CHAPTER 2
Project Description

The South Bay Galleria Improvement Project (proposed project) consists of modifications, improvements, and additions to the existing 29.85-acre South Bay Galleria enclosed mall property. The proposed project would include expansion of retail and dining venues, open-air retail plaza, hotel, and residential development. The characteristics of the proposed project specific to each environmental resource analyzed within this Draft EIR are detailed further in the individual subsections (i.e., Sections 3.1 to 3.14 of Chapter 3.0, Environmental Analyses). Consideration of the supporting public service facilities associated with the proposed project is provided in Section 3.11, Public Services.

2.1 Site History

The project site consisted of vacant undeveloped land until 1957, at which time it was developed with commercial uses, specifically, as shown in historic aerial photographs, as a traditional single-story strip retail shopping center with accompanying parking. At that time, the area surrounding the project site consisted primarily of residential structures to the north, residential, commercial and railroad uses to the west, agricultural fields to the south, and vacant and residential land to the east. Between 1947 and 1956, the agricultural uses to the south of the project site were replaced with commercial uses. Photos from 1970 show a multi-story commercial structure was present in the southeastern corner; the rest of the site appears unchanged. In 1985, the site was developed with a three-story enclosed shopping mall, and by 1989, the site appeared as it does presently, with the single-story strip retail replaced with multi-story structures. In 1997, a movie theater was built over the garage at the northwest portion of the site (Environmental Management Strategies 2001).

2.2 Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines (CEQA Guidelines) requires a project description to include a statement of the objectives of a project that address the underlying purpose. The following objectives/purpose are intended to meet this requirement, as well as to serve as a basis for developing a reasonable range of alternatives to evaluate in the EIR:

- To maintain the economic vitality of the South Bay Galleria, optimize the full potential of the 30-acre site, and avoid long-term store closures and loss of customers. Key components of this effort include:
- Incorporating open-air pedestrian promenades, iconic architecture, open-air dining, and overnight lodging.
- Replacing expansive surface parking fields with mid-rise housing to increase synergy between residents and commercial needs, promote pedestrian traffic, reduce regional vehicular travel, and increase project revenue to the applicant and the City.
- Enhancing public safety through private security patrols, coordination with law enforcement, and upgraded security measures.
- Upgrading site drainage, utilities, and energy efficiency.

- To maintain the key role played by the South Bay Galleria in the fiscal health of the City of Redondo Beach (City) as one of the largest sources of sales tax revenue to the City, specifically attracting one or more quality department stores or other large anchors to replace the departing Nordstrom.
- To further the City of Redondo Beach General Plan land use policies to “achieve the character of a pedestrian-oriented ‘urban center’” at this location. Key aspects of this goal include:
  - Adding hotel rooms and residential units along with intensified retail and dining in proximity to the transit center to create a sustainable transit-oriented development.
  - Creating greater variety in building heights, mixed land uses (e.g., residential, hotel, dining, entertainment, and shopping), architecture, and signage that are more characteristic of a pedestrian-oriented urban center rather than the traditional automobile-oriented suburban mall.
  - Expanding and enhancing outdoor public open spaces.
  - Establishing a critical mass of residents and hotel guests on-site that will increase pedestrian traffic, reduce seasonality, and support shopping, dining and entertainment venues.

- To further the City of Redondo Beach Housing Element policies to meet a large portion of the City’s future housing needs by developing higher-density transit-oriented housing at the South Bay Galleria site.
- To create a project with readily accessible and easily identifiable pedestrian connections, transit connections, and conveniently located parking facilities providing access by foot, bicycle, bus, and car to a synergistic mix of complementary commercial and residential uses.

2.3 **Project Location**

2.3.1 **Regional Location**

The City of Redondo Beach is known as one of the three Beach Cities in Los Angeles County. The city is located on the coastal edge of Los Angeles County, 20 miles from downtown Los Angeles and 7 miles south of Los Angeles International Airport. Redondo Beach is surrounded by the City of Hermosa Beach to the northwest, the Cities of Hawthorne and Lawndale to the
northeast, the City of Torrance to the southeast, and Palos Verdes Estates to the south. Figure 2-1 shows the regional location of the city and project site in the context of Los Angeles County. Regional access to the site from the north is from Interstate 405 (I-405) via Artesia Boulevard and from the south I-405 via Crenshaw and W. 182nd Street.

2.3.2 Local Setting

The proposed project is located at 1815 Hawthorne Boulevard, on a 29.85-acre site in the City of Redondo Beach. As shown in Figure 2-2, the project site is essentially square and is bound by Artesia Boulevard to the north, Kingsdale Avenue to the west, Hawthorne Boulevard to the east, and by the 150-foot-wide Southern California Edison easement to the south. Local access to the project site is provided primarily off of Hawthorne Boulevard on the eastern side of the project site, with additional entrances along the other three sides. The northeastern corner of the site is approximately 0.54 miles west of the I-405 Artesia Boulevard on-/off-ramp.

2.4 Site Characteristics

The topography of the project site is relatively flat and is situated at an approximate elevation of 90 to 100 feet above mean sea level (msl) with general slopes to the southwest. The city is located within the Coastal Plain of Los Angeles County and overlies the West Coast Groundwater Basin. The project site is located approximately 3.2 miles from the Pacific Ocean.

2.4.1 Existing Land Uses

The project site is located on the existing South Bay Galleria enclosed mall property, and the proposed project includes modifications and additions to the existing 29.85-acre commercial-retail property.

The three-story South Bay Galleria mall was developed in 1985, and includes three department stores encompassing 7.74 acres (two stores that are currently occupied by Macy’s and Kohl’s and one store that was recently vacated on October 6, 2015, by Nordstrom (after the release of the NOP/Initial Study)), other smaller mall stores (21.58 acres), and a bus turnout (0.53 acres). Buildings on the project site range in size from 79,800 square feet (sf) (Kohl’s) to 323,352 (existing enclosed mall shops), and range in height from 42.2 feet to 94.9 feet1; Table 2-1 depicts the existing building characteristics.

The project site contains 4,041 total parking spaces (there are currently 1,854 spaces provided as surface parking) and garage parking lots (2,067 parking spaces within the existing parking structure and 120 spaces as basement parking). Landscaping on the project site consists of ornamental trees, plants, shrubs, and grass cover.

The project site and surrounding area contains a number of existing utility connections (water, sewer, gas, electricity, telephone) that are currently in use and will be available for future uses at the site. Utility services for the City of Redondo Beach include Southern California Edison Company for electrical, Southern California Gas Company for natural gas, Torrance Water for

1 “Height” is defined by Redondo Beach Municipal Code by Section 10-2.402(a)(33) and 10-2.1522.
water, and Los Angeles County Sanitation District for wastewater needs. Figure 2-3 shows photos of the existing condition of the site.

<table>
<thead>
<tr>
<th>Building</th>
<th>Square Feet</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Macy’s*</td>
<td>334,896 sf</td>
<td>60.1 ft</td>
</tr>
<tr>
<td>Kohl’s</td>
<td>79,800 sf</td>
<td>42.2 ft</td>
</tr>
<tr>
<td>Nordstrom</td>
<td>148,778 sf</td>
<td>64.2 ft</td>
</tr>
<tr>
<td>Enclosed Mall Shops</td>
<td>323,352 sf</td>
<td>57.9 ft</td>
</tr>
<tr>
<td>Habitable Mall Space</td>
<td>20,265 sf</td>
<td>57.9 ft</td>
</tr>
<tr>
<td>Theater</td>
<td>64,010 sf</td>
<td>94.9 ft</td>
</tr>
<tr>
<td><strong>Total SF</strong></td>
<td><strong>971,101 sf</strong></td>
<td></td>
</tr>
</tbody>
</table>

a. The existing Macy’s building would be removed during construction and would be reconstructed as open-air retail.
b. Includes 70,000 sf as office uses

The proposed project site is currently served by two major storm drain lines. The first pipeline is located in the parking lot west of the Kohl’s building and runs northwest as a 39-inch pipeline, transitioning to a 48-inch pipeline as it turns east along the northerly edge of the project site. The pipeline exits the project site to the east and runs north into the intersection of Artesia Boulevard and Hawthorne Boulevard connecting to and becoming part of a Los Angeles County storm drain system. The second pipeline is located in the parking lot east of the Kohl’s building and heads northeast as a 15-inch pipeline. The pipeline increases into a 24-inch pipeline and runs north along the easterly edge of the project site. The pipeline then exits the project site to the east before the existing tunnel entrance and joins the Los Angeles County storm drain system in Hawthorne Boulevard. Both of these on-site storm drain lines have additional lateral lines connecting catch basins and other drains to the main system.
Figure 2-1
Regional Location

SOURCE: Los Angeles County GIS.
Figure 2-2
Local Vicinity

SOURCE: ESRI Imagery; Los Angeles County GIS, 2014.
NOT TO SCALE

Figure 2-3
Existing Conditions
Domestic water service is currently provided via a looped system that has connections in the 177th Street and Hawthorne Boulevard. The main pipeline of the loop is 12 inches on the west and a combination of 12-inch, 10-inch, and 8-inch mains on the east side. Additionally, existing sewer service is provided by off-site sewers in Kingsdale Avenue and Hawthorne Boulevard which run south to 182nd street where the pipelines connect to the El Nido trunk sewer. These sewer pipelines are 8 inches in Hawthorne Boulevard and 10 inches in Kingsdale Avenue. Additional details regarding resource specific baseline conditions are provided in the individual resource chapters of the Draft EIR.

2.4.2 Surrounding Land Uses

The project site is located within a built-up urban environment. Surrounding land uses are primarily commercial and single-family residential in nature. Land uses adjacent to the project site are shown in Figure 2-2, 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 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, including the South Bay Market Place and Living Spaces.
- To the west, the site is bound by Kingsdale Avenue, beyond which includes one- and two-story commercial-retail developments and a transit terminal, including one big-box retailer (approved for varying heights from 36 to 41 feet, with the main tower at a maximum of 60 feet) and one-story single-family residential housing and one- and two-story multiple-family residential housing.

Independent of the South Bay Galleria project, a 0.56-acre parcel is currently used as a transit terminal at the westerly edge of the site along Kingsdale Avenue. The transit terminal would be removed and incorporated into the South Bay Galleria site as part of the tentative tract map being proposed for the project. The site would be developed as a landscaped area. As part of a land exchange agreement, the project applicant, Forest City, has provided land, to relocate the existing bus turn-out to a larger intermodal transit center, that the City of Redondo Beach has approved a block to the south at 1521 Kingsdale Avenue (south of the current Target store). The new intermodal center has been located and designed to connect with the future Green Line extension light rail station that is currently undergoing environmental review directed by the Los Angeles County Metropolitan Transit Authority. The City and applicant have an existing agreement that the City will reserve 99 spaces at the new intermodal transit center, to replace the lost 99 spaces from the transfer. In addition, when the transit terminal is relocated, the existing parking garage will increase parking spaces from 2,067 to 2,091. The City adopted a Mitigated Negative Declaration for this transit terminal project in February 2010, and has fully approved design and
funding for the new intermodal transit center. Construction of the new intermodal transit center will commence within the next 18 months.

2.4.3 Land Use and Zoning Designation

The proposed project is located within the boundaries of the Redondo Beach General Plan and has a land use and zoning designation of regional commercial (CR). The CR zone and land use designation intends to establish regional-serving commercial and ancillary uses; department stores, retail, eating, and entertainment. The CR land use designation also encourages the possibility of residential units, which would be integrated with commercial. Figure 2-4 and Figure 2-5 depict the current zoning and land use designations for the project site and Figure 2-6 depicts the mapped existing land uses. Table 2-2 depicts the project’s Assessor Parcel Numbers and corresponding land use designation and zoning.

### Table 2-2
**EXISTING ZONING AND GENERAL PLAN LAND USE DESIGNATION**

<table>
<thead>
<tr>
<th>Item</th>
<th>APN</th>
<th>Zoning</th>
<th>General Plan Land Use</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>4082-018-004</td>
<td>CR Regional Commercial</td>
<td>CR Regional Commercial</td>
<td>1.69</td>
</tr>
<tr>
<td>2</td>
<td>4080-018-005</td>
<td>CR Regional Commercial</td>
<td>CR Regional Commercial</td>
<td>1.47</td>
</tr>
<tr>
<td>3</td>
<td>4082-018-006</td>
<td>CR Regional Commercial</td>
<td>CR Regional Commercial</td>
<td>4.58</td>
</tr>
<tr>
<td>4</td>
<td>4082-018-010</td>
<td>CR-Regional Commercial</td>
<td>CR-Regional Commercial</td>
<td>21.51</td>
</tr>
<tr>
<td>5</td>
<td>4082-018-900</td>
<td>CR-Regional Commercial</td>
<td>CR-Regional Commercial</td>
<td>0.56</td>
</tr>
<tr>
<td></td>
<td><strong>Total Acreage</strong></td>
<td></td>
<td></td>
<td><strong>29.81</strong></td>
</tr>
</tbody>
</table>

a. Note Assessor Parcel data varies from recently surveyed site acreages.


The project site is composed of five parcels, as shown in Table 2-2. The first four parcels comprise the primary components of the existing project site. Table 2-3 depicts the existing building area and the proposed building area.

### Table 2-3
**TOTAL EXISTING AND PROPOSED SQUARE FEET BY LAND USE CATEGORY**

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Existing Square Feet</th>
<th>Proposed Square Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial (excluding hotel)</td>
<td>971,101 sf</td>
<td>1,195,565 sf</td>
</tr>
<tr>
<td>Hotel</td>
<td>0 sf</td>
<td>105,000 sf (150 rooms)</td>
</tr>
<tr>
<td>Residential</td>
<td>0 sf</td>
<td>650,000 sf (650 units)</td>
</tr>
<tr>
<td>Total Developed SF:</td>
<td>971,101 sf</td>
<td>1,950,565 sf</td>
</tr>
</tbody>
</table>
Figure 2-4

Zoning Designations

SOURCE: City of Redondo Beach
General Plan

- 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

Source: City of Redondo Beach

Figure 2-5
General Plan Land Use Designations
Figure 2-6
Existing Land Uses

SOURCE: City of Redondo Beach
2.5 Project Characteristics

2.5.1 Project Components

The proposed project would include modifications and additions to the existing 29.85-acre South Bay Galleria enclosed mall property located at 1815 Hawthorne Boulevard. The proposed project would develop a retail complex combining retail and dining venues with an open-air retail plaza, hotel, and residential development.

As shown in Figure 2-7, the proposed project would consist of the development of new retail and department store buildings, two residential structures, a hotel, an open-air retail plaza, and four above-ground and below-grade parking structures. A portion of the existing South Bay Galleria enclosed mall property, approximately 303,890 sf, plus 20,265 sf of habitable mall space, for a total of 324,155 sf, which is primarily composed of mall shops (would be remodeled), would remain as part of the proposed project (Macy’s and most of the asphalt surface parking would be demolished). Additionally, Table 2-4 depicts the proposed building heights and number of floors. A majority of the existing surface parking available at the project site would be removed and replaced with three new parking structures and a modification to the existing parking structure as described below. Figures 2-8 through 2-10 show the building elevations for the proposed project.

<table>
<thead>
<tr>
<th>Building</th>
<th>Proposed Height</th>
<th>Proposed Number of Levels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Structure</td>
<td>66.8 ft</td>
<td>7 tiers</td>
</tr>
<tr>
<td>Major Retail #1</td>
<td>54.0 ft</td>
<td>3 levels</td>
</tr>
<tr>
<td>Major Retail #2</td>
<td>54.0 ft</td>
<td>3 levels</td>
</tr>
<tr>
<td>Major Retail #3</td>
<td>54.0 ft</td>
<td>3 levels</td>
</tr>
<tr>
<td>Major Retail #4</td>
<td>54.0 ft</td>
<td>3 levels</td>
</tr>
<tr>
<td>Mall Shops</td>
<td>54.0 ft</td>
<td>3 levels</td>
</tr>
<tr>
<td>Below-Grade Retail and Residential Parking Garage</td>
<td>N/A</td>
<td>2 levels</td>
</tr>
<tr>
<td>Retail Parking</td>
<td>N/A</td>
<td>2 tiers</td>
</tr>
<tr>
<td>Residential Parking</td>
<td>N/A</td>
<td>3 tiers</td>
</tr>
<tr>
<td>Northwest Retail Store</td>
<td>36.0 ft</td>
<td>2 levels</td>
</tr>
<tr>
<td>Northwest Retail Store</td>
<td>36.0 ft</td>
<td>2 levels</td>
</tr>
<tr>
<td>Southeast Retail Store</td>
<td>36.0 ft</td>
<td>2 levels</td>
</tr>
<tr>
<td>Open-Air Retail</td>
<td>54.0 ft</td>
<td>3 levels</td>
</tr>
<tr>
<td>Residential Bldg. #1</td>
<td>85.0 ft</td>
<td>8 levels</td>
</tr>
<tr>
<td>Residential Bldg. #2</td>
<td>83.5 ft</td>
<td>7 levels</td>
</tr>
<tr>
<td>Hotel</td>
<td>96.0 ft</td>
<td>6 levels</td>
</tr>
<tr>
<td>Theater</td>
<td>94.9 ft</td>
<td>N/A</td>
</tr>
</tbody>
</table>

2 Building heights are to the top of the roof.
Figure 2-8  
View South from Artesia Boulevard  
SOURCE: Gensler, 2016
Figure 2-9
View West from Hawthorne Boulevard

SOURCE: Gensler, 2016
Figure 2-11
View East from Kingsdale Avenue
Land Uses

Commercial

The project site is currently occupied with 971,101 sf of commercial retail and entertainment land uses. There are 563,474 sf of existing department stores, 343,617 sf of retail stores including mall stores, and a 64,010 sf theater, that has 2,809 seats. Currently, there are 4,041 spaces of total parking provided as surface parking and garage parking on-site.

At maximum build-out, the proposed project would consist of 1,300,565 sf of total commercial uses. The commercial uses would consist of department stores, shops, dining, independent retail stores, hotel, and the existing enclosed mall and theater uses (1,287 seats). Table 2-5 shows the floor area square footage for the proposed commercial land uses for the proposed project at maximum build-out. The proposed project would also include an expansion of the Redondo Beach Police substation that is currently located at the South Bay Galleria. (The expanded substation would be within the “habitable back of house” area shown on Table 2-5, and would be approximately 5,000 sf or less).

Residential

The proposed project would include the development of 650 residential units on two separate development pads. One residential structure is proposed on the southwest portion of the site and the second residential structure is proposed on the southeast portion of the project site. The first residential structure would be comprised of eight levels aboveground, two levels of subterranean parking, two levels of aboveground parking wrapped by apartments, and six levels of residential units above. The building would be approximately 85 feet in height and contain a total of 434 dwelling units. The second building would consist of seven aboveground levels, would be approximately 83.5 feet tall, with three levels of aboveground parking containing 396 spaces, and five levels of residential units, totaling 216 dwelling units. The residential buildings would be designed in the coastal modern architectural style. The residential buildings would be 85 and 83.5 feet tall, respectively, measured to top of the roof. The total height would not exceed 100 feet with architectural and mechanical projections. As shown earlier in Table 2-2, the proposed residential units would include a total of 650,000 square feet for the 650 residential units, which would result in an average of 1,000 square feet per unit (including amenities). Recreational amenities on-site would include a pool and spa area, fitness center, conference room, resident’s lounge and catering kitchen, and outdoor lounge seating with a fire pit or water feature.

The project applicant would also provide alternate transportation opportunities for its occupants and customers. The proposed project would include bicycle accommodations such as bicycle racks and one or more bicycle fix-it station(s). The proposed project would also include electric vehicle charging stations equivalent to three percent of parking capacity or a combination of preferred LEV parking for five percent of parking capacity for the residential and commercial components. Informational signage that identifies alternative transportation opportunities in the area would be made available to residents in publically accessible areas, such as common foyers.
### TABLE 2-5
**TOTAL FLOOR AREA SQUARE FOOTAGE FOR COMMERCIAL USES AT MAXIMUM BUILD-OUT**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Total at Build-Out (square feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Commercial</strong></td>
<td></td>
</tr>
<tr>
<td>Major Retail #1</td>
<td>153,000</td>
</tr>
<tr>
<td>Major Retail # 2</td>
<td>102,000</td>
</tr>
<tr>
<td>Major Retail # 3</td>
<td>102,000</td>
</tr>
<tr>
<td>Major Retail #4</td>
<td>113,800</td>
</tr>
<tr>
<td><strong>Major Retail Stores Subtotal</strong></td>
<td>470,800</td>
</tr>
<tr>
<td><strong>Developer Stores</strong></td>
<td></td>
</tr>
<tr>
<td>Mall Stores</td>
<td>303,890</td>
</tr>
<tr>
<td>Habitable Back of House areas</td>
<td>20,265</td>
</tr>
<tr>
<td>Open-Air Retail</td>
<td>237,000</td>
</tr>
<tr>
<td><strong>Developer Stores Subtotal</strong></td>
<td>561,155</td>
</tr>
<tr>
<td><strong>Retail Stores</strong></td>
<td></td>
</tr>
<tr>
<td>Northwest Retail</td>
<td>37,800</td>
</tr>
<tr>
<td>Northwest Retail</td>
<td>16,800</td>
</tr>
<tr>
<td>Southeast Retail</td>
<td>45,000</td>
</tr>
<tr>
<td><strong>Retail Stores Subtotal</strong></td>
<td>99,600</td>
</tr>
<tr>
<td><strong>Theater</strong></td>
<td>64,010 / (1,287)</td>
</tr>
<tr>
<td><strong>Hotel (150 rooms)</strong></td>
<td>105,000 / (150 rooms)</td>
</tr>
<tr>
<td><strong>Subtotal Commercial</strong></td>
<td>1,300,565</td>
</tr>
<tr>
<td><strong>Residential</strong></td>
<td></td>
</tr>
<tr>
<td>Multiple-Family</td>
<td>650,000 / (650 units)</td>
</tr>
<tr>
<td><strong>Subtotal Residential</strong></td>
<td>650,000 / (650 units)</td>
</tr>
<tr>
<td><strong>Total Project</strong></td>
<td>1,950,565 square feet</td>
</tr>
</tbody>
</table>

a. During construction, the existing enclosed mall shops, Nordstrom, and Kohl’s would have the potential to be reconstructed, therefore to provide a conservative analysis for air quality modeling, the analysis assumes full demolition and reconstruction.

### Landscaping
The proposed project would include ornamental landscaping in compliance with the City of Redondo Beach requirements (RBMC Section 10-2.1900). Native and drought-tolerant plantings would be used throughout exterior premises. Irrigation would use a smart irrigation control system that is EPA WaterSense–qualified.

### Infrastructure Improvements
All development associated with the proposed project would connect to and be served by the existing public sewer system for wastewater discharge and treatment. The project would be served by the City’s stormwater drainage system. The proposed project would require on-site infrastructure improvements related to water, stormwater conveyance, and sewer.
Implementation of the proposed project would relocate several of the existing main pipelines to accommodate the proposed design. The storm drain pipeline on the west would have portions relocated to the 177th Street drive and Kingsdale Avenue heading north. The pipeline along the northerly edge will need to be relocated into Artesia Boulevard or be designed to remain under the building expansion at the north. The storm drain main pipeline on the west side would require portions to be relocated and an extension constructed in Hawthorne Boulevard to accommodate the proposed buildings along the frontage.

The project would develop additional on-site sewer pipelines and laterals for the proposed new buildings and land uses. The on-site sewers would connect to off-site sewers in Hawthorne and Kingsdale. The project would increase the existing sewer load and, therefore, upsizing of off-site sewers would be required. The off-site sewers in Kingsdale Avenue and Hawthorne Boulevard would be upsized from the existing sizes. However, the actual size increase would depend on future sewer monitoring.

On-site water improvements would be required to provide service to the proposed new buildings and land uses for domestic, irrigation and fire services. The proposed project would require the relocation of several existing on-site water mains to accommodate the proposed new building footprints. During these relocations, it is likely that the water main line on the east would be 12 inches to provide uniformity in the pipeline system. Relocation may be required by moving the water pipeline into Hawthorne Boulevard, Artesia Boulevard and/or Kingsdale Avenue but would be dependent on final building footprint alignments and required space for public utilities and easements. In addition, some existing water pipelines may require increases in size to accommodate the new demands from the proposed new uses. Upsizing requirements cannot be determined until the fire systems for the proposed new buildings are designed, as some of the buildings may require pump systems based on their height and building type.

These improvements are components of the proposed project and have been analyzed with all of the other project elements in the individual resources sections of the Draft EIR.

Access, Circulation, and Parking

Access and Circulation

Access to the project site is currently provided on all four sides of the project site and would continue to be provided on all four sides of the project site. Many of the existing access points to/from the project site would remain the same, as described in more detail below (and shown on Figure 2-7 above).

On the north, the two existing access points along Artesia Boulevard would be located at approximately the same sites. The northwest access point would continue to allow entrance and exit access. The northeast access would continue to allow only entrance access.

On the east, the two existing access points along Hawthorne Boulevard would be located at approximately the same sites. The northeast access point that currently allows entrance and exit access would be modified to include an island, but still would allow entrance and exit access. The
primary entrance along Hawthorne Boulevard in the east-central portion of the site would be modified to allow an additional exit lane.

On the south, the three existing access points would be located at approximately the same sites and no modifications to these access points are anticipated. Each of these access points would allow entrance and exit access.

On the west, there are currently two access points along Kingsdale Avenue onto the site. The west-central access point currently allows an at-grade entrance and exit access for public use and an exit access via a tunnel for service and delivery trucks. The project would add an entrance lane to the tunnel. The project tunnel access under the existing mall to the proposed parking structures would be located on the east side of the project site.

**Parking**

There are currently 1,854 spaces provided in surface parking lots, 120 spaces as basement parking spaces under the existing mall, and 2,067 parking spaces within the existing parking structure. Total current parking is 4,041 parking spaces. Figure 2-12 shows the parking plan for the proposed project.

The project would include the addition of three parking structures and modification of the existing parking structure on the project site. There is dedicated parking for all of the proposed land uses. The project proposes to develop a 2,567-space subterranean parking structure under the proposed residential and retail structures on the east side of the project site. Additionally, a 396-space above-ground parking structure would be located in the southeast portion of the project site. There would also be 61 at-grade spaces on the southeast corner of the site. A 915-space subterranean parking structure would be located at the proposed southwest residential building. This structure would also include above-ground parking. The existing parking structure that provides 2,067 spaces would be expanded above-ground to add two additional tiers of parking, resulting in seven tiers and would provide an additional 444 spaces for a total of 2,511 spaces. Additional surface parking is available to the south of the residential building at Kingsdale Avenue (where residential and retail parking areas are co-located, the developer will implement safety features for the project residences, including FOB access and on-site security). The proposed project would provide a total of 6,450 parking spaces.
NORTH
DN
HAWTHORNE BLVD.
KINGSDALE AVE.
ARTESIA BLVD.
TARGET
(E) RETAIL
FUTURE TRANSIT HUB
(E) RETAIL
(E) RETAIL
(E) RETAIL
(E) RETAIL
(E) BANK
RETAIL
2 LVLS
45,000 SF
BLDG HT. ±36.0'
(T.O. ROOF)
BLDG HT. ±41.0'
(T.O. PARAPET)
RETAIL
2 LVLS
16,800 SF
BLDG HT. ±36.0'
(T.O. ROOF)
BLDG HT. ±41.0'
(T.O. PARAPET)
RETAIL
3 LVLS
37,800 SF
BLDG HT. ±36.0'
(T.O. ROOF)
BLDG HT. ±41.0'
(T.O. PARAPET)
MAJOR RETAIL #3
3 LVLS - 102,000 SF
BLDG HT. ±54.0' (T.O. ROOF)
BLDG HT. ±59.0' (T.O. PARAPET)
MAJOR RETAIL #2
3 LVLS - 102,000 SF
BLDG HT. ±54.0' (T.O. ROOF)
BLDG HT. ±59.0' (T.O. PARAPET)
HOTEL
6 LVLS - 150 KEYS
105,000 SF
BLDG HT. ±96.0' (T.O. ROOF)
BLDG HT. ±101.0' (T.O. PARAPET)
OPEN AIR RETAIL
3 LVLS - 237,000 SF
BLDG HT. ±54.0' (T.O. ROOF)
BLDG HT. ±59.0' (T.O. PARAPET)
RESIDENTIAL BLDG #2
7 LVLS
216 TOTAL DU'S
BLDG HT. ±83.5' (T.O. ROOF)
BLDG HT. ±88.5' (T.O. PARAPET)
RESIDENTIAL BLDG #1
8 LVLS
434 TOTAL DU'S
BLDG HT. ±85.0' (T.O. ROOF)
BLDG HT. ±90.0' (T.O. PARAPET)
MALL
3 LVLS - 303,890 SF
BLDG HT. ±54.0' (T.O. ROOF)
BLDG HT. ±57.9' (T.O. PARAPET)
MAJOR RETAIL #1
3 LVLS - 153,000 SF
BLDG HT. ±54.0' (T.O. ROOF)
BLDG HT. ±64.2' (T.O. PARAPET)
THEATER
64,010 SF
BLDG HT. ±93.9' (T.O. ROOF)
BLDG HT. ±94.9' (T.O. PARAPET)
MAJOR RETAIL #4
2 LVLS - 113,800 SF
BLDG HT. ±54.0' (T.O. ROOF)
BLDG HT. ±60.2' (T.O. PARAPET)
SOURCE: Gensler; ForestCity; AHBE; KGM; RSM Design; Tait; Togawa Smith Martin, Inc., 2017

Figure 2-12
Parking Plan
2.6 Project Construction

2.6.1 Construction and Building Activities

Construction of the proposed project would occur over approximately three years and seven months from April 2020 through November 2023. Construction of the proposed project would occur in sequences. The delivery tunnel modifications, construction of the new Macy’s store and relocation of existing underground utilities at the northeast portion would occur between April 2020 and December 2020. The residential construction and retail construction, demolition of the existing Macy’s, and renovation of the existing mall interior would occur between January 2021 and November 2023. The approximate sequencing and duration of construction activities are shown in Table 2-6. Construction activities would be limited to 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturdays. No construction activities are proposed on Sundays and holidays.

<table>
<thead>
<tr>
<th>Phases (if applicable)</th>
<th>Number of Workers (maximum)</th>
<th>Start (month/date/year)</th>
<th>Finish (month/date/year)</th>
<th>Duration (work days)</th>
</tr>
</thead>
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<tr>
<td>Demolition</td>
<td>50</td>
<td>4/1/2020</td>
<td>4/30/2021</td>
<td>150</td>
</tr>
<tr>
<td>Site Preparation</td>
<td>Part of Grading and Excavation</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Grading/Excavitation</td>
<td>45</td>
<td>4/1/2020</td>
<td>3/31/2021</td>
<td>110</td>
</tr>
<tr>
<td>Drainage/Utilities/ Sub-Grade</td>
<td>20</td>
<td>7/1/2020</td>
<td>7/30/2021</td>
<td>108</td>
</tr>
<tr>
<td>Building Construction</td>
<td>440</td>
<td>3/1/2021</td>
<td>11/30/2023</td>
<td>715</td>
</tr>
<tr>
<td>Architectural Coatings</td>
<td>20</td>
<td>12/1/2021</td>
<td>11/30/2023</td>
<td>45</td>
</tr>
<tr>
<td>Paving</td>
<td>20</td>
<td>11/1/2021</td>
<td>11/30/2023</td>
<td>80</td>
</tr>
</tbody>
</table>

Demolition activities would result in the removal of approximately 196,000 cubic yards of material. Approximately 750 cubic yards would be taken off-site per day. It is anticipated that demolition activities would occur over a 13-month period. Approximately 14 to 20 cubic yards of building material per load, with a maximum of 50 truckloads per day, would be removed from the project site during demolition. The approximate roundtrip travel distance for each haul truck is expected to be 20 miles.

The site preparation, grading, and excavation phase would last approximately 12 months. Approximately 2 acres of land per day would be disturbed on a maximum (worst-case) construction day. During the grading and excavation phases, approximately 411,690 cubic yards would be excavated and exported off-site, an estimated 4,000 cubic yards per day. A maximum of 160 daily truck trips per day would be needed to export soil during this phase. As a standard development condition, prior to the grading and demolition phases of the project, the applicant would submit a Vector Control Management Plan to the City Building Department for review and approval. The plan would identify strategies to reduce vector populations from exiting the site.
The haul trucks would use the following haul route: trucks will enter the haul route via W 177th Street, turning north onto Hawthorne Boulevard, head north on Hawthorne Boulevard, head east on Artesia Boulevard to the 91 Freeway, to the 605 Freeway North, to Irwindale. The anticipated capacity of the haul trucks is approximately 20 cubic yards, and hauling would take place from April 1, 2020, through March 31, 2021, approximately 260 work days. The soil-hauling trucks would each travel approximately 74 round trip miles.

The proposed project would use an approximate 100-foot by 100-foot construction equipment staging area, the location will vary to accommodate with the phasing of the project. Approximately 1 acre of project site would be paved for this staging area. Construction equipment would include the following: onsite asphalt recycling facility, air compressors, backhoes, concrete/industrial saws, compactor, cranes, crushing equipment, forklifts, graders, haul trucks, loaders, pavers, rollers, and sweepers/scrubbers.

As described above, construction would begin in April 2020 and continue to November 2023. Construction would be divided into two primary phases: Phase I would begin in April 2020 and end in December 2020; Phase II would begin in January 2021 and end in November 2023.

Phase I would include the construction of the new Macy’s department store on the northern side of the project, adjacent to the remaining existing enclosed mall. During this phase, existing underground utilities would be relocated to the northwest corner of the project site.

Phase II would include the demolition of the existing Macy’s building to construct the open-air retail promenade. The underground parking structure would be constructed under the open-air development area at this time. The new above-ground parking garage would be constructed as part of the open-air above-grade development.

### 2.7 Project Operation

#### 2.7.1 Population

The proposed project would include the development of approximately 650 residential units. The proposed residential unit mix would include the following: 130 studio units (one occupant per unit), 390 one-bedroom units (1.5 occupants per unit) and 130 two-bedroom units (2.25 occupants per unit). Based on this unit mix, the proposed project would generate a new population in the project area of approximately 1,008 new residents.

#### 2.7.2 Employment

The proposed project would generate new employment in the area through the commercial retail development, mostly in the commercial retail and leisure/hospitality sectors, as well as some employees for residential locations. The proposed project would increase the number of employees on the project site by 1,329 to a total of 2,254 employees as shown in Table 3.10-10 in Section 3.10, Population and Housing, of this Draft EIR.
2.7.3 Hours of Operation

The retail portions of the proposed project are anticipated to have similar hours of operation as the existing mall from about 10:00 a.m. to 1:00 a.m. depending upon the use, with exceptions before and during holidays.

The hotel lobby would be open to visitors 24 hours; however, the hotel amenities such as the pool and gym would likely not be open past 12:00 a.m.

The dining areas as part of the project would typically be open until 2:00 a.m. The parking structures would be open 24 hours.

2.8 Intended Uses of the EIR/Project Approvals

The proposed project would potentially require approval of the following discretionary and other implementing approvals:

- Vesting Tentative Tract Map
- Variance
- Shared Parking
- Conditional Use Permit(s)
- Planning Commission Design Review (including Sign, Landscape, and Irrigation plans)

Other permits and approvals that may be required include the following:

- Building permits from City of Redondo Beach
- Permitting by/through the South Coast Air Quality Management District (SCAQMD) for certain aspects of the project operations and its associated equipment.
- Permitting (i.e., utility connection permits) from utility providers.
- Other ministerial permits necessary to realize all on- and off-site improvements related to the development of the site.
- California Department of Transportation (Caltrans) – construction easement permits along Hawthorne Boulevard
- Southern California Edison (SCE) – access improvements within existing SCE right-of-way