significant hazard to the public or environment by exposing future residents to potential contamination if not properly identified. Therefore, this impact will be discussed further in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**

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

The project site is not located within two miles of a public airport. The airports nearest to the project site are Zamperini Field located 3.9 miles southeast of the site and Los Angeles International Airport located approximately 6.5 miles north-northwest of the site. According to the Los Angeles Airport Land Use Commission (ALUC) Airport Land Use Plan, the site is not located in either of the airports' hazard areas (Los Angeles County ALUC 2004). Furthermore, there are no private airstrips in the vicinity of the project site. Therefore, the project would not result in safety hazards related to airports for people residing or working at the project site and its vicinity. No impact would occur.

**NO IMPACT**

- f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The proposed project would involve rehabilitation and reuse of five existing commercial buildings, and construction of 22 townhomes and eight apartments in an urban area of the City of Redondo Beach. During construction, temporary and occasional lane closures may be required, however two-way traffic would still be maintained at construction entry points. Although the project would result in an increase in density of land use at the project site, it would not modify existing roadways in the

vicinity. Vehicles would be able to access the project site via Emerald Street for the southernmost residential building and North Catalina Avenue for the remaining residential and commercial buildings. Implementation of the proposed project would not create new obstructions to an emergency response plan or evacuation plan. In addition, the project would not result in inadequate emergency access because it would be subject to Fire Department review of site plans, site construction, and the actual structures prior to occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan. No impact would occur.

**NO IMPACT**

- g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

The project site is in an urban area of the City of Redondo Beach. Undeveloped wildland areas are not located in proximity to the project site. The project site is not located in a “Fire Hazard Severity Zone” or “Very High Hazard Severity Zone” for wildland fires (CalFire 2007). Therefore, the project would not expose people or structures to a significant risk of loss injury or death involving wildland fires. No impact would occur.

**NO IMPACT**

# 10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunامي, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The existing site is almost entirely developed with commercial uses and is surrounded by residential and commercial uses in an urban area. Drainage is collected in existing paved parking lots and at downspouts on existing structures. Stormwater is then directed to the City's existing stormwater system via curb gutters near the intersection of North Catalina Avenue and Emerald Street.

Construction of the proposed project would involve removal of a few ornamental trees. However, as shown in Figure 7, the project would incorporate landscaping at the eastern and southwestern areas of the project site, which increase permeable surface area on-site. Therefore, upon completion, the proposed project would not increase existing stormwater flows off the site and would not affect water quality. In addition, the proposed project would be required to comply with all established regulations under the National Pollution Discharge Elimination System (NPDES) permitting program to control both construction and operation stormwater discharges. Under the permit, the project applicant would be required to eliminate or reduce non-stormwater discharges to waters of the nation, develop and implement a SWPPP for project construction activities (as discussed in Section 7, *Geology and Soils*), and perform inspections of the stormwater pollution prevention measures and control practices to ensure conformance with the SWPPP. Further, the applicant would be required to implement all applicable source control BMPs to reduce water-quality impacts as listed under the NPDES permit.

The project would also be required to comply with various sections of the RBMC that regulate water quality. Title 5, Chapter 7, Stormwater Management and Discharge Control, includes the following requirements:

- **Section 5-7.107, Storm Drain Impact Fees.** The project would be required to pay storm drain impact fees.
- **Section 5-7.113, Standard Urban Stormwater Mitigation Plan (SUSMP) and Low Impact Development (LID) Requirements for New Development and Redevelopment Projects.** The provisions of this section establish requirements for construction activities and facility operations of development and redevelopment projects to comply with the current Municipal NPDES Permit to lessen the water quality impacts of development by using smart growth practices and integrate LID practices and standards for stormwater pollution mitigation through means of infiltration, evapotranspiration, biofiltration, and rainfall harvest and use. Except as otherwise provided herein, the City shall administer, implement, and enforce the provisions of this section.

As required by the RBMC and NPDES permit, construction activities on the project site would use a series of BMPs to reduce erosion and sedimentation and the construction contractor would be required to operate and maintain these controls throughout the duration of construction. Because the proposed project includes additional permeable surface area that would improve infiltration and stormwater quality and would comply with all applicable local and federal stormwater drainage requirements, impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

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

The City receives its water service from the California Water Service Company (Cal Water), which has provided water service to the community since 1927. The project site is in the Hermosa-Redondo Subdistrict of the Dominguez District of Cal Water. Cal Water provided a Will Serve letter for the proposed project (see Appendix E). Part of Cal Water's water supply comes from groundwater, which comes from two adjudicated basins, the West Coast Basin, and the Central Basin. The adjudicated basins limit groundwater pumping to safe yield amounts. Safe yield is based upon a calculation of the rate of groundwater replenishment, as explained in Cal Water's 2015 Urban Water Management Plan (UWMP) for the Rancho Dominguez District. The existing site currently has a few ornamental trees that would be removed to accommodate construction of 22 townhomes and eight apartments. However, as shown in the Low-Impact Development (LID) Plan, the project would increase permeable surfaces on-site and include landscaping at the eastern and southwestern areas of the project site (see Figure 7). Compared to existing conditions, the increase of landscaped area under the proposed project would increase infiltration and groundwater recharge and reduce the amount of surface runoff. In addition, according to the 2015 UWMP, the Cal Water would be able to provide reliable water supplies for an average year, single dry year, and multiple dry years for its existing and planned supplies (Cal Water 2016). Therefore, the proposed project would be served by existing water supplies and would not result in an exceedance of safe yield or a significant depletion of groundwater supplies. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?*

The project site is generally flat, with minimal elevation change across the site. The project site does not contain any streams, rivers, or other drainage features. The project site is developed with commercial buildings and surface parking lots and is almost entirely paved with impermeable surfaces. As shown in the LID Plan, the project would increase permeable surfaces on-site and include landscaping at the eastern and southwestern areas of the project site (see Figure 7). Therefore, runoff leaving the project site would be reduced when compared to existing conditions. Furthermore, as listed under the impact discussion *a.* of this section, the proposed project would comply with the City's urban runoff requirements as stated in the RBMC, the applicant would be required to comply with the site-specific LID Plan, which would reduce the quantity and level of pollutants from runoff leaving the project site. Therefore, impacts related to erosion and siltation would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**



- c.(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?*

The project site is developed with commercial buildings and surface parking lots and is almost entirely paved with impermeable surfaces. Under the proposed project, the project site would be redeveloped from its current condition by rehabilitating and repurposing four of the five existing commercial buildings and constructing 22 new townhomes and eight apartments. As shown on the LID Plan, the project would include landscaping at the eastern and southwestern areas of the project site (see Figure 7) and would, therefore increase pervious surfaces, reducing the volume of runoff from the site when compared to existing conditions. In addition, any runoff from the site would be conveyed into the existing drainage system and the project would not substantially change the site's drainage patterns and would not alter a stream, river or other drainage course in a manner that would result in flooding or redirect flood flows. Furthermore, the proposed project would comply with the City's urban runoff and drainage requirements as stated in the RBMC and would be required to comply with the site-specific LID, which would reduce the amount of runoff leaving the site. The proposed project would not increase runoff such that flooding would occur, and impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would 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?*

The project site is generally flat, with minimal elevation changes across the site. The project site does not contain any streams, rivers, or other drainage features. The project site is developed with commercial buildings and is almost entirely paved with impermeable surfaces. As previously discussed, the project would increase permeable surfaces on-site and include landscaping at the eastern and southwestern areas of the project site (see Figure 7). Therefore, as the proposed project would be required to comply with the site-specific LID and the City's urban runoff requirements as stated in the RBMC, runoff leaving the project site would be reduced when compared to existing conditions.

As discussed under impact discussion *a.* of this section, the proposed project would comply with the City's urban runoff requirements as stated in the RBMC, which would reduce the quantity and level of pollutants in runoff leaving the project site. Therefore, the proposed project would not create runoff that would exceed the capacity of the storm drain system and would not provide a substantial additional source of polluted runoff. Impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- d. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

The project site is not located near any dams, levees, or other major bodies of water that could produce seiche impacts at the project site. The project site is located approximately 900 feet from the Pacific Ocean and, according to the California DOC is not inside the boundaries of any regional tsunami impact areas (2009). No impact would occur.

**NO IMPACT**

- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The project would be served by Cal Water, which maintains a UWMP (Cal Water 2016). Cal Water utilizes water treatment facilities to ensure water quality standards and goals are met. Both the proposed residential and commercial uses on the project site are not considered point source generators of water pollutants and would not interfere with the ability of Cal Water to maintain water quality standards per the UWMP. Section 19, *Utilities and Service Systems* provides additional details about project water demand. The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

*This page intentionally left blank.*

# 11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. Would the project physically divide an established community?*

The proposed project involves the demolition of approximately 8,929 square feet of the existing buildings on properties located between 112 and 132 North Catalina Avenue, the rehabilitation and re-use of four of the existing commercial buildings, and construction of 22 townhomes and eight apartments in an urban area. Vehicular access to the proposed townhome buildings and associated at-grade parking would be provided via North Catalina Avenue and the proposed interior alleyway. Vehicular access to the at-grade parking associated with the proposed residential apartment building would be provided via Emerald Street and North Catalina Avenue. The project does not include any new roads, development or infrastructure that has the potential to divide any established communities. No impact would occur.

**NO IMPACT**

*b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The proposed site is zoned and designated R-3A (Low-Density Multi-Family Residential) (Redondo Beach 2008; 2011). The R-3A zone and land use designation permit low-density multi-family residential land uses, including townhomes and apartment buildings. In addition, the proposed project has applied for a Density Bonus concession/incentive to adaptively reuse the existing commercial buildings currently on-site. Furthermore, the proposed project only involves residential and commercial uses. Therefore, the project is consistent with the existing land use designation and impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

*This page intentionally left blank.*

## 12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

The California Surface Mining and Reclamation Act of 1975 (SMARA) was enacted to promote conservation and protection of significant mineral deposits. According to the California Department of Conservation Mineral Land Classification Maps, the project site is in an area with MRZ-3 designation, indicating that the area may contain mineral deposits; however, the significance cannot be evaluated using available data (DOC 2010). The proposed project involves demolition of approximately 8,929 square feet of existing buildings on properties located between 112 and 132 North Catalina Avenue, rehabilitation and re-use of four of the existing commercial buildings, and construction of 22 townhomes and eight apartments in an urban area. Given the existing conditions of the site and the nature of the project, extensive excavations, which may impact mineral resources at moderate depths, are not proposed and is thus unlikely to result in an impact related to the loss of availability of a known mineral resource.

**NO IMPACT**

*This page intentionally left blank.*



# 13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The project involves the demolition of approximately 8,929 square feet of existing buildings on properties located between 112 and 132 North Catalina Avenue; the rehabilitation and re-use of the buildings at 126 and 132 North Catalina Avenue for commercial uses (i.e., coffee shop and tasting room); adaptive re-use of the building at 112 North Catalina Avenue for residential use; and the demolition of the shed located at the rear end of 116 North Catalina Avenue. The project also involves the construction of 22 three-story townhomes, four units in the former Masonic Lodge building and four units in a new three-story apartment building, for a combined total of 30 residential units on the project site.

The immediate surrounding area, consisting of multi-family residences, a church, and commercial uses, may be subject to both temporary construction noise and long-term operational noise. The primary on-site noise sources associated with operation of the proposed project would include noise from delivery trucks, trash hauling trucks, and persons associated with the project outdoors such as conversation or light recreation activities. Potential noise impacts related to substantial temporary or permanent increases in noise, in excess of City standards, could occur and will be further analyzed in the EIR.

## POTENTIALLY SIGNIFICANT IMPACT

- b. *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Operation of the project would not include stationary sources of significant vibration, such as heavy equipment operations. Rather, construction activities have the greatest potential to generate groundborne vibration affecting nearby receivers. Certain types of construction equipment can generate high levels of groundborne vibration. Construction of the project would potentially utilize loaded trucks, jackhammers, and/or bulldozers during most construction phases. Construction under the proposed project may result in excessive short-term ground borne vibration or noise levels and will be evaluated further in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**

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

As discussed in Section 9, *Hazards and Hazardous Materials*, the project site is not located within two miles of a public airport. The airports nearest to the project site are Zamperini Field located 3.3 miles southeast of the site and Hawthorne Municipal Airport located approximately six miles northeast of the site. According to the Los Angeles Airport Land Use Commission (ALUC) Airport Land Use Plan, the site is not located in either of the airports' noise contours (Los Angeles County ALUC 2004). Furthermore, there are no private airstrips in the vicinity of the project site. Therefore, the proposed project would not expose people working in the project area to excessive noise levels associated with airports or airstrips and the project would not exacerbate existing noise conditions related to airports or airstrips. No impact would occur.

**NO IMPACT**

# 14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

According to the California DOF, the City of Redondo Beach has an estimated population of 66,994 with an average household size of 2.3 persons (California DOF 2020). SCAG estimates that the City's population will increase to 72,900 by 2045, an increase of approximately 8.8 percent or 5,906 persons (SCAG 2020). Demolition of an existing commercial building, rehabilitation and reuse of four existing commercial buildings, and construction of 22 townhomes and eight apartments would generate 130 bedrooms and increase the existing population by up to approximately 299 residents<sup>3</sup> (an approximately 0.5 percent increase from the existing population) to 67,293, which would be within SCAG's 2045 population forecast. In addition, according to California DOF estimates, the City has an existing housing stock of 30,892 units, which SCAG forecasts will increase by 208 units (an approximately one percent increase) to 31,100 units by 2045 (California DOF 2020; SCAG 2020). The project would generate 30 housing units, which would represent approximately 14 percent of the projected increase in housing units. The proposed commercial use would not generate an increase in project residents. Given that the proposed project would not exceed SCAG's 2045 population or housing forecast, the project would not cause a substantial increase in population or induce unplanned population growth. Impacts would be less than significant.

## LESS THAN SIGNIFICANT IMPACT

<sup>3</sup> This analysis conservatively applies the City's average household size of 2.3 persons to the project's bedroom count of 130 bedrooms rather than the project's unit count of 30 units.

- b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

As described above in Section 11, *Land Use and Planning*, the proposed project involves demolition, rehabilitation and re-use of the existing commercial buildings, and construction of 22 townhomes and eight apartments at the project site. Because no existing housing is located on the project site, the proposed project would not displace existing housing or people and would not necessitate the construction of replacement housing elsewhere. No impact would occur.

**NO IMPACT**

## 15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1 Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2 Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3 Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4 Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5 Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

The City of Redondo Beach Fire Department provides fire protection services in the City and maintains a Mutual Aid Agreement with other fire departments in the region. The Fire Department has three facilities in the City, including two fire stations and a fire boat. The site would be served by Fire Station #1, located at 401 South Broadway, approximately 0.4-mile south of the site (Redondo Beach Fire Department 2017). Other stations would respond to emergencies at the project site as needed. The target response time for the Fire Department is five minutes or less for approximately 90 percent of calls (Redondo Beach 2017c).

With implementation of the proposed project, demand for fire protection would remain similar to existing conditions since the site has been operating with commercial uses that have relied on the availability of fire protection services. Furthermore, the Fire Department would review site plans, site construction, and the actual structures prior to occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. In addition, the proposed project would comply with applicable policies and ordinances for fire prevention, protection, and safety as required by the RBMC, which include development with

modern materials and in accordance with current standards, inclusive of fire-resistant materials, and provision of fire alarms and detection systems, and automatic fire sprinklers. With these provisions and because the project site is in an area already served by the Fire Department, the proposed project would not require the construction of new or expanded firefighting facilities. Therefore, the project's potential impacts to fire services and facilities would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

*a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

The City of Redondo Beach Police Department provides police protection services in the City and maintains mutual assistance programs with the Los Angeles County Sheriff's Department. The Police Department is located at 401 Diamond Street, approximately 900 feet north of the project site. The Police Department already serves the existing commercial development on the site. Therefore, current estimated response time for priority police emergency calls for service is approximately four minutes from the time that the call is made (Redondo Beach Police Department 2017).

During operation of the proposed project, potential impacts could be generated from an increased need for police protection services associated with routine patrols and responding to calls possibly related to graffiti, vandalism, and robbery. However, as discussed in Section 14, *Population and Housing*, the project would generate a population increase of approximately 299 residents and, therefore, any increase in police protection services would be nominal. The project would also be designed, constructed, and operated per all applicable standards required by the City for new development with respect to public safety. Therefore, the proposed project would not result in the need for new or physically altered police protection facilities that could have an environmental impact. Impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

*a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

The Redondo Beach Unified School District (RUSD) provides primary and secondary public education services to students living in the local area. In the RUSD, there are currently eight elementary schools, two middle schools, two high schools, one alternative education school, and one adult school (RUSD 2017). The project site is located 0.4-mile southwest from Redondo Union High School, approximately 0.6-mile west of Parras Middle School, and approximately 0.7-mile south from Beryl Heights Elementary. According to the RUSD, there were approximately 9,500 students enrolled in district schools for the 2018-2019 school year (RUSD 2019).

The need for new school facilities is typically associated with a population increase that generates an increase in enrollment large enough to cause new schools to be constructed. The proposed project would involve demolition of an existing commercial building, rehabilitation, and reuse of four existing commercial buildings, and construction of 22 townhomes and eight apartments, which would increase the number of residential units in the City. Using a Student Yield Factor of 0.7

students per dwelling unit for Unified School Districts and conservatively applying this factor to the project's bedroom count, the proposed project would generate approximately 91 new students in the RBUSD (Office of Public School Construction 2008). Compared to the 9,500 students enrolled in RBUSD schools for the 2018-2019 school year, the project would incrementally increase existing student enrollment by approximately one percent. Furthermore, the project applicant would be required to pay the state-mandated school impact fees that would contribute to the funds available for development of new school facilities. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is 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, the project would not substantially increase the number of students at local public school or lead to the need for new or physically altered school facilities. Impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

*a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

The City currently owns and operates a total of 35 public parks, open space areas, and recreation sites, occupying approximately 155 acres of land (Redondo Beach 2004). These areas are all part of the city recreation and parks system. The closest public park to the project site is Czulegar Park, located approximately 350 feet northwest of the project site. The park is approximately 2.1 acres and contains a walkway for joggers and pedestrians that connects to Redondo Beach's International Boardwalk and Pier.

The City's current estimated population is 66,994 (California DOF 2020). Using the standard of three acres per 1,000 residents, as given in the Recreation and Parks Element of the General Plan, the City's parkland goal is approximately 201 acres. Consequently, the existing 155 acres of parkland in the City, which equates to 2.3 acres per 1,000 residents, do not achieve the Recreation and Parks Element goal (Redondo Beach 2004). The proposed project would involve demolition of an existing commercial building, rehabilitation, and reuse of four existing commercial buildings, and construction of 22 townhomes and eight apartments, which would generate 30 housing units and approximately 299 residents. As discussed under Section 16, *Recreation*, the addition of 299 residents would increase the City's population to 67,293. Therefore, the project would not change the City's ratio of parkland to residents, which would remain at approximately 2.3 acres per 1,000 residents. The proposed project would therefore not create the need for new or expanded park facilities and Impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

Development of the proposed project would result in incremental impacts to the City's public services and facilities such as storm drain usage, solid-waste disposal, water usage, and wastewater disposal. Refer to the impact analysis in Section 10, *Hydrology and Water Quality*, and Section 19, *Utilities and Service Systems*.

The proposed project would introduce new residential uses to the project site, but these uses would be similar to existing residential uses surrounding the project site and use similar levels of public services. In addition, the proposed commercial uses would use similar levels of public services to the existing commercial developments on the project site. The project site is in an urban area already served by other commonly used public facilities such as public libraries and medical facilities. As discussed under Section 14, *Population and Housing*, the proposed project would not induce substantial growth and would therefore not adversely affect existing governmental facilities or require the need for new or altered governmental facilities and would generally follow the same use patterns of similar existing residential uses in terms of demand for public services. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**



# 16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
- b. *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?*

The City currently owns and operates a total of 35 public parks, open space areas, and recreation sites, occupying approximately 155 acres of land (Redondo Beach 2004). These areas are all part of the City's recreation and parks system. The closest public park to the project site is Czulegar Park, located approximately 330 feet northwest of the project site. The approximately two-acre park offers an extensive walkway for joggers and pedestrians, as well as oceanside views. Additionally, Veterans Park, located approximately 0.3 mile south of the project site, contains shuffleboard courts, a large playground area, and a senior activity center. The City's current estimated population is 68,473 (California DOF 2020). Using the standard of three acres per 1,000 residents, as given in the Recreation and Parks Element of the General Plan, the City's parkland goal is approximately 205 acres. Therefore, the existing 155 acres of parkland in the City, which equates to 2.3 acres per 1,000 residents, do not achieve the Recreation and Parks Element goal (Redondo Beach 2004).

The proposed project involves demolition of approximately 8,929 square feet of existing buildings on the properties located between 112 and 132 North Catalina Avenue, rehabilitation and re-use of four of the existing commercial buildings, and construction of 22 townhomes and eight apartments, which would generate 30 housing units and increase the existing population by approximately 299 residents. As discussed under Section 14, *Population and Housing*, the addition of 299 residents would increase the City's population to 67,293. Therefore, implementation of the project would not change the City's ratio of parkland to residents, which would remain at approximately 2.3 acres per 1,000 residents. Further, the project applicant would be required to dedicate land, pay a fee in lieu thereof, or a combination of both, for neighborhood and community park or recreational purposes according to the standards and formula contained in RBMC Section 10-1.1408. As such, the

proposed project would not increase the demand for parks nor cause substantial deterioration of existing parks such that new park facilities would be needed. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

# 17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- b. *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)?*
- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*
- d. *Would the project result in inadequate emergency access?*

The proposed project would involve rehabilitation and reuse of five existing commercial buildings, and construction of 22 townhomes and eight apartments in an urban area of the City of Redondo Beach. This could result in increased traffic compared to existing conditions. Trips generated as a result of increased density or new development have the potential to impact intersection and roadway segments near the project site and contribute to cumulative traffic increases. Potential impacts related to CEQA Guidelines Section 15064 pertaining to VMT and compliance with plans and policies that establish measures of effective performance of the circulation system will be discussed in an EIR, as well as other transportation related issues, such as traffic hazards, incompatible uses, and emergency uses.

## POTENTIALLY SIGNIFICANT IMPACT

*This page intentionally left blank.*

# 18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	■	□	□	□
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	■	□	□	□

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? As discussed in Section 5, Cultural Resources, the project site is currently developed with commercial uses and is surrounded by residential and commercial uses. The developed site has been disturbed, has been previously graded, and is almost entirely paved. Due to this previous ground disturbance, there is low probability of encountering on-site tribal cultural resources throughout project construction.*

The City of Redondo Beach sent a Local Government Tribal Consultation List Request to the Native American Heritage Commission (NAHC) to obtain a list of Native American tribes with jurisdiction in the project area. The NAHC responded to the City’s request with a consultation list of eight tribes to contact for their traditional and cultural affiliation with the geographic area in which the project is located. Based on this list, and per Public Resources Code Section 21080.3.1., the City sent out consultation letters on April 16, 2020 to these eight listed tribes and have since received a response from the Gabrieleno Band of Mission Indians – Kizh Nation, requesting consultation to discuss the proposed project in further detail. Following the request from the Kizh Nation, a consultation phone call between Matthew Teutimez and Andrew Salas, representatives of the Kizh Nation, and City Staff occurred on June 24, 2020. During the phone call and in a follow up email, tribal representatives stated concern about ground disturbance associated with construction of the project due to the site being located within and around a sacred village, adjacent to sacred water courses and salt ponds and major traditional trade routes. Materials related to this consultation process are included in will be included in EIR.

Given the developed nature of the site, excavation and grading activities required for project construction are not expected to uncover tribal cultural resources. However, it is possible that intact and previously undiscovered tribal cultural resources are present at subsurface levels and could be uncovered during ground-disturbing activities. In the event such previously unknown tribal cultural resources are found, significant effects may occur to that resource if the resource is disturbed, destroyed, or otherwise improperly treated. Therefore, impacts related to tribal cultural resources could be potentially significant and will be discussed further in an EIR.

#### **POTENTIALLY SIGNIFICANT IMPACT**

## 19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*
- c. *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

As discussed in Section 10, *Hydrology and Water Quality*, the City of Redondo Beach receives its water service from the Cal Water, which has provided water service to the community since 1927. The project site is in the Hermosa-Redondo Subdistrict of the Dominguez District of Cal Water, and

the applicant received a Will Serve letter for the proposed project from Cal Water (see Appendix E). According to the 2015 UWMP, Cal Water would be able to provide reliable water supplies for an average year, single dry year, and multiple dry years for its existing and planned supplies (Cal Water 2016). Therefore, the project would not result in the need for new or expanded water facilities.

The local wastewater collection system is owned by the City of Redondo Beach and is managed, operated, and maintained by the City's Public Works Department. The City maintains 113 miles of sewer line and 15 pump stations (Redondo Beach 2020). The system connects all buildings throughout the city with Los Angeles County Sanitation District (LACSD) interceptors, which carry the sewage to a regional treatment facility for disposal. Wastewater in the City is conveyed to the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson. This wastewater treatment plant provides both primary and secondary treatment for approximately 3.5 million people throughout Los Angeles County. The JWPCP has a capacity of 400 million gallons per day and currently average daily flows are approximately 260 million gallons per day (LACSD 2020). Therefore, the plant has a remaining daily capacity of approximately 140 million gallons per day.

CalEEMod is a statewide emissions computer model and comprehensive tool for quantifying emissions associated with both construction and operations from a variety of land use projects, including project water demand. Conservatively assuming that wastewater generation would be approximately 100 percent of water demand, which is based on the CalEEMod result (Appendix A), the proposed project would generate approximately 3,520,000 gallons of wastewater per year, or 9644 gallons of wastewater per day. By comparison, existing uses on the site demand approximately 1,515,000 gallons of wastewater per year, or 4,151 gallons of wastewater per day. Therefore, the project would result in a net increase of approximately 5,493 gallons of wastewater per day. The project's estimated daily wastewater generation accounts for less than 0.01 percent of the JWPCP's remaining daily capacity of approximately 140 million gallons. Therefore, the JWPCP has sufficient capacity to accommodate additional wastewater flows generated by the proposed project, the proposed project would not require the construction of new or expanded treatment facilities, and impacts would be less than significant.

The project site would continue to connect to the existing storm drain system operated and maintained by the City. As discussed in Section 10, *Hydrology and Water Quality*, project implementation would result in similar drainage patterns as existing conditions. Furthermore, the project would increase permeable surfaces on-site compared to existing conditions because the site is currently almost entirely composed of impermeable surfaces, but the proposed project would include landscaping at the eastern and southwestern areas of the project site (see Figure 7). Therefore, runoff leaving the project site would be reduced compared to existing conditions and the project would not necessitate the construction of new stormwater drainage facilities or expansion of existing facilities.

As discussed in Section 6, *Energy*, the project would not result in the wasteful, inefficient or unnecessary consumption of energy. Project operation would consume approximately 0.12 GWh of electricity per year (Appendix A). The project's electricity demand would be served by Southern California Edison (SCE), which supplied 80,913 GWh of electricity to its service area in 2019 (California Energy Commission [CEC] 2019a). The project's electricity demand would represent less than 0.01 percent of electricity provided by SCE. Therefore, SCE would have sufficient supplies for the project. Estimated natural gas consumption for the project would be 0.01 MMthm per year (Appendix A). The project's natural gas demand would be serviced by the Southern California Gas Company (SoCal Gas), which provided 5,425 MMthm per year in 2019 (CEC 2019b). The project's natural gas consumption would represent less than 0.01 percent of natural gas provided by SoCal



Gas, which would therefore have adequate supply to serve the project. Therefore, the project would not require the construction of new electric power or natural gas facilities. Likewise, the project site is an infill project served by existing telecommunications facilities within the City and would not require the expansion or construction of new telecommunications infrastructure. The project would not result in significant environmental impacts due to the construction of new utility facilities and the project would be served by a wastewater treatment plant with adequate capacity. Impacts would be less than significant.

#### LESS THAN SIGNIFICANT IMPACT

- b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

The Dominguez District of Cal Water is the local supplier of domestic water and would provide potable water to the proposed project. The applicant received a Will Serve letter for the proposed project from Cal Water (see Appendix E). The District uses local groundwater pumped from the West Coast Groundwater Basin's Silverado aquifer and from the Central Basin (approximately 10 percent to 25 percent of total supply) and purchased imported surface water and recycled water from the West Basin Municipal Water District (approximately 75 percent to 90 percent of supply). Cal Water's recent 2015 UWMP identifies anticipated water supplies and demands for the years 2020 through 2040. The UWMP states that, with its existing and planned supplies, Cal Water can provide reliable water supplies for an average year, single dry year, and multiple dry years. Though Cal Water has adjudicated rights to groundwater, it is assumed that purchased water from West Basin Municipal Water District and Metropolitan Water District will be sufficient to serve all demand not served by groundwater or recycled water supplies through 2040 under all hydrologic conditions (Cal Water 2016). Table 12 shows projected water supply and demand in the District through 2040 according to the 2015 UWMP.

**Table 12 Normal Year Water Supply and Demand Comparison**

	2015	2020	2025	2030	2035	2040
Water Supply Totals	37,372	42,746	43,501	44,516	45,671	46,971
Water Demand Totals	28,003	42,746	43,501	44,516	45,671	46,971
5-year Increase	–	14,743	755	1,015	1,155	1,300

<sup>1</sup> Water supply and demand totals are reported in acre-feet per year (AFY).

Source: California Water Service 2015 Urban Water Management Plan: Dominguez District

According to the UWMP, the population in the UWMP service area is expected to increase from 142,227 in 2015 to 152,372 in 2040, based on Cal Water estimates. As discussed in Section 14, *Population and Housing*, the project would generate a population increase of approximately 299 residents, which would account for approximately three percent of the service area population increase between the years 2015 and 2040. In addition, according to CalEEMod results, the project would demand a net increase of an estimated 5,493 gallons of water per day, or approximately 6.2 acre-feet per year (AFY) of water. This increase is within the forecasted increase in water demand for Cal Water shown in Table 12. Impacts related to water supply would therefore be less than significant.

#### LESS THAN SIGNIFICANT IMPACT

- d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Athens Services is the City's exclusive franchise waste hauler that services all residential and commercial waste and recycling programs. Solid waste from Redondo Beach is collected by Athens Services and taken to their recycling facilities, which currently consist of the City of Industry Materials Recovery Facility (MRF) and the Sun Valley MRF (Athens Services 2017a). Food waste is processed and delivered to their compost facility, American Organics, in Victorville (Athens Services 2017b). Unrecyclable solid waste collected by Athens Service is delivered to the Sunshine Canyon Landfill, Chiquita Canyon Landfill, or the El Sobrante Landfill, or various San Bernardino County landfills that accept waste from Los Angeles County, including Mid-Valley Landfill and San Timoteo Landfill. The current facility specifics are provided in Table 13.

**Table 13 Solid Waste Disposal Facilities**

<b>Facility</b>	<b>Permitted Daily Throughput (tons/day)</b>	<b>Average Daily Waste Quantities Disposed (tons/day)</b>	<b>Estimated Remaining Daily Capacity (tons/day)</b>	<b>Estimated Closure Date</b>
Sunshine Canyon Landfill	12,100	6,765	5,335	2037
Chiquita Canyon Landfill	12,000	4,904	7,096	2047
El Sobrante Landfill	16,054	12,050	4,004	2051
Mid-Valley Landfill	7,500	3,616	3,884	2033
San Timoteo Landfill	2,000	906	1,094	2039
<b>Total</b>	<b>55,354</b>	<b>28,241</b>	<b>27,113</b>	<b>–</b>

N/A = not available

Sources: California Department of Resources Recycling and Recovery, Solid Waste Information System Facility/Site Search, 2019; Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2018 Annual Report, 2019.

Construction of the proposed project would generate solid waste, including construction debris. This construction debris would include wood, concrete, and plaster material from the existing commercial buildings on the site. Construction debris would be removed and disposed of at California Waste Services in a timely manner and in accordance with all applicable laws and regulations, including the diversion of a minimum of 65 percent of construction and demolition debris pursuant to CALGreen. California Waste Services is a local recycling facility equipped to handle construction debris located approximately 6.5 miles northeast of the project site in the City of Gardena. The removal of demolition materials would only occur during the construction period. In addition, the project would be required to submit a Waste Management Plan for demolition activities in accordance with RBMC Section 5-2.704. However, because demolition activities would be temporary, construction of the proposed project would not exceed the permitted capacity of any local landfill.

According to the CalEEMod results (Appendix A) existing uses on the project site generate approximately 13.3 tons of solid waste per year while operation of the proposed project would generate approximately 49.5 tons of solid waste per year. Therefore, the project would generate a net increase of an estimated 36.2 tons of solid waste per year, which would not exceed the current

estimated remaining daily capacity of the landfills identified in Table 13. The proposed project would comply with federal, State, and local statutes and regulations related to solid waste, such as AB 939 and the City's recycling programs for residences. Furthermore, the proposed project would be served by landfills with sufficient capacity. Therefore, impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

*This page intentionally left blank.*

## 20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

The project site is in an urban area of the city of Redondo Beach. Undeveloped wildland areas are not located near the project site. According to CalFire, the project site is not located in a "Fire Hazard Severity Zone" or "Very High Hazard Severity Zone" for wildland fires (CalFire 2007, 2011). Therefore, the project site is not located near a state responsibility area or classified as having a high fire hazard.

As discussed in Section 15, *Public Services*, the RBFD would provide fire prevention, fire protection, and emergency response for the proposed project. The Fire Department has reviewed a fire safety site plan. The Fire Department will review construction plans, and perform site inspection of the new and adaptively reused structures prior to issuance of certificates of occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. In addition, the proposed project would comply with applicable policies and

ordinances for fire prevention, protection, and safety as required by the RBMC, which include development with modern materials and in accordance with current standards, inclusive of fire-resistant materials, and provision of fire alarms and detection systems, and automatic fire sprinklers. Construction of the proposed project would be required to maintain emergency access to the site and on area roadways and would not interfere with an emergency response plan or evacuation route. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

There are no streams or rivers located on or adjacent to the project site, and the project site and surrounding areas are not at high risk of downslope or downstream flooding or landslides. The project site is in an urban area and is not located in or near a high fire hazard severity zone (CalFire 2007). Therefore, the project would not exacerbate wildfire risks, and risks to people or structures due to runoff, post-fire slope instability, or drainage changes would not occur. Residents and visitors of the project site would not be exposed to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact would occur.

**NO IMPACT**

- c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

The project site is in an urban area and is not located in or near a state responsibility area or land classified as a very high fire hazard severity zone (CalFire 2007). The proposed project involves demolition of approximately 8,929 square feet of existing buildings on properties located between 112 and 132 North Catalina Avenue, rehabilitation and re-use of four of the existing commercial buildings, and construction of 22 townhomes and eight apartments; however, it would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk. The project site would be adequately served by existing facilities and utilities. Therefore, the proposed project would not require additional roads, fuel breaks, emergency water sources, power lines or other utilities that would exacerbate fire risk and no temporary or ongoing impacts to the environment would occur.

**NO IMPACT**

## 21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	■	□	□	□
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	■	□	□	□
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	■	□	□	□

- a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

As discussed in Section 4, *Biological Resources*, there are no mapped essential habitat connectivity areas in the immediate vicinity of the project site. In addition, regional wildlife movement is restricted given the built-out nature of the project area, and no native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites exist on or immediately around the project site. However, the site currently contains mature trees which may provide nesting habitat for birds. Therefore, the project could have the potential to have a substantial adverse effect on nesting bird species. As discussed in Section 5, *Cultural*

*Resources*, Section 7, *Geology and Soils*, and Section 18, *Tribal Cultural Resources*, the proposed project could have the potential to impact historical, archaeological, paleontological, and tribal cultural resources. Since the proposed project has potential to degrade the quality of the environment, including animals and potential cultural and historical resources, this impact is potentially significant and will be further analyzed in an EIR.

#### **POTENTIALLY SIGNIFICANT IMPACT**

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

As concluded in Sections 1 through 20, the project could result in significant impacts to air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, transportation, and tribal cultural resources. Potential cumulative impacts in these issue areas including air quality, noise, and transportation will be further analyzed in an EIR. Some of the other resource areas (agricultural and mineral) were determined to have no impact in comparison to existing conditions. Therefore, the project would not contribute to cumulative impacts related to these issues. Other issues (e.g., biological resources, cultural resources, geology, hazards, hazardous materials, and tribal cultural resources) are by their nature project specific and impacts at one location do not add to impacts at other locations or create additive impacts.

The proposed project would include construction of 22 townhomes; eight apartments; and the rehabilitation and reuse of existing commercial buildings. The project site is currently occupied by five existing, non-residential buildings, four of which serve commercial retail/restaurant uses and one of which is vacant, and associated surface parking lots. While development of the project would change the appearance and use of the project site relative to existing conditions, it is not anticipated to degrade the existing visual character or quality of the site and its surroundings. The project site will be considered for designation as an historic district and thereby a Certificate of Appropriateness would be necessary to ensure compatibility of the new structures with the existing buildings that would be contributors to the district and existing surrounding historic structures. Since it would be a compatible use with other existing residential uses in the project area and would upgrade the existing landscaping and visual quality of the site and, therefore, contribute to an aesthetically-enhanced project area. The proposed project would therefore not generate cumulatively considerable impacts associated with aesthetics.

#### **POTENTIALLY SIGNIFICANT IMPACT**

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

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As discussed in Section 3, *Air Quality*, the proposed project could potentially generate criteria pollutant emissions exceeding the SCAQMD regional thresholds for operation and construction activities and may expose sensitive receptors adjacent to the project site to substantial pollutant concentrations. As discussed in Section 9, *Hazards and Hazardous Materials*, there is the potential for structures being demolished on the project site to contain asbestos and/or LBP, and the construction could lead to significant hazard to the public or environment by exposing future residents to potential on-site contamination if not properly identified. As discussed in Section 13, *Noise*, construction of the proposed project could generate temporary noise levels in excess of



allowable City standards. Therefore, since the proposed project could potentially have harmful environmental effects that could affect humans either directly or indirectly, impacts would be potentially significant and these issues will be discussed in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**

*This page intentionally left blank.*

# References

---

## Bibliography

- Athens Service. 2017a. Athens Services. <https://athensservices.com/> (accessed March 2020).
- \_\_\_\_\_. 2017b. Organics Recycling. <https://athensservices.com/in-the-news/organics-waste-and-ab-1826/> (accessed March 2020).
- California Air Resources Board (CARB). 2014. AB 32 Scoping Plan Website. Updated June 2014. <http://www.arb.ca.gov/cc/scopingplan/scopingplan.htm> (accessed March 2020).
- \_\_\_\_\_. 2015. CA-GREET 2.0 Supplemental Document and Tables of Changes. <https://ww3.arb.ca.gov/fuels/lcfs/ca-greet/ca-greet2-suppdoc-060415.pdf> (accessed March 2020).
- \_\_\_\_\_. 2016. Ambient Air Quality Standards. <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf> (accessed March 2020).
- \_\_\_\_\_. 2017. California's 2017 Climate Change Scoping Plan. December 14, 2017. [https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf) (accessed March 2020).
- \_\_\_\_\_. 2018. California Greenhouse Gas Emission Inventory - 2018 Edition. <https://www.arb.ca.gov/cc/inventory/data/data.htm> (accessed March 2020).
- \_\_\_\_\_. 2020. Top 4 Summary: Select Pollutant, Years, & Area. <https://www.arb.ca.gov/adam/topfour/topfour1.php> (accessed March 2020).
- California Department of Conservation (DOC). 2009. Los Angeles County Tsunami Inundation Maps. [https://www.conservation.ca.gov/cgs/Documents/Tsunami/Maps/Tsunami\\_Inundation\\_RedondoBeach\\_Quad\\_LosAngeles.pdf](https://www.conservation.ca.gov/cgs/Documents/Tsunami/Maps/Tsunami_Inundation_RedondoBeach_Quad_LosAngeles.pdf) (accessed March 2020).
- \_\_\_\_\_. 2010. Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Gabriel Valley Production-Consumption Region, Los Angeles County, California.
- \_\_\_\_\_. 2015. Los Angeles County Williamson Act FY 2015/2016. Document.
- \_\_\_\_\_. 2016. California Important Farmland Finder. <https://maps.conservation.ca.gov/DLRP/CIFF/> (accessed March 2020).
- California Department of Finance (California DOF). 2020. <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/> (accessed March 2020).
- California Department of Fish and Wildlife (CDFW). 2020a. California Natural Diversity Database, Rarefind V. 5.
- \_\_\_\_\_. 2020b. Biogeographic Information and Observation System (BIOS). <http://bios.dfg.ca.gov> (accessed June 2020).

- California Department of Transportation (Caltrans). 2011. California Scenic Highway Mapping System.  
[http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/http://gmw.conservati on.ca.gov/SHP/EZRIM/Maps/INGLEWOOD\\_EZRIM.pdf](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/http://gmw.conservati on.ca.gov/SHP/EZRIM/Maps/INGLEWOOD_EZRIM.pdf) (accessed March 2020).
- \_\_\_\_\_. 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. (CT-HWANP-RT-13-069.25.2) [https://www.dtsc-ssfl.com/files/lib\\_ceqa/ref\\_draft\\_peir/Chap4\\_10-Noise/Caltrans\\_2013a\\_Tech\\_Noise\\_Supplement.pdf](https://www.dtsc-ssfl.com/files/lib_ceqa/ref_draft_peir/Chap4_10-Noise/Caltrans_2013a_Tech_Noise_Supplement.pdf) (accessed March 2020).
- \_\_\_\_\_. 2020. Transportation and Construction Vibration Guidance Manual (CT-HWANP-RT-20-365.01.01). <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf> (accessed March 2020).
- CalFire. 2011. Very High Fire Hazard Severity Zones in LRA.  
<https://osfm.fire.ca.gov/media/7280/losangelescounty.pdf> (accessed March 2020).
- \_\_\_\_\_. 2007. Fire Hazard Severity Zones in SRA.  
[https://osfm.fire.ca.gov/media/6705/fhszs\\_map19.pdf](https://osfm.fire.ca.gov/media/6705/fhszs_map19.pdf) (accessed March 2020).
- California Environmental Protection Agency (CalEPA). 2006. Climate Action Team Report to Governor Schwarzenegger and the Legislature.
- California Energy Commission (CEC). 2019a. Energy Consumption by Entity.  
<http://ecdms.energy.ca.gov/elecbyutil.aspx>. (accessed January 2021).
- \_\_\_\_\_. 2019b. Gas Consumption by Entity. <http://ecdms.energy.ca.gov/gasbyutil.aspx>. (accessed January 2021).
- California Geological Survey (CGS). 1986. Earthquake Zones of Required Investigation.  
[https://gmw.conservati on.ca.gov/SHP/EZRIM/Maps/TORRANCE\\_EZRIM.pdf](https://gmw.conservati on.ca.gov/SHP/EZRIM/Maps/TORRANCE_EZRIM.pdf) (accessed April 2020).
- \_\_\_\_\_. 2020. Earthquake Zones of Required Investigation [online map]:  
<https://maps.conservati on.ca.gov/cgs/EQZApp/app/> (accessed March 2020).
- California Native Plant Society (CNPS). 2020. Inventory of Rare and Endangered Plants. (online edition, v8-03 0.39). California Native Plant Society, Sacramento, CA. Retrieved from: <http://www.rareplants.cnps.org> (accessed June 2020).
- California State Parks. 2017. Listed California Historical Resources.  
<http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=19> (accessed April 2020).
- California Water Service Company (Cal Water). 2016. 2015 Urban Water Management Plan.  
[https://www.calwater.com/docs/uwmp2015/rd/Hermosa-Redondo/2015\\_Urban\\_Water\\_Management\\_Plan\\_Final\\_\(HR\).pdf](https://www.calwater.com/docs/uwmp2015/rd/Hermosa-Redondo/2015_Urban_Water_Management_Plan_Final_(HR).pdf) (accessed March 2020).
- California Department of Resources Recycling and Recovery. 2019. Solid Waste Information System Facility/Site Search. <https://www2.calrecycle.ca.gov/swfacilities/Directory/36-AA-0057/> (accessed March 2020).
- Centers for Disease Control and Prevention (CDC). 2019. Air Pollutants.  
<https://www.cdc.gov/air/pollutants.htm#:~:text=> (accessed March 2020).
- Crocker, Malcolm J. Crocker (Editor). 2007. *Handbook of Noise and Vibration Control Book*, ISBN: 978-0-471-39599-7, Wiley-VCH, October.

- Federal Highway Administration (FHWA). 2006. *FHWA Highway Construction Noise Handbook*. (FHWAHEP-06-015; DOT-VNTSC-FHWA-06-02).  
[https://rosap.ntl.bts.gov/view/dot/8837/dot\\_8837\\_DS1.pdf](https://rosap.ntl.bts.gov/view/dot/8837/dot_8837_DS1.pdf)? (accessed March 2020).
- \_\_\_\_\_. 2011. *Highway Traffic Noise: Analysis and Abatement Guidance* (FHWA-HEP-10-025).  
[https://www.fhwa.dot.gov/environment/noise/regulations\\_and\\_guidance/analysis\\_and\\_abatement\\_guidance/revguidance.pdf](https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf) (accessed March 2020).
- Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*.  
[https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf) (accessed March 2020).
- Geotechnologies, Inc. 2019. *Geotechnical Engineering Investigation for Proposed Mixed-Use Development 100-132 North Catalina Avenue, Redondo Beach, California*. Document.
- Intergovernmental Panel on Climate Change (IPCC). 2007. Summary for Policymakers. In: *Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change* [Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor and H.L. Miller (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.
- \_\_\_\_\_. 2014. Summary for Policymakers. In: *Climate Change 2014, Mitigation of Climate Change. Contribution of Working Group III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change* [Edenhofer, O., R. Pichs-Madruga, Y. Sokona, E. Farahani, S. Kadner, K. Seyboth, A. Adler, I. Baum, S. Brunner, P. Eickemeier, B. Kriemann, J. Savolainen, S. Schlömer, C. von Stechow, T. Zwickel and J.C. Minx (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.
- Jennings, C.W., Strand, R.G., and Rogers, T.H. 1977. *Geologic Map of California: California Division of Mines and Geology*, scale 1:750,000.
- Jennings, C.W., with modifications by Gutierrez, C., Bryant, W., Saucedo, G., and Wills, C. 2010. *Geologic Map of California, Version 2.0* (California Geological Survey 150th Anniversary Edition), Department of Conservation, California Geological Survey: California Geologic Data Map Series, GDM No. 2, scale 1:750,000.
- Kaplan Chen Kaplan. 2020. *112-132 N. Catalina Avenue Redondo Beach, California Historic Resource Evaluation*. July 2020.
- Los Angeles Airport Land Use Commission (ALUC). 2004. *Airport Land Use Plan*.  
[http://planning.lacounty.gov/assets/upl/data/pd\\_alup.pdf](http://planning.lacounty.gov/assets/upl/data/pd_alup.pdf) (accessed March 2020).
- Los Angeles Department of Public Works. 2019. *Countywide Integrated Waste Management Plan*.  
<https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF> (accessed March 2020).
- Los Angeles County Sanitation District (LACSD). 2020. *Joint Water Pollution Control Plant (JWPCP)*.  
<https://www.lacsd.org/services/wastewater/wwfacilities/wwtreatmentplant/jwpcp/default.asp> (accessed March 2020).
- McLeod, S. 2020. *Paleontological Resources for Proposed Catalina Village Project, in Redondo Beach, Los Angeles County, Project Area*.

Material Culture Consulting, Inc. (MCC). 2020. Cultural and Paleontological Phase I Assessment: Catalina Village Project. June 2020.

Office of Environmental Health Hazard Assessment (OEHHA). 2015. Air Toxics Hot Spots Program. Risk Assessment Guidelines.

<https://oehha.ca.gov/media/downloads/crnrr/2015guidancemanual.pdf> (accessed March 2020).

Office of Public School Construction. 2008. Enrollment Certification/Projection School Facility Program. <https://www.dgsapps.dgs.ca.gov/OPSC/ab1014/sab50-01instructions.pdf>

Redondo Beach, City of. 1993. General Plan. Environmental Hazards/Natural Hazards.

<https://www.redondo.org/civicax/filebank/blobdload.aspx?BlobID=29357> (accessed March 2020).

\_\_\_\_\_. 2004. Recreation and Parks Element.

[http://www.redondo.org/depts/community\\_development/planning/general\\_plan/default.asp](http://www.redondo.org/depts/community_development/planning/general_plan/default.asp) (accessed March 2020).

\_\_\_\_\_. 2008. General Plan Land Use Map.

<https://www.redondo.org/civicax/filebank/blobdload.aspx?blobid=2888> (accessed March 2020).

\_\_\_\_\_. 2009. Circulation Element.

<https://www.redondo.org/civicax/filebank/blobdload.aspx?BlobID=24771> (accessed March 2020).

\_\_\_\_\_. 2011. Zoning Map.

<https://www.redondo.org/civicax/filebank/blobdload.aspx?BlobID=24217> (accessed March 2020).

\_\_\_\_\_. 2017a. Local Landmarks.

<https://www.redondo.org/civicax/filebank/blobdload.aspx?BlobID=35593> (accessed March 2020).

\_\_\_\_\_. 2017b. Climate Action Plan. South Bay Cities Council of Governments.

<https://www.redondo.org/civicax/filebank/blobdload.aspx?BlobID=35593> (accessed March 2020).

\_\_\_\_\_. 2017c. South Bay Galleria Mixed-Use Project Draft Environmental Impact Report.

<https://www.redondo.org/civicax/filebank/blobdload.aspx?BlobID=34524> (accessed March 2020).

\_\_\_\_\_. 2020. Sewer/Storm Drain Maintenance.

[https://www.redondo.org/depts/public\\_works/sewer\\_\\_\\_storm\\_drain\\_maintenance.asp](https://www.redondo.org/depts/public_works/sewer___storm_drain_maintenance.asp) (accessed March 2020).

Redondo Beach Fire Department. 2017. Fire department homepage.

<http://www.redondo.org/depts/fire/> (accessed April 2020).

Redondo Beach Police Department. 2017. Dispatch Services.

[http://www.redondo.org/depts/police/police\\_services/communications/dispatch\\_services.asp](http://www.redondo.org/depts/police/police_services/communications/dispatch_services.asp) (accessed April 2020).

- Redondo Beach Unified School District (RBUSD). 2017. School Directory.  
[https://www.rbusd.org/apps/pages/index.jsp?uREC\\_ID=858151&type=d&pREC\\_ID=1221443](https://www.rbusd.org/apps/pages/index.jsp?uREC_ID=858151&type=d&pREC_ID=1221443) (accessed April 2020).
- \_\_\_\_\_. 2019. District Enrollment.  
[https://www.rbusd.org/apps/pages/index.jsp?uREC\\_ID=853104&type=d&pREC\\_ID=1350598](https://www.rbusd.org/apps/pages/index.jsp?uREC_ID=853104&type=d&pREC_ID=1350598) (accessed April 2020).
- Saucedo, J. George, et al. 2016. Geologic Map of the Long Beach 30'x 60' Quadrangle, California. V 2.0. Department of Conservation, California Geological Society,  
<https://www.conservation.ca.gov/cgs/maps-data/rgm/preliminary> (accessed June 2020).
- Singer, B.C., Delp, W.W., Black, D.R., Destailats, H. and Walker, I.S. 2016. Reducing In-Home Exposures to Air Pollution. Final Report to California Air Resources Board for Contract 11-311. Sacramento, CA.
- South Coast Air Quality Management District (SCAQMD). 1993. *CEQA Air Quality Handbook*. April 1993.
- \_\_\_\_\_. 2008a. Final Localized Significance Threshold Methodology.  
<http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf> (accessed March 2020).
- \_\_\_\_\_. 2009. Appendix C – Mass Rate LST Look-up Tables. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2> (accessed March 2020).
- \_\_\_\_\_. 2016. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin.  
<http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=2> (accessed March 2020).
- \_\_\_\_\_. 2017. Final 2016 Air Quality Management Plan (AQMP).  
<https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15> (accessed March 2020).
- \_\_\_\_\_. 2019. SCAQMD Air Quality Significance Thresholds. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf> (accessed February 2021).
- Southern California Association of Governments (SCAG). 2016. RTP/SCS Growth Forecast by Jurisdiction.  
<http://www.scag.ca.gov/Documents/2016DraftGrowthForecastByJurisdiction.pdf> (accessed April 2020).
- United States Department of Agriculture (USDA). 2020. Natural Resources Conservation Service (NRCS) Web Soil Survey. <http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm> (accessed June 2020).
- United States Department of Transportation (U.S. DOT). 2018. Bureau of Transportation Statistics. National Transportation Statistics. <https://www.bts.gov/topics/national-transportation-statistics> (accessed March 2020).

- United States Energy Information Administration (EIA). 2019. Annual Energy Outlook 2019 with projections to 2050. <https://www.eia.gov/outlooks/aeo/pdf/aeo2019.pdf> (accessed March 2020).
- \_\_\_\_\_. 2020a. Units and calculators explained: British thermal units (Btu) [website]: <https://www.eia.gov/energyexplained/units-and-calculators/british-thermal-units.php#:~:text=Motor%20gasoline,1%20gallon%20%3D%20137%2C381%20Btu3> (accessed September 2020).
- \_\_\_\_\_. 2020b. Units and Calculators Explained. <https://www.eia.gov/energyexplained/units-and-calculators/> (accessed September 2020).
- United States Environmental Protection Agency (USEPA). 2018a. Criteria Air Pollutants. <https://www.epa.gov/criteria-air-pollutants> (accessed March 2020).
- \_\_\_\_\_. 2018b. Exhaust and Crankcase Emission Factors for Nonroad Compression-Ignition Engines in Moves2014b. <https://nepis.epa.gov/Exe/tiff2png.cgi/P100UXEO.PNG?-r+75+-g+7+D%3A%5CZYFILES%5CINDEX%20DATA%5C16THRU20%5CTIFF%5C00000416%5CP100UXEO.TIF> (accessed March 2020).
- \_\_\_\_\_. 2019. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2017. USEPA #430-R-19-001. April 2019. <https://www.epa.gov/sites/production/files/2019-04/documents/us-ghg-inventory-2019-main-text.pdf> (accessed March 2020).
- United States Fish and Wildlife Service (USFWS). 2020a. Information for Planning and Conservation (IPaC). <http://ecos.fws.gov/ipac/> (accessed June 2020).
- \_\_\_\_\_. 2020b. Critical Habitat Portal. <http://criticalhabitat.fws.gov> (accessed June 2020).
- \_\_\_\_\_. 2020c. National Wetlands Inventory. <http://www.fws.gov/wetlands/> (accessed June 2020).
- Yerkes, R F, McCulloh, T H, Schoellhamer, J E, & Vedder, J G. 1965. Geology of the Los Angeles Basin, California: An Introduction. United States.



## List of Preparers

Rincon Consultants, Inc. prepared this Initial Study under contract to the City of Redondo Beach. Persons involved in data gathering analysis, project management, and quality control are listed below.

### **RINCON CONSULTANTS, INC.**

Deanna Hansen, Principal  
Susanne Huerta, Supervising Planner, Project Manager  
Danielle Griffith, Supervising Planner  
Vanessa Villanueva, Associate Environmental Planner  
Emily Marino, Associate Environmental Planner  
Beth Wilson, Associate Environmental Planner

*This page intentionally left blank.*