Appendix A2-1
Additions to the NOP/IS and Scoping Meeting Comments list with additional comment letters.
Scoping Meeting Comments
<table>
<thead>
<tr>
<th>Group/Association</th>
<th>Address</th>
<th>Email Address</th>
<th>Phone</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Betty Bentan/Resident</td>
<td>2750 Artesia Blvd. #465 Redondo Beach, CA 90278</td>
<td></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Jess Negrete/ Resident</td>
<td>4231 W. 181st Torrance, CA 90504</td>
<td></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>SA Bresler/Resident</td>
<td>4238 W 181st Torrance, CA 90504</td>
<td></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Doug Boswell/Resident</td>
<td>2700 182nd St. Redondo Beach, CA</td>
<td></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Jaime Bueno/Group Delta</td>
<td>4338 W 177th St Torrance, CA 90504</td>
<td><a href="mailto:jaimeb@groupdelta.com">jaimeb@groupdelta.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Mark Torres/ Resident</td>
<td>4338 W 177th St Torrance, CA 90504</td>
<td><a href="mailto:cuzabdul@aol.com">cuzabdul@aol.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Donna Davis/Resident</td>
<td>1917 Nelson Ave. Redondo Beach, CA 90278</td>
<td><a href="mailto:mickey@mickeym.com">mickey@mickeym.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Donna Moore</td>
<td>4107 W 177th St Torrance, CA 90504</td>
<td><a href="mailto:dbm71@msn.com">dbm71@msn.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Susana Noya</td>
<td>4048 W 173 Place Torrance, CA 90504</td>
<td><a href="mailto:snoya77@earthlink.net">snoya77@earthlink.net</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Patricia Dileva</td>
<td>2605 Rockfeller Lane Redondo Beach, CA 90278</td>
<td><a href="mailto:dileva70@aol.com">dileva70@aol.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Kwan Hang</td>
<td>2750 Artesia Blvd. #106 Redondo Beach, CA</td>
<td></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Delia Vechi</td>
<td>521 N. Lucia Ave. 90277</td>
<td><a href="mailto:pelu1917@yahoo.com">pelu1917@yahoo.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Karin Kartavnian</td>
<td>1736 Speyer Lane Redondo Beach, CA 90278</td>
<td><a href="mailto:karin@tictimotrends.com">karin@tictimotrends.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Rosalie Lucca</td>
<td>3710 W 181st Torrance, CA 90504</td>
<td><a href="mailto:roselucca@yahoo.com">roselucca@yahoo.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Paul Miller</td>
<td>4346 W 176th St. Torrance, CA 90504</td>
<td><a href="mailto:pmiller111@gmail.com">pmiller111@gmail.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Angela Berardo</td>
<td>2423 Burritt Avenue Redondo Beach, CA 90278</td>
<td><a href="mailto:angela.berardo@macus.com">angela.berardo@macus.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Randy and Martha Shetter</td>
<td>4242 W 177th St Torrance, CA</td>
<td><a href="mailto:rmshetter@aol.com">rmshetter@aol.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Dan Elder</td>
<td>2614 Robinson St. Redondo Beach, CA</td>
<td><a href="mailto:danonrobinson@gmail.com">danonrobinson@gmail.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Lilia and Ray Lucero</td>
<td>4302 W 177th St. Torrance, <a href="mailto:Callucera@symantec.com">Callucera@symantec.com</a></td>
<td></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>David Armato</td>
<td>1813 Kingsdale Ave. Redondo Beach, CA</td>
<td><a href="mailto:dave92364@yahoo.com">dave92364@yahoo.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Marilen Armato</td>
<td>1814 Kingsdale Ave. Redondo Beach, CA</td>
<td><a href="mailto:maespinoa6@yahoo.com">maespinoa6@yahoo.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Shannon Anderson</td>
<td>4202 W 177th St Torrance, CA 90504</td>
<td><a href="mailto:gandsanderson@verizon.net">gandsanderson@verizon.net</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Cindy Ogle</td>
<td>1927 Condon Ave. RB, CA 90278</td>
<td><a href="mailto:cinogle@yahoo.com">cinogle@yahoo.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Hailey Ogle</td>
<td>1928 Condon Ave. RB, CA 90278</td>
<td></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Martha Nunez</td>
<td>1239 W. Artesia Blvd Torrance, CA</td>
<td><a href="mailto:buezara@msn.com">buezara@msn.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Rich Olsen</td>
<td>1909 Condon Ave RB, CA</td>
<td><a href="mailto:rolson1960@outlook.com">rolson1960@outlook.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Hei Sork Kang</td>
<td>2750 Artesia RB, CA</td>
<td></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Group/Association</td>
<td>Address</td>
<td>Email Address</td>
<td>Phone</td>
<td>Date</td>
</tr>
<tr>
<td>---------------------------</td>
<td>--------------------------------</td>
<td>------------------------</td>
<td>-------</td>
<td>----------</td>
</tr>
<tr>
<td>Susan Royds</td>
<td>1821 Kingsdale Ave. RB, CA</td>
<td><a href="mailto:suzy.royals@yahoo.com">suzy.royals@yahoo.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Joe Royds</td>
<td>1822 Kingsdale Ave. RB, CA</td>
<td><a href="mailto:joeroyds@gmail.com">joeroyds@gmail.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Sam Kortounia</td>
<td>1736 Speyer Lane Redondo Beach, CA 90278</td>
<td><a href="mailto:skart@sbcglobal.net">skart@sbcglobal.net</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Steve Sammarco</td>
<td></td>
<td><a href="mailto:stephensammarco@yahoo.com">stephensammarco@yahoo.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Mary Miller</td>
<td>4346 W 176th St. Torrance, CA 90504</td>
<td><a href="mailto:shanghaiq@gmail.com">shanghaiq@gmail.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Judy Kingston Sandor</td>
<td>4307 Artesia Blvs RB, CA 90504</td>
<td></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Robert Lally</td>
<td>2716 182nd St.</td>
<td><a href="mailto:lallyrh@gmail.com">lallyrh@gmail.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Steve and Emelia Valles</td>
<td>4311 Artesia Blvd Torrance, CA 90504</td>
<td><a href="mailto:svalles@discressio.com">svalles@discressio.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Jim and Joan Spratt</td>
<td>2750 Artesia #103 RB, CA</td>
<td></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Gabriel Kwok</td>
<td></td>
<td><a href="mailto:gkwok122@gmail.com">gkwok122@gmail.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Marcie Guillermo</td>
<td></td>
<td><a href="mailto:marciegguilermo@aol.com">marciegguilermo@aol.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>Commentor/Date</td>
<td>Summary of Environmental Issues Raised in Comment Letter</td>
<td>Section where Addressed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sean Gutherie, Resident of Redondo Beach</td>
<td>Commented at the Public Scoping Meeting that the following environmental topics should be evaluated in the Draft EIR: Aesthetics, GHG, Land Use/Planning, Pop. And Housing, Transporation and Traffic, Public Services, Air Quality, and Recreation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comment Card October 10, 2015</td>
<td>The project should be designed consistant/compliant with City's Liability Plan, South Bay Bicycle Master Plan, and &quot;Living Streets&quot; policies.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Karin Kartovnian, Resident of Redondo Beach</td>
<td>Commented at the Public Scoping Meeting that the following environmental topics should be evaluated in the Draft EIR: Aesthetics, Transporation and Traffic, Public Services, Air Quality, Noise, and Recreation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comment Card October 10, 2015</td>
<td>Excited about project and hope it has &quot;Fashion Island/Newport Beach&quot; feel.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Resident of Redondo Beach</td>
<td>Provide Sound-proof upgrades to homes on Kingsdale Ave, free 3 pane window installation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comment Card October 10, 2015</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Donna Duncan-Davis, Resident of Redondo Beach</td>
<td>Commented at the Public Scoping Meeting that the following environmental topics should be evaluated in the Draft EIR: Aesthetics, GHG, Land Use/Planning, Pop. And Housing, Transporation and Traffic, Hazards and Hazardous Materials, Utilities and Service Systems, Air Quality, Geology, Soils, and Seismicity, Hydrology and Water Quality, and Noise.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comment Card October 10, 2015</td>
<td>Improving the Galleria is necessary to attract shoppers and compete with surrounding areas but implicating a hotel and Apt. Buildings is ridiculous.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Issues with building housing and hotels next to powerlines.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Parking availability already an issue, housing will cause more of a problem around holidays and day-to-day traffic and parking.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Worried about low-income housing bringing in unwanted types of people in area.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Proposes restaraunts, bowling alley, recreational facilities to attract public.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Susana Noya, Resident of Torrance</td>
<td>Commented at the Public Scoping Meeting that the following environmental topics should be evaluated in the Draft EIR: GHGs, Pop. And Housing, and Transportation and Traffic.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comment Card/Comment Letter October 10, 2015</td>
<td>Updates to mall should be made but not in the form of residential units but stores/take out Nordstrom.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Touched upon more water consumptions.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Issues with more traffic.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>In mailed letter, commented that traffic and noise in the long run will make shoppers see area as nuisance.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joe Royds, Resident of Redondo Beach, works for Point Home Realty</td>
<td>Commented at the Public Scoping Meeting that the following environmental topics should be evaluated in the Draft EIR: GHGs, Land Use/Planning, Pop. And Housing, Transportation and Traffic, Hazards and Hazardous Materials, Public Services, Utilities and Service Systems, Air Quality, and Noise.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comment Card October 10, 2015</td>
<td>Traffic at Kingsdale and 182nd.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Reroute busses at 177th or avoid passings 177th on Kingsdale to help accommodate increased volume.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Scoping Meeting – October 10, 2015

<table>
<thead>
<tr>
<th>Commentor/Date</th>
<th>Summary of Environmental Issues Raised in Comment Letter</th>
<th>Section where Addressed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hailey Ogle, Resident of Redondo Beach</td>
<td>Commented at the Public Scoping Meeting that the following environmental topics should be evaluated in the Draft EIR: Biological Resources, GHGs, Land Use/Planning, Pop. And Housing, Transportation and Traffic, Public Services, Air Quality, Geology and Soils, Hydrology and Water Quality, and Noise.</td>
<td></td>
</tr>
<tr>
<td>Comment Card October 10, 2015</td>
<td>Traffic on Kingsdale and 182nd during holidays especially but all day. Mentions to not survey in the early mornings due to noise.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Schools already very impacted, police unresponsive, emergency rooms take hours and limited doctors.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Commented on light and airflow when high rise are put in, cracks in house, construction may make that worse, and infestation of rats.</td>
<td></td>
</tr>
<tr>
<td>Susan Royds, Resident of Redondo Beach</td>
<td>Commented at the Public Scoping Meeting that the following environmental topics should be evaluated in the Draft EIR: Land Use/Planning, Pop. And Housing, Transportation and Traffic, Utilities and Service Systems, Air Quality, and Noise.</td>
<td></td>
</tr>
<tr>
<td>Comment Card October 10, 2015</td>
<td>Kingsdale not adequate for Transit Bus System, street too narrow, and issues with noise and air quality.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Kingsdale and Grant is known for accidents, improper signaling.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>High-rise apartments or condos on Kingsdale will block morning sun from hitting residents and increase traffic and parking issues on the street.</td>
<td></td>
</tr>
<tr>
<td>Cindy Ogle, Resident of Redondo Beach</td>
<td>Commented at the Public Scoping Meeting that the following environmental topics should be evaluated in the Draft EIR: Land Use/Planning, Pop. And Housing, Transportation and Traffic, Hazards and Hazardous Materials, Public Services, Air Quality, Geology and Soils, Hydrology and Water Quality, and Noise.</td>
<td></td>
</tr>
<tr>
<td>Comment Card October 10, 2015</td>
<td>Redondo Beach is too full. Aesthetic views compromised by parking structure, and other construction in past.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Kingsdale issues with traffic, busses do not fit. Busses run red lights, dangerous to pedestrians; need for bike lanes.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ER visits, wait too long, too crowded, schools full.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Do study at high traffic times.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Add trees that provide oxygen, not palms- issues with air quality.</td>
<td></td>
</tr>
<tr>
<td>Lolia Lucero (SP?), Resident of Torrance</td>
<td>Commented at the Public Scoping Meeting that the following environmental topics should be evaluated in the Draft EIR: Aesthetics, GHGs, Land Use/Planning, Pop. And Housing, Transportation and Traffic, Public Services, Utilities and Service Systems, Air Quality, Geology and Soils, and Noise.</td>
<td></td>
</tr>
<tr>
<td>Comment Card October 10, 2015</td>
<td>Traffic between Hawthorne Freeway Exit and 177th. Fix light at 177th and Hawthorne.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Close off 177th for traffic to mall.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Monitor Traffic at Hawthorne and Artesia after work hours.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Need to get the City of Torrance involved.</td>
<td></td>
</tr>
<tr>
<td>Commentor/Date</td>
<td>Summary of Environmental Issues Raised in Comment Letter</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td>---------------</td>
<td>--------------------------------------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>Donna Moore, Resident of Torrance</td>
<td>Commented at the Public Scoping Meeting that the following environmental topics should be evaluated in the Draft EIR: Pop. And Housing, Transportation and Traffic, Public Services, Utilities and Service Systems, and Air Quality.</td>
<td>Traffic on Artesia, Hawthorne, Prairie; adding cars because of residential units will change the quality of life. Does not see possibility of widening 182nd, 177th, Hawthorne, and Kingsdale. Key area at Artesia and Hawthorne with kink of Redondo Beach really an issue at rush hour. Almost impossible. Intersection at Prairie and Artesia with cars coming south on Prairie towards Artesia is almost impossible. 405 North exit at Prairie almost impossible. City of Torrance already proposing changing 177th which has already been in the way of mall traffic.</td>
</tr>
<tr>
<td>Comment Card October 10, 2015</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Resident of Torrance</td>
<td>Commented at the Public Scoping Meeting that the following environmental topics should be evaluated in the Draft EIR: Biological Resources, Land Use/Planning, Pop. And Housing, Transportation and Traffic, Hazards and Hazardous Materials, Public Services, Air Quality, Hydrology and Water Quality, Noise, and Recreation. Increased Revenue for Redondo Beach and Torrance reaps all the negative effects. Traffic and congestion on Hawthorne, Artesia, 182nd. Issues with parks, El Nido and Columbia Only 2 hospitals Issues with more noise. More trash. More water.</td>
<td></td>
</tr>
<tr>
<td>Comment Card October 10, 2015</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jim Spratt, Resident of Redondo Beach</td>
<td>Commented at the Public Scoping Meeting that the following environmental topics should be evaluated in the Draft EIR: Land Use/Planning, Pop. And Housing, Transportation and Traffic, Public Services, Utilities and Service Systems, and Noise. Is affordable housing being considered?</td>
<td></td>
</tr>
<tr>
<td>Comment Card/Letter October 10, 2015</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commentor/Date</td>
<td>Summary of Environmental Issues Raised in Comment Letter</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td>----------------</td>
<td>---------------------------------------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>Joint Residents of Redondo Beach Comment Letter October 2015</td>
<td>Joint Residents of Redondo Beach put together an &quot;Additional Comments on South Bay Galleria Project&quot; Letter highlighting Traffic, Air Quality, and Noise Impacts. Multiple residents responded on this emailed letter with additional comments seen in following 6 Comment Letters: Traffic- Hawthorne Blvd. going north poses heavy traffic, as does the shoppers going to and returning from Del Amo Plaza at all times of the day. The project would add additional vehicles to Artesia, Inglewood, and Kingsdale Streets. Lastly, if the bus Terminal on Kingsdale were to be enlarged, additional buses would also contribute to traffic congestion. Air Quality- During demolition and construction periods, pollutants would enter environment and travel with wind. Residents would subject to discomfort due to particles from demolition/construction. Air quality would also be affected by additional number of vehicles. Lastly, flow of trucks carrying debris from construction/demolition will be interspersed with every-day traffic. Noise- There will be stationary and mobile construction noise, operation noise, and groundbourne vibration during construction. This noise would necessitate keeping doors and windows closed.</td>
<td></td>
</tr>
<tr>
<td>Tumiko Omasu, Resident of Redondo Beach Comment Letter October 19, 2015</td>
<td>Responded on Additional Comment Letter: Commented about concern that project will increase an already traffic-heavy area. Commenter has asthma and allergies; worried air quality due to project implementation will make these problems worse.</td>
<td></td>
</tr>
<tr>
<td>Nancy Isaacson, Resident of Redondo Beach Comment Letter October 19, 2015</td>
<td>Responded on Additional Comment Letter: Commented about how it is inappropriate for a hotel and housing units to be built in a mall area and that there will be increased traffic.</td>
<td></td>
</tr>
<tr>
<td>David Faidman (SP?), Resident of Redondo Beach Comment Email October 16, 2015</td>
<td>Responded on Additional Comment Letter and checked off Traffic, Air Quality, and Noise as potential impacts.</td>
<td></td>
</tr>
<tr>
<td>Andrew and Ann Chorbi, Residents of Redondo Beach Comment Letter October 20, 2015</td>
<td>Responded on Additional Comment Letter: Commented that increased noise will also create dust.</td>
<td></td>
</tr>
<tr>
<td>Michi Ishii, Resident of Redondo Beach Comment Letter October 22, 2015</td>
<td>Responded on Additional Comment Letter that they agree with all comments included in Joint Resident of RB Letter.</td>
<td></td>
</tr>
</tbody>
</table>
### Scoping Meeting – October 10, 2015

<table>
<thead>
<tr>
<th>Commentor/Date</th>
<th>Summary of Environmental Issues Raised in Comment Letter</th>
<th>Section where Addressed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alice H. Christensen, Resident of Redondo Beach</td>
<td>Responded on Additional Comment Letter that they agree with all comments included in Joint Resident of RB Letter.</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td>Comment Letter October 22, 2015</td>
<td>Commented in email that there is traffic congestion in the intersection of Hawthorne Blvd. and Artesia Blvd.; adding 650 condos and a 150 room hotel in the area will increase traffic at that intersection.</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td>Resident of North Torrance</td>
<td>Commented that noise will be an issue.</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td>Comment Letter October 2015</td>
<td>Increased pollution from construction. Project proposal is too big for the space, pollution from existing bus terminal also adds to pollution.</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td></td>
<td>Water shortages may be affected. Increase in water consumption with population growth.</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td></td>
<td>Commented that North Torrance residents shop in Redondo Beach as well and will also be affected.</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td>Paul and Marth Nunez, Residents of Redondo Beach</td>
<td>Commented that it is difficult to travel to places nearby the project area due to traffic. Commenter stated that it has taken as much as 15-20 minutes to go less than half a mile. Motorists and pedestrians are in danger due to increased traffic. The impacted traffic will deter visitors and shoppers from this location, hurting businesses.</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td>Comment Letter October 7, 2015</td>
<td>Noise will be impacted.</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td></td>
<td>Dirt and air quality will be impacted and negatively affect health of local residents.</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td></td>
<td>Property value will be adversely affected.</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td>Mary Miller, Resident of Torrance</td>
<td>Commented that the following environmental issues should be addressed in the EIR: Aesthetics, Transportation and Traffic, Air Quality, Noise, Recreation, and Light Bleeding.</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td>Comment Letter October 29, 2015</td>
<td>Scale of buildings in the area would be greatly affected by shade/shadows of buildings close to residents. A tall building will be out of place, aesthetically.</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td></td>
<td>Traffic along Hawthorne is terrible near intersection 177th/Hawthorne and Artesia/Hawthorne.</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td></td>
<td>Unsafe for pedestrians as street is too wide and crosswalk light is too short. Widening Hawthorne may make it more difficult to cross street.</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td></td>
<td>Air quality is poor for residents living along east side of Hawthorne already.</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td></td>
<td>Suggests working with Caltrans and City of Torrance to plant more trees and bushes to trap soot to help with air quality problem.</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td></td>
<td>Noise is a concern for residents living around mall from vehicles and motorcycles. Commented on location of proposed &quot;recreation areas&quot;, open spaces are close to Hawthorne traffic, and pose an issue for late night noise from recreation areas.</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td></td>
<td>&quot;Light bleeding&quot;: parking lot lights glare into the house, a hotel may propose even more lighting, which is an issue.</td>
<td>Section where Addressed</td>
</tr>
<tr>
<td></td>
<td>Suggests new development encourages walkable/bike-able traffic, and making sure safety is of top priority.</td>
<td>Section where Addressed</td>
</tr>
</tbody>
</table>
Scoping Meeting Public Comments
South Bay Galleria Improvement Project
Environmental Impact Report (EIR) - Scoping Process

Meeting location/Date: 1815 Hawthorne Boulevard, South Bay Galleria, Redondo Beach.
Second level, near atrium elevators, Space 275 (former Lane Bryant location). October 10, 2015, 10:00 a.m.

Name: Jim Spratt
Organization: (optional)  
Address: 2750 Artesia Blvd #103
Zip Code: 90278
Phone: (optional)
E-mail: (optional) jmspratt@hotmail.com

Regarding what environmental issues you feel should be addressed in the EIR, Please check the topics and describe what the issue(s) is/are:

☐ Aesthetics  ☐ Agriculture and Forestry Resources*  ☐ Air Quality
☐ Biological Resources  ☐ Cultural Resources  ☐ Geology, Soils and Seismicity
☐ Greenhouse Gas Emissions  ☐ Hazards and Hazardous Materials  ☐ Hydrology and Water Quality
☐ Land Use and Land Use Planning  ☐ Mineral Resources*  ☐ Noise
☐ Population and Housing  ☐ Public Services  ☐ Recreation
☐ Transportation and Traffic  ☐ Utilities and Service Systems

* These issues are not currently proposed to be further analyzed in the EIR.

Comments:
Is "affordable housing" being considered in the housing?

(Please write on the back if you need more room)

Please drop the completed form into the box marked "COMMENTS" or mail to:
Stacey Kinsella, Associate Planner
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Comments may also be submitted via e-mail to Stacey.Kinsella@redondo.org.
All comments must be received no later than 5:00 p.m. on November 2, 2015.
Scoping Meeting Public Comments
South Bay Galleria Improvement Project
Environmental Impact Report (EIR) - Scoping Process

Meeting location/Date: 1815 Hawthorne Boulevard, South Bay Galleria, Redondo Beach. Second level, near atrium elevators, Space 275 (former Lane Bryant location). October 10, 2015, 10:00 a.m.

Name: __________________________________________
Organization: (optional) ________________________________
Address: ____________________________________________
Zip Code: ____________________________________________
Phone: (optional) _____________________________________
E-mail: (optional) _____________________________________

Regarding what environmental issues you feel should be addressed in the EIR, Please check the topics and describe what the issue(s) is/are:

☐ Aesthetics ☐ Agriculture and Forestry Resources* ☐ Air Quality
☐ Biological Resources ☐ Cultural Resources ☐ Geology, Soils and Seismicity
☐ Greenhouse Gas Emissions ☐ Hazards and Hazardous Materials ☐ Hydrology and Water Quality
☐ Land Use and Land Use Planning ☐ Mineral Resources* ☐ Noise
☐ Population and Housing ☐ Public Services ☐ Recreation
☐ Transportation and Traffic ☐ Utilities and Service Systems

* These issues are not currently proposed to be further analyzed in the EIR.

Comments:

Provide Sand proof upgrades to the HOMES on
Kinnelake.
- Windo - 3 panz
- installation

(Please write on the back if you need more room)

Please drop the completed form into the box marked “COMMENTS” or mail to:
Stacey Kinsella, Associate Planner
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Comments may also be submitted via e-mail to Stacey.Kinsella@redondo.org.
All comments must be received no later than 5:00 p.m. on November 2, 2015.
Scoping Meeting Public Comments
South Bay Galleria Improvement Project
Environmental Impact Report (EIR) - Scoping Process

Meeting location/Date: 1815 Hawthorne Boulevard, South Bay Galleria, Redondo Beach.
Second level, near atrium elevators, Space 275 (former Lane Bryant location). October 10, 2015, 10:00 a.m.

Name: DONNA DUNNAY-DAVIS

Organization: (optional)

Address: 2719 A CANNONGS LANE

Zip Code: 90278

Phone: (optional) 310 379-8943

E-mail: (optional)

Regarding what environmental issues you feel should be addressed in the EIR, please check the topics and describe what the issue(s) is/are:

☐ Aesthetics ☐ Agriculture and Forestry Resources* ☐ Air Quality
☐ Biological Resources ☐ Cultural Resources ☐ Geology, Soils and Seismicity
☐ Greenhouse Gas Emissions ☐ Hazards and Hazardous Materials ☐ Hydrology and Water Quality
☒ Land Use and Land Use Planning ☐ Mineral Resources* ☐ Noise
☐ Population and Housing ☐ Public Services ☐ Recreation
☐ Transportation and Traffic ☐ Utilities and Service Systems

* These issues are not currently proposed to be further analyzed in the EIR.

Comments:

IMPROVING THE GALLERIA IS PART OF COMPETITION WITH OTHER SHOPPING CENTERS AND IS NECESSARY TO ATTRACT SHOPPERS. BUT A HOTEL & Apt BUILDINGS ARE REDUNDANT. DURING HOLIDAY PERIODS THERE ISN'T PARKING ANYWHERE & USING THE PARKING LOTS FOR HOUSING TAKES MORE AWAY FROM AND ALREADY EXISTING ISSUES. BUILDING AN APT/CONDO BUILDING OF THAT SIZE NEXT TO THE POWERLINES? WHAT ARE YOU THINKING? WHAT EVER THE ORIGINAL PLAN WOULD QUICKLY DROP TO LOW INCOME (HUD) HOUSING WITH ALREADY EXIST. 2 BLOCKS FROM HERE. THE MAIL IS LOSING UPSCALE STORES TO DICKSON AND GALLERIA IS BRING THE GEDDO TO OURS.!!

(Please write on the back of this page if need be)

Please drop the completed form into the box marked "COMMENTS" or mail to:
Stacey Kinsella, Associate Planner
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Comments may also be submitted via e-mail to Stacey.Kinsella@redondo.org.
All comments must be received no later than 5:00 p.m. on November 2, 2015
We already have transit stopping for years. This mall has had to contend with crime, murders from transit smash-and-grab criminals that drop in and take off again from the bus terminal. So let's make it more of a hazard and build housing for low-income families, are they going to spend money at the stores here? What money? At a high-end hotel along side the low-income housing? Where's the logic here. The hotels around the ALBA are not full not nice. What destination can you sell. It would be mostly empty and there was another failed project like at the Pier.

What's needed is restaurants. Maybe outside gathering areas. Like Manhattan is proposing... There is a new one in El Segundo Del Amo has outside restaurants, bars, bowling alley, theater. Lets see now the new mall. Work before jumps into another failure.
Scoping Meeting Public Comments
South Bay Galleria Improvement Project
Environmental Impact Report (EIR) - Scoping Process

Meeting location/Date: 1815 Hawthorne Boulevard, South Bay Galleria, Redondo Beach.
Second level, near atrium elevators, Space 275 (former Lane Bryant location). October 10, 2015, 10:00 a.m.

Name: Susana Noya
Organization: (optional)
Address: 4048 W 173 Place Torrance
Zip Code: 90504
Phone: (optional)
E-mail: (optional) sNoya77@earththink.net

Regarding what environmental issues you feel should be addressed in the EIR, Please check the topics and describe what the issue(s) is/are:

☐ Aesthetics ☐ Agriculture and Forestry Resources* ☐ Air Quality
☐ Biological Resources ☐ Cultural Resources ☐ Geology, Soils and Seismicity
☒ Greenhouse Gas Emissions ☐ Hazards and Hazardous Materials ☐ Hydrology and Water Quality
☐ Land Use and Land Use Planning ☐ Mineral Resources* ☐ Noise
☐ Population and Housing ☐ Public Services ☐ Recreation
☒ Transportation and Traffic ☐ Utilities and Service Systems

* These issues are not currently proposed to be further analyzed in the EIR.

Comments:

Hotel is totally crazy. More people = more traffic = more water consumption. Try to get a store to replace Nordstrom instead of building a tremendous monster.
Upgrade the mall but do not construct the residential.

(Please write on the back if you need more room)

Please drop the completed form into the box marked “COMMENTS” or mail to:
Stacey Kinsella, Associate Planner
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Comments may also be submitted via e-mail to Stacey.Kinsella@redondo.org.
All comments must be received no later than 5:00 p.m. on November 2, 2015.
Scoping Meeting Public Comments
South Bay Galleria Improvement Project
Environmental Impact Report (EIR) - Scoping Process

Meeting location/Date: 1815 Hawthorne Boulevard, South Bay Galleria, Redondo Beach. Second level, near atrium elevators, Space 275 (former Lane Bryant location). October 10, 2015, 10:00 a.m.

Name: Joe Reyes
Organization: (optional) Point Home Realty
Address: 1821 Kingsdale Ave. Redondo Beach CA 90278
Zip Code: 90278
Phone: (optional) (310) 347-5883
E-mail: (optional) jereyes@gmail.com

Regarding what environmental issues you feel should be addressed in the EIR, Please check the topics and describe what the issue(s) is/are:

☐ Aesthetics ☐ Agriculture and Forestry Resources* ☑ Air Quality
☐ Biological Resources ☐ Cultural Resources ☐ Geology, Soils and Seismicity
☒ Greenhouse Gas Emissions ☐ Hazards and Hazardous Materials ☐ Hydrology and Water Quality
☒ Land Use and Land Use Planning ☐ Mineral Resources* ☐ Noise
☒ Population and Housing ☐ Public Services ☐ Recreation
☒ Transportation and Traffic ☐ Utilities and Service Systems

* These issues are not currently proposed to be further analyzed in the EIR.

Comments:
Traffic is already overloaded on Kingsdale & 182nd. Re-route busses up 177th or avoid passing 177th on Kingsdale to help accommodate increased volume.

Update our theatre to bump up demographic.

NO RESIDENTIAL!!

(Please write on the back if you need more room)

Please drop the completed form into the box marked "COMMENTS" or mail to:
Stacey Kinsella, Associate Planner
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Comments may also be submitted via e-mail to Stacey.Kinsella@redondo.org. All comments must be received no later than 5:00 p.m. on November 2, 2015
Scoping Meeting Public Comments
South Bay Galleria Improvement Project
Environmental Impact Report (EIR) - Scoping Process

Meeting location/Date: 1815 Hawthorne Boulevard, South Bay Galleria, Redondo Beach,
Second level, near atrium elevators, Space 275 (former Lane Bryant location). October 10, 2015, 10:00 a.m.

Name: Hailey Ogle
Organization: (optional)
Address: 1927 Condon Ave., Redondo Beach
Zip Code: 90278
Phone: (optional)
E-mail: (optional)

Regarding what environmental issues you feel should be addressed in the EIR, Please check the
topics and describe what the issue(s) is/are:

- Aesthetics
- Biological Resources
- Greenhouse Gas Emissions
- Land Use and Land Use Planning
- Population and Housing
- Transportation and Traffic
- Agriculture and Forestry Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Mineral Resources
- Public Services
- Utilities and Service Systems

These issues are not currently proposed to be further analyzed in the EIR.

Comments:

Traffic needs to be looked at on Kingsdale and 182nd.
During the holidays (Christmas, Thanksgiving, New Years)
and during the weekdays, mornings, and evenings, weekends
during the afternoons. Do not survey on the early mornings
as has been done before. Look at our schools (already
heavily impacted). Look at our Urban Farming Police Department
stolen 3 vandalized property (CAPS). Adding in a new minimum
1,200 residents is absurd and unfeasible for Redondo. It takes
Hours to be seen at an emergency room. Let alone Dr. office
waits. On top of all this when my mom lived here when the
first remodel was done here in the 90s our house on Condon Ave
became infested with massive rats.

(Please write on the back if you need more space)

Please drop the completed form into the box marked "COMMENTS" or mail to:
Stacey Kinsella, Associate Planner
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Comments may also be submitted via e-mail to Stacey.Kinsella@redondo.org.
All comments must be received no later than 5:00 p.m. on November 2, 2015
New cracks in our house have appeared and more will appear with construction. Kingsdale, before the buses were allowed, had signs posted stating no trucks over 9 ft were allowed. The only thing that has changed about Kingsdale is the signs were taken down and massive cracks and pot holes have appeared in their place. The buses can't fit, are rude, and destroy the roads.

We hear car alarms, horns, and see flashing lights in our living room window. I do not want more construction on Artesia & Kingsdale. We used to have a mountain view, if there were more, and 100+ buildings built we will have no sun rises, we will be in shadow 100% of the day with the tall mall in front, target to the south, and the condos & old residents homes behind us to the west. Plants need sun and air flow. Current residents need light and air flow. Please do not build higher it's more placing me unwillingly in a hole.
Scoping Meeting Public Comments
South Bay Galleria Improvement Project
Environmental Impact Report (EIR) - Scoping Process

Meeting location/Date: 1815 Hawthorne Boulevard, South Bay Galleria, Redondo Beach.
Second level, near atrium elevators, Space 275 (former Lane Bryant location). October 10, 2015, 10:00 a.m.

Name:  
Organization: (optional)
Address: 1821 Kingsdale Ave, Redondo Beach
Zip Code: 90278
Phone: (optional) 310-735-0998
E-mail: (optional) suzy.royds@yahoo.com

Regarding what environmental issues you feel should be addressed in the EIR, Please check the topics and describe what the issue(s) is/are:

☐ Aesthetics  ☐ Agriculture and Forestry Resources*  ☐ Air Quality
☐ Biological Resources  ☐ Cultural Resources  ☐ Geology, Soils and Seismicity
☐ Greenhouse Gas Emissions  ☐ Hazards and Hazardous Materials  ☐ Hydrology and Water Quality
☐ Land Use and Land Use Planning  ☐ Mineral Resources*  ☐ Noise
☐ Population and Housing  ☐ Public Services  ☐ Recreation
☐ Transportation and Traffic  ☐ Utilities and Service Systems

* These issues are not currently proposed to be further analyzed in the EIR.

Comments:
1. Kingsdale Ave. is a residential street between Grant and 1821 Kingsdale Ave. does not handle the bus transit system. The street is too narrow for the buses to enter and exit the street. The air quality is compromised, the noise is defining and accidents have occurred as a result.
2. The intersection of Kingsdale and Grant is notorious for accidents - improper signal.
3. No high-rise apartments or condos on Kingsdale. This will prevent morning sun from reaching my property, AND increase traffic as well as there will be inadequate parking.

(Please write on the back if you need more room)

Please drop the completed form into the box marked “COMMENTS” or mail to:
Stacey Kinsella, Associate Planner
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Comments may also be submitted via e-mail to Stacey.Kinsella@redondo.org.
All comments must be received no later than 5:00 p.m. on November 2, 2015.
Scoping Meeting Public Comments
South Bay Galleria Improvement Project
Environmental Impact Report (EIR) - Scoping Process

Meeting location/Date: 1815 Hawthorne Boulevard, South Bay Galleria, Redondo Beach.
Second level, near atrium elevators, Space 275 (former Lane Bryant location). October 10, 2015, 10:00 a.m.

Name: Cindy Ogle

Organization: (optional)

Address: 1927 Condon Ave, Redondo Beach

Zip Code: 90278

Phone: (optional) ____________________________

E-mail: (optional) ____________________________

Regarding what environmental issues you feel should be addressed in the EIR, Please check the topics and describe what the issue(s) is/are:

- [ ] Aesthetics
- [ ] Biological Resources
- [ ] Greenhouse Gas Emissions
- [x] Land Use and Land Use Planning
- [x] Population and Housing
- [x] Transportation and Traffic
- [ ] Agriculture and Forestry Resources
- [ ] Cultural Resources
- [x] Hazards and Hazardous Materials
- [ ] Mineral Resources
- [x] Public Services
- [ ] Utilities and Service Systems

These issues are not currently proposed to be further analyzed in the EIR.

Emergency room waits - specifically.

Comments:

Our city is full. If residents were able to vote like they were for the AES project this too would be declined. We do not need or want more! My mountain view was taken away by the Galina parking structure. My breeze was taken away by the Senor Residences built behind me. Kingsdale had signage. No trucks more than 42 tons - now we allow buses! Kingsdale is torn up.

Emergency room waits are way too long - please look at this.
Schools are full - look at this please.

Traffic in our area is horrendous - we are overpopulated.

No residences - no apartments - no hotel

No more loss of sky or views for current residents - No More traffic!

(Please write on the back if you need more room)

Please drop the completed form into the box marked "COMMENTS" or mail to:
Stacey Kinsella, Associate Planner
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Comments may also be submitted via e-mail to Stacey.Kinsella@redondo.org.
All comments must be received no later than 5:00 p.m. on November 2, 2015
Buses need to be moved off of Kingsdale. They don't stay in their lanes on Kingsdale or turning from 182nd onto Kingsdale. They run red lights at Kingsdale & Grant. I have nearly been hit several times.

Please do an EIR study during high traffic times - we are inundated.

We need bike lanes - not busses!

Look at noise carefully!

In the area add big oxygen giving trees - not palms or these.

Thank you!
Scoping Meeting Public Comments
South Bay Galleria Improvement Project
Environmental Impact Report (EIR) - Scoping Process

Meeting location/Date: 1815 Hawthorne Boulevard, South Bay Galleria, Redondo Beach. Second level, near atrium elevators, Space 275 (former Lane Bryant location). October 10, 2015, 10:00 a.m.

Name: [Signature]

Organization: (optional)

Address: 4555 W. 177th St. Torrance

Zip Code: 90274

Phone: (optional) 310-293-1834

E-mail: (optional) lucero@psynarde.com

Regarding what environmental issues you feel should be addressed in the EIR, Please check the topics and describe what the issue(s) is/are:

- Aesthetics
- Biological Resources
- Greenhouse Gas Emissions
- Land Use and Land Use Planning
- Population and Housing
- Transportation and Traffic
- Agriculture and Forestry Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Public Services
- Air Quality
- Geology, Soils and Seismicity
- Hydrology and Water Quality
- Noise
- Recreation

Comments:
Impact too traffic daily. It takes 30 min @ 6:30 to get from Hawthorne Freeway exit to 177th. The light @ 177th & Hawthorne intersection is terrible traffic backs up. Need to close 177th st to through traffic from mall. Very concered about more traffic by adding hotel, residential development. Need to monitor traffic @ Hawthorne & Artesa at after work hours when traffic from 177th going west blocks 3 lanes of traffic coming South. Also, put up 24 lights to

(Please write on the back if you need more room)

Please drop the completed form into the box marked "COMMENTS" or mail to:
Stacey Kinsella, Associate Planner
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Comments may also be submitted via e-mail to Stacey.Kinsella@redondo.org.
All comments must be received no later than 5:00 p.m. on November 2, 2015
Need to get the City of Torrance involved! / / invite them to your planning meetings.
Scoping Meeting Public Comments
South Bay Galleria Improvement Project
Environmental Impact Report (EIR) - Scoping Process

Meeting location/Date: 1815 Hawthorne Boulevard, South Bay Galleria, Redondo Beach. Second level, near atrium elevators, Space 275 (former Lane Bryant location). October 10, 2015, 10:00 a.m.

Name: DONNA MOORE

Organization: (optional)

Address: 407 W. 177th St. Torrance

Zip Code: 90504

Phone: (optional)

E-mail: (optional)

Regarding what environmental issues you feel should be addressed in the EIR, Please check the topics and describe what the issue(s) is/are:

☐ Aesthetics
☐ Biological Resources
☐ Greenhouse Gas Emissions
☐ Land Use and Land Use Planning
☐ Population and Housing
☐ Transportation and Traffic
☐ Agriculture and Forestry Resources*
☐ Cultural Resources
☐ Hazards and Hazardous Materials
☐ Mineral Resources*
☐ Public Services
☐ Utilities and Service Systems

* These issues are not currently proposed to be further analyzed in the EIR.

Comments:

• Traffic NOW (Artesia, Hawthorne, Prairie) is Already WAY overburdened. ADDING 650 additional housing units with 1-2 cars per unit would SEVERELY change the quality of life the current residents expected when moving here. I don't see the possibility of widening 182nd, 17th, Hawthorne, Kingsdale.

• Intersections of Artesia & Hawthorne with the Kink of Redondo Beach Blvd crossing through has made that area especially at rush

(Please write on the back if you need more room)

Please drop the completed form into the box marked “COMMENTS” or mail to:
Stacey Kinsella, Associate Planner
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Comments may also be submitted via e-mail to Stacey.Kinsella@redondo.org.
All comments must be received no later than 5:00 p.m. on November 2, 2015
Comments continued:

- Hour almost impossible.

- Intersection at Prairie-Artesia (with cars coming south on Prairie towards Artesia is already impossible.

- 405N exit at Prairie (coming towards your prospective area is already impossible.

- City of Torrance is proposing ripping up 177th St. which has been a throughway for the current mall traffic. With hotel and housing added to the retail mix 177th St will turn into another Hawthorne Blvd. with the traffic.

- No additional housing! Please
Scoping Meeting Public Comments
South Bay Galleria Improvement Project
Environmental Impact Report (EIR) - Scoping Process

Meeting location/Date: 1815 Hawthorne Boulevard, South Bay Galleria, Redondo Beach.
Second level, near atrium elevators, Space 275 (former Lane Bryant location). October 10, 2015, 10:00 a.m.

Name: ____________________________________________________________

Organization: (optional) ____________________________________________

Address: __________________________________________________________

Zip Code: 90504

Phone: (optional) __________________________________________________

E-mail: (optional) __________________________________________________

Regarding what environmental issues you feel should be addressed in the EIR, Please check the topics and describe what the issue(s) is/are:

☐ Aesthetics
☐ Biological Resources
☐ Greenhouse Gas Emissions
☐ Land Use and Land Use Planning
☐ Population and Housing
☐ Transportation and Traffic

☐ Agriculture and Forestry Resources*
☐ Cultural Resources
☐ Hazards and Hazardous Materials
☐ Mineral Resources*
☐ Public Services
☐ Utilities and Service Systems

☐ Air Quality
☐ Geology, Soils and Seismicity
☐ Hydrology and Water Quality
☐ Noise
☐ Recreation

* These issues are not currently proposed to be further analyzed in the EIR.

Comments:

It looks like the positive benefits (increased tax revenue) all accrue to Redondo Beach, and the negative effects (costs) to Torrance. Specifics I include:

1. Traffic/streets: Congestion, increased wear and tear (note Hawthorne, Artesia, 182nd, all out traffic capacity) etc.
2. Pascales (El Norte Columbia)
3. Hospitals (2) Housing and Hotel are a TERRIBLE idea!
4. Noise
5. Trash
6. Water

Note that Freeway access is all through Torrance. We've seen these impacts on quality of life and this does not bode well.

(Please write on the back if you need more room)

Please drop the completed form into the box marked "COMMENTS" or mail to:

Stacey Kinsella, Associate Planner
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Comments may also be submitted via e-mail to Stacey.Kinsella@redondo.org.
All comments must be received no later than 5:00 p.m. on November 2, 2015.
Scoping Meeting Public Comments
South Bay Galleria Improvement Project
Environmental Impact Report (EIR) - Scoping Process

Meeting location/Date: 1815 Hawthorne Boulevard, South Bay Galleria, Redondo Beach. Second level, near atrium elevators, Space 275 (former Lane Bryant location). October 10, 2015, 10:00 a.m.

Name: Sean Guthrie
Organization: (optional) Beach Cities Health District - Livability Committee
Address: 200 Yacht Club Way, Redondo Beach
Zip Code: 90277
Phone: (optional) 310-376-0926 x 127
E-mail: (optional) Sean@Kingsharbor.com

Regarding what environmental issues you feel should be addressed in the EIR, Please check the topics and describe what the issue(s) is/are:

☐ Aesthetics
☐ Biological Resources
☐ Greenhouse Gas Emissions
☐ Land Use and Land Use Planning
☐ Population and Housing
☐ Transportation and Traffic
☐ Agriculture and Forestry Resources*
☐ Cultural Resources
☐ Hazards and Hazardous Materials
☐ Mineral Resources*
☐ Public Services
☐ Utilities and Service Systems
☐ Air Quality
☐ Geology, Soils and Seismicity
☐ Hydrology and Water Quality
☐ Noise
☐ Recreation

* These issues are not currently proposed to be further analyzed in the EIR.

Comments:
Insure development project shall be designed consistent with City’s Livability Plan and South Bay Bicycle Master Plan policies and objectives. Also consistent with State’s Complete Streets (Living Streets) policies and objectives.

(Please write on the back if you need more room)

Please drop the completed form into the box marked “COMMENTS” or mail to:
Stacey Kinsella, Associate Planner
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Comments may also be submitted via e-mail to Stacey.Kinsella@redondo.org.
All comments must be received no later than 5:00 p.m. on November 2, 2015
Comments continued:

---

---
Scoping Meeting Public Comments
South Bay Galleria Improvement Project
Environmental Impact Report (EIR) - Scoping Process

Meeting location/Date: 1815 Hawthorne Boulevard, South Bay Galleria, Redondo Beach. Second level, near atrium elevators, Space 275 (former Lane Bryant location). October 10, 2015, 10:00 a.m.

Name: Karin Kartounian

Organization: (optional)

Address: 1736 Speyer Lane

Zip Code: 90278

Phone: (optional)

E-mail: (optional) Kartounian_e@gmail.com

Regarding what environmental issues you feel should be addressed in the EIR, Please check the topics and describe what the issue(s) is/are:

- Aesthetics
- Air Quality
- Agriculture and Forestry Resources*
- Biological Resources
- Geology, Soils and Seismicity
- Cultural Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Greenhouse Gas Emissions
- Mineral Resources*
- Land Use and Land Use Planning
- Noise
- Population and Housing
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

* These issues are not currently proposed to be further analyzed in the EIR.

Comments:

Excited about this project. Hope it has a feel of the Fashion Island in Newport Beach. A place where you can stroll w/ your little ones & lots of great shopping and restaurants.

(Please write on the back if you need more room)

Please drop the completed form into the box marked "COMMENTS" or mail to:

Stacey Kinsella, Associate Planner
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Comments may also be submitted via e-mail to Stacey.Kinsella@redondo.org.
All comments must be received no later than 5:00 p.m. on November 2, 2015
Additional NOP/IS & Scoping Meeting Comments
<table>
<thead>
<tr>
<th>Group/Association</th>
<th>Address</th>
<th>Email Address</th>
<th>Phone</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paul and Martha Nunez</td>
<td>4239 W. Artesia Blvd. Torrance CA</td>
<td><a href="mailto:BuezAra@msn.com">BuezAra@msn.com</a></td>
<td></td>
<td>10/8/2015</td>
</tr>
<tr>
<td>Susana Noya</td>
<td>4048 West 177th St Torrance CA</td>
<td><a href="mailto:snoya77@earthlink.net">snoya77@earthlink.net</a></td>
<td></td>
<td>10/8/2015</td>
</tr>
<tr>
<td>Randy and Martha Shetter</td>
<td>4242 West 177th St Torrance CA</td>
<td><a href="mailto:rmshetter@aol.com">rmshetter@aol.com</a></td>
<td></td>
<td>10/10/2015</td>
</tr>
<tr>
<td>David Feldman</td>
<td>2750 Artesia Blvd. Unit 344, Redondo Beach CA 90278</td>
<td>(424) 247-9270</td>
<td></td>
<td>10/16/2015</td>
</tr>
<tr>
<td>SCAQMD, Jillian Wong</td>
<td>21865 Copley Drive Diamond Bar CA 91765-4178</td>
<td>(909) 396-2000</td>
<td></td>
<td>10/16/2015</td>
</tr>
<tr>
<td>Donna Witte</td>
<td>2750 Artesia Blvd. Unit 205, Redondo Beach CA 90278</td>
<td>(310) 504-0404</td>
<td></td>
<td>10/17/2015</td>
</tr>
<tr>
<td>Bob Cutler</td>
<td>2750 Artesia Blvd. Redondo Beach CA 90278</td>
<td>(310) 542-5424</td>
<td></td>
<td>10/18/2015</td>
</tr>
<tr>
<td>Kristy D</td>
<td></td>
<td><a href="mailto:kdraeger127@gmail.com">kdraeger127@gmail.com</a></td>
<td></td>
<td>10/18/2015</td>
</tr>
<tr>
<td>Angeline Souza</td>
<td>2750 Artesia Blvd, Unite 128 Redondo Beach CA 90278</td>
<td>(424) 239-2610</td>
<td></td>
<td>10/19/2015</td>
</tr>
<tr>
<td>Eloise Schlickman</td>
<td>2750 Artesia Blvd. Unit 347, Redondo Beach CA 90278</td>
<td>(310) 740-0614</td>
<td></td>
<td>10/19/2015</td>
</tr>
<tr>
<td>G. Hennies</td>
<td>2750 Artesia Blvd. Unit 132, Redondo Beach CA 90278</td>
<td>(310) 371-0076</td>
<td></td>
<td>10/19/2015</td>
</tr>
<tr>
<td>Joan Spratt</td>
<td>2750 Artesia Blvd. Unit 103, Redondo Beach CA 90278</td>
<td>(760) 214-3667</td>
<td></td>
<td>10/19/2015</td>
</tr>
<tr>
<td>Nancy Issacson</td>
<td>2750 Artesia Blvd. Unit 461, Redondo Beach CA 90278</td>
<td>(310) 214-2400</td>
<td></td>
<td>10/19/2015</td>
</tr>
<tr>
<td>Yumiko Omatsu</td>
<td>2750 Artesia Blvd. Unit 322, Redondo Beach CA 90278</td>
<td>(424) 206-1594</td>
<td></td>
<td>10/19/2015</td>
</tr>
<tr>
<td>Andrew&amp;Ann Chorbi</td>
<td>2750 Artesia Blvd. Unte 236 Redondo Beach CA 90278</td>
<td>(424) 206-1190</td>
<td></td>
<td>10/20/2015</td>
</tr>
<tr>
<td>Anne Gibson</td>
<td>2750 Artesia Blvd. Unit 338 Redondo Beach CA 90278</td>
<td></td>
<td></td>
<td>10/20/2015</td>
</tr>
<tr>
<td>Beverly A. Michaelis</td>
<td>2750 Artesia Blvd. Unit 328 Redondo Beach CA 90278</td>
<td>(310) 793-9763</td>
<td></td>
<td>10/20/2015</td>
</tr>
<tr>
<td>Lucia Gomez</td>
<td>2750 Artesia Blvd. Unit 450, Redondo Beach CA 90278</td>
<td>(310) 371-7079</td>
<td></td>
<td>10/20/2015</td>
</tr>
<tr>
<td>Lynne Kuhcahka</td>
<td>2750 Artesia Blvd. Unit 214, Redondo Beach CA 90278</td>
<td>(310) 372-1746</td>
<td></td>
<td>10/20/2015</td>
</tr>
<tr>
<td>V. Joan Gleriys</td>
<td>2750 Artesia Blvd. Unit 348, Redondo Beach CA 90278</td>
<td>(424) 244-7947</td>
<td></td>
<td>10/20/2015</td>
</tr>
<tr>
<td>Betty J. Fisk</td>
<td>2750 Artesia Blvd. Unit 250 Redondo Beach CA 90278</td>
<td>(424) 237-2189</td>
<td></td>
<td>10/21/2015</td>
</tr>
<tr>
<td>Evelyn McKernan</td>
<td>2750 Artesia Blvd. Unit 114, Redondo Beach CA 90278</td>
<td>(310) 706-1849</td>
<td></td>
<td>10/21/2015</td>
</tr>
<tr>
<td>Alice H Christensen</td>
<td>2750 Artesia Blvd. Unit 304 Redondo Beach CA 90278</td>
<td>(310) 371-4605</td>
<td></td>
<td>10/22/2015</td>
</tr>
<tr>
<td>Michi Ishii</td>
<td>2750 Artesia Blvd. Unit 112, Redondo Beach CA 90278</td>
<td>(424) 247-8002</td>
<td></td>
<td>10/22/2015</td>
</tr>
<tr>
<td>David Amato</td>
<td></td>
<td><a href="mailto:dave92364@yahoo.com">dave92364@yahoo.com</a></td>
<td></td>
<td>10/24/2015</td>
</tr>
<tr>
<td>Mariolu Espino</td>
<td></td>
<td><a href="mailto:maespino2006@yahoo.com">maespino2006@yahoo.com</a></td>
<td></td>
<td>10/24/2015</td>
</tr>
<tr>
<td>Savitri Hene, Greg Jones</td>
<td>2750 Artesia Blvd. Unit 318, Redondo Beach CA 90278</td>
<td>(310) 214-2084</td>
<td></td>
<td>10/24/2015</td>
</tr>
<tr>
<td>Rona Levin</td>
<td>2750 Artesia Blvd. Unit 305, Redondo Beach CA 90278</td>
<td>(310) 793-3249</td>
<td></td>
<td>10/26/2015</td>
</tr>
<tr>
<td>Dan Elder</td>
<td></td>
<td><a href="mailto:danonrobinson@gmail.com">danonrobinson@gmail.com</a></td>
<td></td>
<td>10/27/2015</td>
</tr>
<tr>
<td>Faye Gipson</td>
<td>2750 Artesia Blvd. Unit 437, Redondo Beach CA 90278</td>
<td></td>
<td></td>
<td>10/27/2015</td>
</tr>
<tr>
<td>Beach Cities Health District - Jacqueline Sun, Jim Hannon</td>
<td></td>
<td><a href="mailto:jacqueline.sun@bchd.org">jacqueline.sun@bchd.org</a></td>
<td></td>
<td>10/28/2015</td>
</tr>
<tr>
<td>Group/Association</td>
<td>Address</td>
<td>Email Address</td>
<td>Phone</td>
<td>Date</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>--------------------------------------------------------------</td>
<td>-----------------------------</td>
<td>----------------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>Los Angeles, CA 90012-2952</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Danny Santana, Gregg Lodan</td>
<td>City of Torrance 3031 Torrance Blvd. Torrance CA 90503</td>
<td></td>
<td>(310) 618-5871</td>
<td>10/29/2015</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jim Spratt</td>
<td></td>
<td><a href="mailto:jisprratt@hotmail.com">jisprratt@hotmail.com</a></td>
<td></td>
<td>10/29/2015</td>
</tr>
<tr>
<td>Mary Miller</td>
<td></td>
<td><a href="mailto:shanghaiy@gmail.com">shanghaiy@gmail.com</a></td>
<td></td>
<td>10/29/2015</td>
</tr>
<tr>
<td>Nan C</td>
<td></td>
<td><a href="mailto:nanseajoy@aol.com">nanseajoy@aol.com</a></td>
<td></td>
<td>10/29/2015</td>
</tr>
<tr>
<td>Paul and Martha Nunez</td>
<td>4239 W. Artesia Blvd. Redondo Beach CA 90504</td>
<td><a href="mailto:buezara@msn.com">buezara@msn.com</a></td>
<td></td>
<td>10/29/2015</td>
</tr>
<tr>
<td>Soboba Band Luiseno Indians, Joseph Ontiveros</td>
<td>P.O Box 487 San Jacinto, CA 92581</td>
<td><a href="mailto:jontiveros@soboba-nsn.gov">jontiveros@soboba-nsn.gov</a></td>
<td>(951) 654-5544</td>
<td>10/29/2015</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sanitation District, Adriana Raza</td>
<td>P.O. Box 4998, Whittier CA 90607-4998</td>
<td></td>
<td>(562) 699-7411</td>
<td>10/30/2015</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miya Edmonson, Dianna Watson</td>
<td>Caltrans District 7</td>
<td><a href="mailto:miya.edmonson@dot.ca.gov">miya.edmonson@dot.ca.gov</a></td>
<td>(213) 897-6536</td>
<td>11/2/2015</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Perry Banner</td>
<td>City of Lawndale 14717 Burin Avenue Lawndale CA 90260</td>
<td><a href="mailto:pbanner@lawndalecity.org">pbanner@lawndalecity.org</a></td>
<td>(310) 973-3206</td>
<td>11/2/2015</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SCAG, Lijin Sun</td>
<td>818 W. 7th Street, 12th Floor Los Angeles, CA 90017</td>
<td><a href="mailto:SunL@scag.ca.gov">SunL@scag.ca.gov</a></td>
<td>(213) 236-1882</td>
<td>11/2/2015</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
ADDITIONAL COMMENTS ON SOUTH BAY GALLERIA PROJECT

I am concerned that this project will bring increased traffic problems to our existing streets. The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

AIR QUALITY

I have asthma and many allergies; I am worried that the environment would be permanently affected. During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

NOISE

I am worried that an increase in population and traffic will permanently increase sound pollution.

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.
ADDITIONAL COMMENTS ON SOUTH BAY GALLERIA PROJECT

TRAFFIC

The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

AIR QUALITY

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

NOISE

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.
Dear Joe: Will developers take care of the city streets?

Where will we go to get extra schools for all these homes with children?

I thought the Valley was over developed & too much traffic. Josh & I arrived in Apr. 6th, 1960. Does it grow? Beach has grown even more & one day Seattle, now growing you can't stop! No longer a beach town-- it's a city by the Pacific.
Dear Ms Kinsella;

Attached you will find a letter describing our concern with the South Bay Galleria Improvement Project.
Thank you for your attention to this matter.
Yours truly
Susana Noya

Information from ESET Endpoint Antivirus, version of virus signature database 12383 (20151009)

The message was checked by ESET Endpoint Antivirus.

http://www.eset.com
Susana Noya
4048 W 173rd Place
Torrance, Ca 90504

October 8th, 2015

CITY OF REDONDO BEACH
Community Development Department
415 Diamond Street,
Redondo Beach, Ca 90277
Attention: Ms. S. Kinsella

Dear Ms. Kinsella

I have read a notice received by one neighbor regarding the development proposed at the South Bay Galleria.

I lived a couple of block from the intersection of Artesia and Hawthorne and as of today that intersection is very busy at any time of the day. It has become difficult to navigate due to the gridlock in order to go to the market or different stores.

I believe that this new City plan will increase traffic and noise and in the long run it could be detrimental to the shops at the Galleria as people will consider a nuisance to go there.

I will ask the Council to please consider the quality of life of the neighbors and the community in general.

Thank you for your attention to this matter.

Susana Noya

P.D. Please acknowledge this letter. Thank you
October 29, 2015

Attn: Stacey Kinsella, Associate Planner  
City of Redondo Beach  
Community Development Department  
415 Diamond Street  
Redondo Beach, CA 90277

RE: South Bay Galleria Improvement Project; Project/Environmental Review No. 2015-09-EIR-001

The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project(s) has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. At this time the Soboba Band does not have any specific concerns regarding known cultural resources in the specified areas that the project encompasses, but does request that the appropriate consultation continue to take place between the tribes, project proponents, and government agencies.

Also, working in and around traditional use areas intensifies the possibility of encountering cultural resources during any future construction/excavation phases that may take place. For this reason the Soboba Band of Luiseño Indians requests that approved Native American Monitor(s) be present during any future ground disturbing proceedings, including surveys and archaeological testing, associated with this project. The Soboba Band wishes to defer to Gabrieleño Tribal Consultants, who are closer to the project area. Please feel free to contact me with any additional questions or concerns.

Sincerely,

[Signature]

Joseph Ontiveros  
Cultural Resource Director  
Soboba Band of Luiseño Indians  
P.O. Box 487  
San Jacinto, CA 92581  
Phone (951) 654-5544 ext. 4137  
Cell (951) 663-5279  
jontiveros@soboba-nsn.gov

Confidentiality: The entirety of the contents of this letter shall remain confidential between Soboba and the City of Redondo Beach. No part of the contents of this letter may be shared, copied, or utilized in any way with any other individual, entity, municipality, or tribe, whatsoever, without the expressed written permission of the Soboba Band of Luiseño Indians.
Revised Notice of Preparation of a CEQA Document for the South Bay Galleria Improvement Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff’s comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.

Air Quality Analysis
The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD’s Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD’s website here: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: [http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2). In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is...
recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment (“Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis”) can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board’s Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB’s Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD CEQA Air Quality Handbook
- SCAQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD’s Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD’s Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD’s webpage (http://www.aqmd.gov).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at JWong1@aqmd.gov or call me at (909) 396-3176.

Sincerely,

Jillian Wong

Jillian Wong, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

LAC151006-03
Control Number
Dear Ms. Kinsella,

Please find attached SCAG Comments on the NOP of a Draft EIR for the South Bay Galleria Improvement Project [SCAG NO. IGR8626].

Please contact me at (213) 236-1882 or sunl@scag.ca.gov if you have any questions or difficulties with the attached file. Thank you.

Sincerely,

Lijin Sun, J.D., Esq.
Senior Regional Planner
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017
T: (213) 236-1882 | F: (213) 236-1963
E: Sunl@scag.ca.gov | W: www.scag.ca.gov

Information from ESET Endpoint Antivirus, version of virus signature database 12503 (20151102)

The message was checked by ESET Endpoint Antivirus.

http://www.eset.com
November 2, 2015

Ms. Stacey Kinsella
City of Redondo Beach, Planning Division
415 Diamond Street
Redondo Beach, California 90277
Phone: (310) 318-0637 x2232
E-mail: Stacey.kinsella@redondo.org

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the South Bay Galleria Improvement Project [SCAG NO. IGR8626]

Dear Ms. Kinsella,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the South Bay Galleria Improvement Project ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.1 Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the South Bay Galleria Improvement Project in the Los Angeles County. The proposed project includes modifications and additions to the existing 29.85 acre South Bay Galleria enclosed mall property. The improvements and additions include up to 217,864 square feet of additional retail development, a hotel of up to 150 rooms, and up to 650 residential units.

When available, please send environmental documentation to SCAG’s office in Los Angeles or by email to sun@scag.ca.gov providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Lijin Sun, Esq., Senior Regional Planner, at (213) 236-1882 or lsun@scag.ca.gov. Thank you.

Sincerely,

Ping Chang
Program Manager II, Land Use and Environmental Planning

---

1 SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.
CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

2012 RTP/SCS GOALS

The SCAG Regional Council adopted the 2012 RTP/SCS in April 2012. The 2012 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see http://rtpscs.scag.ca.gov). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012 RTP/SCS are the following:

<table>
<thead>
<tr>
<th>SCAG 2012 RTP/SCS GOALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTP/SCS G1: Align the plan investments and policies with improving regional economic development and competitiveness</td>
</tr>
<tr>
<td>RTP/SCS G2: Maximize mobility and accessibility for all people and goods in the region</td>
</tr>
<tr>
<td>RTP/SCS G3: Ensure travel safety and reliability for all people and goods in the region</td>
</tr>
<tr>
<td>RTP/SCS G4: Preserve and ensure a sustainable regional transportation system</td>
</tr>
<tr>
<td>RTP/SCS G5: Maximize the productivity of our transportation system</td>
</tr>
<tr>
<td>RTP/SCS G6: Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)</td>
</tr>
<tr>
<td>RTP/SCS G7: Actively encourage and create incentives for energy efficiency, where possible</td>
</tr>
<tr>
<td>RTP/SCS G8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation</td>
</tr>
<tr>
<td>RTP/SCS G9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies</td>
</tr>
</tbody>
</table>

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:
RTP/SCS STRATEGIES

To achieve the goals of the 2012 RTP/SCS, a wide range of strategies are included in SCS Chapter (starting on page 152) of the RTP/SCS focusing on four key areas: 1) Land Use Actions and Strategies; 2) Transportation Network Actions and Strategies; 3) Transportation Demand Management (TDM) Actions and Strategies and; 4) Transportation System Management (TSM) Actions and Strategies. If applicable to the proposed project, please refer to these strategies as guidance for considering the proposed project within the context of regional goals and policies. To access a listing of the strategies, please visit http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf (Tables 4.3 – 4.7, beginning on page 152).

REGIONAL GROWTH FORECASTS

At the time of this letter, the most recently adopted SCAG forecasts, at the jurisdictional level, consists of the 2020 and 2035 RTP/SCS population, household and employment forecasts. To view them, please visit http://scag.ca.gov/Documents/2012/AdoptedGrowthForecastPDF.pdf. The forecasts for the region and applicable jurisdictions are below.

<table>
<thead>
<tr>
<th>Adopted SCAG Region Wide Forecasts</th>
<th>Adopted City of Redondo Beach Forecasts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year 2020</td>
<td>Year 2035</td>
</tr>
<tr>
<td>Population</td>
<td>19,663,000</td>
</tr>
<tr>
<td>Households</td>
<td>6,458,000</td>
</tr>
<tr>
<td>Employment</td>
<td>8,414,000</td>
</tr>
</tbody>
</table>

MITIGATION

SCAG staff recommends that you review the SCAG 2012 RTP/SCS Final Program EIR Mitigation Measures for guidance, as appropriate. See Chapter 6 (beginning on page 143) at: http://rtpscs.scag.ca.gov/Documents/peir/2012/final/Final2012PEIR.pdf

As referenced in Chapter 6, a comprehensive list of example mitigation measures that may be considered as appropriate is included in Appendix G: Examples of Measures that Could Reduce Impacts from Planning, Development and Transportation Projects. Appendix G can be accessed at: http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012PEIR_AppendixG_ExampleMeasures.pdf
ADDITIONAL COMMENTS ON SOUTH BAY GALLERIA PROJECT

TRAFFIC

The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

AIR QUALITY

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

NOISE

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.

THE ADDITIONAL DAMAGE TO POOL FILTERS + AIR FILTERS WOULD, DUE TO THE ADDITIONAL PARTICULATE MATTER IN THE AIR, COST CONDO OWNERS ADDITIONAL MONEY. THIS WOULD ALSO AFFECT HOME OWNERS + STORES.
**Loss of sleep (bedtimes, naps, etc.) would occur resulting in health issues for us older people. What are start/stop times for construction?**
Ms. Stacey Kinsella, Associate Planner
Community Development Department
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Dear Ms. Kinsella:

South Bay Galleria Improvement Project

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on October 5, 2015. The proposed development is located within the jurisdictional boundaries of District No. 5. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to local sewer lines, which are not maintained by the Districts, for conveyance to either or both the Districts’ El Nido Trunk Sewer, located in 182nd Street at Hawthorne Boulevard, or the El Nido Relief Trunk Sewer, located in a private right of way northeast of the intersection of 182nd and Kingsdale Avenue. The 12-inch diameter El Nido Trunk Sewer has a design capacity of 1.5 million gallons per day (mgd) and conveyed a peak flow of 0.5 mgd when last measured in 2011. The 10-inch diameter El Nido Relief Trunk Sewer has a design capacity of 5.5 mgd and conveyed a peak flow of 0.1 mgd when last measured in 2011.

2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 400 mgd and currently processes an average flow of 263.1 mgd.

3. The expected increase in average wastewater flow from the proposed project, an additional 217,864 square feet increase to the existing mall square footage, a 150-room hotel, and 650 residential units, is 232,524 gallons per day. For a copy of the Districts’ average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link.

4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts’ Sewerage System for increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project.
Payment of a connection fee will be required before a permit to connect to the sewer is issued. For more information and a copy of the Connection Fee Information Sheet, go to www.laerd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts’ wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts’ facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts’ treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts’ facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

[Signature]
Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: M. Sullivan
    J. Tatalovich
Ms. Stacey Kinsella, Associate Planner
Community Development Department
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277
ADDITIONAL COMMENTS ON SOUTH BAY GALLERIA PROJECT

TRAFFIC

The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

AIR QUALITY

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

NOISE

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.

The dust from the dry unplanted area by the train tracks creates a lot of dust. Now add construction and our Redondo Beach breezes will plaster our buildings with dust. Who will take care of that??

Will we have to close our windows and doors for 2 to 3 years? No, No!
October 10, 2015

Dear Mayor Furey and all City Council Members,

On Saturday October 10, 2015 at 10am the City of Redondo Beach hosted a neighborhood meeting to inform nearby residents of the possible changes to the South Bay Galleria Mall. These changes directly impact the Torrance residents living in the area adjacent to the mall in general, and those who live on the east side of Hawthorne Blvd. in particular. We were informed that all Torrance council members were invited to the meeting but none were in attendance. We were disappointed that the City Council, the Traffic Committee, nor the Planning Commission had anyone in attendance to show representation or support for Torrance residents.

Part of the plan includes the development of a one hundred and fifty room hotel as well as the building of six hundred town homes/apartments. While we support Redondo Beach in redevelopment of the Mall, many residents in the area oppose the addition of a hotel and town homes/apartments. We have lived on 177th Street adjacent to Hawthorne Blvd. for close to thirty years and we urge you to become involved in this project due to its impact on Torrance residents. The traffic on Hawthorne Boulevard and nearby Artesia is already atrocious and the addition of more vehicles will be detrimental to the flow of traffic. The impact on our street, which many use as a thoroughfare to Prairie, is already a very serious issue.

We strongly urge you to support Torrance residents with your involvement during the planned development of the South Bay Galleria in this manner.

Thank you,

[Signature]

Randy and Martha Shetter
4242 West 177th Street
Torrance, CA.
rmshetter@aol.com
Dear Ms. Kinsella,
Please find attached a letter with our concern about the South Bay Galleria Improvement Project.
Sincerely
Paul Nunez

Information from ESET Endpoint Antivirus, version of virus signature database 12383 (20151009)

The message was checked by ESET Endpoint Antivirus.

http://www.eset.com
CITY OF REDONDO BEACH  
Community Development Department  
415 Diamond Street  
Redondo Beach, CA 90277  
ATTN: STACEY KINSELLA, ASSOCIATE PLANNER

October 7, 2015

RE: The South Bay Galleria Improvement Project

Dear Ms. Kinsella, and to all others To Whom it May Concern:

This letter is in response to the Notice received on October 1st regarding the development proposed at the now-standing South Bay Galleria.

My wife and I live at 4239 West Artesia Boulevard, less than .04 miles from this site, and have so resided since 1981. During our time here, undoubtedly due to our higher population in the area, we have noticed a grave increase in traffic, noise, dirt, debris and overall blight. It has become more difficult every day to negotiate the gridlock experienced trying to get out of the local market, and all other restaurants and businesses at the said location. On many occasions, it has taken as much as 15-20 minutes to navigate through it and make the necessary left turn we need to make to get to our home.

We strongly feel the amended facility planned by the City will unduly increase this situation and cause not only more frustration on us, neighbors, and anyone else traveling to use these amenities, but will also cause an aspect of danger to all motorists and pedestrians. I believe the impacted traffic will deter visitors and shoppers from this location, therefore hurting the businesses in the long run.

I further fully believe that the noise, dirt and air quality generated by the construction will negatively impact the health of my wife, myself and all others living and traveling in this already congested area. We are in our early 80s at present, and feel we will not be able to tolerate the above-mentioned stressors. We also strongly feel this will adversely and unfavorably affect our property value. While I understand that progress is a part of life and that improvement of this space is likely, this proposed project and the effects of it is not something we agree to, support, or in any way consent to.

We respectfully ask that the Council please take into consideration not only my quality of life, but that of our neighbors and our community.

Thank you for your kind consideration,

PAUL J. NUNEZ

P.D. Please acknowledge this letter
To whom it may concern;

On last Saturday presentation it was explained that there was a study about the impact of the South Bay Galleria project.

I am sure that you are aware of the traffic congestion in the intersection of Hawthorne Blvd. and Artesia Blvd. Adding 650 condos and a 150 room Hotel in that area will increase the traffic on that intersection, besides the noise, pollution and also with the water shortage, how you justify the increase in the water consumption.

I am well aware that the North Torrance residents are not your main concern, but we shop in your city as well as in ours. To us the South Bay is our home and we do not look at the boulevard as a separation of the cities.

This proposal is too big for the space. The bus terminal is another source of pollution, but we understand that we need means of transportation.

I worked at the Galleria for more than 10 years and I think that this project is a bad idea.

We hope that the City Council will have a more sensible proposal for the area.

Thank you.
Scoping Meeting Public Comments
South Bay Galleria Improvement Project
Environmental Impact Report (EIR) - Scoping Process

Meeting location/Date: 1815 Hawthorne Boulevard, South Bay Galleria, Redondo Beach.
Second level, near atrium elevators, Space 275 (former Lane Bryant location). October 10, 2015, 10:00 a.m.

Name: Paul + Martha Nunez
Organization: (optional)
Address: 4239 W. Aetesia Bc
Zip Code: 90204
Phone: (optional)
E-mail: (optional) Buezara@msn.com

Regarding what environmental issues you feel should be addressed in the EIR, Please check the topics and describe what the issue(s) is/are:

☐ Aesthetics ☐ Agriculture and Forestry Resources*
☐ Biological Resources ☐ Cultural Resources ☐ Air Quality
☐ Greenhouse Gas Emissions ☐ Hazards and Hazardous Materials ☐ Geology, Soils and Seismicity
☐ Land Use and Land Use Planning ☐ Mineral Resources* ☐ Hydrology and Water Quality
☐ Population and Housing ☐ Public Services ☐ Noise
☐ Transportation and Traffic ☐ Utilities and Service Systems ☐ Recreation

* These issues are not currently proposed to be further analyzed in the EIR.

Comments: Please see attached letter.

(Please write on the back if you need more room)

Please drop the completed form into the box marked "COMMENTS" or mail to:
Stacey Kinsella, Associate Planner
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Comments may also be submitted via e-mail to Stacey.Kinsella@redondo.org.
All comments must be received no later than 5:00 p.m. on November 2, 2015.
The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

AIR QUALITY

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

NOISE

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.
I am a long time resident of Redondo Beach. I have been observing the decline of business in the South Bay Galleria prior to, and after the departure of Nordstroms. Many of the retailers have moved out. I have read the proposal for the renovation project of the mall. I am concerned, if all proposals fail, that this property may become blighted similar to the long abandoned Hawthorne Mall property. Many of the retail businesses on adjacent Artesia Boulevard have closed. This fact and the declining Galleria business is not conducive to positive property valuers in the city.

I am pro-redevelopment, but am worried about the traffic impact that the housing and hotel will create on Grant Avenue, which is immediately to the south of my home, and on Artesia and Hawthorne Boulevards.

When is this project plan to be finalized, and when will projected construction begin? I would appreciate a response to my inquiry at your earliest convenience. Thank you. Nanseaoy@aol.com.
ADDITIONAL COMMENTS ON SOUTH BAY GALLERIA PROJECT

TRAFFIC

The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

AIR QUALITY

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

NOISE

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.

I agree on all the above comments.

Michi Ishii
October 28, 2015

Stacy Kinsella
City of Redondo Beach
415 Diamond Street,
Redondo Beach, CA 90277


Dear Ms. Kinsella:

Thank you for the opportunity to comment on Notice of Preparation for the Draft Environmental Impact Report for the proposed South Bay Galleria Improvement project located at 1815 Hawthorne Blvd, Redondo Beach, CA. The project consists of modifications and additions to the existing 29.85-acre South Bay Galleria enclosed mall property. The proposed project would redesign portions of the site by combining expanded retail and dining venues with open-air promenades, office, hotel, and residential development. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency’s statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

Metro operates many bus lines in the vicinity of the proposed project. Most of the bus lines use a turnaround loop via southbound Hawthorne Blvd, Right – 182nd St, Right – Kingsdale Ave, Right – Artesia Blvd and then continue east or north on various streets. During construction, buses will continue to need access 7 days a week to this important turnaround loop.

Metro bus lines 40, 130, and 740 serve a very important bus stop on eastbound Artesia Blvd east of Kingsdale Ave and our buses and customers will need to continue to have access. Similarly, Metro bus lines 210, 211, and 710 serve the South Bay Transit Center bus bays on northbound Kingsdale Ave, just south of Artesia Blvd. Metro buses will continue to need access to these bus bays along with some municipal operator buses from Gardena (G Trans Line 3) and Torrance Transit (Line 3 Rapid). Lawndale and Beach Cities Transit also have service to the bus bays on northbound Kingsdale Ave. In addition, Metro Line 344 operates on Hawthorne Blvd, adjacent to the proposed project. In addition to the Metro bus stops on the corner of Artesia/Kingsdale and at the South Bay Transit Center on Kingsdale Ave; there is a heavily used bus stop on the southwest corner of Hawthorne & Artesia that is directly adjacent to the proposed project. The following comments relate to bus operations and the bus stops:

1. Although the project is not expected to result in any long-term impacts on transit, the developer should be aware of the bus facilities and services that are present. The existing Metro bus stops must be maintained as part of the final project.
2. During construction, the stops must be maintained or relocated consistent with the needs of Metro Bus Operations. Please contact Metro Bus Operations Control Special Events Coordinator at 213-922-4632 regarding construction activities that may impact Metro bus lines at least 30 days in advance of initiating construction activities. For closures that last more than six months, Metro’s Stops and Zones Department will also need to be notified at 213-922-5188, 30 days in advance of initiating construction activities. Other municipal bus lines may also be impacted and should be included in construction outreach efforts.

3. LACMTA encourages the installation of bus shelters, benches and other amenities that improve the transit rider experience. The City should consider requesting the installation of such amenities as part of the development of the site. Metro is aware that the City is building a new transit center west of Kingsdale Ave and we trust the construction schedule for that facility is being considered in light of the proposed project.

4. Final design of the bus stops and surrounding sidewalk areas must be Americans with Disabilities Act (ADA) compliant and allow passengers with disabilities a clear path of travel to the bus stop from the proposed development. The ADA also requires a clear area of 5 feet by 8 feet at the bus stop (5 feet parallel and 8 feet perpendicular to the bus). Please contact the Metro Civil Rights office with any questions about ADA specifications (call Benjamin Alcazar at 213 922-2634).

It is noted that the western boundary of the site of the project is adjacent to the Green Line Extension Harbor subdivision, along which Metro Green Line light rail trains operate on a Railroad Right-of-Way (ROW). The following concerns related to the project’s proximity to the ROW should be addressed:

1. Considering the proximity of the proposed project to the railroad ROW, the future Metro Green Line will produce noise, vibration and visual impacts. A recorded Noise Easement Deed in favor of LACMTA is required, a form of which is attached. In addition, any noise mitigation required for the project must be borne by the developers of the project and not LACMTA. The easement recorded in the Deed will extend to successors and tenants as well.

2. The project sponsor should notify LACMTA of any changes to the construction/building plans that may impact the use of the ROW.

3. There shall be no encroachment onto the railroad ROW. If access is necessary for the applicant or its contractor to enter the ROW during construction, a temporary right-of-entry agreement must be obtained from LACMTA. Contact Velma Marshall, Deputy Executive Officer of Real Estate, at 213-922-2415 for right-of-entry permits.

4. It is noted that there could be a number of Overhead Catenary System (OCS) support structures in the public right-of-way immediately adjacent to the project site. Building protrusions into the public right-of-way along Washington Boulevard, including balconies, awnings and other appurtenances, shall maintain a minimum distance of five feet from the OCS and support structure.

5. Considering the proposed project’s proximity and the constrained space at this location, the project sponsor should be advised that construction activities will not be allowed to impact LACMTA ROW.
6. During construction, a protection barrier of acceptable material shall be constructed to cover the full height of the building to prevent objects, material, or debris from falling onto the Metro ROW.

7. Prior to the City issuing a building permit within 100 feet of the Metro Rail construction area, clearance shall be obtained from LACMTA. LACMTA will need to review engineering drawings and calculations. Please refer to the attached LACMTA “Design Criteria and Standards, Volume III - Adjacent Construction Design Manual” (attached) for more details regarding submitting drawings and calculations to LACMTA for review. Please note that LACMTA requires an Engineering Review Fee for evaluation of any impacts based on adjacency and relationship of the proposed building to the Metro existing structures. For more information, please contact Aspet Davidian at 213-922-5258 / DavidianA@metro.net or Than Win at 213-922-1405 / WinT@metro.net.

8. LACMTA staff shall be permitted to monitor construction activity to ascertain any impact to the ROW.

9. The project sponsor should be advised that LACMTA may request reimbursement for costs incurred as a result of project construction/operation issues that cause delay or harm to Metro service delivery or infrastructure.

Beyond impacts to Metro facilities and operations, LACMTA must also notify the applicant of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the “2010 Congestion Management Program for Los Angeles County”, Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).

2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.

3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 - D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

Attachment: CMP Appendix D: Guidelines for CMP Transportation Impact Analysis
Noise Easement Deed
Adjacent Construction Design Manual
Operating Systems Interface Section

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at DevReview@metro.net. LACMTA looks forward to reviewing the Draft EIR. Please send it to the following address:

LACMTA Development Review
One Gateway Plaza MS 99-18-3
Los Angeles, CA 90012-2952

Sincerely,

Elizabeth Carvajal
Transportation Planning Manager
Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of “Baseline Travel Data for CMP TIAs.”

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPS) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.
D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must
be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.
(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine
the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip
distribution must be consistent with these trip distribution and purpose factors; the basis
for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are
presumed to conform to this requirement, as long as the trip distribution functions are
consistent with the regional distribution patterns. For retail commercial developments,
alternative trip distribution factors may be appropriate based on the market area for the
specific planned use. Such market area analysis must clearly identify the basis for the trip
distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering
roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while
Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4
define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that
individual jurisdictions have wide ranging experience with LOS analysis, reflecting the
variety of community characteristics, traffic controls and street standards throughout the
county. As a result, the CMP acknowledges the possibility that no single set of
assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions,
CMP TIAs must conduct intersection LOS calculations using either of the following
methods:

☐ The Intersection Capacity Utilization (ICU) method as specified for CMP highway
monitoring (see Appendix A); or
☐ The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances
at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must
provide converted volume-to-capacity based LOS values, as specified for CMP highway
monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-
capacity ratios must be calculated for each segment and LOS values assigned using the V/
C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour
per through traffic lane must be used, unless localized conditions necessitate alternative
values to approximate current intersection congestion levels.
D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- Evidence that affected transit operators received the Notice of Preparation.
- A summary of existing transit services in the project area. Include local fixed-route services within a 1/4 mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both “peak hour” and “daily” refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
  - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
  - For each time period, multiply the result by one of the following factors:
    - 3.5% of Total Person Trips Generated for most cases, except:
      - 10% primarily Residential within 1/4 mile of a CMP transit center
      - 15% primarily Commercial within 1/4 mile of a CMP transit center
      - 7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
      - 9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
      - 5% primarily Residential within 1/4 mile of a CMP transit corridor
      - 7% primarily Commercial within 1/4 mile of a CMP transit corridor
      - 0% if no fixed route transit services operate within one mile of the project

To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, Guidelines for New Development Activity Tracking and Self Certification. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction’s TDM Ordinance measures, but other project specific measures.

2010 Congestion Management Program for Los Angeles County
☐ Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;

☐ Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

☐ Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.

☐ Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

☐ Any project contribution to the improvement, and

☐ The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.
D.10 REFERENCES


3. Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS), California State Department of Transportation (Caltrans), February 1990.


5. Traffic/Access Guidelines, County of Los Angeles Department of Public Works.


SECTION 01 35 14

OPERATING SYSTEM INTERFACE

PART 1 - GENERAL

1.01 SECTION INCLUDES

A. Metro Rail Operations Instructions for Track Allocation/Work Permit Process.

1.02 RELATED SECTIONS

A. Section 01 35 23: Worksite Safety Requirements
B. Section 01 35 53: Worksite Security Requirements

1.03 REFERENCES

A. Code of Federal Regulations, Title 29, Chapter XVII, Parts 1910 and 1926 (FED/OSHA);
B. Title 8 California Code of Regulations (CAL/OSHA);
C. Title 26 California Code of Regulations (CAL/EPA);

1.04 QUALITY ASSURANCE (Not Used)

1.05 SUBMITTALS (Not Used)

1.06 DEFINITIONS

A. Metro Operating System: Facilities, equipment and installations that are essential for normal revenue operation, including the Metro trackway and equipment therein, traction power facilities, train control rooms, communications equipment, ventilation equipment, and other equipment and elements of infrastructure essential for normal revenue operation.
B. Revenue Hours: Hours during which passenger carrying trains operate as defined by the current schedule and which may be modified by Operations Control Center (OCC).

1.07 WORK ON EXISTING RIGHT OF WAY

A. In addition to any other requirements of the Contract Documents, construction of this Project will be coordinated with revenue service operations of the LA Metro’s Rail Transit System (Metro Rail Operations Control Department). Metro Rail Operations operating conditions are in effect and rail vehicles will be in revenue service daily from approximately 3:30 a.m. continuous until approximately 1:30 a.m. the next day, seven
days a week. Contractor shall obtain and become familiar with the current "Daily Metro Rail Operations Schedule" and any revisions issued during the term of this Contract.

B. Contractor will cause all Work to be performed with regard to time, place and manner so that Metro Rail Operations scheduled revenue service is not disrupted unless expressly provided otherwise herein. All work performed by Contractor or its subcontractors of any tier in the vicinity of the existing track and facilities shall be in accordance with Metro Rail Operations Instructions for Track Allocation/Work Permit Process as outlined in Attachment A to this specification.

C. It is Contractor's responsibility to apply for and secure the Track Allocation/Work Permit for each and every shift of Limited or Full Access construction, as defined below. If Contractor fails to comply with this requirement, and/or if Contractor or its subcontractors of any tier violate the terms of the Track Allocation Permit, Metro will issue a Stop Work Order to Contractor. The Stop Work Order will be in effect until such time as a Track Permit is secured and/or the violation is corrected. Any delays or costs associated with this requirement shall be borne by Contractor. The Contractor will provide all safety measures and personnel required by Metro. This includes adhering to all wayside protection rules and requirements.

D. During hours of revenue service, Contractor and/or its subcontractors of any tier will be allowed Limited Access to any track area with Metro Rail Operations revenue service operations through the Project site. Limited Access construction is defined as work more than 10-feet from centerline of the operating track, or any work that includes equipment within 10-feet of the Overhead Contact System or Third Rail. Limited Access construction shall be coordinated daily with Metro Rail Operations through the Track Permit procedure. Contractor shall comply with National and State regulations and Metro Rules and Procedures at all times. Contractor personnel are forbidden to use cell phones within 10 feet of any active track. Violation may result in immediate and permanent removal of violating personnel from the Project.

E. During the hours when Metro Rail Operations is not in operation, approximately 1:30 a.m. to 3:30 a.m. daily, Contractor and/or its subcontractors of any tier may be permitted access to the existing track and facilities in the construction area, depending upon availability of resources and the needs of other work, such as train testing and maintenance. Any Work performed on the existing track structure and facilities during Non-Revenue hours will be restored by Contractor to complete operating conditions prior to the resumption of scheduled revenue service. Work shall be coordinated each and every time with Metro Rail Operations through the Track Allocation Permit procedures.

F. Contractor and its subcontractors, regardless of tier, shall not perform any Work that will require an unscheduled disruption of service at any time. All Work shall be performed with sufficient labor, materials, and standby equipment to ensure that unscheduled service disruptions do not occur.

1.08 SAFETY REQUIREMENTS

A. Comply with Code of Federal Regulations, Title 29, Chapter XVII, Parts 1910 and 1926 (FED/OSHA); Title 8 California Code of Regulations (CAL/OSHA); Title 26 California Code of Regulations (CAL/EPA); and any additional Project site rules Metro imposes
pertaining to safety, health, fire and environmental protection identified within the Project Safety Plan; trade association safety standards; and equipment and materials instructions including material safety data sheet, if any. In the event standards conflict, the standard providing the highest degree of protection will prevail.

B. Metro Safety training will be required for all Contractor personnel associated with the construction of any segment that requires Track Allocation/Work Permits. Contractor is solely responsible for compliance with all Federal Railroad Administration training requirements. Contractor shall take special precautions necessary to provide safe conditions for persons working in proximity to Metro’s rail operations.

1.09 COOPERATION WITH METRO RAIL OPERATIONS

A. Metro Rail Operations staff will communicate directly with Contractor if conditions deemed to be an emergency exist. Under emergency conditions, life or property is in immediate danger of loss. Should an emergency condition occur, Contractor shall follow the directions of Metro Rail Operations staff without hesitation.

B. The application for issuance of Track Allocation/Work Permits where necessary to safe-out electrical equipment or overhead catenary, shall be coordinated directly between Contractor and Metro Rail Operations Control staff. Contractor shall maintain the Track Allocation/Work Permit documentation at the work site. Failure to produce the required documentation when requested will result in the cessation of Work until the documentation is produced. No exceptions will be allowed, and the time for completion will not be extended if Work is stopped for the foregoing reason.

C. Failure to complete the work within the allocated timeframe and hand the tracks back to Metro for safe revenue service is a serious violation of this Contract. Metro shall assign liquidated damages of up to $3,000 per hour to be compensated by the Contractor for bus-bridging service.

PART 2 - PRODUCTS (Not Used)

PART 3 - EXECUTION (Not Used)

END OF SECTION 01 35 14
ADJACENT CONSTRUCTION DESIGN MANUAL

1.0 INTRODUCTION

1.1 Parties planning construction over, under or adjacent to a Metropolitan Transportation Authority (MTA) facility or structure are advised to submit for review seven (7) copies of their drawings and four (4) copies of their calculations showing the relationship between their project and the MTA facilities, for MTA review. The purpose of the MTA review is to reduce the chance of conflict, damage, and unnecessary remedial measures for both MTA and the parties. Parties are defined as developers, agencies, municipalities, property owners or similar organizations proposing to perform or sponsor construction work near MTA facilities.

1.2 Sufficient drawings and details shall be submitted at each level of completion such as Preliminary, In-Progress, Pre-final and Final, etc. to facilitate the review of the effects that the proposed project may or may not have on the MTA facilities. An MTA review requires internal circulation of the construction drawings to concerned departments (usually includes Construction, Operations, Maintenance, and Real Estate). Parties shall be responsible for all costs related to drawing reviews by MTA. MTA costs shall be based upon the actual hours taken for review at the hourly rate of pay plus overhead charges. Drawings normally required for review are:

A. Site Plan
B. Drainage Area Maps and Drainage Calculations
C. Architectural drawings
D. Structural drawings and calculations
E. Civil Drawings
F. Utility Drawings
G. Sections showing Foundations and MTA Structures
H. Column Load Tables
I. Pertinent Drawings and calculations detailing an impact on MTA facilities
K. Construction zone traffic safety and detour plans: Provide and regulate positive traffic guidance and definition for vehicular and pedestrian traffic adjacent to the construction site to ensure traffic safety and reduce adverse traffic circulation impact.
L. Drawings and calculations should be sent to:

MTA Third Party Administration (Permits Administration)
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012
1.3 If uncertainty exists on the possible impacts a project may have on the MTA facilities, and before submitting a formal letter requesting a review of a construction project adjacent to the Metro System, the party or his agent may contact the MTA Third Party Administrator (Permits). The Party shall review the complexity of the project, and receive an informal evaluation of the amount of detail required for the MTA review. In those cases, whereby it appears the project will present no risk to MTA, the Third Party Administrator (Permits) shall immediately route the design documents to Construction, Operations, Maintenance, and Real Estate departments for a preliminary evaluation. If it is then confirmed that MTA risk is not present, the Administrator shall process an approval letter to the party.

1.4 A period of 30 working days should be allowed for review of the drawings and calculations. Thirty (30) work days should be allowed for each successive review as required. It is noted that preliminary evaluations are usually produced within 5 working days.

1.5 The party shall reimburse the MTA for any technical review or support services costs incurred that are associated with his/her request for access to the Metro Rail System.

1.6 The following items must be completed before starting any construction:

A. Each part of the project's design may be reviewed and approved by the MTA. The prime concern of the MTA is to determine the effect of the project on the MTA structure and its transit operations. A few of the other parts of a project to be considered are overhead protection, dust protection, dewatering, and temporary use of public space for construction activities.

B. Once the Party has received written acceptance of the design of a given project then the Party must notify MTA prior to the start of construction, in accordance with the terms of acceptance.

1.7 Qualified Seismic, Structural and Geotechnical Oversight

The design documents shall note the name of the responsible Structural Engineer and Geotechnical Engineer, licensed in the State of California.

2.0 REVIEW PROCEDURE

2.1 All portions of any proposed design that will have a direct impact on an MTA facility or structure will be reviewed to assure that the MTA facility or structure is not placed in risk at any time, and that the design meets all applicable codes and criteria. Any portion of the proposed design that is to form part of an MTA controlled area shall be designed to meet the MTA Design Criteria and Standards.

2.2 Permits, where required by the local jurisdiction, shall be the responsibility of the party. City of L.A. Dept. of Bldg. and Safety and the Bureau of Engineering permit review shall remain in effect. Party shall refer to MTA Third Party Administration policies and procedures, THD5 for additional information.

2.3 Monitoring of the temporary support of excavation structures for adjacent construction shall be required in all cases for excavations within the geotechnical zone of influence of MTA structures. The extent of the monitoring will vary from case to case.

2.4 Monitoring of the inside of MTA tunnels and structures shall be required when the adjacent
excavation will unload or load the MTA structure or tunnel. Monitoring of vertical and horizontal distortions will include use of extensometers, inclinometers, settlement reference points, tiltmeters, groundwater observation wells, tape extensometer anchor points and load cells, as appropriately required. Acceptable limits of movement will depend on groundwater conditions, soil types and also the length of service the stations and tunnels have gone through. Escorts will be required for the survey parties entering the Metro operating system in accordance with MTA Operating Rules and Procedures. An MTA account number will be established and the costs for the escort monitoring and surveying service will be billed directly to the party or his agent as in section 1.2.

2.5 The calculations submitted for review shall include the following:

A. A concise statement of the problem and the purpose of the calculation.
B. Input data, applicable criteria, clearly stated assumptions and justifying rationale.
C. References to articles, manuals and source material shall be furnished with the calculations.
D. Reference to pertinent codes and standards.
E. Sufficient sketches or drawing references for the work to be easily understood by an independent reviewer. Diagrams indicating data (such as loads and dimensions) shall be included along with adequate sketches of all details not considered standard by MTA.
F. The source or derivation of all equations shall be shown where they are introduced into the calculations.
G. Numerical calculations shall clearly indicate type of measurement unit used.
H. Identify results and conclusions.
I. Calculations shall be neat, orderly, and legible.

2.6 When computer programs are used to perform calculations, the following information shall accompany the calculation, including the following:

A. Program Name.
B. Program Abstract.
C. Program Purpose and Applications.
D. Complete description of assumptions, capabilities and limitations.
E. Instructions for preparing problem data.
F. Instructions for problem execution.
G. List (and explanation) of program acronyms and error messages.
H. Description of deficiencies or uncorrected errors.
I. Description of output options and interpretations.
J. Sample problem(s), illustrating all input and output options and hardware execution statements. Typically, these problems shall be verified problems.

K. Computer printout of all supporting calculations.

L. The "User's Manual" shall also include a certification section. The certification section shall describe the methods and how they cover the permitted options and uses of the program.

2.7 Drawings shall be drawn, to scale, showing the location and relationship of proposed adjacent construction to existing MTA structures at various stages of construction along the entire adjacent alignment. The stresses and deflections induced in the existing MTA structures should be provided.

2.8 The short-term and long-term effects of the new loading due to the adjacent construction on the MTA structures shall be provided. All soil parameters and other pertinent geotechnical criteria contained in existing contract documents for the affected structure, plus any additional conditions, shall be used to analyze the existing MTA structures.

2.9 MTA structures shall be analyzed for differential pressure loadings transferred from the adjacent construction site.

3.0 MECHANICAL CRITERIA

3.1 Existing services to MTA facilities, including chilled water and condenser water piping, potable and fire water, storm and sanitary sewer, piping, are not to be used, interrupted, nor disturbed without written approval of MTA.

3.2 Surface openings of ventilation shafts, emergency exits serving MTA underground facilities, and ventilation system openings of surface and elevated facilities are not to be blocked or restricted in any manner. Construction dust shall be prevented from entering MTA facilities.

3.3 Hot or foul air, fumes, smoke, steam, etc., from adjacent new or temporary facilities are not to be discharged within 40 feet of existing MTA ventilation system intake shafts, station entrances or portals. Tunnel ventilation shafts are both intake and discharge structures.

3.4 Clear access for the fire department to the MTA fire department connections shall be maintained at all times. Construction signs shall be provided to identify the location of MTA fire department connections. No interruption to fire protection water service will be permitted at any time.

3.5 Modifications to existing MTA mechanical systems and equipment, including ventilation shafts, required by new connections into the MTA System, shall only be permitted with prior review and approval by MTA. If changes are made to MTA property as built drawings shall be provided reflecting these changes.

At the option of MTA, the adjacent construction party shall be required to perform the field tests necessary to verify the adequacy of the modified system and the equipment performance. This verification shall be performed within an agreed time period jointly determined by MTA and the Party on a case by case basis. Where a modification is approved, the party shall be held responsible to maintain original operating capacity of the equipment and the system impacted by the modification.
4.0 OPERATIONAL REQUIREMENTS

4.1 GENERAL

A. Normal construction practices must be augmented to insure adequate safety for the general public entering Metro Stations and riding on Metro Trains and Buses. Design of a building, structure, or facility shall take into account the special safety considerations required for the construction of the facility next to or around an operating transit system.

B. Projects which require working over or adjacent to MTA station entrances shall develop their construction procedures and sequences of work to meet the following minimum requirements:

1. Construction operations shall be planned, scheduled and carried out in a way that will afford the Metro patrons and the general public a clean, safe and orderly access and egress to the station entrance during revenue hours.

2. Construction activities which involve swinging a crane and suspended loads over passenger areas, MTA station entrances and escalators, tracks or Metro bus passenger areas shall not be performed during revenue hours. Specific periods or hours shall be granted on a case-by-case basis.

3. All cranes must be stored and secured facing away from energized tracks, when appropriate.

4. All activity must be coordinated through the MTA Track Allocation process in advance of work activity.

4.2 OVERHEAD PROTECTION - Station Entrances

A. Overhead protection from falling objects shall be provided over MTA facilities whenever there is possibility, due to the nature of a construction operation, that an object could fall in or around MTA station entrances, bus stops, elevators, or areas designed for public access to MTA facilities. Erection of the overhead protection for these areas shall be done during MTA non-revenue hours.

1. The design live load for all overhead protection shall be 150 pounds per square foot minimum. The design wind load on the temporary structures shall be 20 pounds per square foot, on the windward and leeward sides of the structure.

2. The overhead protection shall be constructed of fire rated materials. Materials and equipment shall not be stored on the completed shield. The roof of the shield shall be constructed and maintained watertight.

B. Lighting in public areas and around affected MTA facilities shall be provided under the overhead protection to maintain a minimum level of twenty-five (25) footcandles at the escalator treads or at the walking surface. The temporary lighting shall be maintained by the Party.
C. Wooden construction fencing shall be installed at the boundary of the areas with public access. The fencing shall be at least eight-feet high, and shall meet all applicable code requirements.

D. An unrestricted public access path shall be provided at the upper landing of the entrance escalator-way in accordance with the following:

1. A vertical clearance between the walking surface and the lowest projection of the shield shall be 8'-0".

2. A clear pedestrian runoff area extending beyond the escalator newel shall be provided, the least dimension of which shall be twenty (20) feet.

3. A fifteen (15) foot wide strip (other than the sidewalk) shall be maintained on the side of the escalator for circulation when the escalator is pointed away from a street corner.

4. A clear path from any MTA emergency exit to the public street shall be maintained at all times.

E. Temporary sidewalks or pedestrian ways, which will be in use more than 10 days, shall be constructed of four (4") inch thick Portland cement concrete or four(4") inches of asphaltic concrete placed and finished by a machine.

4.3 OVERHEAD PROTECTION - Operating Right-of-Way Trackage

A. MTA Rail Operations Control Center shall be informed of any intent to work above, on, or under the MTA right-of-way. Crews shall be trained and special flagging operations shall be directed by MTA Rail Operations Control Center. The party shall provide competent persons to serve as Flaggers. These Flaggers shall be trained and certified by MTA Rail Operations prior to any work commencing. All costs incurred by MTA shall be paid by the party.

B. A construction project that will require work over, under or adjacent to the at grade and aerial MTA right-of-way should be aware that the operation of machinery, construction of scaffolding or any operation hazardous to the operation of the MTA facility shall require that the work be done during non-revenue hours and authorized through the MTA Track Allocation process.

C. MTA flagmen or inspectors from MTA Operations shall observe all augering, pile driving or other work that is judged to be hazardous. Costs associated with the flagman or inspector shall be borne by the Party.

D. The party shall request access rights or track rights to perform work during non-revenue hours. The request shall be made through the MTA Track Allocation process.

4.4 OTHER METRO FACILITIES

A. Access and egress from the public streets to fan shafts, vent shafts and emergency exits must be maintained at all times. The shafts shall be protected from dust and debris. See
Exhibit A for details.

B. Any excavation in the vicinity of MTA power lines feeding the Metro System shall be through hand excavation and only after authorization has been obtained through the MTA Track Allocation process. MTA Rail Operations Control Center shall be informed before any operations commences near the MTA power system.

C. Flammable liquids shall not to be stored over or within 25 feet horizontally of MTA underground facilities. If installed within 25 to 100 feet horizontally of the structure, protective encasement of the tanks shall be required in accordance with NFPA STD 130. Existing underground tanks located within 100 feet horizontally of MTA facilities and scheduled to be abandoned are to be disposed of in accordance with Appendix C of NFPA STD 130. NFPA STD 130 shall also be applied to the construction of new fuel tanks.

D. Isolation of MTA Facilities from Blast

Subsurface areas of new adjacent private buildings where the public has access or that cannot be guaranteed as a secure area, such as parking garages and commercial storage and warehousing, will be treated as areas of potential explosion. NFPA 130, Standard for Fixed Guideway Transit Systems, life safety separation criteria will be applied that assumes such spaces contain Class I flammable, or Class II or Class III Combustible liquids. For structural and other considerations, isolation for blast will be treated the same as seismic separation, and the more restrictive shall be applied.

E. Any proposed facility that is located within 20 feet radius of an existing Metro facility will require a blast and explosion study and recommendations to be conducted by a specialist who is specialized in the area of blast force attenuation. This study must assess the effect that an explosion in the proposed non.Metro facility will have on the adjacent Metro facility and provide recommendations to prevent any catastrophic damage to the existing Metro facility. Metro must approve the qualifications of the proposed specialist prior to commencement of any work on this specialized study.

4.5 SAFETY REGULATIONS

A. Comply with Cal/OSHA Compressed Air Safety Orders Title 8, Division 1, Chapter 4, Subchapter 3. Comply with California Code of Regulations Title 8, Title 29 Code of Federal Regulations; and/or the Construction Safety and Health Manual (Part F) of the contract whichever is most stringent in regulating the safety conditions to be maintained in the work environment as determined by the Authority. The Party recognizes that government promulgated safety regulations are minimum standards and that additional safeguards may be required.

B. Comply with the requirements of Chemical Hazards Safety and Health Plan, (per 29 CFR 1910.120 entitled, (Hazardous Waste Operations and Emergency Response) with respect to the handling of hazardous or contaminated wastes and mandated specialty raining and health screening.

C. Party and contractor personnel while within the operating MTA right-of-way shall...
coordinate all safety rules and procedures with MTA Rail Operations Control Center.

D. When support functions and electrical power outages are required, the approval MUST be obtained through the MTA Track Allocation procedure. Approval of the support functions and power outages must be obtained in writing prior to shutdown.

5.0 CORROSION

5.1 STRAY CURRENT PROTECTION

A. Because stray currents may be present in the area of the project, the Party shall investigate the site for stray currents and provide the means for mitigation when warranted.

B. Installers of facilities that will require a Cathodic Protection (CP) system must coordinate their CP proposals with MTA. Inquiries shall be routed to the Manager, Third Party Administration.

C. The Party is responsible for damage caused by its contractors to MTA corrosion test facilities in public right-of-way.

End of Section
RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
Real Estate Department
Deputy Executive Officer - Real Estate
One Gateway Plaza, Mail Stop 99-18-4
Los Angeles, CA 90012-2932

Space Above Line for Recorder's Use

[Recordation of this Public Document is Exempt from all Recording Fees and Taxes Pursuant to Government Code Section 6103]

Public Agency - No Tax Statement

NOISE EASEMENT DEED

For valuable consideration, receipt of which is hereby acknowledged, (Name of Owner), a
person, for themselves, their heirs, administrators, executors,
successors, assigns, tenants, and lessees do hereby grant, bargain, sell, and convey to the
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, a public
agency existing under the authority of the laws of the State of California ("Grantee"), its
successors and assigns, for the use and benefit of the public and its employees, a perpetual,
assignable easement in that certain real property in the City of Los Angeles, County of Los
Angeles, State of California described in Exhibit "A" attached hereto and incorporated herein by
this reference,

Said easement shall encompass and cover the entirety of the Grantors' Property
having the same boundaries as the described Property and extending from the sub-
surface upwards to the limits of the atmosphere of the earth, the right to cause in said
easement area such noise, vibrations, fumes, dust, fuel particles, light, sonic
disturbances, and all other effects that may be caused or may have been caused by
the operation of public transit vehicles traveling along the Project right of way.

Grantor hereby waives all rights to protest, object to, make a claim or bring suit
or action of any purpose, including or not limited to, property damage or personal
injuries, against Grantee, its successors and assigns, for any necessary operating and
maintenance activities and changes related to the Project which may conflict with
Grantors' use of Grantors' property for residential and other purposes, and Grantors
hereby grants an easement to the Grantee for such activities.

The granting of said Easement shall also establish the Grantors' right to further modify or
develop the Property for any permitted use. However, Grantor's rights of development shall
not interfere with the continued operation of Grantee's Project.
It is understood and agreed that these covenants and agreements shall be permanent, perpetual, will run with the land and that notice shall be made to and shall be binding upon all heirs, administrators, executors, successors, assigns, tenants and lessees of the Grantor. The Grantee is hereby expressly granted the right of third party enforcement of this easement.

IN WITNESS WHEREOF, the undersigned has caused its/their signature to be affixed this day of _____, 20____

By: __________________________ _
    Name

By: __________________________ _
    Name

(ATTACH NOTARY SEAL AND CERTIFICATE HERE.)
CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of ________________________
On ________________________ before me, ________________________

Date
Here Insert Name and Title of the Officer

personally appeared ________________________

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature ________________________

Signature of Notary Public ________________________

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document
Title or Type of Document: ________________________ Document Date: ________________________
Number of Pages: ________ Signer(s) Other Than Named Above: ________________________

Capacity(ies) Claimed by Signer(s)
Signer's Name: ________________________
□ Corporate Officer — Title(s): ________________________
□ Partner — Limited □ General
□ Individual □ Attorney in Fact
□ Trustee □ Guardian or Conservator
□ Other: ________________________

Signer is Representing: ________________________

Signer's Name: ________________________
□ Corporate Officer — Title(s): ________________________
□ Partner — □ Limited □ General
□ Individual □ Attorney in Fact
□ Trustee □ Guardian or Conservator
□ Other: ________________________

Signer is Representing: ________________________
CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in the real property conveyed by the foregoing Grant Deed from ____________, a California Limited Partnership, ("Grantor") to LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, a public agency existing under the authority of the laws of the State of California ("LACMTA"), is hereby accepted by the undersigned on behalf of the LACMTA pursuant to authority conferred by resolution of the Board of Directors of the LACMTA, and the Grantee hereby consents to the recordation of this Deed by its duly authorized officer.

Dated this ____ day of ____________, 20__

By: __________________________
Velma C. Marshall
Deputy Executive Officer - Real Estate
Dear Miss Kinsella,

Attached are my comments for consideration in the redevelopment of the South Bay Galleria Mall.

Thank you for taking the time.

Mary Miller
Name: Mary Miller
Address: 4346 West 176th Street, Torrance 90504
Phone: 310.503.1965
Email: shanghaifvy@gmail.com

Environmental issues I feel should be addressed in the EIR:

Aesthetics  
Transportation and Traffic  
Air Quality  
Noise  
Recreation  
Light Bleeding

Thank you for presenting a detailed presentation about the EIR process. I believe this could be a new era for the Galleria if some of the issues can be addressed well and appropriately.

I believe the aesthetics should really be considered in planning for this because the scale of buildings surrounding the area would be greatly affected by the shade/shadows of buildings too close to the surrounding residents. Not only that, but creating something monstrous would not be an inviting “community mall” and be very out of place in this area (case in point, the grey house at the corner of 177th and Hawthorne Blvd). Please consider the scale of everything and the shade you might project onto the surrounding neighborhoods.

Transportation and traffic along Hawthorne Blvd is terrible, as is, on any given day at any given time. However during rush hour and holidays, there is an even larger problem of traffic backed up at the intersection of 177th/Hawthorne side, as well as the corner of Artesia/Hawthorne Blvd. Another issue with traffic, is the safety of pedestrians crossing Hawthorne Boulevard at any given time. The street is much too wide with 8-10 lanes, and the cross walk light is very short, making it unsafe for any pedestrian or bicycle to get to the mall. I know traffic is an issue, but I’m concerned with any prospects for widening Hawthorne Blvd when it’s so difficult to cross by foot already.

Air quality is poor for residents along the east side of Hawthorne Blvd. Having increased traffic would definitely impact the pollution on the homes east of the Galleria. Perhaps you could work with Caltrans and the City of Torrance to plant more trees and bushes to trap some of the soot that comes off the vehicles traveling. Studies have shown homes within 500 feet of highways and roads have the worst case of pollution and are a leading cause for asthma, which my children already have. So, if you could at least look into better ways to limit that kind of pollution (as well as the trash that flies onto our yards from the mall), that would be helpful to us on this side of the mall.

Noise is a concern for residents who live around the mall. Currently, much of the noise is from the cars and motorcycles. There is a concern that there will be more noise with
late night restaurants and bars so close to the street, along with loiterers late after hours.

Recreation is a GREAT addition to the Galleria mall. However, my only concern is the location of these "recreation" areas. I specifically mean, open spaces which may be used for events. It's a great idea, though there are some concerns about the location of these "open spaces" and their proximity to Hawthorne Blvd traffic, based on the schematic plan presented at the EIR Kick Off meeting. Also, please consider late night noise from these recreation areas.

Light bleeding is a concern for us, as we are in such proximity to the mall. Currently, the parking lot lights glare into our house. We have made some changes to our landscape to mitigate some of the light bleeding into our bedroom windows. However, having a hotel or other such addition may require more lighting, which could be a concern for surrounding neighbors directly across from the mall.

Regardless, I believe a new development would be a welcome to this area, if done correctly. An community development which would encourage walkable/bike-able traffic that minimizes some of the current heavy car traffic. We would like a mall that also encourages community space but fits in aesthetically with the neighborhood and does not "wall" itself inward. Lastly, making sure safety is a top priority for those who live and shop in the neighborhood surrounding.

Thank you!
Stacey Kinsella

From: Marilou Espino <maespino2006@yahoo.com>
Sent: Saturday, October 24, 2015 11:46 AM
To: Stacey Kinsella
Subject: Galleria Mall Redevelopment Comments

Stacey Kinsella, Associate Planner
City of Redondo Beach
October 24, 2015
As a concerned resident of Kingsdale Avenue, Redondo Beach, California, I strongly oppose the proposed residential apartments and hotel as part of the redevelopment of Southbay Galleria mall because it will lead to a significant decrease in the quality of life. It will create the following adverse conditions:

- Heavier traffic congestion
- Air pollution
- Noise pollution

As it is right now, even without the redevelopment project, District 4 is already suffering from unbearable problems as a result of the heavy volume of cars and buses that are using Kingsdale Avenue. With this proposed redevelopment, the problem can only get worse.

The proposed redevelopment will also have an impact on the property in our area because the desirability of our area will be greatly reduced due to the above mentioned reasons.

Do the right thing for the residents. Make the residents happy, listen to our voice!!!!!!

Marilou Amato
Redondo Beach, California

__________ Information from ESET Endpoint Antivirus, version of virus signature database 12466 (20151026) _________

The message was checked by ESET Endpoint Antivirus.

http://www.eset.com
ADDITIONAL COMMENTS ON SOUTH BAY GALLERIA PROJECT

TRAFFIC - I'm concerned about traffic congestion.

The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

AIR QUALITY - Too much smog and pollutants.

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

NOISE - Unnecessary and inconveniente noise.

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.

WATER - Drought - where are they going to get water.
ADDITIONAL COMMENTS ON SOUTH BAY GALLERIA PROJECT

/TRAFFIC

The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

/AIR QUALITY

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

/NOISE

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.

all the issues above are very concerning to me
To: Ms. Kinsella and Ms. Glover,

I was recently informed about the remodel plans for the South Bay Galleria by a friend and while I can see that you want to add something to that area to compete with the newly remodeled delamo mall and the Point in El Segundo I DO NOT think your current proposal is the way to do it. First of all, I have lived in North Redondo 5 minutes away from that mall for 28 years and somehow today was the first time I heard about it -from a FRIEND, NOT your representatives. How can you approve a proposal with plans of this magnitude without ensuring that all the residents in the area are aware?! Perhaps, it's because your proposal highly resembles the City of Redondo's Edison power plant proposal which has been rejected by the voters of Redondo Beach not once, but twice. Second, conducting the environmental impact report at non peak hours drastically minimizes the impact high density housing would have on that area. There is a lot more traffic during commute hours and even more during the holidays than in non business hours. There is already significant traffic congestion for commuters from Redondo Beach getting to and from the freeway and adding the high density housing you're proposing would only make it worse. Third, considering there is already insufficient parking during certain times, let alone what it would be like with apartments, a hotel and an outdoor mall, your proposal should definitely focus on where your clientele is going to park. Honestly, the lack of parking spots will drive shoppers to other malls. Fourth, adding an outdoor space with a park for young families and retirees to hang out sounds nice, but it does not necessarily bring business to the stores currently in the mall nor the higher-end stores you plan to bring there. Fifth, adding apartments means adding more families and thus more kids to the already impacted schools in the area which further impacts the environment in a negative way. Sixth, the higher income individuals from the surrounding areas who used to go to the Galleria, won't necessarily return unless there are stores opened that aren't available closer to their residences. Lastly, the biggest disadvantage for you is the South Bay Galleria's location in comparison to that of Delamo mall, Ranchos Palos Verdes mall, the Rolling Hills Plaza, Manhattan Village Mall and the Point. The South Bay Galleria is a place with a wide range of communities surrounding it which the others don't predominantly have. Therefore, you should in turn be a mall that offers a variety of stores catered to the diverse people that live around it. You can't have stores that only attract one side of the economic spectrum or the other, otherwise you'll end up exactly where you are now- with stores struggling to meet their profit margins because they are being compared to locations in malls listed above that have taken the business away from your mall.

In closing, I agree that something should be done to bring life back to the South Bay Galleria, but not the current plan you have. You should be involving the community around the mall to get their input which starts by ACTUALLY informing the people who live in Redondo Beach. That should be followed by ACTUALLY listening to their opinion and taking it seriously EVEN if their opinion is for you to go back to the drawing board. Telling the people you are informing that everyone in the community is on board when they are not is misleading to others and makes you disreputable as people in charge of the decisions here. I highly suggest you rethink how you're going about this remodel so that you can honestly say that the community supports you.

Looking forward to hearing about the revisions for the re-vamped South Bay Galleria.

Sincerely,
Kristy, a concerned citizen
I live in Breakwater Village, (55+ seniors) home to 191 residents. Most of our residents are well beyond the 55 years old required to live here. My specific concerns about the proposed South Bay Galleria project are as follows.

AIR QUALITY
During demolition and construction the air quality will almost certainly prevent residents from opening windows and doors to their units; since we are all on a fixed income, running our air conditioners will be a financial hardship. Additionally, our building has an open center court; in the center of the courtyard is a swimming pool for use by our residents. Certainly, there will be airborne particulates floating into this courtyard and swimming pool and our residents sitting in the pool area.

NOISE
The same circumstances will be present as mentioned in the AIR QUALITY section. Our residents purchased their units purposefully because it is a place where we expected to find peace and quiet in our senior years.

TRAFFIC
While most of our residents do not work outside of their units, we do drive to do our shopping and/or visit family members and/or receive medical attention. The obvious congestion of traffic before, during and after this proposed project will have an impact for those of us who must drive.
Stacey Kinsella

From: Jim Spratt <jim.spratt@hotmail.com>
Sent: Thursday, October 29, 2015 2:14 PM
To: Stacey Kinsella
Subject: FW: Delivery Status Notification (Failure)
Attachments: comments on TRAFFIC pre-renovation.docx; ATT00001

From: postmaster@mail.hotmail.com
To: jim.spratt@hotmail.com
Date: Thu, 29 Oct 2015 14:10:23 -0700
Subject: Delivery Status Notification (Failure)

This is an automatically generated Delivery Status Notification.

Delivery to the following recipients failed.

staceykinsella@redondo.org

--Forwarded Message Attachment--
From: jim.spratt@hotmail.com
To: staceykinsella@redondo.org
Subject: FW: COMMENT FOR GALLERIA EXPANSION
Date: Thu, 29 Oct 2015 14:10:21 -0700

From: jim.spratt@hotmail.com
To: sean.scully@redondo.org
CC: stacy.kinsella@redondo.org
Subject: COMMENT FOR GALLERIA EXPANSION
Date: Thu, 29 Oct 2015 14:06:00 -0700

Sean,

Joan and I appreciate the time you took to further explain the process of the
EIR, etc. in regards to the South Bay Galleria expansion. Can you please put me on your email list to be advised of any news in connection with this ongoing project.

Attached is my comment sheet on the impact that new housing at the Galleria site would have on traffic.

Best regards,
Jim Spratt

And please acknowledge receipt of this comment

_________ Information from ESET Endpoint Antivirus, version of virus signature database 12503 (20151102)
_________

The message was checked by ESET Endpoint Antivirus.

http://www.eset.com
NAME     Jim Spratt     DATE 10/29/2015
ADDRESS  2750 Artesia Blvd Redondo Beach CA 90278
PHONE    310-504-0260

COMMENTS ON SOUTH BAY GALLERIA PROJECT

Concerning Traffic: Based on published information below (see ref.1*) the addition of new housing in the Galleria would cause dire problems to an already taxed traffic condition.

RB's rating of affected intersections, even without Galleria renovation (ref. 1)

    RB
    Hawthorne Blvd  E
    Hawthorne Artesia  E
    Inglewood Artesia  F

E means Vehicles/Capacity is 0.901-1.000 which is POOR.

Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.

F means Vehicles/Capacity is > 1.000 which is FAILURE.

Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

*1. "Redondo Beach Circulation Element", traffic analysis by Fehr & Peers, updated to 2015
Attached are two more comment sheets on the impact that the current plan for re-developing the Galleria site would have.

Best regards,
Jim Spratt

And please acknowledge receipt of these comments.

Information from ESET Endpoint Antivirus, version of virus signature database 12503 (20151102)

The message was checked by ESET Endpoint Antivirus.

http://www.eset.com
Concerning Utilities and Service Systems:

POTABLE WATER SUPPLY:
The potable water supply for the proposed South Galleria renovation project would be supplied by Hermosa Redondo Beach District of California Water Service Company (CWSC). They have stated that the water demand vs. supply for the years 2010 and 2040 are as shown below (in acre feet per year, expressed as AFY). The values for supply and for 2015 were obtained by interpolating between these years.

<table>
<thead>
<tr>
<th></th>
<th>2010 AFY</th>
<th>2040 AFY</th>
<th>2015 AFY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Supply</td>
<td>12516</td>
<td>15311</td>
<td>12982</td>
</tr>
<tr>
<td>Demand</td>
<td>11882</td>
<td>14838</td>
<td>12375</td>
</tr>
<tr>
<td>Surplus</td>
<td>634</td>
<td>473</td>
<td>607</td>
</tr>
<tr>
<td></td>
<td>5.34%</td>
<td>3.19%</td>
<td>4.91%</td>
</tr>
</tbody>
</table>

It can be seen that, based on CWSC's own forecasts, their cushion will continually shrink into the future. The addition of 650 new housing units and 150 hotel rooms in the Galleria project would cause serious problems to an already taxed water supply.

SEWER SYSTEM:

The South Bay Galleria project plan should include details on the hydraulic capacity of key sanitary sewer system elements for dry weather peak flow conditions, as well as the appropriate design storm or wet weather event. At a minimum, the plan should include estimates of the capacity of key system components, and the major sources that contribute to the peak flows associated with overflow events.
The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

AIR QUALITY

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

NOISE

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.
October 27, 2015

Faye Gipson
2750 Artesia Blvd #437
Redondo Beach, CA 90278

Reference: South Bay Galleria Massive Expansion

I live at Breakwater Association, a 190 unit- fifty-five plus community. The reason I chose to move into this senior only community is because of my age. I am 66 years old and I wanted to live in a vicinity that allowed me to feel safe first and foremost, with convenient access to shopping by walking. I believe adding new residents will defiantly bring a higher crime rate to our neighborhood, taking away my freedom to walk to neighborhood businesses.

TRAFFIC: Whereas, I realize change is enviable, I am totally against adding 650 housing units. This adds in my opinion 1,300 more parking spots (most families have two cars) where parking is already an issue; not to mention driving on our already overly populated boulevards, such as Hawthorne, Inglewood, and Artesia. Also, the project is estimated to take 27-34 months or longer, of which my quality of life will be disrupted.

AIR QUALITY: The air quality is already poor throughout LA County, with the added traffic it will be worse for us seniors. It is factual that the many large vehicles that are necessary to move materials for such a huge project will defiantly affect my air quality. As reports show, the older one gets the more important it is to have the best air quality. For those of us who are on a fixed income, and due to our environment it is not the best for us to run our air condition all the time. Also, because we live in the back of the Galleria, the dust that such a project will create is unimaginable, causing fine dust particles to invade our community. Also with the additional 650 housing units poor air quality will be long term.

NOISE: The noise pollution, big trucks, jack hammers and the like, means that I will not enjoy my home during the day for about 3 years or more.

Ultimately, I am against the South Bay Galleria Massive Expansion project as it stands.

Faye Gipson
ADDITIONAL COMMENTS ON SOUTH BAY GALLERIA PROJECT

TRAFFIC

The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

AIR QUALITY

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

NOISE

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.
ADDITIONAL COMMENTS ON SOUTH BAY GALLERIA PROJECT

TRAFFIC

The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

AIR QUALITY

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

NOISE

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.
I travel daily on the streets around the 7th
Headhouse. I am very concerned what
the additional vehicles (2 per unit) will
do to the traffic in these areas. Heavy
traffic conditions currently exist, and
more vehicles would just make it worse.
ADDITIONAL COMMENTS ON SOUTH BAY GALLERIA PROJECT

TRAFFIC

Traffic is bad enough

The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

AIR QUALITY

I have lung cancer. I live on the east side of my building.

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

NOISE

I need doors and windows open for fresh air.

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.
NAME: David Feldman  DATE: 10.16.15
ADDRESS: 2750 Artesia Blvd. #344, Redondo Beach, CA 90278
PHONE: 424-247-9278

ADDITIONAL COMMENTS ON SOUTH BAY GALLERIA PROJECT

✓ TRAFFIC

The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

✓ AIR QUALITY

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

✓ NOISE

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.
Stacey Kinsella

From: Dave Amat <dave92364@yahoo.com>
Sent: Saturday, October 24, 2015 11:36 AM
To: Stacey Kinsella
Subject: Galleria mall redevelopment

Stacey,
I would like to add to my comments:
Due to the new and larger Transit center along with the Galleria mall redevelopment it will
certainty increase traffic, noise and pollution, I created this map with the hope that engineering could come
up with a frontage style road (similar to sections of Anza Ave) as sort of a buffer, giving much needed relief to
residence on Kingsdale Ave.

Sincerely
David Amato
Install Island with a sound barrier such as noise reduction shrubs or bushes.
Stacey Kinsella, Associate Planner
City of Redondo Beach
19 October 2015

As a resident of Redondo Beach living adjacent to the south bay Galleria Mall, I’m highly opposed to the residential apartment complex and the Hotel that is being proposed as part of the redevelopment project.

- Our community would be adversely and, negatively affected in terms of increased air and noise pollution, due to the increased vehicle traffic.
- The current street topography would not be able to accommodate an increase in vehicle traffic due to the apartment occupants and hotel guests using their vehicles.

I live on Kingsdale Ave and during mall hours, it is difficult merely exiting my driveway to gain access to Kingsdale Ave. It is very dangerous!

- Global climate change has caused an unprecedented severe multiyear drought in California, which compelled the state Legislators to draft a mandatory water reduction usage to all state residents and businesses and penalized any person or business with fines for wasting water. Building the apartments and hotel would exacerbate the drought situation.
- The desirability of our community would also be negatively impacted, resulting in decreased property values.
- With more people inhabiting the impacted area, the crime rate would go up as well.

David Amato
1813 Kingsdale Ave
Redondo Beach, CA. 90278

__________ Information from ESET Endpoint Antivirus, version of virus signature database 12431 (20151019)

The message was checked by ESET Endpoint Antivirus.

http://www.eset.com
Hi Stacey,

I wanted to submit comments from the scoping meeting for the Galleria Improvement Project. I know the purpose at this point is really to identify environmental issues that should be addressed by the EIR but those already seem to be covered fairly well so I wanted to focus instead on suggesting mitigating measures for the project. I’ve also sent these suggestions to Geoff Maleman and Amanda Glover. I’m not an all a traffic expert so I’ll leave that to the pros but I would like to focus on three areas:

- Offsetting water usage through addition of new recycled water infrastructure, preferably along SCE right of way or somewhere that can support additional park space and is close to schools and other sites which could benefit from recycled water.
- Adding park and recreational capacity in currently underutilized areas (SCE right of way) to offset increased residential demand including extending the existing North Redondo Bike Path to the Galleria
- Installation of solar PV and other energy efficiency improvements to offset energy usage and increase grid stability

Here is the full list I came up with of mitigating measures:

**City Recreation and Parks**

- Installation of lighting at Madison Elementary to allow field usage at night (increases field capacity for organized sports)
- Improvements to North Redondo Bike Path to include field space, jogging paths, exercise stations, bike racks, etc...
- Installation of lighting at Fulton Playfield to increase field capacity for organized sports
- Anderson Park Community Center construction to handle increases in recreation classes and organized events
- Bike path/walking path extension to Galleria site to promote physical activity and decrease auto traffic (continue on SCE right of way from Felton across Inglewood to Kingsdale)
- Creation of park/parkette on Galleria site to decrease load on neighboring parks

**Hydrology/Water Quality**

- Use of reclaimed water for landscaping on Galleria site
- Offset use of freshwater at Galleria site by adding reclaimed water infrastructure to nearby parks/schools (North Redondo Bike Path, Adams/Washington, Madison, Lincoln, Anderson Park, Dale Page Park, etc...)
- Offset use of freshwater by funding groundwater recovery system for storm runoff

**Environmental Issues (Greenhouse Gas Emissions)**
• Installation of rooftop solar for energy generation site to minimize impact to local grid (expand on Khol's solar array)
• Installation of energy storage facilities (battery) to minimize impact to local grid
• Installation of solar water heaters to minimize air pollution from gas fired heaters
• LEED certified construction to minimize environmental impact
• LED interior and exterior lighting to minimize energy usage
• Installation of additional EV charging stations in parking lots to promote ZEV access
• Sponsorship of citywide bike sharing program to reduce traffic congestion, increase physical activity, and decrease pollution
• Planning/integration for eventual Greenline extension
• Tree lined perimeter to reduce noise pollution and offset carbon emissions

Traffic

• Reserve portion of housing for military families to promote Greenline expansion (direct commuter access to LA AFB and Aerospace)
• Pedestrian bridge/traffic lights connecting non-Galleria (Living Spaces, Sprouts, etc...) to Galleria site
• Widen Kingsdale to support additional traffic
• Widen Grant to support additional traffic
• Widen Inglewood up to 182nd Street to support additional traffic (dedicated left turn lane from Inglewood to 182nd

Thanks,
Dan Elder

________ Information from ESET Endpoint Antivirus, version of virus signature database 12474 (20151027)

The message was checked by ESET Endpoint Antivirus.

http://www.eset.com
Ms. Kinsella,

Please find the attached PDF of a City of Torrance Comment Letter regarding the presently open Public Review Period for the Initial Study that has been released for the associated project.

Although a hard copy has been placed in the mail, this e-mail is to ensure the attached letter is received prior to the public comment period closing of November 2nd, 2015, as indicated on the Redondo Beach Circulation Notice.

Regards,

Danny

Danny Santana, MPA, Senior Planning Associate
City of Torrance – Community Development Department – Planning Division
3031 Torrance Blvd, Torrance CA 90503 · (310) 618-5871 office · (310) 618-5829 fax
DSantana@TorranceCA.gov · www.TorranceCA.Gov · www.TorranceCA.Gov/111.htm

Please consider the environment before printing this email.

Information from ESET Endpoint Antivirus, version of virus signature database 12503 (20151102)

The message was checked by ESET Endpoint Antivirus.

http://www.eset.com
October 29th, 2015

Stacey Kinsella, Associate Planner, City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Dear Ms. Kinsella,

Re: Notice of Preparation (NOP) of Draft Environmental Impact Report,
Notice of Public Review Period and Circulation of the Initial Study &
Notice of Scoping Meeting for The South Bay Galleria Improvement
Project

The City of Torrance appreciates being notified of the release of the “Notice of
Preparation (NOP) of Draft Environmental Impact Report, Notice of Public Review
Period and Circulation of the Initial Study & Notice of Scoping Meeting for The
South Bay Galleria Improvement Project” and that an Environmental Impact
Report is necessary to comply with the California Environmental Quality Act.

If not already part of the notification process, the City of Torrance requests that all
future public notification mailings related to this project are sent to all individual
properties within the required notification radius regardless of the City in which
they are located in.

The City of Torrance would also like to submit the following public correspondence
that has been received to date. The City of Torrance requests that the
correspondence be included in the record and the environmental concerns raised
in said correspondence, made part of the corresponding environmental analysis
areas within the Draft Environmental Impact Report (DEIR).

Lastly, the City of Torrance would like to ensure that the intersections that will be
analyzed in the forthcoming Traffic Impact Analysis (TIA) be provided to the City of
Torrance Public Works Department, Traffic Engineering Division in advance of
initiating the TIA. This request is to ensure that all potentially impacted area
intersections are incorporated into the base analysis that will be used not only for the TIA, but also in the preparation of additional technical studies, such as Noise, Air Quality, Greenhouse Gas Emissions and Public Service related study areas needed to complete the DEIR.

Should you have any further questions of staff please do not hesitate to contact me at 310-618-5990.

Sincerely,

JEFFERY W. GIBSON
COMMUNITY DEVELOPMENT DIRECTOR

By

Gregg D. Lodan, AICP
Planning and Environmental Manager

Attachments:
1) Correspondence

cc: Patrick J. Furey, Mayor
   City Council Members
   LeRoy J. Jackson, City Manager
   John Fellows, City Attorney
   Rob Beste, Public Works Dept.
   stacey.kinsella@redondo.org
Good morning Ms. Kinsella,

Thank you for including Lawndale in the environmental review process for the South Bay Galleria Improvement Project. We have reviewed the NOP/IS and are providing the attached comment letter, a hardcopy of which will follow in the mail.

Sincerely,

Perry A. Banner | Community Development Manager
Community Development Department
City of Lawndale
14717 Burin Avenue
Lawndale, CA 90260
Ph: (310) 973-3206
Fax: (310) 970-2183

___________ Information from ESET Endpoint Antivirus, version of virus signature database 12503 (20151102)

The message was checked by ESET Endpoint Antivirus.

http://www.eset.com
November 2, 2015

Stacey Kinsella, Associate Planner
City of Redondo Beach
Community Development Department
415 Diamond Street
Redondo Beach, CA 90277

Subject: Notice of Preparation (NOP) for the South Bay Galleria Improvement Project

Dear Ms. Kinsella:

Thank you for including the City of Lawndale in the environmental review process for the above referenced project. We have reviewed the Notice of Preparation and would appreciate consideration of the following comments:

1. Transportation and Traffic – The project involves the redevelopment of the existing South Bay Galleria site that will increase the intensity of use by adding retail square footage, a hotel of up to 150 rooms, and up to 650 residential units. This increased development intensity will generate additional traffic that could affect infrastructure and traffic patterns in and around Lawndale.

A Traffic Impact Study, which includes an analysis of roadway segments and signalized intersections in and around Lawndale where traffic levels are projected to increase due to changes in development intensity at the South Bay Galleria site, should be included as part of the EIR. Of particular interest to the City of Lawndale are the intersections of:

- Hawthorne Blvd. & Redondo Beach Blvd.
- Hawthorne Blvd. & 405 Freeway southbound/northbound on/off ramps
- Hawthorne Blvd. & Manhattan Beach Blvd.
- Inglewood Ave. & Artesia Blvd.
- Inglewood Ave. & Manhattan Beach Blvd.
- Inglewood Ave. & 405 Freeway southbound/northbound on/off ramps
- Redondo Beach Blvd. & 405 Freeway southbound off-ramp
- Redondo Beach Blvd. & Prairie Ave.

It should be noted that an analysis of the carrying capacity of Hawthorne Boulevard (south of Manhattan Beach Blvd.) is needed to ascertain the impacts of the project. Traffic on
Hawthorne Boulevard operates at an undesirable level from an operational standpoint during a.m. and p.m. peaks, and warrants special consideration if affected by the project.

2. Public Services

   a. Public Safety (Fire and Police Protection) – The proposed project will result in increased demand for fire protection and emergency medical services, as well as police services. Given the proximity of the site to the City of Lawndale and the mutual aid understanding between police and fire services in both jurisdictions, the project could potentially result in significant impacts on Lawndale’s fire and police protection. These impacts should be evaluated in the EIR.

   b. Parks – The proposed project will increase the residential population as a result of up to 650 new residential units, which will increase the demand on neighborhood and regional parks and recreation facilities. Given the proximity of the site to the City of Lawndale, the project could potentially result in significant impacts on Lawndale’s parks and recreation facilities. These impacts should be evaluated in the EIR.

Thank you for the opportunity to comment on the NOP. The City of Lawndale looks forward to reviewing the Draft EIR upon completion. Should you have any questions, please feel free to contact me at (310) 973-3206.

Sincerely,

Perry A. Banner
Community Development Manager
Community Development Department
Good Afternoon Ms. Kinsella,
Attached please find Caltrans’ comment letter for the South Bay Galleria Improvement Project.

Thank you,

Miya Edmonson
Associate Transportation Planner
Caltrans District 7, IGR/CEQA Branch
(213) 897-6536 Office
(213) 897-1337 Fax

http://www.eset.com
November 2, 2015

Ms. Stacey Kinsella
Associate Planner
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Re: South Bay Galleria
Improvement Project
SCH# 2015101009
IGR#151015ME -NOP

Dear Ms. Kinsella:

The California Department of Transportation (Caltrans) has reviewed the Notice of Preparation (NOP) for the proposed South Bay Galleria Improvement Project. The project will consist of modifications and additions to the existing South Bay Galleria mall and would redesign portions of the site. Retail square footage would increase by up to 217,864 and the overall density on the site would increase to a maximum 1,943,965 square feet of building floor area. In addition, the proposed project would include a hotel of up to 150 rooms.

The mall property is located at 1815 Hawthorne Boulevard in the City of Redondo Beach with the closest State Facility being the I-405.

To assist in evaluating the impacts of this project to State Transportation Facilities, please consider the following comments:

1. A traffic study should be prepared prior to preparing the Draft Environmental Impact Report (DEIR). Please refer the project’s traffic consultant to Caltrans’ traffic study guide Website: http://www.dot.ca.gov/hq/tpp/offices/ceq/igr_ceqa_files/tisguide.pdf

2. Per our meeting on September 14, 2015 with the City of Redondo Beach, Forest City Development and Fehr and Peers, please include a queue analysis for the I-405 off ramps that have already been identified as study intersections for this project.

3. A brief discussion of the traffic impacts on I-405, and all affected significantly impacted conditions including construction periods.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability"
4. Traffic volume counts which include anticipated AM and PM peak-hour volumes.

5. Level of service (LOS) before, during construction, and after development.

6. Future conditions, which include both, project and project plus cumulative traffic generated up to General Plan build out year.

7. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts, including sharing of mitigation costs.

Please continue to keep us informed of this project and any future developments, which could potentially impact the State transportation facilities. If you have any questions regarding these comments, please contact project coordinator Miya Edmonson, at (213) 897-6536 and refer to IGR/CEQA No. 151015ME.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse
ADDITIONAL COMMENTS ON SOUTH BAY GALLERIA PROJECT

TRAFFIC

The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

AIR QUALITY

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

NOISE

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.

Although 3 years or so of construction, plus the future pollution of the area, may not seem like a problem, it is for seniors, whose age & health is a continuing concern. Brookwater Village has only seniors.
ADDITIONAL COMMENTS ON SOUTH BAY GALLERIA PROJECT

TRAFFIC

The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

AIR QUALITY

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

NOISE

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.

Home values will decrease, especially during construction.
ADDRESS 2750 Artesia Blvd. Unit 250

PHONE 424-237-2189

ADDITIONAL COMMENTS ON SOUTH BAY GALLERIA PROJECT

TRAFFIC

The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

AIR QUALITY

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

NOISE

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.
MORE COMMENTS

BETTY J. FISK

2750 Artesia Blvd., Unit 250, Breakwater Village

Redondo Beach, CA 90278 Phone: 424-237-2189

TRAFFIC

I am especially concerned about traffic, as there already is so much traffic on Artesia Blvd. just to drive out of our driveway. So many heavy trucks would be going by, just dealing with the expansion for the 34 months it would take to complete the project. In fact, I had an auto accident just driving out of my driveway, because the traffic was so fast and so heavy. This would be twice as bad.

I am happy with the wonderful Galleria Mall as it is now. In fact, I am one of the Galleria Gators, who walks early each morning in the mall. It is like family, so personal. This expansion would impact my life tremendously, and all of our lives here at Breakwater Village.

On the previous page are the other two issues I am very concerned about. This is absolutely a bad project, as I bought my condominium hoping for peace and quiet and a lovely place to call home.
Hello Stacey,

I'd like to submit this letter on behalf of Beach Cities Health District and our Beach Cities Liability Committee regarding the Draft EIR report for the South Bay Galleria Improvement Project. Please let me know if you need any further information.

Thanks,

Jacqueline Sun, MPH  
Community Policy Analyst  
Beach Cities Health District  
Ph: 310-374-3426 x266  
Fax: 310-376-4738  
www.bchd.org  
https://www.facebook.com/beachcitieshealth

Creating a healthy beach community.

__________ Information from ESET Endpoint Antivirus, version of virus signature database 12503 (20151102)  
__________

The message was checked by ESET Endpoint Antivirus.

http://www.eset.com
October 23, 2015

City of Redondo Beach
Planning Department
415 Diamond Street
Redondo Beach, CA 90277

Re: South Bay Galleria Improvement Project

Please accept the following comments regarding the Draft Environmental Impact Report for the proposed South Bay Galleria Improvement Project. The Beach Cities Health District (BCHD), its partners and residents have come together over the past five years to advance the principles of multi-modal/active transportation, livability and active living in our community. We believe this project presents an exciting opportunity to improve pedestrian and cycling connectivity between the South Bay Galleria and the surrounding neighborhoods.

Most critical to creating a healthier community is transforming the Beach Cities into a more walkable, bikeable and accessible place for everyone. We have done that in partnership with the City of Redondo Beach, its residents and businesses, through community education, and providing subject matter expertise to planners and developers interested in working in the Beach Cities.

We are requesting the development approval process for this project be consistent with the following City Council adopted plans and policies, as feasible:
- Beach Cities Livability Plan
- Living Streets Guidelines and Policy for the City of Redondo Beach
- South Bay Bicycle Master Plan

These important documents provide strategic principles and specific priorities regarding built environment projects in our community. You can find links to the Beach Cities Livability Plan and South Bay Bicycle Master Plan, as well as additional resources at our website www.bchd.org/communitypolicy.

The Beach Cities Livability Committee is represented by appointed stakeholders who serve in an advisory capacity to Beach Cities Health District. We advocate for infrastructure that improves walking, biking, beautification and economic prosperity in the Beach Cities.
The Committee has successfully influenced a variety of community projects, including the Redondo Beach Harbor Gateway and Bike Path Improvement Project, the addition of bike lanes on Rosecrans Boulevard and tobacco-free ordinances in all three Beach Cities. The Committee would welcome the opportunity to provide additional input during the development approval process for this proposed project.

Sincerely,

Jim Hannon
Chair, Beach Cities Livability Committee
NAME: Anne Gibson
DATE: 10/20/06

ADDRESS: 2750 Antesia Blvd, Redondo Beach, CA 90278

PHONE:

ADDITIONAL COMMENTS ON SOUTH BAY GALLERIA PROJECT

traffic jams in area, very congested

TRAFFIC

The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

AIR QUALITY

I have COPD so air quality would be even worse

As I am a senior I don't need any more noise

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

NOISE

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.
ADDITIONAL COMMENTS ON SOUTH BAY GALLERIA PROJECT

TRAFFIC

The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

AIR QUALITY

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

NOISE

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.

other side
AIR QUALITY: I would like to add that the dust, pollutants will not help residents in the area who have LUNG DISEASE, COPD, ASTHMA. Also residents may be allergic to dust and this will not be healthy for them.

SCHOOLS. I Believe that the schools in the area would be severely impacted with the addition of 650 Housing units. Class rooms are currently overcrowded.

WEAR AND TEAR OF ROADS. Some of the roads in the area have several pot holes. I feel that trucks hauling away the demolition will not help our roads. We may be faced with more pot holes, additional expense for the city to repair them. Not to mention the hazard to drivers if they hit a pot hole, some of them and can so deep that we would do severe damage to our tires.
ADDITIONAL COMMENTS ON SOUTH BAY GALLERIA PROJECT

TRAFFIC

The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. **The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale.** If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

AIR QUALITY

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. **The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us.** Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

NOISE

**Noise of this calibcr also creates more DUST!**

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.

What a shock! One week—we're invited to a meeting to improve the Galleria. Next week—its being torn down and up with 650 housing units!
ADDITIONAL COMMENTS ON SOUTH BAY GALLERIA PROJECT

TRAFFIC

The traffic on the streets surrounding the area are already heavily traveled. Hawthorne Boulevard going north carries vehicles from Palos Verdes and Torrance to Lawndale where drivers intend to enter the (405) freeway. Shoppers going to and returning from the newly renovated Del Amo Plaza contribute to heavy traffic conditions at any time of the day. The proposed project would add additional vehicles (perhaps as many as 1,000 each day) to Artesia, Inglewood and Kingsdale. If the bus terminal on Kingsdale were to be enlarged, the additional buses would add to this traffic congestion.

AIR QUALITY

During the demolition and construction periods pollutants would enter the environment and travel with the prevailing winds. Some residents of the surrounding area would be subject to great discomfort due to particles from the demolition and construction phases. The air quality would be further diminished from the additional large number of vehicles, which is harmful to some of us. Additionally, a constant flow of trucks carrying away debris will be interspersed with every day traffic.

NOISE

There will be stationary and mobile construction noise, stationary and mobile operation noise, and groundborne vibration during construction. This noise would certainly necessitate keeping doors and windows closed.