3.8 Land Use and Land Use Planning

Section 3.8, Land Use and Land Use Planning, evaluates the environmental impacts of the proposed project related to consistency with applicable land use plans and policies and includes the following information:

- A description of the existing land uses and existing land use regulations and policies in the project area.
- A discussion of the methodology and thresholds used to determine whether the proposed project would result in a significant impact to land use and planning.
- An analysis of the land use and planning impacts that would result from the proposed project.
- Mitigation measures to reduce significant impacts, if applicable.
- A summary of the potential residual impacts (i.e., impacts remaining after mitigation), if applicable.
- An analysis of the potential cumulative land use and planning impacts.

3.8.1 Introduction

This section describes the existing land uses on the project site and surrounding area and describes the proposed changes in land use at the project site due to project implementation. It also analyzes the consistency of the proposed project with applicable state, regional, and local land use plans and policies, and whether there are any inconsistencies that would result in physical impacts to the environment not already addressed in the individual resource sections of this EIR.

3.8.2 Environmental Setting

Existing Land Use

The project site is located within a built-up urban environment. Surrounding land uses are primarily commercial and single-family residential. Land uses adjacent to the project site are shown on Figure 2-2 of Chapter 2.0, Project Description, of this Draft EIR, and are described below.

- To the north, the site is bound by Artesia Boulevard, beyond which are primarily one-story commercial-retail structures and multiple-family residential housing.
- To the east, the site is bound by Hawthorne Boulevard, beyond which are one-story commercial-retail strip malls and single-family residential housing.
- To the south, the site is adjacent to an existing 150-foot-wide Southern California Edison high-voltage easement. Within the easement are 177th Street between Hawthorne Boulevard and Kingsdale Avenue, electrical towers, and surface parking. Further to the south are additional surface parking and one-story commercial-retail stores.
3. Environmental Analysis
3.8 Land Use and Land Use Planning

- To the west, the site is bound by Kingsdale Avenue, beyond which includes one- and two-story commercial-retail developments, including one big-box retailer and one-story single-family residential housing and one- and two-story multiple-family residential housing.

The project site is located on the existing South Bay Galleria Mall property. The proposed project includes modifications and additions to the 29.85-acre commercial-retail property. The existing South Bay Galleria Mall consists of a three-level enclosed shopping mall that was developed in 1985 and expanded in 1997. The site includes in-line shops, a theater, and three large anchor stores, including three department stores (Macy’s, Nordstrom, and Kohl’s covering 7.74 acres), a bus turnout (0.53 acres), and mall stores (21.58 acres), including parking.

The project site is comprised of five parcels, as shown in Table 2-2 in Chapter 2.0, Project Description, of this Draft EIR. The first four parcels comprise the primary components of the existing project site. The fifth parcel is a 0.53-acre parcel is currently used as a bus turnout at the westerly edge of the site along Kingsdale Avenue.

Existing Land Use Designation and Zoning

The project site is designated regional commercial (CR) within the Redondo Beach General Plan. The General Plan describes the CR zone and land use designation as designed to establish regional-serving commercial and ancillary uses, including department stores, promotional/discount retail, eating and drinking establishments, entertainment, movie theaters, financial institutions, and professional offices. The CR designation also encourages the possibility of residential units which would be integrated with commercial land uses (City of Redondo Beach 2008). Figures 3.8-1 and 3.8-2 depict the current zoning and land use designations for the project site, respectively. Figure 3.8-3 depicts the City’s current existing uses.

According to the Land Use Element of the General Plan, the South Bay Galleria represents the largest single concentration of commercial land in Redondo Beach. The location of the South Bay Galleria is unique because it is accessible to a number of local communities. The project area is considered to have the highest potential for properly integrated multiple-family units due to its proximity to transit, shopping, and services.

The Zoning Ordinance establishes development standards for the CR zone. For projects involving mixed-use residential land uses, the floor area ratio (FAR) of all buildings on the lot shall not exceed 1.5 (RBMC Section 10-2.919(a)). All floor area exceeding a FAR of 1.0 should be developed for residential uses, and the commercial component is required to have a minimum FAR of 0.3 (RBMC Section 10-2.919(a)). The maximum building height allowable in the zoning ordinance is 60 feet/four stories (although General Plan Policy 1.41.5 allows for exceptions for buildings up to 100 feet in height).
Figure 3.8-1
Zoning Designations

SOURCE: City of Redondo Beach
General Plan Land Use Designations

- R-1 SINGLE FAMILY RES. (8.8 DU/ACRE)
- R-2 LOW DENSITY MULTI-FAMILY RES. (14.6 DU/ACRE)
- R-3 LOW DENSITY MULTI-FAMILY RES. (17.5 DU/ACRE)
- RMD MEDIUM DENSITY MULTI-FAMILY RES. (23.3 DU/ACRE)
- C-2 COMMERCIAL
- C-4 COMMERCIAL
- CR REGIONAL COMMERCIAL
- I-2 INDUSTRIAL
- I-3 INDUSTRIAL
- P PUBLIC OR INSTITUTIONAL
- City Boundary

Figure 3.8-2

General Plan

SOURCE: City of Redondo Beach

South Bay Galleria Project, 140636
South Bay Galleria Project - 140636

Figure 3.8-3
Existing Land Uses

SOURCE: City of Redondo Beach
3.8.3 Regulatory Framework

This section sets forth plans, regulations and policies related to land use planning and policy.

Regional

**Southern California Association of Governments: 2016–2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)**

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization (MPO) for six Southern California counties, including the County of Los Angeles. As such, SCAG develops long-range regional transportation plans (RTPs), including sustainable communities strategy (SCS) and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of South Coast Air Quality Management District plans.

The RTP is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a vision for transportation investments throughout the region, and uses growth forecasts and economic trends that project out over a 20-year period to identify regional transportation strategies to address mobility needs. The SCS is a newly required element of the RTP and integrates land use and transportation strategies that will achieve emissions reductions targets.

The 2016–2040 RTP/SCS was adopted in April 2016, by the SCAG Regional Council with the primary goal of reducing emissions from transportation sources to comply with Senate Bill (SB) 375, improve public health and meet the National Ambient Air Quality Standards (NAAQS) as set forth by the federal Clean Air Act. The 2016–2040 RTP/SCS contains a regional commitment for the broad deployment of zero and near-zero emission transportation technologies and establishes clear steps to achieve this objective.

SCAG adopted the 2016-2040 RTP/SCS April 7, 2016. The 2016–2040 RTP/SCS builds off of the 2012-2035 RTP/SCS and continues the vision for creating more livable communities within Southern California. The 2016–2040 RTP/SCS establishes goals, objectives and policies with regard to High Quality Transit Areas, Livable Corridors, and Neighborhood Mobility Areas. These key features would create communities in which people benefit from increased mobility, more active lifestyles, increased economic opportunities and overall higher quality of life (SCAG 2016).
Local

City of Redondo Beach General Plan & Zoning

The General Plan is a comprehensive planning document which serves as the officially adopted statement of local policy regarding each individual community’s development pursuant to California Government Code, Section 65300, for all cities and counties within the State of California. The General Plan serves as a blueprint for development and land use activities within City limits and establishes goals, policies and land use designations that are intended to facilitate orderly and planned growth and other development related issues with the City. Several individual elements were comprehensively updated between 2003 and 2010, which has included the Coastal Land Use Plan and zoning in the Harbor Area. The General Plan provides broad policy guidance related to a number of areas including Community Development and Resources (Land Use, Senior Services/Child Care Services and Housing); Infrastructure Systems and Community Services (Circulation, Utilities, Solid Waste Management and Recycling and Conservation, Recreation and Parks, and Open Space); Environmental Hazards/Natural Hazards (Geologic and Seismic Hazards, Noise, Flood Hazards, Toxic Wastes and Materials, and Fire Hazards).

The Land Use Element of the General Plan establishes policy standards, goals and objectives that guide the manner in which new development would occur and existing uses would be conserved. The Land Use Element identifies several existing commercial districts which contribute revenue to the City that should be continued and enhanced. The project site is located within the Artesia Boulevard area, which is the main commercial corridor of North Redondo. It originally developed as a typical “strip” commercial street with primarily one-story buildings with adjacent street parking. Typical for a commercial street for its era, Artesia Boulevard continues to be a collection of small individual developments, many of which lack physical coordination with adjoining properties.

The Land Use Element has identified Artesia Boulevard as an area where focus on revitalization through coordinated improvements and development should occur. As such, the Land Use Element divided the corridor into distinct subareas, each with its own function and design emphasis. The project site is located within Sub-Area 1: South Bay Galleria and South Bay Transition Area, East of Ruxton Lane. This sub-area presents a substantial contrast compared to the character and scale of the rest of Artesia Boulevard, and is intended to function as a transitional area between the South Bay Galleria and the Artesia corridor. The sub-area’s proximity to the South Bay Galleria Transit Station and general higher level of activity in the vicinity makes a high intensity of development in this area appropriate and compatible. The sub-area encourages a mix of retail and service commercial, eating and drinking establishments, professional offices, overnight accommodations and similar uses which serve local and regional residents in the area.
The General Plan Land Use Map designates the project site as regional commercial (CR). The CR designation, as discussed above, refers to regional-serving commercial and ancillary uses, department stores, promotional/discount retail, eating and drinking establishments, entertainment, movie theaters, financial institutions and professional offices. Floor area ratio (FAR)\(^1\) allowed in the CR designation is 1.5 for mixed-use development.

The 2013–2021 Housing Element was adopted in April 2014, and specifically identifies ways in which the housing needs of existing and future resident population in the City can be met. The City is focused on preserving the character of existing single-family residential neighborhoods and continuing improvements to the low, medium, and higher density multi-family residential neighborhoods. In 2011, single-family attached housing comprised approximately 39 percent of total housing units, apartments comprise 47 percent, with smaller multi-family building (two or more dwellings) comprise approximately 15 percent and larger multi-family buildings (with five or more dwellings) made up approximately 32 percent of the total apartment stock in the City (City of Redondo Beach 2014). The Housing Element identifies the South Bay Galleria site as “the greatest potential for future residential development” and notes that the site is currently over parked and therefore creates opportunities for additional development. The General Plan Land Use Element further states that “The Galleria has made a very positive contribution to the economic development of the surrounding area, and the mall will continue to serve as the linchpin for future development of the area.” Please refer to the discussion above under “Existing Land Use Designation and Zoning” for additional details regarding the General Plan and Zoning.

**City of Redondo Beach Strategic Plan**

The City of Redondo Beach Strategic Plan establishes the major goals and objectives for the City. The Plan provides the principal guidance for the preparation of the City budget, program objectives and performance measures. The goals provide a basis for improving services and preserving a high quality of life in the City. Several goals identified in the Strategic Plan for 2013–2016, including improve public infrastructure and facilities, vitalize the Waterfront, Artesia Corridor and North Redondo Industrial Complex, and build an economically vital and financially sustainable City.

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\(^1\) Floor Area Ratio is defined as the value obtained by dividing the gross floor area of a building(s) and dividing it by the total lot area. Pursuant to Redondo Beach Municipal Code Section 10-2.402 (75), gross floor area is calculated by all horizontal dimensions taken from the exterior faces of the walls, including covered enclosed porches, but not including the area of inner courts or shaft enclosures. In nonresidential zones, gross floor area shall mean the floor area of the ground floor and any additional stories, and the floor area of mezzanines, lofts, and basements of a structure. Gross floor area shall not include any area used exclusively for vehicle parking and loading, enclosed vertical shafts, or elevators. For residential uses in “R” residential zones, gross floor area is defined by the floor area of the ground floor and any additional stories of all buildings on the lot including accessory buildings. The gross floor area shall include mezzanines, lofts, and garages. However, the gross floor area does not include decks, balconies, attics, or basements where the finished first floor above the basement (or the roof of the basement where this is not first floor above) is no more than 2 feet above the existing grade of finished grade, whichever is lower, within the front 40 feet of the lot, or basements not located within the front 40 feet of the lot.
3.8.4 Impacts and Mitigation Measures

Methodology

The land use and planning analysis describes existing General Plan land use designations and regional and local land use plans, policies and is intended to fulfill the requirements of CEQA Guidelines Section 15125(d). The emphasis of the analysis is on plan inconsistency and potential conflicts between the proposed project and existing land use plans. The proposed project is considered consistent with the provisions of the identified regional and local plans if it meets the general intent of the applicable land use plans. A given project need not be in perfect conformity with each and every policy nor does state law require precise conformity of a proposed project with every policy or land use designation for a site. It follows that it is nearly, if not absolutely impossible for a project to be in perfect conformity with each and every policy set forth in the applicable plan. If the proposed project is determined to be inconsistent with specific individual objectives or policies of an applicable plan, but is largely consistent with the land use or the other goals and policies of that overall plan and would not preclude the attainment of the primary intent of the land use plan, the project would not be considered inconsistent with the plan. Furthermore, any such inconsistency would also have to result in a physical change in the environment, not analyzed in the other resource chapters of this EIR, to result in a significant environmental impact. The analyses below provide a brief overview of the most relevant policies and development standards from the various planning documents. However, the City’s consistency conclusions are based upon the planning documents as a whole.

Thresholds of Significance

The project would result in significant impacts to land use and land use planning if it would:

- Conflict with any applicable land use plan, of an agency with jurisdiction over the project (including, but not limited to the General Plan, Specific Plan, or local coastal program) and would result in a significant adverse physical change to the environment not already addressed in the other resources chapters of this EIR. (See Section 3.8.4.)

The proposed project would have less-than-significant impact with regard to physically dividing an established community and no impact with regard to a conflict with an applicable habitat conservation plan or natural community conservation plan. (See Section 5.1, Effects Found Not to Be Significant, for additional discussion of the rationale for eliminating these thresholds from further analysis in the EIR and Initial Study/Notice of Preparation, included in Appendix A.) Therefore, impacts related to the physical division of an established community and conflict with a habitat conservation plan or natural community conservation plan have not been further analyzed in this Draft EIR.
Impacts and Mitigation

Impact LUP-1: The project would not conflict with any applicable land use plan of an agency with jurisdiction over the project (including, but not limited to the General Plan, Specific Plan, or local coastal program) and would not result in a significant adverse physical change to the environment not already addressed in the other resources chapters of this EIR.

The following analysis provides a brief overview of the most relevant policies in state, regional, and local planning documents discussed, above.

SCAG

As described above, SCAG’s 2016–2040 RTP/SCS builds off of the 2012–2035 RTP/SCS and continues the vision for creating more livable communities within Southern California. The 2016–2040 RTP/SCS establishes goals, objectives and policies with regard to High Quality Transit Areas, Livable Corridors, and Neighborhood Mobility Areas.

Table 3.8-1 depicts the proposed project and its consistency with the applicable RTP/SCS Goals.

<table>
<thead>
<tr>
<th>Regional Goals</th>
<th>Project’s Consistency</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTP/SCS Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.</td>
<td>Consistent. The proposed project would revitalize the existing South Bay Galleria property and bring increased employment and consumers to the area, therefore increasing regional economic development and competitiveness. Therefore, the proposed project would be consistent with Goal 1 of the SCAG 2016 RTP/SCS.</td>
</tr>
<tr>
<td>RTP/SCS Goal 2: Maximize mobility and accessibility for all people and goods in the region.</td>
<td>Consistent. The proposed project would introduce a new vehicular access point to the project site as well as pedestrian infrastructure centered around the open-air retail plaza. Therefore, the proposed project would be consistent with Goal 2 of the SCAG 2016 RTP/SCS.</td>
</tr>
<tr>
<td>RTP/SCS Goal 3: Ensure travel safety and reliability for all people and goods in the region.</td>
<td>Consistent. See discussion of Regional Goal RTP/SCS Goal 2, above. Further, the increase in public transportation infrastructure in the project area would increase pedestrian safety and walkability in the area.</td>
</tr>
<tr>
<td>RTP/SCS Goal 4: Maximize the productivity of our transportation system.</td>
<td>Consistent. The proposed project would be located in proximity to a number of public transit opportunities, including Metro Local and Rapid bus lines, Torrance Transit Rapid bus lines, and the proposed South Bay Regional Transit Center. Additionally, the proposed project would improve vehicle and pedestrian connections within the project site, with the inclusion of the open-air retail plaza and increase in vehicle access points throughout the site, which improved efficiency and thereby maximizes the productivity of the transportation system for various modes of transportation. Therefore, the proposed project would be consistent with Goal 4 of the SCAG 2016 RTP/SCS.</td>
</tr>
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</table>
### 3. Environmental Analysis

#### 3.8 Land Use and Land Use Planning

**Regional Goals**

<table>
<thead>
<tr>
<th>RTP/SCS Goal 5: Protect the environmental and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)</th>
<th><strong>Consistent.</strong> The proposed project would be located in proximity to a number of public transit opportunities, including Metro Local and Rapid bus lines, Torrance Transit Rapid bus lines, and the proposed South Bay Regional Transit Center. In addition, the project’s additional retail and residential uses on the project site, which is located immediately adjacent to and within walking and bicycling distance of existing residential and commercial land uses, would result in a reduced vehicle miles traveled per resident from 8.8 miles (SCAG regional average) per day to 6.6 miles per day (see Section 6.3 of Appendix L). This reduction in vehicle miles traveled per day would improve air quality and result in non-motorized transportation such as bicycling and walking. Therefore, the proposed project would be consistent with Goal 5 of the SCAG 2016 RTP/SCS.</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTP/SCS Goal 6: Actively encourage and create incentives for energy efficiency, where possible.</td>
<td><strong>Consistent.</strong> The proposed project would include new construction that adheres to current energy efficiency requirements. These requirements include compliance with California Title 24 standards, American Society of Heating, Refrigeration and Air Conditional Engineers (ASHRAE) Standards, H.R. 776 Energy Policy Act of 1992, U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) for New Construction and Major Renovations Green Building Rating System, Illuminating Engineering Society of North American, and local OSHA requirements. Therefore, the proposed project would be consistent with Goal 6 of the SCAG 2016 RTP/SCS.</td>
</tr>
<tr>
<td>RTP/SCS Goal 7: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.</td>
<td><strong>Consistent.</strong> The proposed project is located within a developed area that provides existing public transit and non-motorized infrastructure (e.g., established bus routes and pedestrian access) in and around the project site. The proposed project would be located in proximity to a number of public transit opportunities, including Metro Local and Rapid bus lines, Torrance Transit Rapid bus lines, and the proposed South Bay Regional Transit Center. Therefore, the proposed project would be consistent with Goal 7 of the SCAG 2016 RTP/SCS.</td>
</tr>
<tr>
<td>RTP/SCS Goal 8: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning and coordination with other security agencies.</td>
<td>Not applicable to the proposed project.</td>
</tr>
</tbody>
</table>

As described above in Table 3.8-1, the proposed project is consistent with the applicable goals of the SCAG 2016–2040 RTP/SCS. The 2016–2040 RTP/SCS establishes a regional commitment to reduce emissions from transportation sources, in compliance with SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. The proposed project would include compliance with relevant energy efficient standards, promote clean transportation and multi-modal transportation options, and with the proximity to the proposed Green Line Station approximately 0.25 mile west of the project site. Therefore, the proposed project is consistent with the SCAG 2016–2040 RTP/SCS.

**Redondo Beach General Plan**

The Redondo Beach General Plan includes goals, policies and objectives that apply to the City as a whole, as well as goals, policies and objectives that apply to specific land uses. Table 3.8-2
below presents the goals, policies and objectives that are applicable to the proposed project and includes an analysis of the project’s consistency with the General Plan. As shown below, the proposed project is consistent with the General Plan as a whole.

### Table 3.8-2

**Consistency with the Land Use Element of the General Plan**

<table>
<thead>
<tr>
<th>Goals, Objectives, and Policies</th>
<th>Project's Consistency</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Goal 1A:</strong> Provide for the types and mix of land uses necessary to serve the needs of existing and future residents</td>
<td>Consistent. The proposed project has been designed to meet the City’s desire for additional commercial uses at the site.</td>
</tr>
<tr>
<td><strong>Objective 1.1:</strong> Ensure that lands are designated to accommodate the housing, commercial, employment, educational, recreational, cultural, social and aesthetic needs of the residents and that they are developed to maintain and enhance the quality and character of the City awareness, efficient planning and effective response to these continually evolving issues.</td>
<td>Consistent. The project has been designed to be consistent with the intent of the City’s General Plan for the property.</td>
</tr>
<tr>
<td><strong>Policy 1.4.2:</strong> Allow for the development of corporate and professional offices and retail commercial uses in areas designated as Commercial (C-1, C-2, C-3, C-4, C-5 and CR) on the Land Use Plan map.</td>
<td>Consistent. The proposed project is designated as C-1 and would include an additional 224,464 sf of commercial retail uses on-site. Therefore, the proposed project would be consistent with Policy 1.4.2 of the General Plan Land Use Element.</td>
</tr>
<tr>
<td><strong>Goal 1B:</strong> Provide land uses which attract a regional consumer base and contribute significant revenue to the City.</td>
<td>Consistent. The project has been designed to be consistent with the intent of the City’s General Plan for the property to be a regional serving commercial site.</td>
</tr>
<tr>
<td><strong>Policy 1.6.1:</strong> Allow for the continuation and expansion of regional-serving commercial, specialty, entertainment, and related uses at the Galleria at South Bay and adjacent properties classified as Commercial Regional (CR) on the Land Use Plan map.</td>
<td>Consistent. The proposed project would include the addition of commercial retail space, in addition to modifications and improvements to the existing regional-serving enclosed mall property. The proposed project would serve to enhance the regional quality of the project site and increase revenue to the City. Therefore, the proposed project would be consistent with Policy 1.6.1 of the General Plan Land Use Element.</td>
</tr>
<tr>
<td><strong>Goal 1H: Artesia Boulevard:</strong> Continue and enhance existing commercial districts which contribute revenue to the City and are compatible with adjacent residential neighborhoods.</td>
<td>Consistent. The project is proposing to develop the site with additional commercial, residential and hotel and public open space land uses. The project is designed to be pedestrian friendly and would enhance the existing site which contribute revenue to the City and are compatible with adjacent residential neighborhoods.</td>
</tr>
<tr>
<td>In addition to establishing policies to assure quality design, the principal strategy for Artesia Boulevard is to divide the corridor into four sub-areas. This has been done in an attempt to change Artesia Boulevard from a long, largely undifferentiated corridor into distinct Sub-areas, each with its own function and design emphasis. Each sub-area was developed to be compatible with the prevailing character of existing development and to enhance trends that were already occurring.</td>
<td></td>
</tr>
<tr>
<td>The implementation of these sub-areas should allow future development in each area to be more coordinated and compatible, while creating a discernible pattern of diversity as one travels the length of the corridor.</td>
<td></td>
</tr>
<tr>
<td><strong>Objective 1.15:</strong> Provide for evolutionary development of Artesia Boulevard into four distinct sub-areas which reflect and reinforce the existing primary activity areas and adjacent land uses, are oriented and accessible to the needs of nearby residents, and differentiated by use, density/intensity, and physical form and character.</td>
<td>Consistent. The project is proposing to develop the site with additional commercial, residential and hotel and public open space land use and includes enhancing the site along Artesia, through the demolition of the Macy’s building with new commercial and retail shops. The project is designed to be pedestrian friendly and would enhance the existing site which contribute revenue to the City and are compatible with adjacent residential neighborhoods.</td>
</tr>
</tbody>
</table>
Goals, Objectives, and Policies

Objective 1.41: Provide for the continued use of the Galleria at South Bay and surrounding properties as a primary center of regional-serving commercial uses, and provide for the development of mixed-use projects integrating residential with commercial uses; allowing for increases in development which enhance its economic vitality and contribute revenue to the City and improve its character as a pedestrian-oriented activity center, while minimizing impacts on adjacent streets and residential neighborhoods.

Policy 1.41.1: Accommodate the development of regional-serving retail commercial and ancillary uses, promotional/discount retail ("power centers"), restaurants, professional offices, furniture, household and garden supplies, and similar uses in areas designated as “CR”.

Policy 1.41.2: Accommodate residential uses on the second floor or higher of structures developed with commercial uses on the lower levels on parcels designated as “CR”.

Project’s Consistency

Consistent. The proposed project retains the commercial retail portions of the project and adds additional commercial retail and will serve as a primary center of regional-serving commercial uses. Additionally, the proposed project would provide for the development of residential, commercial and public open space uses which enhance the economic vitality of the Project site and contribute revenue to the City. The Project will also improve the Galleria site’s character as a pedestrian-oriented activity center, while minimizing impacts on adjacent streets and residential neighborhoods. The project is consistent with Objective 1.41 of the General Plan.

Consistent. The proposed project would include the development of new commercial retail and restaurant space. Development on the project site would be consistent with the regional-serving character of the existing project site and neighborhood. Therefore, the proposed project is consistent with Policy 1.41.1 of the General Plan Land Use Element. Additional details related to the overarching objective are addressed below in the discussion of Policies 1.41.2 through 1.41.10.

Consistent. The residential uses for the proposed project would be located in two residential buildings. As shown in Draft EIR Figure 2-7, the first residential building would be located in the southeast corner of the project site (east of the residences along Kingsdale Avenue, north of the existing surface parking lot, and west of the project’s proposed commercial retail structures/uses). The second residential building would be located in the interior of the project site, surrounding on all sides by the existing and proposed retail mall structures. This project is considered to be comprised of horizontal mixed-use blocks, which combines single-use buildings on distinct parcels in a range of land uses on one block. In more urban areas, this approach avoids complexities of vertical layered uses (typically seen on smaller mixed-use zoned parcels composed primarily of commercial street frontage), while achieving the overall goal objective 1.41. This overarching objective was drafted to “provide[e] regional-serving commercial uses, and provide for the development of mixed-use projects integrating residential with commercial uses...while minimizing impacts on adjacent streets and residential neighborhoods.” The underlying intent of this objective and policy was to ensure the project had adequate pedestrian activation while minimizing effects on the surrounding residences. (See also Policy 1.41.10 discussion below.) The project includes this pedestrian activation along the site’s commercial orientation along Hawthorne Boulevard and Artesia Boulevard, and has been designed to avoid commercial activation and any associated effects along the existing residences to the west. Therefore, the proposed project is consistent with Policy 1.41.2 and the overarching goals of objective 1.41 of the General Plan Land Use Element.
Goals, Objectives, and Policies

Policy 1.41.3: Permit development exclusively for commercial uses to maximum intensity of a floor area ratio of 1.0 and a maximum height of 60 feet provided that:

a) Additional development is sited and designed to achieve the character of a pedestrian-oriented “urban center,” in accordance with the Design and Development Standards stipulated in Policies 1.41.5 through 1.41.9;

b) Transportation capital improvements, public transit, and demand management programs are implemented which mitigate the impacts of vehicular trips attributable to the increased development potential; and

c) Buffers and other mitigating elements are implemented which protect adjacent residential neighborhoods.

Policy 1.41.4: Permit the development of mixed-use structures integrating residential with commercial to a maximum intensity of a floor area ratio of 1.5 (applicable only to those portions of the site devoted to mixed-use) and a maximum height of 60 feet, providing that:

a) All floor area exceeding the ratio of 1.0 is development for residential units;

b) The maximum residential density for “market-rate” units does not exceed 35 units per acre;

c) Residential densities exceeding 35 units per net acre shall be development for units affordable for low-and moderate-income households; and

d) A minimum floor area ratio of 0.3 is developed for commercial uses.

Policy 1.41.5: Notwithstanding the height restrictions stated in Policies 1.41.3 and 1.41.4, on that portion of The Galleria at South Bay property which lie north of the northern right-of-way line of the Southern California Edison (SCE) powerline easement, heights in excess of 60 feet, but in no case greater than 100 feet, may be approved by the Planning Commission for additions to existing structures on the property, when a shade/shadow analysis is prepared by the applicant which demonstrates that the increased height will not result in adverse impacts upon adjacent land uses which do not lie upon the project site.

Project’s Consistency

Inconsistent. The proposed project would include new separate buildings up to a maximum building height of 96 feet. Policy 1.41.5 allows heights up to 100 ft for additions to existing structures. However, as the proposed project would include new detached structures with heights in excess of 60 feet, the proposed project would be inconsistent with these policies. A shade and shadow analysis was conducted for the project, included as Appendix C, which concluded there would be less than significant impacts with regard to shade and shadow on the surrounding sensitive receptors because they would not be in shade/shadow for a majority of the day. As shown in Appendix C, Shade Shadow Analysis adjacent uses would only be in shadow for 3 to 4 hours a day during the March 9:00 a.m. to 12:00 p.m. (Figure 2) and December 9:00 a.m. to 12:00 p.m. times (Figure 14). However, as discussed in Draft EIR Section 3.0.3, after the adoption of this Policy, the California Legislature adopted Senate Bill 743, which implemented Public Resources Code § 21099(d)(1). This section states that “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” Consequently, this does not result in a significant environmental impact.

Consistent. The overall FAR for the proposed project would be 1.5 (1,950,565 sf of zoning floor area / 29.85 acres of building area = 1.5 FAR).

While the project results in an inconsistency with this set of underlying policies, the project is consistent with the overarching objectives of Objective 1.41 and the General Plan as a whole. The City also does not consider aesthetic impacts caused by this in-fill project as resulting in a significant adverse physical change to the environment pursuant to SB 743. See Section 3.8.4 for additional discussion of General Plan consistency findings and standards of review.
### Goals, Objectives, and Policies

<table>
<thead>
<tr>
<th>Policy 1.41.6: Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+).</th>
<th><strong>Project’s Consistency</strong></th>
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<tr>
<td><strong>Consistent.</strong> The residential buildings would be designed in a coastal modern architecture style. The proposed project would be designed to be pedestrian-friendly, with open-air promenades and creating greater variety in building heights, varied architecture and signage more characteristic of a pedestrian-oriented urban center rather than the traditional automobile-oriented suburban mall. Furthermore, the project is required to comply with the City’s Design Review process contained under RBMC Section 10-2.2502. Therefore, the proposed project is consistent with Policy 1.41.6 of the General Plan Land Use Element. Further, the proposed project would also be consistent with Policies 1.53+, 1.54.1+, 1.56.1+, and 1.57.1+ of the General Plan Land Use Element.</td>
<td><strong>Consistent.</strong> The proposed project would include modifications and additions to the existing 29.95-acre South Bay Galleria, developing a mixed-use residential complex by combining expanded retail and dining venues with an open-air retail plaza, hotel, and residential development. The proposed project would provide pedestrian and transit-oriented development and the creation of an urban center at this location. The proposed project would consist of several buildings at varying heights to reduce the sense of large scale boxes, and would incorporate iconic and varied architecture on site. The proposed project would expand and enhance outdoor public open spaces and would include ornamental landscaping in compliance with the City of Redondo Beach requirements. Therefore, the proposed project is consistent with Policy 1.41.7 and applicable portions of Policy 1.21.7 of the General Plan Land Use Element. The proposed project is providing a 30-foot setback along Kingsdale Avenue. Additionally, the project is providing massing relief along Kingsdale Avenue through the articulation of the structure within 50 feet of Kingsdale Avenue. In lieu of a flat façade, the building will have a modulated west elevation providing both massing relief and architectural interest at all levels.</td>
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| Policy 1.41.7: Require that new development of the South Bay Galleria and adjacent sites be designed to convey the “sense” of pedestrian-oriented regional-serving urban center, in accordance with the standards contained in Policy 1.21.7 (except reference to a low-rise “village”) and the following additional elements: | **Consistent.** The project site would maintain the current transit opportunities that exist on the site, including GTrans, Beach Cities, Lawndale Beat, and Torrance Transit. Therefore, the proposed project is consistent with Policy 1.41.8 of the General Plan Land Use Element. |
| a) Reduce the impacts of height and mass by setting back and lessening the volume of the upper elevation of structures within 50 feet of the property line fronting Kingsdale Avenue; and | **Consistent.** The project site would maintain the current transit opportunities that exist on the site, including GTrans, Beach Cities, Lawndale Beat, and Torrance Transit. Therefore, the proposed project is consistent with Policy 1.41.8 of the General Plan Land Use Element. |
| b) Locate new development to create visual and physical connections to peripheral sidewalks, sites, and buildings. | **Policy 1.41.8: Integrate public transit facilities on the site and ensure that they are accessible by automobile, bicycle, and walking from peripheral residential neighborhoods.** |
| **Policy 1.21.7:** Require that new development be sited and designed to convey a “village” character, including the: | **Project’s Consistency** |
| a) Siting of structures on common pedestrian walkways, courtyards, and other open spaces; | **Consistent.** The project site would maintain the current transit opportunities that exist on the site, including GTrans, Beach Cities, Lawndale Beat, and Torrance Transit. Therefore, the proposed project is consistent with Policy 1.41.8 of the General Plan Land Use Element. |
| b) Incorporation of arcades and other setbacks along the street frontage; | **Policy 1.41.8: Integrate public transit facilities on the site and ensure that they are accessible by automobile, bicycle, and walking from peripheral residential neighborhoods.** |
| c) Use of multiple building volumes and masses to reduce the “sense” of large scale “boxes” and create a visual fabric of multiple buildings; | **Consistent.** The project site would maintain the current transit opportunities that exist on the site, including GTrans, Beach Cities, Lawndale Beat, and Torrance Transit. Therefore, the proposed project is consistent with Policy 1.41.8 of the General Plan Land Use Element. |
| d) Incorporation of extensive façade modulation and articulation and design details; | **Policy 1.41.8: Integrate public transit facilities on the site and ensure that they are accessible by automobile, bicycle, and walking from peripheral residential neighborhoods.** |
| e) Use of roofline and height variations to break up massing and provide visual interest; | **Consistent.** The project site would maintain the current transit opportunities that exist on the site, including GTrans, Beach Cities, Lawndale Beat, and Torrance Transit. Therefore, the proposed project is consistent with Policy 1.41.8 of the General Plan Land Use Element. |
| f) Use of unified architectural design styles; | **Policy 1.41.8: Integrate public transit facilities on the site and ensure that they are accessible by automobile, bicycle, and walking from peripheral residential neighborhoods.** |
| g) Clear identification of building entrances; | **Consistent.** The project site would maintain the current transit opportunities that exist on the site, including GTrans, Beach Cities, Lawndale Beat, and Torrance Transit. Therefore, the proposed project is consistent with Policy 1.41.8 of the General Plan Land Use Element. |
| h) Extensive use of landscape (planting beds, raised planters, containers, or window boxes) which provides a three-dimensional character; and | **Policy 1.41.8: Integrate public transit facilities on the site and ensure that they are accessible by automobile, bicycle, and walking from peripheral residential neighborhoods.** |
| i) Use of pedestrian-oriented signage (e.g., projecting signs). | **Consistent.** The project site would maintain the current transit opportunities that exist on the site, including GTrans, Beach Cities, Lawndale Beat, and Torrance Transit. Therefore, the proposed project is consistent with Policy 1.41.8 of the General Plan Land Use Element. |
Goals, Objectives, and Policies

| Policy 1.41.9: Develop and implement programs of public streetscape improvements (landscape, street furniture, signage, pedestrian-scale lighting, etc.) which uniquely identify the regional commercial center and provide linkages among the individual parcels, including those South of the Southern California Edison right-of-way. | Consistent. The proposed project would include the development of pedestrian-friendly connections through an open-air retail plaza, signage and ornamental landscaping throughout the project site. The project would include readily accessible and easily identifiable pedestrian connections, transit connections, which would increase access by foot, bicycle, bus and car to the project site. Therefore, the proposed project is consistent with Policy 1.41.9 of the General Plan Land Use Element. |
| Policy 1.41.10: Require that mixed-use structures be designed to mitigate potential conflicts in accordance with Policy 1.18.8. | Consistent. The proposed project would mitigate potential conflicts between the commercial and residential uses by ensuring nighttime lighting is only for security, safety and wayfinding and would be downward shielded, and ensuring that construction and operational noise would not exceed City-established significance thresholds. A 24-hour security service would be provided on site to increase public safety. The project applicant would ensure that the residential component of the project would be designed to ensure safe ingress and egress of project residents by providing amenities such as: separate entrance points for residents from commercial areas, residential parking physically separated from commercial parking, and access FOBs for residents. Therefore, the proposed project is consistent with Policies 1.18.8 and 1.41.10 of the General Plan Land Use Element. |

The proposed project would be consistent with the General Plan as a whole, even though it results in an inconsistency related to height under Policies 1.41.3, 1.41.4, and 1.41.5. As discussed above, the primary objective for the CR zoning is to “Provide for the continued use of the Galleria at South Bay and surrounding properties as a primary center of regional-serving commercial uses, and provide for the development of mixed-use projects integrating residential with commercial uses; allowing for increases in development which enhance its economic vitality and contribute revenue to the City and improve its character as a pedestrian-oriented activity center, while minimizing impacts on adjacent streets and residential neighborhoods.” Additionally, the proposed height of 96 feet is consistent with the height of the existing cinema and does not exceed the top limit of 100 feet for existing buildings allowed on site (Policy 1.41.5). The proposed project would retain its existing commercial retail uses, while creating new commercial retail opportunities, new residential land uses, new public open space and a new hotel. The project has been designed to integrate the various land uses to create a pedestrian friendly walkable community, while furthering the regional retail hub component of the site, by enhancing the commercial retail opportunities through redesign and the creation of an open-air promenade.

As noted under Government Code 65589.5(a), the legislature has concluded that “the lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California.” The Redondo Beach Housing Element contains state mandated policies and analysis to ensure that the City “facilitate[s] the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community” (Gov. Code § 65580(d)). More specifically, the Legislature’s stated intent is “to assure that counties and cities recognize their responsibilities in
contributing to the attainment of the state housing goal…to assure that counties and cities will prepare and implement housing elements which…will move toward attainment of the state housing goal” (Gov. Code § 65581). Also under the Redondo Beach Housing Element, the project site represents the greatest potential for future residential development in the City, to meet the City’s Regional Housing Needs Assessment (RHNA), as well as the high regional demand for housing in the County (see also Circulation Element, Goal 8). Furthermore, as discussion in Section 3.0.3 of the Draft EIR, the proposed project provides mixed use development in a transit priority area, and is consistent with the regional RTP goals as well as the City’s goals of encouraging mixed-use development that incentivizes residents to support nearby land uses by minimizing travel distance and supporting transit-oriented development (Redondo Beach Circulation Element, G6, G7, and G8). As outlined above, the proposed project would be consistent with the Redondo Beach General Plan as a whole.

City of Redondo Beach 2013–2016 Strategic Plan

Table 3.8-3 below presents the goals in the City’s 2013–2016 Strategic Plan that are applicable to the proposed project and includes an analysis of the project’s consistency with each.

<table>
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<tr>
<th>Goals</th>
<th>Project’s Consistency</th>
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<tbody>
<tr>
<td><strong>Goal: Vitalize the Waterfront, Artesia Corridor, Riviera Village and North Redondo Industrial Complex.</strong></td>
<td>Consistent. The proposed project would be located along the Artesia Corridor and includes modifications and additions to the existing 29.85-acre commercial–retail property and would redevelop the site into a multi-use site, including 650 residential units and a 150 room hotel. This would provide for an integrated residential and commercial space that would serve both local residents and regional customers.</td>
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<tr>
<td><strong>Goal: Maintain a high level of public safety with public engagement.</strong></td>
<td>Consistent. The proposed project includes the improvement of the South Bay Galleria with additional commercial retail space. This additional retail includes an open-air retail plaza that will increase public engagement with merchants as well as increase social interaction among visitors. A 24-hour security service would be provided on site to increase public safety. Additionally, the project applicant would maintain its service agreement with the Redondo Beach Police Department.</td>
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Summary

As discussed above, the proposed project is consistent with the state, regional, and local plans applicable to the proposed project. As such, impacts related to consistency with applicable state, regional, and local land use plans would be considered less than significant.

Mitigation Measures

No mitigation measures required.

Residual Impacts

Impacts would be less than significant.
3.8.5 Cumulative Impacts

The geographic scope for the cumulative analysis of land use and planning impacts is the City of Redondo Beach. As described in Chapter 3.0, Environmental Analysis, Section 3.0.4, the adopted growth projections used for the cumulative analysis in this EIR are derived from the SCAG Integrated Growth Forecast of the 2016–2040 RTP/SCS, for the Cities of Redondo Beach, Lawndale, Torrance and Hawthorne (which accounts for the land use planning and development framework contemplated in the City’s General Plan). As discussed above, the proposed project would be consistent with the applicable state, regional, and local plans and policies, including the General Plan as described above, and is thus consistent with the SCAG Integrated Growth Forecast of the 2016–2040 RTP/SCS. Future development within the City of Redondo Beach and surrounding communities would be required to comply and be consistent with relevant regional and local jurisdictional adopted land use standards, policies, plans and programs. Therefore, future growth within the City of Redondo Beach is anticipated to result in a less than significant impact associated with regional and local plans. Because the proposed project would be consistent with the relevant plans and policies, the project would result in a less than cumulatively considerable cumulative impact related to the plans and policies.

3.8.6 Significant Unavoidable Impacts

The proposed project would not result in significant cumulative or unavoidable impacts related to consistency with the applicable state, regional, and local land use plans.

3.8.7 References


