

## EXECUTIVE SUMMARY

This Environmental Impact Report (EIR) evaluates the potential environmental impacts of the proposed Beach Cities Health District (BCHD) Healthy Living Campus Master Plan (Project) in the Cities of Redondo Beach and Torrance, California. The EIR was prepared by Wood Environment & Infrastructure Solutions, Inc. (Wood) and its team of subconsultants including iLanco Environmental, LLC (Air Quality and Greenhouse Gas [GHG] Emissions), Fehr & Peers (Transportation), and VIZf/x (Aesthetics and Architectural Services).

As described in further detail in Section 2.0, *Project Description*, the proposed Healthy Living Campus Master Plan would redevelop the existing BCHD campus to: 1) address escalating building maintenance costs and seismic-related structural issues; and 2) to provide purpose-built facilities necessary to support BCHD's public health and wellness programs and services. BCHD has developed a detailed preliminary site development plan for Phase 1, which is evaluated in this EIR at a project level of detail. BCHD has also developed a more general development program for Phase 2 based on the design guidelines of the proposed Healthy Living Campus Master Plan and the best available planning information at this time. The Phase 2 development program has been evaluated programmatically in that construction impacts have been evaluated using maximum durations of construction, maximum areas of disturbance, and maximum building heights. Operational impacts have also been evaluated programmatically in that the analysis addresses maximum building space allocations.

New development under Phase 1 would include a 203,700-square-foot (sf) Residential Care for the Elderly (RCFE) Building with 157 new Assisted Living units, 60 Memory Care units (replacing the existing Silverado Beach Cities Memory Care Community located within Beach Cities Health Center), 14,000 sf of space for the Program of All-Inclusive Care for the Elderly (PACE), 6,270 sf of space for Community Services, and a 9,100-sf Youth Wellness Center. The RCFE Building would include a new driveway and pick-up/drop-off zone located on the vacant Flagler Lot as well as a new subterranean service area and loading dock entry/exit along Flagler Lane. Following the construction of the RCFE Building, the existing 158,000-sf Beach Cities Health Center would be demolished providing space for approximately 114,830 sf of open space as well as an approximately 40,725-sf surface parking lot with 86 (including accessible parking spaces and electric vehicle [EV] charging stations).

The long range development program under Phase 2, while less defined than the project-level preliminary site development plan under Phase 1, would provide a Wellness Pavilion of up to 37,150 sf, an Aquatics Center of up to 31,300 sf (including 24,000 sf of indoor space and 7,300 sf of outdoor space), and up to 20,000 sf of space for the Center for Health and Fitness (CHF), which

would be relocated back to the campus. Parking would be provided in a parking structure with up to 2 subterranean levels and up to 8.5 above ground levels. The EIR depicts three example site plans for the Phase 2 development program to illustrate the possible range. However, the EIR analyzes potential construction-related impacts (e.g., ground disturbance) and aesthetics impacts (e.g., building height) using conservative assumptions related to maximum building footprints and maximum building heights. The ultimate site development plan developed for Phase 2 would fit within this maximum building envelope.

## PROJECT OBJECTIVES

CEQA Guidelines Section 15124(b) (Title 14 of the California Code of Regulations [CCR] Section 15000 *et seq.*) requires the description of the project in the EIR to include “[a] statement of objectives sought by the proposed project.” As further stated in CEQA Guidelines Section 15124(b), a clear statement of objectives will help the lead agency develop a reasonable range of alternatives for consideration in the EIR and aid decision-makers in preparing findings or a statement of overriding considerations, if necessary.

BCHD developed three major “*Project Pillars*,” which were presented to the Board of Directors during a public meeting on June 17, 2020. The Project Objectives are based on these three Project Pillars:

### Health

- Build a center of excellence focusing on wellness, prevention, and research.
- Leverage the campus to expand community health programs and services.

### Livability

- Focus on emerging technologies, innovation, and accessibility.
- Create an intergenerational hub of well-being, using Blue Zones Project principles.

### Community

- Actively engage the community and pursue partnerships.
- Grow a continuum of programs, services, and facilities to help older adults age in their community.

Based on these Project Pillars, BCHD developed six Project Objectives:

- Eliminate seismic safety and other hazards of the former South Bay Hospital Building (514 North Prospect Avenue).

- Generate sufficient revenue through mission-derived services to replace revenues that will be lost from discontinued use of the former South Bay Hospital Building and support the current level of programs and services.
- Provide sufficient public open space to accommodate programs that meet community health needs.
- Address the growing need for assisted living with on-site facilities designed to be integrated with the broader community through intergenerational programs and shared gathering spaces.
- Redevelop the Project site to create a modern campus with public open space and facilities designed to meet the future health needs of residents, with meeting spaces for public gatherings and interactive education.
- Generate sufficient revenue through mission-derived services and facilities to address growing future community health needs.

The underlying purpose of the proposed BCHD Healthy Living Campus Master Plan is to solve the current seismic issues associated with the former South Bay Hospital Building and establish a center of excellence for community health. Implementation of the proposed Project is intended to meet the six objectives described above and therefore achieve the underlying purpose of the proposed Project.

#### **ENVIRONMENTAL IMPACT ANALYSIS**

This EIR examines potential short- and long-term impacts of the proposed Project – including the Phase 1 preliminary site development plan and the more general Phase 2 development program. These impacts were determined through a rigorous process mandated by CEQA in which existing conditions are compared and contrasted with conditions that would exist once the project is implemented. For each environmental topic area, the thresholds for determining the significance of potential impacts are identified based on Appendix G of the CEQA Guidelines, along with descriptions of methodologies used for conducting the impact analysis. For some environmental topic areas, such as air quality, greenhouse gas (GHG) emissions, noise, and transportation, the analyses of impacts are quantitative in nature and involve the comparison of potential impacts against numerical thresholds. For other environmental topic areas, such as land use and planning, the analyses of impacts are inherently more qualitative, involving the consideration of a variety of factors, such as adopted policies and regulations.

The EIR impact discussions classify impact significance levels as:

- **Significant and Unavoidable** – a significant impact to the environment that remains significant even after mitigation measures are applied;
- **Less Than Significant with Mitigation** – a significant impact to the environment that can be avoided or reduced to a less than significant level with mitigation;
- **Less Than Significant** – a potential impact that would not meet or exceed the identified thresholds of significance for the environmental topic area; and
- **No Impact/Beneficial Impact** – no impact would occur for the environmental topic area or a beneficial effect would result.

Determinations of significance levels in the EIR are made based on impact significance criteria and applicable CEQA Guidelines for each topic area.

Pursuant to CEQA Guidelines, Section 15126.4, where potentially significant environmental impacts have been identified in the EIR, feasible mitigation measures that would avoid or minimize the severity of those impacts are also identified. Pursuant to CEQA, feasible mitigation measures must be implemented for all significant impacts.

#### **NOTICE OF PREPARATION/SCOPING**

As a first step in complying with the procedural requirements of CEQA, the City conducted a public scoping process consistent with CEQA Guidelines Section 15083. The public was provided with an opportunity to comment on the scope of the EIR through a Notice of Preparation (NOP) released on June 27, 2019. The NOP was distributed to Federal, State, and local agencies, neighborhood groups, and all occupants and owners within a 1,000-foot radius of the Project site. The NOP comment period began on June 27, 2019 and ended on July 29, 2019. Three Public Scoping Meetings for the EIR were held during the NOP comment period on July 15, 2019 in Redondo Beach, July 17, 2019 in Manhattan Beach, and July 22, 2019 in Hermosa Beach. During the meetings, BCHD staff described the proposed Project and the environmental review process and received public comment on the scope and content of the EIR. The scoping process assisted the BCHD in determining if any aspect of the proposed Project may cause a significant effect on the environment and, based on that determination, narrow the focus of the subsequent environmental analysis. Comments received during the NOP comment period were considered during EIR preparation and are included in Appendix A.

#### **SUMMARY OF PROJECT IMPACTS**

The significance of each impact resulting from implementation of the proposed Project has been determined based on impact significance criteria and applicable CEQA Guidelines for each impact topic. Table ES-1 presents a summary of the impacts, mitigation measures, and residual impacts

that could result from implementation of the proposed Project. The proposed Project would result in significant and unavoidable construction-related noise impacts (refer to Section 3.11, *Noise*). Additionally, the proposed Project would result in less than significant (or less than significant with mitigation) impacts that are related to areas of community concern that were identified during community meetings held between 2017 and 2020 as well as agency and public comment letters received on the Notice of Preparation. These areas of community concern include aesthetics bulk/size, construction-related air emissions, soil erosion, hazardous materials, land use, and transportation (refer to Section 3.1, *Aesthetics and Visual Resources*, Section 3.2, *Air Quality*; Section 3.6, *Geology and Soils*; Section 3.8, *Hazards and Hazardous Materials*; Section 3.10, *Land Use and Planning*; and 3.14, *Transportation*, respectively). While this EIR determined that impacts related to these resource areas are not anticipated to be significant, these controversial impacts as well as the significant and unavoidable impacts identified for the proposed Project were used as screening criteria to determine feasible alternatives that could avoid or reduce these effects (see Section 5.4, *Alternatives Considered but Rejected from Further Analysis* and Section 5.5, *Alternatives Analysis*). Refer to Section 1.8, *Areas of Known Public Controversy* for the full list of environmental issues known to be of public concern.

#### SUMMARY OF CUMULATIVE IMPACTS

CEQA Guidelines Section 15130(a) states that an EIR shall “*discuss the cumulative impacts of a project when the project’s incremental effect is cumulatively considerable.*” In this context, “cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and/or the effects of probable future projects (as defined by CEQA Guidelines Section 15130). The proposed Project would not substantially contribute to any cumulatively considerable impacts for any of the environmental issues areas evaluated within the EIR.

#### ALTERNATIVES ANALYSIS

CEQA Guidelines state that an “*EIR shall describe a range of reasonable alternatives to the proposed project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives*” (CEQA Guidelines Section 15126.6). As such, the EIR evaluates six alternatives, including a No Project Alternative, in compliance with CEQA. These alternatives include:

- Alternative 1 – No Project Alternative (Demolish and Replace with Limited Open Space)
- Alternative 2 – Sale and Redevelopment of the BCHD Campus

- Alternative 3 – Revised Access and Circulation
- Alternative 4 – Phase 1 Preliminary Site Development Plan Only
- Alternative 5 – Relocate CHF Permanently and Reduced Parking Structure
- Alternative 6 – Reduced Height Alternative

#### ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives shall identify an environmentally superior alternative among the alternatives evaluated in the EIR. In general, the environmentally superior alternative as defined by CEQA should minimize adverse impacts to the project site and its surrounding environment.

Table 5.5-5 compares the environmental impacts of the proposed Project and the analyzed alternatives. Of the alternatives considered, the No Project Alternative generates the fewest environmental impacts; therefore, it is generally environmentally superior to any project that proposes to change existing conditions through the addition of increased development with associated impacts. However, CEQA Guidelines Section 15126.6 states that if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives.

According to CEQA Guidelines Section 15126.6(a), the purpose of an alternatives analyses is to identify alternative developments that would feasibly attain most of the basic objectives of the project but that would avoid or substantially reduce any of the significant effects of the proposed Project. Other than the No Project Alternative, none of the remaining alternatives would avoid the significant and unavoidable construction-related noise impacts at nearby sensitive receptors. Daily construction-related impacts would be similar to those described for the proposed Project (i.e., construction noise levels would be similar; however, the total duration of construction noise would be reduced due to the elimination of the Phase 2 development program).

<b>Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts</b>		
<b>Impacts</b>	<b>Mitigation Measures</b>	<b>Residual Impacts</b>
<b>SECTION 3.1, AESTHETICS AND VISUAL RESOURCES</b>		
<p><b>Impact VIS-1</b> The proposed Residential Care for the Elderly Building included in the Phase 1 preliminary development plan would interrupt public views of the Palos Verdes hills from the highpoint at 190<sup>th</sup> Street and Flagler Lane. However, a reduction in the height of the building would reduce this impact to <i>less than significant with mitigation</i>.</p>	<p><b>MM VIS-1</b> Reduced RCFE Building Height. The final design of the Phase 1 preliminary site development plan shall be revised to reduce the maximum height of the RCFE Building in order to avoid interruption of the ridgeline of the Palos Verdes hills as viewed from the intersection of 190<sup>th</sup> Street &amp; Flagler Lane. This revision to the final design could include the removal of the uppermost stories of the building and/or recessing the building foundation further into the ground surface. The reduced building height shall be formalized on all final building plans and construction plans, as appropriate, prior to the issuance of any demolition, grading, or building permits by the Redondo Beach Building &amp; Safety Division. City of Redondo Beach permit compliance staff shall observe and ensure compliance with these specifications during construction activities associated with the proposed Project.</p>	<p>Implementation of MM VIS-1 would reduce the height of the RCFE Building such that it would rise to a point just below the ridgeline of the Palos Verdes hills as viewed from 190<sup>th</sup> Street &amp; Flagler Lane. The panoramic views of the ridgeline would remain uninterrupted. Therefore, residual impacts would be <i>less than significant</i>.</p>
<p><b>Impact VIS-2</b> The proposed Project – including the Phase 1 preliminary development plan as well as the Phase 2 development program – would alter the visual character of the Project site and surrounding areas in Redondo Beach and Torrance. However, the proposed development would comply with the Redondo Beach and Torrance General Plans and municipal codes and would not degrade the surrounding visual character. Therefore, impacts would be <i>less than significant</i>.</p>	<p>No mitigation required</p>	<p>Less than significant</p>
<p><b>Impact VIS-3</b> The proposed Project – including the Phase 1 preliminary development plan as well as the Phase 2 development program – would create new sources of exterior lighting. Additionally, building materials used in the construction of the proposed buildings could result in new sources of glare. However, through the conformance of the proposed Project with the Redondo Beach Municipal Code (RBMC) and the Torrance Municipal Code (TMC),</p>	<p>No mitigation required</p>	<p>Less than significant</p>

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Impacts	Mitigation Measures	Residual Impacts
impacts associated with the proposed Project would be <i>less than significant</i> .		
<b>Impact VIS-4</b> The proposed Project – including the Phase 1 preliminary development plan as well as the Phase 2 development program – would result in additional shading of adjacent properties. However, the extent and duration of shading would be <i>less than significant</i> .	No mitigation required	Less than significant
<b>SECTION 3.2, AIR QUALITY</b>		
<b>Impact AQ-1</b> Construction and operation of the proposed Beach Cities Health District (BCHD) Healthy Living Campus – including the Phase 1 preliminary site development plan and the Phase 2 development program – would generate emissions that would contribute to Basin-wide air pollutant emissions. Because the proposed Project would not cause or increase the severity of air quality violations and mitigated emissions would not exceed the South Coast Air Quality Management District’s (SCAQMD’s) significance thresholds, the proposed Project would not conflict with the Air Quality Management Plan (AQMP). Therefore, impacts would be <i>less than significant with mitigation</i> .	Refer to MM AQ-1 below	With implementation of MM AQ-1, which would include requirements for soil stabilization and the use of U.S. Environmental Protection Agency (USEPA) Tier 4 engines – localized construction emissions from the proposed Project would not exceed SCAQMD’s Localized Significant Thresholds (LSTs). Therefore, impacts related to potential conflicts with the AQMP would be <i>less than significant</i> .
<b>Impact AQ-2</b> Construction activities associated with the proposed Project – including the Phase 1 preliminary site development plan and the Phase 2 development program – would generate air pollutant emissions; however, emissions of CO, NO <sub>x</sub> , SO <sub>x</sub> , PM <sub>10</sub> , PM <sub>2.5</sub> , and VOC, would not exceed South Coast Air Quality Management District’s (SCAQMD’s) regional significance thresholds for construction. On-site construction-related emissions would exceed the Localized Significant Thresholds (LSTs) for PM <sub>10</sub> and PM <sub>2.5</sub> . Therefore, the Project	<b>MM AQ-1 Air Quality Management Plan.</b> Beach Cities Health District (BCHD) shall prepare an Air Quality Management Plan for project construction, which shall be approved by the City of Redondo Beach and the City of Torrance prior to issuance of demolition, grading, or building permits for the Phase 1 preliminary site development plan or the Phase 2 development program. The plan shall include the following conditions for construction: <ul style="list-style-type: none"> <li>• Construction equipment engines shall be maintained in good condition and in proper tune per manufacturer’s specification for the duration of construction.</li> </ul>	Implementation of MM AQ-1, which would include requirements for soil stabilization and the use of USEPA Tier 4 engines, would reduce on-site construction emissions for PM <sub>10</sub> and PM <sub>2.5</sub> below the SCAQMD LSTs. Therefore, with implementation of MM AQ-1, impacts regarding localized construction emissions with mitigation incorporated would be <i>less than significant</i> .



**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

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<p>could expose sensitive receptors to substantial pollutant concentrations. However, this impact would be <i>less than significant with mitigation</i>.</p>	<ul style="list-style-type: none"> <li>• All construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of construction to reduce the amount of particulate matter entrained in the ambient air. These measures include the following:                             <ul style="list-style-type: none"> <li>○ Quick replacement of ground cover in disturbed areas.</li> <li>○ Watering of exposed surfaces three times daily.</li> <li>○ Watering of all unpaved haul roads three times daily.</li> <li>○ Covering all stock piles with tarp.</li> <li>○ Post signs on-site limiting traffic to 15 miles per hour (mph) or less on unpaved roads.</li> <li>○ Prohibit demolition when wind speed is greater than 25 mph.</li> <li>○ Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads.</li> <li>○ Cover or have water applied to the exposed surface of all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas.</li> <li>○ Install wheel washers where vehicles enter and exit unpaved roads onto paved roads to wash off trucks and any equipment leaving the site each trip.</li> </ul> </li> <li>• Construction activities associated with the proposed Project shall use USEPA Tier 4 engines on all construction equipment, except crushing equipment, which would reduce DPM emissions from combustion</li> </ul>	

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	<p>by 94 percent for Phase 1 and 79 percent for Phase 2 construction.</p> <ul style="list-style-type: none"> <li>Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.</li> </ul>	
<p><b>Impact AQ-3</b> Operational activities associated with the proposed Project – including the Phase 1 preliminary site development plan and the Phase 2 development program – would generate criteria air pollutant emissions that would be below South Coast Air Quality Management District (SCAQMD) mass daily thresholds and Localized Significance Thresholds (LSTs). Therefore, this impact would be <i>less than significant</i>.</p>	No mitigation required	Less than significant
<p><b>Impact AQ-4</b> Construction-related diesel particulate matter (DPM) emissions – including emissions associated with the Phase 1 preliminary site development plan as well as emissions with the Phase 2 development program – would exceed the South Coast Air Quality Management District’s (SCAQMD’s) thresholds. However, this impact would be <i>less than significant with mitigation</i>.</p>	Refer to MM AQ-1 above	With implementation of MM AQ-1, which requires use of USEPA Tier 4 engines on all construction equipment, mitigated DPM emissions generated during Project construction activities would not exceed SCAQMD’s significance threshold. Therefore, impacts with mitigation incorporated would be <i>less than significant</i> .
<p><b>Impact AQ-5</b> The net increase in daily traffic, together with other cumulative traffic in the area, would generate increases in CO levels near local intersections. However, CO levels generated as a result of the proposed Project would not exceed Federal and State CO standards and would not result in CO hotspots. Therefore, this impact would be <i>less than significant</i>.</p>	No mitigation required	Less than significant

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<p><b>Impact AQ-6</b> None of the land uses included in the proposed Project – including the Phase 1 preliminary site development plan and the Phase 2 development program – would result in objectionable odors that would affect a substantial number of people. Therefore, this impact would be <i>less than significant</i>.</p>	<p>No mitigation required</p>	<p>Less than significant</p>
<p><b>SECTION 3.3, BIOLOGICAL RESOURCES</b></p>		
<p><b>Impact BIO-1</b> The proposed redevelopment of the Beach Cities Health District (BCHD) campus – including the Phase 1 preliminary site development plan and the more general Phase 2 development program – would result in the removal of landscaped trees, shrubs, and other non-native vegetation that may provide nesting and roosting habitat. With the implementation of pre-construction nesting bird surveys, if necessary, and new landscaping, the proposed Project would not substantially interfere with resident or migratory birds. Impacts would be <i>less than significant with mitigation</i>.</p>	<p><b>MM BIO-1 Pre-Construction Nesting Bird Surveys.</b> To prevent impacts to nesting or roosting birds through loss or damage of mature trees, Beach Cities Health District (BCHD) shall comply with the following:</p> <ul style="list-style-type: none"> <li>• Where suitable vegetation and structures for nesting birds occur within 500 feet of project construction activities, all phases of construction shall avoid the general nesting season (i.e., between February 15 and August 31) to the maximum extent practicable.</li> <li>• If the nesting season cannot be avoided, a qualified biologist shall be retained to conduct a pre-construction survey for nesting birds. The survey shall be conducted within 72 hours prior to commencement of vegetation removal.</li> <li>• If any nesting birds are present within or immediately adjacent to the construction area, the following shall be required: A qualified biologist shall be retained by BCHD to flag and demarcate the location of all nesting birds and monitor construction activities. Temporary avoidance of active nests, including the enforcement of an avoidance buffer as determined by the qualified biological monitor, shall be required until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive.</li> <li>• If Federal or State protected species are observed during the site survey, consultation shall be completed</li> </ul>	<p>Implementation of MM BIO-1 would require pre-construction nesting bird surveys to identify and avoid active nests during construction that occurs in the nesting season. With implementation of the recommended MM BIO-1 and compliance with Federal, State, and local regulations, impacts on biological resources – including resident and migratory birds provided with protection under the Migratory Bird Treaty Act and/or California Fish and Game Code – would be reduced to <i>less than significant</i>.</p>

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	with the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) to determine if work shall commence or proceed during the breeding season; and, if work may proceed, what specific measures shall be taken to ensure protected bird species are not affected.	
SECTION 3.4, CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES		
<b>Impact CUL-1</b> Redevelopment of the Beach Cities Health District (BCHD) campus would include the proposed demolition of Beach Cities Health Center and the attached Maintenance Building during Phase 1 as well as the demolition of the existing parking structure and potentially the Beach Cities Advanced Imaging Center during Phase 2. However, no historic architectural resources exist on the campus and the proposed redevelopment of the campus would not damage or result in a substantial change in the historic setting of historic architectural resources in the vicinity of the Project site. Therefore, impacts would be <i>less than significant</i> .	No mitigation required	Less than significant
<b>Impact CUL-2</b> Ground disturbing activities associated with the proposed Project – particularly demolition of existing pavements and excavation of subterranean levels during Phase 1 and Phase 2 – could uncover previously unknown prehistoric or historic archaeological deposits that qualify as archeological resources as defined CEQA Guidelines Section 15064.5. Damage or destruction of any such archaeological resources would be considered a potentially significant impact. However, this impact would be <i>less than significant with mitigation</i> .	<b>MM CUL-1 Cultural Resources Monitoring Plan.</b> Prior to issuance of a demolition or excavation/grading permit, a Cultural Resources Monitoring Plan shall be developed by a qualified archaeologist, with provisions for review and input by representatives of the Native American tribe(s) that consulted on the project pursuant to Assembly Bill (AB) 52. The Cultural Resources Monitoring Plan shall identify those specific locations on the Project site where a qualified archaeologist and Native American tribal monitor shall be required during ground disturbing activities – including (but not limited to) clearing/grubbing, excavations, grading, and trenching – during the construction activities associated with Phase 1 and Phase 2 of the proposed Project. The rate of excavation, the types of activities, their proximity to known archaeological resources, the provenance and character of materials	Implementation of MM CUL-1 requires observation and monitoring of excavation and grading by a qualified archaeologist and a Native American tribal monitor to identify any potential prehistoric or historic-period archaeological and/or tribal resources. MM CUL-1 also requires the preparation of a Treatment Plan to appropriately mitigate impacts to any such resources. In the case of an inadvertent discovery of historic-period archaeological and/or tribal resources, implementation of MM

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	<p>being excavated (e.g., non-cultural fill, younger alluvium, or older alluvium), the depth of excavation, and if found, the abundance and type of prehistoric archaeological or tribal resources encountered, will determine the frequency of monitoring in these areas. Full-time field observation shall be reduced to part-time inspections or ceased entirely if determined appropriate by the qualified archaeologist and Native American tribal monitor. The Cultural Resources Monitoring Plan shall also include a Treatment Plan that sets forth explicit criteria for appropriately mitigating impacts to archaeological resources that may be eligible for the California Register of Historic Resources (CRHR), human remains, and/or burial goods or other significant tribal resources inadvertently discovered during ground disturbing activities. The Treatment Plan shall also include requirements for a final technical report on all cultural resource studies and requirements for curation of artifacts and other recovered remains, including appropriate treatment of tribal resources, as necessary.</p> <p><b>MM CUL-2 Inadvertent Discoveries.</b> A qualified professional archaeologist and approved Native American monitor shall be retained for the duration of ground-disturbing activities. In the event of any inadvertent discovery of prehistoric or historic-period archaeological and/or tribal resources during construction, ground-disturbing activities in the immediate vicinity of the discovery shall stop. Construction activities shall temporarily be redirected to areas located more than 50 feet from the find. The qualified archaeologist and/or Native American monitor shall evaluate the significance of the discovery based on the Treatment Plan prior to resuming any activities that could impact the discovery. All tribal cultural resources unearthed by ground disturbing activities shall be evaluated by the Native American monitor. Any required testing or data recovery shall be directed by the qualified archaeologist and Native American monitor pursuant to the Treatment Plan.</p>	<p>CUL-2 would halt construction activities within 50 feet to allow the qualified archaeologist and/or Native American monitor to evaluate the significance of the discovery and avoid potentially significant impacts (i.e., damage or destruction). Therefore, impacts to archeological resources as defined CEQA Guidelines Section 15064.5 with mitigation incorporated would be <i>less than significant</i>.</p>
<p><b>Impact CUL-3</b> While unlikely, unknown, isolated Native American human remains could potentially be inadvertently uncovered during construction</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>

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<p>activities associated with the Phase 1 preliminary site development plan and the more general Phase 2 development program. In the event of this occurrence, Beach Cities Health District (BCHD) would immediately cease activity in the vicinity of the discovery and comply with existing regulations. Therefore, impacts would be <i>less than significant</i>.</p>		
<p><b>Impact CUL-4</b> Potential tribal cultural resources, as defined in Public Resources Code (PRC) Section 21074, may be inadvertently uncovered during excavation and grading associated with the Phase 1 preliminary site development plan and the more general Phase 2 development program. Damage or destruction of such tribal cultural resources would be a potentially significant impact. However, impacts would be reduced to <i>less than significant with mitigation</i>.</p>	<p>Refer to MM CUL-1 and MM CUL-2 above</p>	<p>With incorporation of MM CUL-1 and MM CUL-2, in the event of an unanticipated discovery there would be a clear Treatment Plan and any required testing or data recovery would be completed, as necessary. Therefore, impacts to tribal cultural resources, as defined in PRC Section 21074 with mitigation incorporated would be <i>less than significant</i>.</p>
<p><b>SECTION 3.5, ENERGY</b></p>		
<p><b>Impact EN-1</b> The proposed Project – including the Phase 1 preliminary site development plan and the more general Phase 2 development program – would not result in wasteful, inefficient, or unnecessary energy consumption. Conformance with of State regulations including the California Title 24 Building Energy Efficiency Standards (Part 6) CALGreen (Part 11) as well as conformance with the Redondo Beach and Torrance General Plans and Climate Action Plans would ensure that this impact would be <i>less than significant</i>.</p>	<p>No mitigation required</p>	<p>Less than significant</p>
<p><b>Impact EN-2</b> The proposed Project – including the Phase 1 preliminary site development plan as well as the Phase 2 development program – would conform with State regulations including the California Title 24 Building Energy Efficiency Standards (Part 6)</p>	<p>No mitigation required</p>	<p>Less than significant</p>

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CALGreen (Part 11) as well as the Redondo Beach and Torrance General Plans, Climate Action Plans, and other applicable local plans for renewable energy and energy efficiency. Therefore, this impact would be <i>less than significant</i> .		
<b>SECTION 3.6, GEOLOGY AND SOILS</b>		
<b>Impact GEO-1</b> Compliance with all applicable State and local regulations as well as the recommendations of the Geotechnical Report would ensure that the proposed Project – including the Phase 1 preliminary site development plan and the more general Phase 2 development program would not directly or indirectly cause potential substantial adverse effects involving strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides. Potential impacts would be <i>less than significant with mitigation</i> .	<b>MM GEO-1 Geotechnical Report Recommendations.</b> The proposed Project shall comply with all earthwork and site grading, design, and construction recommendations provided in the Geotechnical Report prepared for the proposed Project. These recommendations shall be reviewed by the City of Redondo Beach and the City of Torrance Building & Safety Divisions and formalized on all final grading plans, design drawings, and construction plans, as appropriate, prior to the issuance of any demolition or grading permits. City of Redondo Beach and City of Torrance permit compliance staff shall observe and ensure compliance with these recommendations and specifications during grading and construction activities associated with the proposed Project.	Required compliance with the California Building Code (CBC) along with the implementation of the recommendations in the Geotechnical Report prepared for the proposed Project would reduce the risk of potential impacts associated with geologic hazards. Therefore, impacts involving strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides with mitigation incorporated would be <i>less than significant</i> .
<b>Impact GEO-2</b> The proposed Project – including the Phase 1 preliminary site development plan and the Phase 2 development program – would redevelop the existing BCHD campus. The proposed Project would not result in substantial soil erosion or the loss of topsoil. While the construction of the proposed Project would involve excavation of soils and grading, compliance with applicable State and local regulations would ensure potential impacts would be <i>less than significant</i> .	No mitigation required	Less than significant
<b>Impact GEO-3</b> The proposed Project – including the Phase 1 preliminary site development plan and the more general Phase 2 development program – would not be located on an unstable geologic unit or	No mitigation required	Less than significant

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
<p>soil that is made unstable as a result of the proposed Project or an expansive soil creating a substantial risk to life or property. Compliance with all applicable State and local regulations as well as the recommendations of the Geotechnical Report would ensure that potential impacts associated with the proposed Project would be <i>less than significant</i>.</p>		
<p><b>Impact GEO-4</b> The proposed Project – including the Phase 1 preliminary site development plan and the more general Phase 2 development program – would require excavations below fill soils placed during previous grading activities. However, the geologic unit that is likely to be affected by these excavations has a low potential to contain paleontological resources. Therefore, adherence with applicable mitigation measures would ensure potential impacts would be <i>less than significant with mitigation</i>.</p>	<p><b>MM GEO-2a Worker Paleontological Resource Awareness Session.</b> In order to educate construction contractors regarding the protection of any paleontological resources that are unexpectedly discovered during excavations associated with the proposed Project, Beach Cities Health District (BCHD) shall retain a qualified paleontologist to develop a worker awareness program to educate all workers regarding the paleontological resources that, while unlikely, may occur on the development site as well as appropriate procedures to enact should paleontological resources be discovered during development. The qualified paleontologist shall develop appropriate training materials including, but not limited to, a summary of geologic units present at the Project site by depth, a description of potential paleontological resources that may be encountered during the proposed excavations, and worker attendance sheets to record workers’ completions of the awareness session. The worker awareness session for paleontological resources shall occur prior to the initiation of excavation and grading activities. BCHD shall provide awareness session sign-in sheets documenting employee attendance to the City of Redondo Beach and City of Torrance permit compliance staff, if requested.</p> <p><b>MM GEO-2b Paleontological Resources Inadvertently Discovered During Ground-Disturbing Activities.</b> In the unlikely event that any potentially significant paleontological resources are uncovered during ground disturbance or construction activities the following actions would be implemented by the construction contractor to prevent potential significant impacts on paleontological resources:</p>	<p>Implementation of MM GEO-2a would ensure that workers are trained to identify and properly handle potential paleontological resources discovered on-site during construction activities. MM GEO-2b sets forth specific actions to prevent potentially significant impacts to paleontological resources in the case of discovery. Therefore, impacts with mitigation incorporated would be <i>less than significant</i>.</p>



**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
	<ul style="list-style-type: none"> <li>• Temporarily cease grading in the vicinity of the find and redirect activity elsewhere to ensure the preservation of the resource and surrounding rock in which the discovery was made.</li> <li>• Immediately notify the City of Redondo Beach and/or the City of Torrance regarding the resource and redirected ground-disturbing activity.</li> <li>• Obtain the services of a qualified professional paleontologist who shall assess the significance of the find and provide recommendations, as necessary, for its proper disposition.</li> <li>• Complete all significance assessment and mitigation of impacts to the paleontological resource prior to resuming ground-disturbing activities in the area of the find.</li> </ul>	
<b>SECTION 3.7, GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE</b>		
<p><b>Impact GHG-1</b> The proposed Project – including the Phase 1 preliminary site development plan as well as the more general Phase 2 development program – would not generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Therefore, this impact would be <i>less than significant</i>.</p>	No mitigation required	Less than significant
<b>SECTION 3.8, HAZARDS AND HAZARDOUS MATERIALS</b>		
<p><b>Impact HAZ-1</b> The proposed Project – including the Phase 1 preliminary site development plan and the more general Phase 2 development program – would not create a hazard to the environment or public health through the temporary or routine transport, use, or disposal of hazardous materials.</p>	No mitigation required	Less than significant

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
<p>Compliance with Federal, State, and local regulations would ensure that any such impact would be <i>less than significant</i>.</p>		
<p><b>Impact HAZ-2</b> The proposed Project – including the Phase 1 preliminary site development plan as well as the more general Phase 2 development program – could create a hazard to the environment or public health through reasonably foreseeable upset and accident conditions involving the disturbance of hazardous materials during demolition as well as excavation, trenching, and grading. Impacts would be <i>less than significant with mitigation</i>.</p>	<p><b>MM HAZ-1 Asbestos-Containing Material (ACM), Lead-Based Paint (LBP), polychlorinated biphenyls (PCBs), and Mold Surveys.</b> Prior to the issuance of a demolition permit by the Redondo Beach Building &amp; Safety Division, Beach Cities Health District (BCHD) shall retain a licensed contractor to conduct a comprehensive survey of ACM, LBP, PCBs, and mold, including invasive physical testing within the buildings proposed for demolition including the Beach Cities Health Center during Phase 1 as well as the existing parking structure and potentially the Beach Cities Advanced Imaging Building during Phase 2. If such hazardous materials are found to be present, BCHD the licensed contractor shall follow all applicable Federal, State, and local codes and regulations (e.g., Rule 1403, Asbestos Emissions from Renovation/Demolition Activities), as well as applicable best management practices (BMPs), related to the treatment, handling, and disposal of ACM, LBP, PCBs, and molds to ensure public safety. This generally includes sealing off an area with plastic and filtering air to ensure that hazardous building materials are let out into the surrounding environment. During construction the licensed contractor shall conduct additional surveys as new areas (e.g., interior portions) of the buildings become exposed.</p> <p><b>MM HAZ-2a Soils Management Plan.</b> Prior to approval of issuance of demolition, grading, or building permit by the Redondo Beach Building &amp; Safety Division and/or approval of a grading plan by the City of Redondo Beach Building &amp; Safety Division and the City of Torrance Building &amp; Safety Division, Beach Cities Health District (BCHD) shall prepare and submit a Soils Management Plan and a Transportation Plan to the Los Angeles County Fire Department (LACoFD) Health Hazardous Materials Division and Los Angeles Regional Water Quality Control Board (RWQCB) as well as the City of Redondo Beach and City of Torrance, for review.</p>	<p>Implementation of standard regulatory measures, best management practices, and MMs HAZ-1, HAZ-2a through -2d, and HAZ-3 would require methods and procedures to reduce and/or eliminate potential impacts related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials or environmental contamination into the environment. Therefore, impacts with mitigation incorporated would be <i>less than significant</i>.</p>

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
	<p>The Soils Management Plan and Transportation Plan shall include, but shall not be limited to the following:</p> <p><u>Soils Management Plan</u></p> <p>Affected soils shall be either directly loaded into awaiting trucks for immediate off-site disposal or temporarily stockpiled on plastic sheeting prior to load-out and off-site disposal. If temporarily stockpiled, soil removed from the excavations shall be placed next to or as close as possible to the excavation from which it came.</p> <p>Prior to load-out, the construction contractor shall prepare waste profiles and example waste manifests for approval by the receiving facilities. Soil and material segregation, stockpile handling, truck loading, and storm water management practices shall be followed during the remedial action according to the following:</p> <p><u>Soil and Material Segregation</u></p> <p>Overburden soils shall be screened with an Organic Vapor Analyzer (OVA) in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166. Any significant quantities of construction debris encountered during excavation shall be segregated and disposed of in accordance with Federal, State, and local regulations. Soil cuttings during the excavation and installation of soldier piles shall be disposed of off-site with any affected soils from the deep excavation.</p> <p><u>Stockpile Management</u></p> <p>The stockpiled soils for load-out shall be segregated by waste classification:</p> <ul style="list-style-type: none"> <li>• Non-hazardous waste.</li> <li>• Volatile organic compound (VOC)-contaminated non-hazardous waste with OVA readings greater than 50 parts per million (ppm) but less than 1,000 ppm.</li> <li>• VOC-contaminated non-hazardous waste with OVA readings of 1,000 ppm or greater. These soils shall be immediately sprayed with water or suppressant and placed in a sealed container (roll-off bin) or directly</li> </ul>	

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
	<p>loaded into a suitable transport truck, moistened with water, and covered with a tarp for off-site transportation to the appropriate disposal facility, as specified in the SCAQMD Rule 1166 Mitigation Plan.</p> <p>The temporary stockpiles containing affected soils shall be managed as follows:</p> <ul style="list-style-type: none"> <li>• The temporary stockpiles for non-VOC contaminants shall be placed on plastic sheeting and kept moist during working hours and covered with plastic sheeting at the end of the day to control dust.</li> <li>• The VOC-contaminated stockpiles shall be placed on plastic sheeting and immediately covered with plastic sheeting. The edges of the plastic shall have an overlap of at least 24 inches. The plastic shall be secured at the base of the stockpile and along the seams of overlapping plastic sheeting with sandbags or equivalent means. The stockpiles shall remain covered until load-out.</li> <li>• Daily inspections of the stockpiles shall be conducted to verify the integrity of the stockpile covers. Any gaps, tears, or other deficiencies shall be corrected immediately. Daily records shall be kept of stockpile inspections and any repairs made.</li> <li>• If necessary, commercial vapor suppressants and sealants shall be prepared and applied to VOC-contaminated soil in accordance with the manufacturer’s recommendations.</li> <li>• During stockpile generation and removal, only the working face of the stockpile shall be uncovered.</li> </ul> <p><u>Decontamination Methods and Procedures</u></p> <p>Each piece of equipment used for the excavation of affected soils shall have a clean-out bucket or continuous edge across the cutting face of its bucket. No excavation of affected soil shall be permitted with equipment utilizing teeth across the cutting edge of its bucket.</p>	

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
	<p>Entry to the contaminated areas (i.e., work exclusion zones) shall be limited to avoid unnecessary exposure and related transfer of contaminants. In unavoidable circumstances, any equipment or truck(s) that come into direct contact with affected soil shall be decontaminated to prevent the on- and off-site distribution of contaminated soil. The decontamination shall be conducted within a designated area by brushing off equipment surfaces onto plastic sheeting. Trucks shall be visually inspected before leaving the site, and any dirt adhering to the exterior surfaces shall be brushed off and collected on plastic sheeting. The storage bins or beds of the trucks shall be inspected to ensure the loads are properly covered and secured. Excavation equipment surfaces shall also be brushed off prior to removing the equipment from contaminated areas.</p> <p>Movement of affected soils from the excavation area to temporary stockpiles shall be conducted using enclosed transfer trucks, if possible. If affected soils must be moved within an open receptacle (e.g., loader bucket), the travel path for the loader shall be scraped following this activity, with scraped soils placed in the temporary stockpile for load-out.</p> <p>Sampling equipment that comes into direct contact with potentially contaminated soil or water shall be decontaminated to assure the quality of samples collected and/or to avoid cross-contamination. Disposable sampling equipment intended for one-time use shall not be decontaminated, but shall be packaged for appropriate off-site disposal. Decontamination shall occur prior to and after each designated use of a piece of sampling equipment, using the following procedures:</p> <ul style="list-style-type: none"> <li>• Non-phosphate detergent and tap-water wash, using a brush if necessary.</li> <li>• Tap-water rinse.</li> <li>• Initial deionized/distilled water rinse.</li> <li>• Final deionized/distilled water rinse.</li> </ul> <p><u>Truck Loading</u></p>	

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
	<p>Trucks may be loaded directly from the excavation or temporary stockpile based on truck availability and excavation logistics. Trucks shall be routed, and stockpile areas shall be located so as to avoid having trucks pass through impacted areas. The truckloads shall be wetted and tarped prior to exiting the site. All soil hauled from the site shall comply with the following:</p> <ul style="list-style-type: none"> <li>• Materials shall be transported to an approved treatment/disposal facility.</li> <li>• No excavated material shall extend above the sides or rear of the truck/trailer.</li> <li>• Trucks/trailers carrying affected soils shall be completely tarped/covered to prevent particulate emissions to the atmosphere. Prior to covering/tarping, the surface of the loaded soil shall be moistened.</li> <li>• The exterior of the trucks/trailers shall be cleaned off prior to leaving the site to eliminate tracking of material off-site.</li> </ul> <p><u>Storm Water Management</u></p> <p>General construction BMP) identified by the Los Angeles RWQCB shall be implemented during soil excavation activities to contain and control storm water runoff that might convey contaminated or excessive sediments. If rainfall is expected, the areas around open excavations shall be graded and bermed to prevent storm water from flowing into the excavation. Any standing water that collects in the bottom of the excavations shall be removed and handled in accordance with Federal, State, and local regulations. The water shall be sampled and analyzed either as standing water in the excavation or following containment in a temporary above-ground storage tank. Depending on the volume of water and the sampling results, options for handling the standing water could include:</p> <ul style="list-style-type: none"> <li>• Pumping the standing water into temporary aboveground storage tanks for reuse on-site for dust suppression.</li> </ul>	

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
	<ul style="list-style-type: none"> <li>• Pumping the standing water through filters and a carbon adsorption filter (if required based on analytical results) prior to discharge to a storm drain.</li> <li>• Pumping the standing water into vacuum trucks for transport and disposal at a recycling facility.</li> </ul> <p><u>Transportation Plan</u> All affected soils shall be transported off-site for lawful management and disposal. Prior to load-out, the construction contractor shall prepare waste profiles for the receiving facility using analytical data from the previous environmental site assessment.</p> <p><b>MM HAZ-2b Soil Vapor Monitoring.</b> During soil disturbance activities with the potential to disturb tetrachloroethylene (PCE)-contaminated soil, soil vapor monitoring shall be conducted by the construction contractor using a photoionization detector (PID) 10.6 or 11.7 eV lamp. Use of the PID shall ensure that the Occupational Safety and Health Administration (OSHA) exposure limits for PCE and other volatile organic compounds (VOCs) are maintained. In the event that the OSHA exposure limits are exceeded, work within the confined space would be temporarily stopped until the use of a Soil Vapor Extraction (SVE) vacuum blower reduces it to below this limit (see MM HAZ-2c)</p> <p><b>MM HAZ-2c Soil Vapor Extraction (SVE) Equipment.</b> Use of an SVE vacuum blower (e.g., regenerative blowers, rotary lobe blowers, rotary claw blowers, centrifugal fan blowers, etc.) shall be implemented during construction within confined spaces, as necessary, to maintain Occupational Safety and Health Administration (OSHA) exposure limits or trichloroethylene (PCE) and other volatile organic compounds (VOCs).</p> <p><b>MM HAZ-2d Discovery of Contamination.</b> In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction at a development site, construction activities in the immediate vicinity of the contamination shall cease immediately. A qualified environmental</p>	

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
	<p>specialist (e.g., a licensed Professional Geologist, a licensed Professional Engineer, or similarly qualified individual) shall conduct an investigation to identify and determine the level of soil and/or groundwater contamination. If contamination is encountered, a Human Health Risk Management Plan shall be prepared and implemented that: 1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development; and 2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., Los Angeles County Fire Department [LACoFD] and Los Angeles Regional Water Quality Control Board [RWQCB]). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration (OSHA) requirements shall be prepared and in place prior to commencement of work in any contaminated area.</p> <p><b>MM HAZ-3 Well Review Program.</b> Prior to demolition or ground-disturbing activities on the vacant Flagler Lot, Beach Cities Health District (BCHD) shall enroll in the California Geologic Energy Management Division’s (CalGEM’s) Well Review Program. Following enrollment in the Well Review Program CalGEM would:</p> <ul style="list-style-type: none"> <li>• Identify/confirm the location of the previously abandoned and plugged oil and gas well on the property.</li> <li>• Provide a review of the previously abandoned and plugged oil and gas well located on the Project site. The review process shall consist of determining the abandonment status of the well by examining past plugging operations, and then comparing the abandonment status with current abandonment standards.</li> </ul>	



**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
	<ul style="list-style-type: none"> <li>• Provide an evaluation of all known wells located on the development site property. The evaluation process will consist of: 1) verifying that the previously abandoned and plugged oil and gas well has a competent surface plug; and 2) verifying the wells are not leaking any fluids or gas. BCHD shall be responsible for the removal of all metal plates attached to the top of casings of the well prior to the evaluation to prevent the buildup of methane gas underneath metal plates. Following evaluation, a metal identification plate shall be welded (without full bead) to the top of the well casing to allow any potential gas leakage to vent out of the casing and prevent pressure from building up in the wellhead. For identification purposes, the metal identification plate shall show the well’s name and Assessor Parcel Identification number.</li> <li>• Ensure proper well restoration following evaluation. Proper well site restoration shall include the removal of all associated well equipment, junk, and debris and any well excavation needs to be filled with earth, compacted properly to prevent settling, and graded over. Pursuant to California Code of Regulations (CCR) Section 1776, well site restoration must be completed within 60 days following the evaluation of a well.</li> <li>• Issue a Well Review Letter to BCHD and local permitting agencies (i.e., the City of Redondo Beach and the City of Torrance. The Well Review Letter will list the current status of all known wells located on the development site property, and it will provide other important information associated with development near oil or gas wells.</li> </ul> <p>BCHD shall adhere to all recommendations provided by CalGEM, which may include maintaining rig access to the well, avoiding building over or in close proximity to the well, and implementing</p>	

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
	surface mitigation measures are determined necessary by CalGEM. Surface mitigation measures may include installation of venting systems for wells, venting systems for parking lots, patios, and other hardscape, methane barriers for building foundations, methane detection systems, and collection cellars for well fluids by a licensed Professional Engineer. The permitting of surface mitigation measures shall fall under the authority of the City of Redondo Beach and the City of Torrance.	
<b>Impact HAZ-3</b> The proposed Project could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a 0.25-mile radius of an existing or proposed school. Compliance with Federal, State, and local regulations would ensure that any such impact would be <i>less than significant</i> .	No mitigation required	Less than significant
<b>Impact HAZ-4</b> The proposed Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant of Government Code Section 65962.5, which could create a significant hazard to the public or the environment. Compliance with all applicable regulations and mitigation measures would reduce this impact to <i>less than significant with mitigation</i> .	Refer to MM HAZ-2a through -2d above	Implementation of MM HAZ-2a through -2d would require methods and procedures to ensure volatile organic compounds (VOC) compounds and contaminated soils are properly detected, removed, and handled during ground disturbing activities associated with the proposed Project. Therefore, impacts related to hazards to the public or the environment with mitigation incorporated would be <i>less than significant</i> .
<b>Impact HAZ-5</b> The proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be <i>less than significant</i> .	No mitigation required	Less than significant

<b>Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts</b>		
<b>Impacts</b>	<b>Mitigation Measures</b>	<b>Residual Impacts</b>
<b>SECTION 3.9, HYDROLOGY AND WATER QUALITY</b>		
<b>Impact HYD-1</b> Neither construction nor operation of the proposed Project – including the Phase 1 preliminary site development plan and the more general Phase 2 development program – would result in a violation of water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality. The proposed Project would comply with existing regulations and plans to ensure the potential impacts to water quality would be <i>less than significant</i> .	No mitigation required	Less than significant
<b>Impact HYD-2</b> Construction and operation of the proposed Project – including the Phase 1 preliminary site development plan and the Phase 2 development program – would not require dewatering activities or otherwise substantially deplete groundwater supplies. The proposed Project would increase groundwater recharge by increasing pervious surface area and improving the existing infiltration system; therefore, there would be a minor <i>beneficial</i> impact.	No mitigation required	Less than significant
<b>Impact HYD-3</b> The proposed Project would involve the construction of an on-site infiltration system to facilitate groundwater recharge and eliminate stormwater drainage to the City of Torrance municipal storm drain system by abandoning the existing infrastructure that discharges to Flagler Lane in place. Additionally, the proposed Project – including the Phase 1 preliminary development plan and the more general Phase 2 development program – would not contribute additional runoff to the City of Redondo Beach municipal storm drain system that would exceed existing capacity or increase sources of polluted runoff. The proposed Project would comply with existing regulations and plans to ensure the	No mitigation required	Less than significant

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
potential impacts related to drainage would be <i>less than significant</i> .		
<p><b>Impact HYD-4</b> The proposed Project – including the Phase 1 preliminary site development plan and the more general Phase 2 development program – would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan – including the Ocean Plan, Los Angeles Basin Plan, Groundwater Basin Master Plan (GBMP), and the California Water Service Company (Cal Water) Urban Water Management Plan (UWMP). Therefore, impacts would be <i>less than significant</i>.</p>	No mitigation required	Less than significant
<b>SECTION 3.10, LAND USE AND PLANNING</b>		
<p>LU-1 The proposed Project – including the Phase 1 preliminary site development plan and the more general Phase 2 development program – would not cause a significant environmental impact due to a conflict with applicable land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect. Impacts associated with the proposed Project would be <i>less than significant</i>.</p>	No mitigation required	Less than significant
<b>SECTION 3.11, NOISE</b>		
<p><b>Impact NOI-1</b> Construction activities associated with proposed Project – including the Phase 1 preliminary development plan and the more general Phase 2 development program – would result in a temporary, but prolonged increase in noise levels at the following noise-sensitive residential areas: 1) Beryl Street between North Prospect and Flagler Lane; 2) Flagler Lane and Flagler Alley between Beryl Street and North Prospect Avenue; 3) Diamond</p>	<p><b>MM NOI-1 Construction Noise Management Plan.</b> BCHD shall prepare a Construction Noise Management Plan for approval by the Redondo Beach and Torrance Building &amp; Safety Divisions, in accordance with TMC Section 46.3.1. The Construction Noise Management Plan would address noise and vibration impacts and identify measures that would be used to reduce impacts. At a minimum measures would include:</p> <ul style="list-style-type: none"> <li>• Construction activities shall be restricted to the hours between 7:30 a.m. and 6:00 p.m., Monday through</li> </ul>	<p>Implementation of MM NOI-1 and compliance with the Redondo Beach and Torrance Noise Regulations would reduce construction noise impacts; however, feasible noise barrier heights do not reduce noise levels for construction activities occurring above 30 feet. These construction activities would result in</p>

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
<p>Street between Flagler Alley and North Prospect Avenue; and, 4) North Prospect Avenue between Diamond Street and Beryl Street. While compliance with the Redondo Beach and Torrance Noise Regulations and implementation of a Construction Noise Management Plan would reduce construction noise, construction noise levels would exceed Federal Transit Administration (FTA) thresholds and this impact would remain <i>significant and unavoidable</i> during both Phase 1 and Phase 2 of the proposed Project.</p>	<p>Friday, or the hours between 9:00 a.m. and 5:00 p.m. on Saturday to the maximum extent feasible, in accordance with RBMC Sections 4-24.503 and 9-1.12 and TMC Section 6-46.3.1.</p> <ul style="list-style-type: none"> <li>• BCHD and its contractors and subcontractors shall coordinate approvals with the City of Redondo Beach and the City of Torrance and construct noise barriers to reduce noise levels to on- and off-site sensitive receptors, where feasible: <ul style="list-style-type: none"> <li>○ During Phase 1, noise barriers containing sound-absorbing materials would be constructed to a height that blocks the line-of-sight to sensitive receptors to the maximum extent feasible taking into account environmental constraints (e.g., wind loading, property ownership, etc.).</li> <li>○ During Phase 2, noise barriers containing sound-absorbing materials would be constructed to a height that blocks the line-of-sight to sensitive receptors to the maximum extent feasible taking into account environmental constraints (e.g., wind loading, property ownership, etc.).</li> </ul> </li> <li>• BCHD’s construction contracts shall require implementation of the following construction best management practices (BMPs) by all construction contractors and subcontractors working in or around the Project site to reduce construction noise levels: <ul style="list-style-type: none"> <li>○ BCHD and its contractors and subcontractors shall ensure that construction equipment is properly muffled according to manufactures specifications or as required by the Redondo Beach and City of Torrance Building &amp; Safety Division, whichever is the more stringent.</li> </ul> </li> </ul>	<p>noise levels that would exceed the FTA residential criterion. Therefore, noise impacts resulting from construction of the proposed Project with mitigation incorporated would remain <i>significant and unavoidable</i>.</p>

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
	<ul style="list-style-type: none"> <li>○ BCHD and its contractors and subcontractors shall use electrically powered tools and facilities to the maximum extent feasible. Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.</li> <li>○ BCHD and its contractors and subcontractors shall place noise-generating construction equipment and locate construction staging areas away from on-site and off-site sensitive uses (e.g., centrally on the existing campus), where feasible, to the satisfaction of the Redondo Beach and Torrance Building &amp; Safety Divisions.</li> <li>● BCHD’s construction contracts shall include the requirement that construction staging areas, construction worker parking and the operation of earthmoving equipment within the Project site, are located as far away from noise-sensitive sites as feasible. Contract provisions incorporating the above requirements shall be included as part of the construction documents, which shall be reviewed and approved by the City of Redondo Beach and Torrance Building &amp; Safety Divisions prior to issuance of demolition or grading permits.</li> <li>● BCHD’s construction contracts shall include the requirement that haul trucks remain on the designated haul routes identified in the Redondo Beach and Torrance General Plans. Further, haul trucks should attempt to operate in traffic lanes that are located at the greatest distance from sensitive receptors, typically the lane nearest the roadway centerline on a four-lane roadway. Contract specifications shall be included in the proposed Project’s construction documents, which shall be reviewed by the</li> </ul>	

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
	<p>Redondo Beach and Torrance Building &amp; Safety Divisions prior to issuance of demolition or grading permits.</p> <p>At least 1 month prior to the initiation of construction-related activities during Phase 1 and Phase 2, BCHD shall prepare and distribute notices to residents and businesses located within a 0.25-mile radius of the Project site. At a minimum, the notices shall describe the overall construction schedule, advise residents, business owners, and employees of increased construction-related noise. During construction, BCHD shall monitor noise and vibration resulting from construction activities to ensure that all noise attenuation measures are implemented as described in the Plan. Further, BCHD shall provide a non-automated telephone number for residents and employees to call to submit complaints associated with construction noise. BCHD shall keep a log of complaints and shall address complaints as feasible to minimize noise issues for neighbors. The Redondo Beach and Torrance Building &amp; Safety Divisions shall require modification to the conditions of the Construction Noise Plan, if necessary, to address non-performance issues.</p>	
<p><b>Impact NOI-2</b> Ground-borne vibration levels generated during construction of the proposed Project – including the Phase 1 preliminary site development plan as well as the more general Phase 2 development program – would be below Federal Transit Administration (FTA) thresholds for on-site construction activities but would exceed FTA thresholds for off-site haul truck operations. Nevertheless, impacts to sensitive receptors associated with construction vibration would be <i>less than significant</i>.</p>	<p><b>Recommended MM NOI-2 Haul and Delivery Truck Operations.</b> Where feasible, haul and delivery truck operations associated with Phase 1 and Phase 2 development would enter and exit the Project site utilizing Lane 1 (the lane farthest from residences) along the given haul route.</p>	<p>According to the FTA, the proposed Project would have no impact even if the existing vibration exceeds the standard vibration criteria so long as the number of events does not increase significantly (i.e., approximate doubling of events) and the vibration does not exceed the existing vibration by 3 dBA or more (FTA 2018). Haul truck operations associated with Phase 1 and Phase 2 would not resulting in the doubling of events, would be temporary in nature, and would not exceed the existing vibration by 3 dBA or more. Therefore, vibration levels from</p>

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
		<p>construction equipment and haul trips associated with BCHD development would be <i>less than significant</i>. While not required to reduce impacts to <i>less than significant</i>, the recommended mitigation measure MM NOI-2 would be implemented to further reduce noise levels for off-site residential uses from haul truck trips during construction associated with the proposed Project.</p>
<p><b>Impact NOI-3</b> Operational noise associated with the proposed Project – particularly noise associated with outdoor events (e.g., movie nights, farmers’ markets, fitness classes, etc.) – would result in potentially significant noise impacts. However, operational noise impacts would be <i>less than significant with mitigation</i>.</p>	<p><b>MM NOI-3a Delivery Truck Hours and Idling.</b> Deliveries from heavy-duty trucks, including refrigerator trucks, trash and recycling pick-ups, and parking lot sweeping, shall be restricted to daytime operating hours (7:00 a.m. to 4:00 p.m.); idling longer than 5 minutes in the same period shall be prohibited.</p> <p><b>MM NOI-3b Events Management Plan.</b> BCHD shall prepare an Event Management Plan, which shall include, but is not limited to, establishment of procedures to limit noise generated by operations on the proposed BCHD Healthy Living Campus, particularly for outdoor events. The Plan shall also detail the hours of outdoor classes/events, maximum class/event capacities, and allowable noise levels consistent with the RBMC and TMC. Limitations on outdoor events shall include prohibiting the use of amplification systems for outdoor events after 10:00 p.m. to comply with RBMC and TMC lower nighttime noise level criteria and review of the proposed sound system by a qualified acoustical engineer to ensure that event set ups would meet the acceptable exterior noise criteria of 50 to 55 dBA consistent with RBMC Section 4-24.301 and TMC Section 6-46.7.2.</p> <p><b>MM NOI-3c Outdoor Pool Activities.</b> The Aquatics Center, specifically the outdoor pool and deck area would close operations</p>	<p>Implementation of MM NOI-3a would eliminate noise impacts associated with heavy-duty delivery trucks and would reduce daytime noise impacts associated with heavy-duty delivery trucks by prohibiting idling longer than five minutes. Implementation of MM NOI-3b would substantially reduce operational noise associated with outdoor fitness classes and community events. Implementation of MM NOI-3c would ensure that outdoor activities at the Aquatic Center are concluded by 10:00 p.m. With required compliance with RBMC Section 4-24.301 and TMC Section 6-46.7.2, as well as the implementation of MM NOI-3a, MM NOI-3b, and MM NOI-3c, impacts associated with proposed Project operations with mitigation incorporated would be <i>less than significant</i>.</p>



<b>Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts</b>		
<b>Impacts</b>	<b>Mitigation Measures</b>	<b>Residual Impacts</b>
	by 10:00 p.m. to comply with RBMC and TMC lower nighttime noise level criteria.	
<b>SECTION 3.12, POPULATION AND HOUSING</b>		
<b>Impact PH-1</b> The proposed Residential Care for the Elderly (RCFE) Building would provide a total of 217 on-site residential units, including 60 replacement Memory Care units and 157 new Assisted Living units. Additionally, the proposed Project – including the Phase 1 preliminary site development plan and the more general Phase 2 development program – would create a total of approximately 170 new jobs on the campus. However, the anticipated increase in population within Redondo Beach, Torrance, and the surrounding cities would be minor and well within the forecasted population growth for the region. The proposed Project would not induce substantial population growth and impacts would be <i>less than significant</i> .	No mitigation required	Less than significant
<b>SECTION 3.13, PUBLIC SERVICES</b>		
<b>Impact PS-1</b> The proposed Project – including the Phase 1 preliminary site development plan under Phase 1 and the more general Phase 2 development program – could incrementally increase the demand for the Redondo Beach Fire Department (RBFD) fire protection and Emergency Medical Services (EMS) services as well as other non-emergency services. However, this increase would not result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered fire protection and EMS services and facilities in order to maintain acceptable service ratios, response times, or other performance	No mitigation required	Less than significant

<b>Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts</b>		
<b>Impacts</b>	<b>Mitigation Measures</b>	<b>Residual Impacts</b>
objectives. This impact would be <i>less than significant</i> .		
<b>Impact PS-2</b> The implementation of the proposed Project – including the preliminary development plan under Phase 1 and the development program under Phase 2 – would incrementally increase the demand for law enforcement services. However, the required compliance with existing building security standards (e.g., Redondo Beach Municipal Code [RBMC] Section 9-15.01) would ensure that implementation of the Project would not result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered police protection and EMS services and facilities in order to maintain acceptable service ratios, response times, or other performance objectives. This impact would be <i>less than significant</i> .	No mitigation required	Less than significant
<b>SECTION 3.14, TRANSPORTATION</b>		
<b>Impact T-1</b> The proposed Project – including the Phase 1 preliminary site development plan and the more general Phase 2 development program – would not cause significant environmental impacts due to conflicts with any transportation plan, policy, or regulation. Therefore, impacts would be <i>less than significant with mitigation</i> .	Refer to MMs T-1 and T-2 below	The implementation of recommended MM T-1 would require the preparation of a TDM plan consistent with the requirements of Redondo Beach Municipal Code (RBMC) Section 10-2.2406. The TDM plan would describe trip reduction strategies such as transit and carpool incentives for employees (e.g., designated parking for carpools and vanpools on-site), intended to reduce single-occupancy vehicle trips to the Project site. Implementation of MM T-2 would require the preparation of a Construction Traffic and Access Management Plan, which would

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
		include provisional measures to reduce construction traffic and maintain public safety. With the implementation of these mitigation measures, the proposed Project would not conflict with a program, plan, ordinance or policy addressing the circulation system and impacts would be <i>less than significant</i> .
<p><b>Impact T-2</b> Additional vehicle miles traveled (VMT) generated during construction would be minimized with implementation of a Construction Traffic and Access Management Plan. Long-term operation of the proposed Project would generate an incremental increase in VMT that would be <i>less than significant</i>.</p>	<p><b>Recommended MM T-1 Transportation Demand Management (TDM) Plan.</b> Beach Cities Health District (BCHD) would prepare and implement a comprehensive TDM plan, which would provide trip reduction strategies for BCHD employees, tenants, and campus visitors. The TDM plan would be prepared by a qualified transportation engineer/planner and overseen by a TDM Coordinator to be designated by BCHD. The TDM plan would be developed prior to the issuance of a Conditional Use Permit (CUP) for Phase 1 of the proposed Project and would be continuously maintained and adjusted as needed.</p>	<p>With implementation of recommended MM T-1, the proposed Project would implement a TDM plan with trip reduction strategies such as transit and carpool incentives for employees (e.g., designated parking for carpools and vanpools on-site), to reduce single-occupancy vehicle trips to the Project site. Implementation of MM T-2 below would reduce construction VMT impacts by requiring the preparation of a Construction Traffic and Access Management Plan, which would include provisional measures to reduce construction traffic, maintain public safety, and reduce associated VMT. Although not required to mitigate a significant impact, MM T-1 is recommended to assist in implementing the Project’s proposed TDM plan by describing its requirements. Therefore, impacts related to increased VMT during construction and operation with</p>

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
	<p>The BCHD TDM Coordinator would monitor employee, tenant, and visitor mode share with annual surveys and develop annual reports for submittal to the BCHD Board of Directors. The surveys shall capture trip origin data, travel mode, rideshare (e.g., number of people in the party), and other key data and indicators for TDM program performance relative to vehicle miles traveled (VMT) (e.g., employee incentives for bicycling to work). The BCHD TDM Coordinator would ensure that monitoring efforts capture all BCHD-related travel behavior. Annual monitoring reports would include trip length surveys completed at least biannually by a sample of BCHD employees and tenants by BCHD employees (e.g., trip origin data collection). Survey results would be used to determine the appropriate TDM measures to employ in the coming year to maximize reductions in VMT per capita, champion transit and alternative mode transportation to the BCHD employees, develop appropriate incentives to increase the BCHD’s transit mode share incrementally over time, and develop effective marketing tools to advertise transit and non-vehicular travel mode availability and incentives.</p> <p>Each annual TDM Program monitoring report would:</p> <ul style="list-style-type: none"> <li>• Describe the TDM efforts in place at the time to reduce vehicular trips;</li> <li>• Summarize collected employee and tenant survey data and results;</li> <li>• Evaluate survey data and results, comparing trends and annual changes;</li> <li>• Evaluate change in available transportation infrastructure and programs serving the BCHD campus;</li> <li>• Provide recommendations for adjustments to the TDM Program to adaptively manage VMT reductions for employees, tenants, and visitors.</li> </ul>	<p>mitigation would be <i>less than significant</i>.</p>

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
	<p>The TDM Coordinator would oversee annual monitoring and reporting to evaluate the effectiveness of the TDM measures being implemented at the BCHD campus and recommend adjustments as needed to the TDM plan on an annual basis. Final annual reports and data (e.g., survey data) shall be shared with the cities of Redondo Beach and Torrance and made readily available for public review and use. Information regarding the TDM plan shall be distributed to all BCHD employees and tenants and shall be posted on BCHD’s website and other marketing materials for BCHD visitors and updated annually as needed based on the annual reports.</p> <p>The TDM Coordinator would consider a range of measures for the TDM plan to reduce employee and visitor VMT per capita, including, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Provide employee incentives to participate in a vanpool program and regularly advertise the opportunities to vanpool through a variety of employee communication formats.</li> <li>• Partner with rideshare companies such as Uber or Lyft to guarantee availability of an emergency ride home or provide access to City vehicles for this purpose.</li> <li>• Offer employee TDM benefits for use of active transportation commuter modes, including ridesharing, transit, bicycling walking, carpool/vanpool, etc. Incentives for BCHD employees could include flexible scheduling or options for telecommuting.</li> <li>• Maximize opportunities for BCHD employee to telecommute as part of regular scheduling.</li> <li>• Provide a transportation information center and wayfinding signage for nearby Beach Cities Transit Line 102 bus stops.</li> <li>• Expand the proposed onsite bicycle facilities (i.e., shower, racks, and lockers) for BCHD employees in an amount and location informed by annual employee surveys and monitoring reports.</li> </ul>	

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
	<ul style="list-style-type: none"> <li>• Encourage bicycles as a primary commute mode for employees and provide incentives for biking to work, including providing free or discounted equipment to employees such as helmets, locks, bicycle commuter gear, and bicycles (electric or non-electric).</li> <li>• Coordinate with the cities of Redondo Beach and Torrance to identify and facilitate new bicycle paths between the BCHD campus and neighboring communities, particularly linkages to existing bicycle path segments. BCHD and the cities of Redondo Beach and Torrance shall ensure that all bicycle paths to the BCHD campus are well-signed and provide lighting, are regularly patrolled by law enforcement.</li> <li>• Provide commuter clubs for BCHD employees and campus visitors to support a collaborative approach to TDM.</li> <li>• Maintain and expand onsite bicycle parking for BCHD visitors in an amount and location informed by visitor surveys and annual monitoring reports.               <ul style="list-style-type: none"> <li>○ Maintain and expand short-term bicycle parking within the BCHD campus to meet changing demands evaluated in the TDM Program annual reports.</li> <li>○ Provide well-lit, clearly signed, bicycle parking that is convenient and in close proximity to the Entry Plaza to encourage bicycling by visitors.</li> <li>○ Provide secure short-term bicycle parking and/or a bicycle parking attendant, bicycle valet, or indoor bicycle parking facility to prevent theft and ensure parking availability for BCHD visitors.</li> </ul> </li> </ul>	

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
	<ul style="list-style-type: none"> <li>○ Design bicycle racks with space-efficient configurations, such as vertically staggered racks and two-tier racks.</li> <li>○ Provide a bike share station at the campus as a part of the Metro Bike Share, or a new bike share program specific to BCHD. Funding shall be determined based on the area required for the bike station. The bike share station shall be well-lit and located at a safe and convenient location adjacent to the Entry Plaza.</li> </ul>	
<p><b>Impact T-3</b> Construction traffic hazards would be mitigated by implementation of a Construction Traffic and Access Management Plan. Operation of the proposed Project may increase hazards for pedestrians and transit along eastbound Beryl Street due to the proposed new driveway entrance at the Flagler Lot. Construction and operational impacts related to hazards due to design features would be <i>less than significant with mitigation</i>.</p>	<p><b>MM T-2 Construction Traffic and Access Management Plan.</b> Following preparation of the final design plan for Phase 1 of the proposed Project, the Beach Cities Health District (BCHD) shall expand upon the Construction Traffic Control Plan and prepare, implement, and maintain a Construction Traffic and Access Management Plan to address and manage traffic during construction. The Construction Traffic and Access Management Plan shall be subject to review and approval by BCHD, the County Department of Transportation (DOT) and Redondo Beach Community Development Department prior to issuance of a Conditional Use Permit. The Construction Traffic and Access Management Plan shall be designed to:</p> <ul style="list-style-type: none"> <li>• Prevent traffic impacts on the surrounding roadway network;</li> <li>• Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable;</li> <li>• Ensure safety for both those constructing the project and the surrounding community; and</li> <li>• Prevent substantial truck traffic through residential neighborhoods.</li> </ul> <p>The Plan shall, at a minimum, include the following:</p>	<p>Implementation of MM T-2 would require the preparation of a construction traffic and access management plan which would identify haul truck routes and traffic control procedures (e.g., traffic cones, temporary signs, changeable message signs, and construction flaggers, etc.) that would be in place throughout the duration of construction and would reduce construction-related traffic hazards to <i>less than significant</i>. Additionally, implementation of MM T-3 would relocate the existing Beach Cities Transit Line 102 northbound bus stop along eastbound Beryl Street and would reduce operational impacts associated with sight distance and vehicle-bus conflicts at the proposed one-way driveway along Beryl Street to <i>less than significant</i>.</p>

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
	<ul style="list-style-type: none"> <li>• Designated haul routes consistent with the Redondo Beach and Torrance General Plan designations;</li> <li>• On-site staging areas, which would avoid residential streets to the maximum extent feasible;</li> <li>• Traffic control procedures (e.g., traffic cones, temporary signs, changeable message signs, and construction flaggers at the three driveways along North Prospect Avenue as well as the proposed driveways along Beryl Street and Flagler Lane) to address circulation requirements and public safety in accordance with the standards in the County DOT Area Traffic Control Handbooks;</li> <li>• Emergency access provisions (i.e., North Prospect Avenue and Beryl Street); and</li> <li>• Construction crew parking.</li> </ul> <p>Ongoing Requirements throughout the duration of construction:</p> <ul style="list-style-type: none"> <li>• A detailed Construction Traffic Control Plan for work zones shall be maintained. At a minimum, this shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. Such plans shall be reviewed and approved by the Redondo Beach Community Development Department, Redondo Beach Public Works Department, and Torrance Community Development Department prior to issuance of a demolition, excavation, grading, or building permit and implemented in accordance with this approval.</li> <li>• Work within the public right-of-way shall be performed between 9:00 a.m. and 4:00 p.m. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed contingent upon the issuance of an after-hours construction permit from the Redondo Beach and Torrance Community Development Department.</li> </ul>	



**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
	<ul style="list-style-type: none"> <li>• Streets and equipment shall be cleaned in accordance with established Redondo Beach and Torrance Public Works Department requirements.</li> <li>• Trucks shall only travel on approved construction routes. Truck queuing/staging shall only be allowed at approved locations. Limited queuing may occur on the construction site itself.</li> <li>• Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be on-site, with a minimum amount of materials within a work area in the public right-of-way, subject to a current City of Redondo Beach permit.</li> </ul> <p>Project Coordination Elements That Shall Be Implemented Prior to Commencement of Construction:</p> <ul style="list-style-type: none"> <li>• Prior to Phase 1 and Phase 2 of Project implementation, BCHD shall advise the traveling public of impending construction activities (e.g., information signs, portable message signs, and media listing/notification) as well as provide a call line for complaints and concerns regarding construction traffic.</li> <li>• BCHD shall provide timely notification of construction schedules to all affected agencies (e.g., public and private transit, Redondo Beach Fire Department [RBFD], Redondo Beach Police Department [RBPD], Public Works Department, and Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet prior to Phase 1 and Phase 2 of Project implementation.</li> <li>• BCHD shall coordinate construction work with affected agencies in advance of start of work. Approvals may take up to 2 weeks per each submittal.</li> <li>• BCHD shall obtain approval from the cities of Redondo Beach and Torrance of any haul routes for earth, concrete, or construction materials and equipment hauling.</li> </ul>	

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts**

Impacts	Mitigation Measures	Residual Impacts
	<ul style="list-style-type: none"> <li>BCHD shall obtain an Excavation Permit, Street/Lane Closure Permit, Sewer Permit, Demolition Permit, and any other applicable permits for construction work requiring encroachment into public rights-of-way, detours, or any other work within the public right-of-way.</li> </ul> <p><b>MM T-3 Relocation of Beach Cities Transit Line 102.</b> To implement the proposed one-way driveway and pick-up/drop-off zone on Flagler Lot, BCHD shall work with the Redondo Beach Community Services Department Transit Division to relocate the existing Beach Cities Transit Line 102 northbound bus stop along eastbound Beryl Street. The bus stop shall be located along the south side of Beryl Street between the proposed one-way driveway entrance to the west and the intersection with Flagler Lane to the east. All proposed transit stop improvements shall be incorporated into final plans and reviewed and approved by the Redondo Beach Community Services Department Transit Division prior to the issuance of permits for these improvements.</p>	
<p><b>Impact T-4</b> Emergency access to the Project site is currently adequate and would be maintained following the construction of the proposed Project. During construction, emergency access could be impeded due to haul truck traffic, temporary lane closures, or other construction activities. However, with implementation of a Construction Traffic and Access Management Plan, impacts of construction on emergency access would be <i>less than significant with mitigation</i>.</p>	<p>Refer to MM T-2 above</p>	<p>Implementation of MM T-2 would require the preparation and implementation of a Construction Traffic and Access Management Plan, which would identify noticing requirements for the Redondo Beach Fire Department (Rbfd) and Redondo Beach Police Department (Rbpd). Additionally, the Construction Traffic and Access Management Plan would provide for emergency access throughout the duration of construction. Therefore, impacts with mitigation incorporated would be <i>less than significant</i>.</p>

<b>Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts</b>		
<b>Impacts</b>	<b>Mitigation Measures</b>	<b>Residual Impacts</b>
<b>SECTION 3.15, UTILITIES AND SERVICE SYSTEMS</b>		
<b>Impact UT-1</b> Implementation of the proposed Project – including the Phase 1 preliminary site development plan and the Phase 2 development program – would increase the overall operational water demand at the Project site. However, with the exception of on-site trenching for the new connection to the 8-inch water line located along North Prospect Avenue, the proposed Project would not require or result in the substantial construction or expansion of existing water facilities. Therefore, potential impacts to water infrastructure would be <i>less than significant</i> .	No mitigation required	Less than significant
<b>Impact UT-2</b> The proposed Project – including the Phase 1 preliminary site development plan and the Phase 2 development program – would result in an overall increase in water demand, but this water demand would be adequately met by existing and planned future water supplies. This impact would be <i>less than significant</i> .	No mitigation required	Less than significant
<b>Impact UT-3</b> Implementation of the proposed Project – including the Phase 1 preliminary site development plan and the more general Phase 2 development program – would result in an increase in operational wastewater generation at the Project site as compared to existing conditions. Environmental effects associated with the construction of wastewater facilities would be <i>less than significant</i> .	No mitigation required	Less than significant
<b>Impact UT-4</b> Implementation of the proposed Project – including the Phase 1 preliminary site development plan and the more general Phase 2 development program – would result in an overall increase in wastewater generation at the Project site; however, the proposed Project would not result in an exceedance of the Joint Water Pollution Control	No mitigation required	Less than significant

<b>Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts</b>		
<b>Impacts</b>	<b>Mitigation Measures</b>	<b>Residual Impacts</b>
Plant's (JWPCP's) wastewater treatment capacity. Impacts would be <i>less than significant</i> .		
<b>Impact UT-5</b> The implementation of the proposed Project – including the Phase 1 preliminary site development plan and the more general Phase 2 development program – would not result in the generation of solid waste during construction or operation that would exceed the existing capacity of existing landfills serving Redondo Beach. Therefore, impacts would be <i>less than significant</i> .	No mitigation required	Less than significant
<b>Impact UT-6</b> The proposed Project – including the Phase 1 preliminary site development plan and the Phase 2 development program – would not result in generation of solid waste that would conflict with Federal, State, and local statutes and regulations related to solid waste. Due to existing local programs implementing State laws for diversion, would be <i>no impact</i> .	No mitigation required	No impact
<b>CUMULATIVE IMPACTS</b>		
The proposed Project would not substantially contribute to any cumulatively considerable impacts for any of the environmental issues areas evaluated within the EIR.		

As previously described the EIR evaluates six alternatives, including a No Project Alternative, in compliance with CEQA. These alternatives include:

- Alternative 1 – No Project Alternative (Demolish and Replace with Limited Open Space)
- Alternative 2 – Sale and Redevelopment of the BCHD Campus
- Alternative 3 – Revised Access and Circulation
- Alternative 4 – Phase 1 Preliminary Site Development Plan Only
- Alternative 5 – Relocate CHF Permanently and Reduced Parking Structure
- Alternative 6 – Reduced Height Alternative

Alternative 4 is the environmentally superior alternative because it would substantially reduce the severity of the construction-related noise impacts, which would be significant and unavoidable under the proposed Project. This alternative would reduce the total duration of construction-related noise to 29 months over one phase of development. Additionally, this alternative would similarly reduce the duration of construction-related criteria pollutant and GHG emissions. Finally, Alternative 4 would eliminate the net increase in trips associated with Phase 2 and would instead result in a substantial reduction relative to existing conditions. However, while this is the environmentally superior alternative, it is unclear if this alternative would be financially feasible given the required reduction in the height of the proposed RCFE Building required by MM VIS-1, without any replacement of the square footage (e.g., as described for Alternative 6). As such, Alternative 4 may not be able to meet the Project Objective 6 to “[g]enerate sufficient revenue through mission-derived services and facilities to address growing future community health needs.”

**Table ES-2. Impact Comparison of Alternatives to the Proposed Project**

Issue Area	Project	Comparison to Project				
		No Project	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Aesthetics and Visual Resources	Less than Significant with Mitigation	Less	Slightly Less	Slightly Less	Similar	Slightly Less
Air Quality	Less Than Significant with Mitigation	Less	Similar	Less	Slightly Less	Similar
Biological Resources	Less Than Significant with Mitigation	Slightly Less	Similar	Slightly Less	Similar	Similar
Cultural Resources and Tribal Cultural Resources	Less Than Significant with Mitigation	Less	Similar	Slightly Less	Similar	Similar
Energy	Less Than Significant	Less	Similar	Less	Slightly Less	Similar
Geology and Soils	Less Than Significant with Mitigation	Less	Similar	Less	Similar	Similar
Greenhouse Gas Emissions and Climate Change	Less Than Significant	Less	Similar	Less	Slightly Less	Similar
Hazards and Hazardous Materials	Less Than Significant with Mitigation	Less	Similar	Slightly Less	Similar	Similar
Hydrology and Water Quality	Less Than Significant	Less	Similar	Slightly Less	Slightly Less	Similar
Land Use and Planning	Less Than Significant	Less	Less	Slightly Less	Slightly Less	Slightly Less
Noise	Significant and Unavoidable	Less	Similar	Less	Slightly Less	Similar
Population and Housing	Less Than Significant	Slightly Greater	Similar	Slightly Less	Similar	Similar
Public Services	Less Than Significant with Mitigation	Less	Similar	Slightly Less	Similar	Similar
Transportation	Less Than Significant with Mitigation	Less	Slightly Less	Less	Less	Slightly Less
Utilities and Service Systems	Less Than Significant	Less	Similar	Less	Slightly Less	Similar
<b>Meets Most of the Project Objectives?</b>	<b>Yes</b>	<b>No</b>	<b>Yes</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>

