

3.10 LAND USE AND PLANNING

This section of the Environmental Impact Report (EIR) provides information on the existing land use and zoning in Redondo Beach and Torrance, and addresses the potential for the Beach Cities Health District (BCHD) Healthy Living Campus Master Plan (Project). The analysis provided herein evaluates the potential for the proposed Project to cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The analysis for this category of impact addresses applicable land use plans adopted at the State and regional levels, as well as applicable land use planning goals, policies, and regulations including those identified in the Redondo Beach and Torrance General Plans, municipal codes, and zoning ordinances.

3.10.1 Environmental Setting

Regional Setting

Redondo Beach and Torrance are urbanized beach communities located within Los Angeles County (refer to Figure 2-1). Redondo Beach is bordered to the west by Manhattan Beach and Hermosa Beach and the Pacific Ocean. Torrance borders Redondo Beach to the east and south.

Major highways in the area include Interstate (I-) 405, which runs through the northeast corners of Redondo Beach and Torrance; the Pacific Coast Highway (State Route [SR-] 1), which runs north-south through the length of Redondo Beach and through the southern border of Torrance;

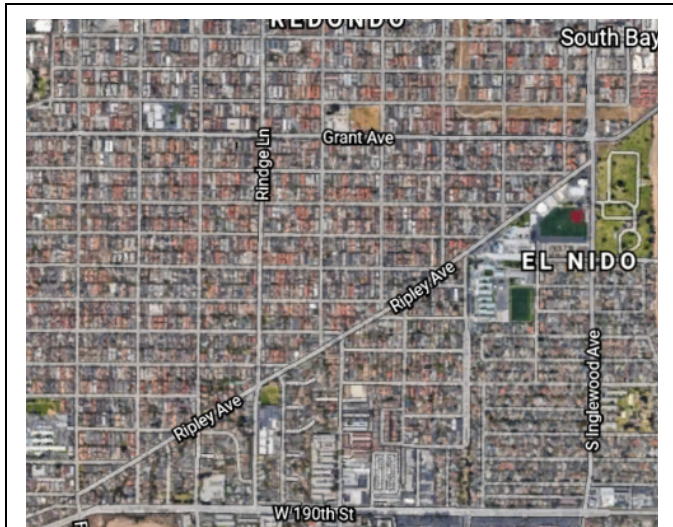
Hawthorne Boulevard (SR-107), which runs north-south through the length of Torrance; and SR-213, another north-south highway, which runs along the western border of Torrance.



The BCHD campus is a regional community facility located in Los Angeles County that serves Redondo Beach, Hermosa Beach, and Manhattan Beach (collectively referred to as the Beach Cities) as well as other nearby cities such as Torrance.

Redondo Beach

Redondo Beach occupies approximately 6.4 square miles, extending approximately 5.25 miles in length from north-to-south and 2.2 miles wide east-to-west at its widest points. Redondo Beach is largely organized around a grid system of streets running north-south and east-west with a few diagonal or curved streets, usually in neighborhoods with uneven topography. Prospect Avenue, West 190th Street, Inglewood Avenue, and portions Hawthorne Boulevard generally define the boundaries between the cities. A portion of the Pacific Coast Highway partially defines the southern boundary of the Redondo Beach. Marine Avenue and



Many neighborhoods in Redondo Beach are organized around a grid system which utilize direct north-to-south and east-to-west roadways, with occasional diagonal or curved streets.

Herondo Street generally define the northern boundary of Redondo Beach and Aviation Boulevard, Harper Avenue, and the coastline generally define the western boundary.

Redondo Beach is a predominantly low density, single-family residential community. Most multiple-family residential areas were originally developed with single-family homes and have transitioned to two or three condominium units on a lot to encourage revitalization and to meet a diversity of housing needs. High-density residential areas within Redondo Beach occur along certain portions of the Pacific Coast Highway. These areas were previously zoned commercial, but were determined to have the potential for higher density residential development.

Commercial districts in the City often occur along commercial corridors with heavily trafficked roads, or in large clusters to accommodate to both local and regional needs. The main commercial land uses in Redondo Beach are located along Artesia Boulevard, Pacific Coast Highway, Torrance Boulevard, Aviation Boulevard, Riviera Village, and North Catalina Avenue (City of Redondo Beach 1992). The areas of Redondo Beach Pier and King Harbor Marina are the most significant coastal-related commercial areas in Redondo Beach, serving as both commercial and recreational assets for the City's residents and regional tourists. There are also several smaller, isolated commercial areas, which may range from a single store to neighborhood-serving shopping centers. These neighborhood-serving shopping centers typically provide necessary and convenient services to the surrounding residential area.

Industrial areas in Redondo Beach allow for light manufacturing, research and development, spacecraft manufacturing and associated aerospace operations, and business park offices. Uses different from, but compatible with, traditional industrial uses are also allowed, including warehouse retail uses, ancillary commercial uses, amusement centers, vehicle sales and services with or without motor vehicle repair, hotels, and motels. Industrial land use in Redondo Beach is limited, with the one major industrial area occurring in the northern end of the City, north of Manhattan Beach Boulevard (City of Redondo Beach 1992). Anchored by the large Northrop Grumman Corporation Space Park complex, the prevailing land use in this area is high-tech industry within an industrial park type of setting. Three other areas within Redondo Beach are also designated as industrial development; however, these areas are smaller and have fragmented ownership.

Public uses and community facilities within Redondo Beach include parks, open space, public schools, the Civic Center (i.e., City Hall, Public Library, and Police Station), a fire station, and the Recreation and Community Services Center. Quasi-public uses include some utility providers as well as privately owned land that serve a public facility or service. Special use districts that serve a specific public function, including the BCHD campus, also contribute to the City's public and institutional land uses.

Torrance

Torrance borders the eastern and southern boundaries of Redondo Beach and is approximately three times larger than Redondo Beach, covering approximately 20.6 square miles. Redondo Beach Boulevard, 182nd Street and West 190th Street generally define the northern borders of Torrance. Prospect Avenue and a small portion of the coastline generally define the western border. Western Avenue (SR-213) and Crenshaw Boulevard defines the eastern boundary of Torrance. Much of Torrance's southern boundary is defined by the Boundary Trail, an unpaved hiking trail. SR-107 provides a north-south connection through central Torrance and terminates at its northern end with I-405. I-405 links Torrance to western Los Angeles, including the Los Angeles International Airport (LAX), and to south Los Angeles County and Orange County.

Residential uses make up approximately half of the total land use in Torrance and are dispersed throughout the City at varying development densities. The lowest densities residential uses are largely located in the western and southern portions of the City, including the single-family residential neighborhoods located immediately adjacent to the west of the Project site (City of Torrance 2010a). Commercial districts in Torrance vary in character and intensity based on location. Commercial districts serving a more local market are dispersed throughout the City in close proximity to residential neighborhoods and at key intersections. Regional commercial

districts along Hawthorne Boulevard, Crenshaw Boulevard, and Pacific Coast Highway cater to a broader population base.

Business park and industrial areas of Torrance are largely concentrated in the east central area of the City and commercial areas are generally clustered around major roadways such as SR-107 and SR-1. Industrial uses in Torrance include traditional industrial processes such as manufacturing, processing, warehousing, packaging or treatment of products, as well as business park uses, which include research and development, warehousing, and office uses, with ancillary commercial uses. Industrial development is concentrated in two main districts: the Central Manufacturing District (generally between Western Avenue and Hawthorne Boulevard, from I-405 to Plaza Del Amo), and the Southern Industrial District that includes airport land and areas north of the airport. The East Victor Precinct located north of Torrance Boulevard and west of Hawthorne Boulevard has a smaller concentration of industrial uses.

Public land uses include the Civic Center, public schools, parks, government facilities, police and fire stations, libraries, and water treatment facilities. Quasi-public uses include land owned by private entities that serve a community-wide function, such as private schools and utility easements.

Project Vicinity

The BCHD campus is bordered by commercial land uses to the northwest, recreational land uses to the northeast, and residential land uses to the south, east, and west.

The Redondo Village Shopping Center is located adjacent to the northwest of the Project site, and is anchored by a Vons grocery store and Shell gas station. The shopping center also includes a fitness studio, pet grooming service, dollar store, and other local dining and retail businesses. The Redondo Village Shopping Center is designated as C-2 (Commercial) in the Redondo Beach General Plan Land Use Element (City of Redondo Beach 1992) and zoned as C-2 (Commercial).



The Redondo Village Shopping Center is located immediately to the northwest of the Project site and provides retail and dining opportunities for the surrounding community, which is largely occupied by residential housing.

Dominguez Park is located immediately adjacent to the northeast of the Project site across the intersection of Beryl Street & Flagler Lane. This 24-acre park includes grass and trees, picnic areas

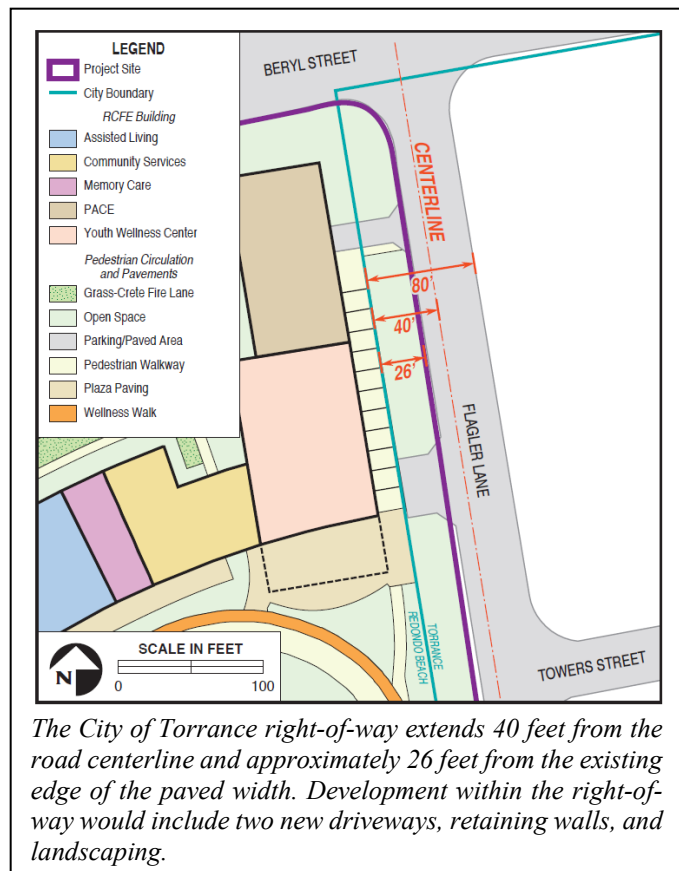
and play equipment, a dog park, Heritage Court, and two Little League fields. Dominguez Park is designated by the City of Redondo Beach as P (Public or Institutional) (City of Redondo Beach 1992) and zoned as P-PRO (Parks, Recreation, and Open Space)

The Project site is also surrounded by single-family residences (R-1) to the south and west, and medium density multi-family residences (RMD) to the north and northwest within Redondo Beach (City of Redondo Beach 1992). The neighborhood bordering the east of the Project site is located within Torrance and is designated as Low Density Residential (R-LO) (City of Torrance 2010b) and zoned as single family residential (R-1).

Project Site

As described in Section 2.2.1, *Project Location* the Project site consists of two legal parcels:

- The existing 9.35-acre campus (Assessor's Identification Number [AIN] 7502-017-903), which is designated by the City of Redondo Beach as P (Public or Institutional) and zoned as P-CF (Community Facility). The campus is developed with the former South Bay Hospital (currently operated as the Beach Cities Health Center), an attached maintenance building, two privately operated medical office buildings with space that is individually leased from BCHD, and a parking structure. As shown in Figure 3.10-1 and Figure 3.10-2, the majority of the campus is located within the Redondo Beach; however, the eastern edge of the campus is partially located within the City of Torrance right-of-way along Flagler Lane and Flagler Alley. The City of Torrance right-of-way extends into the vacant Flagler Lot by approximately 26 feet from the edge of the existing paved width of Flagler Lane.



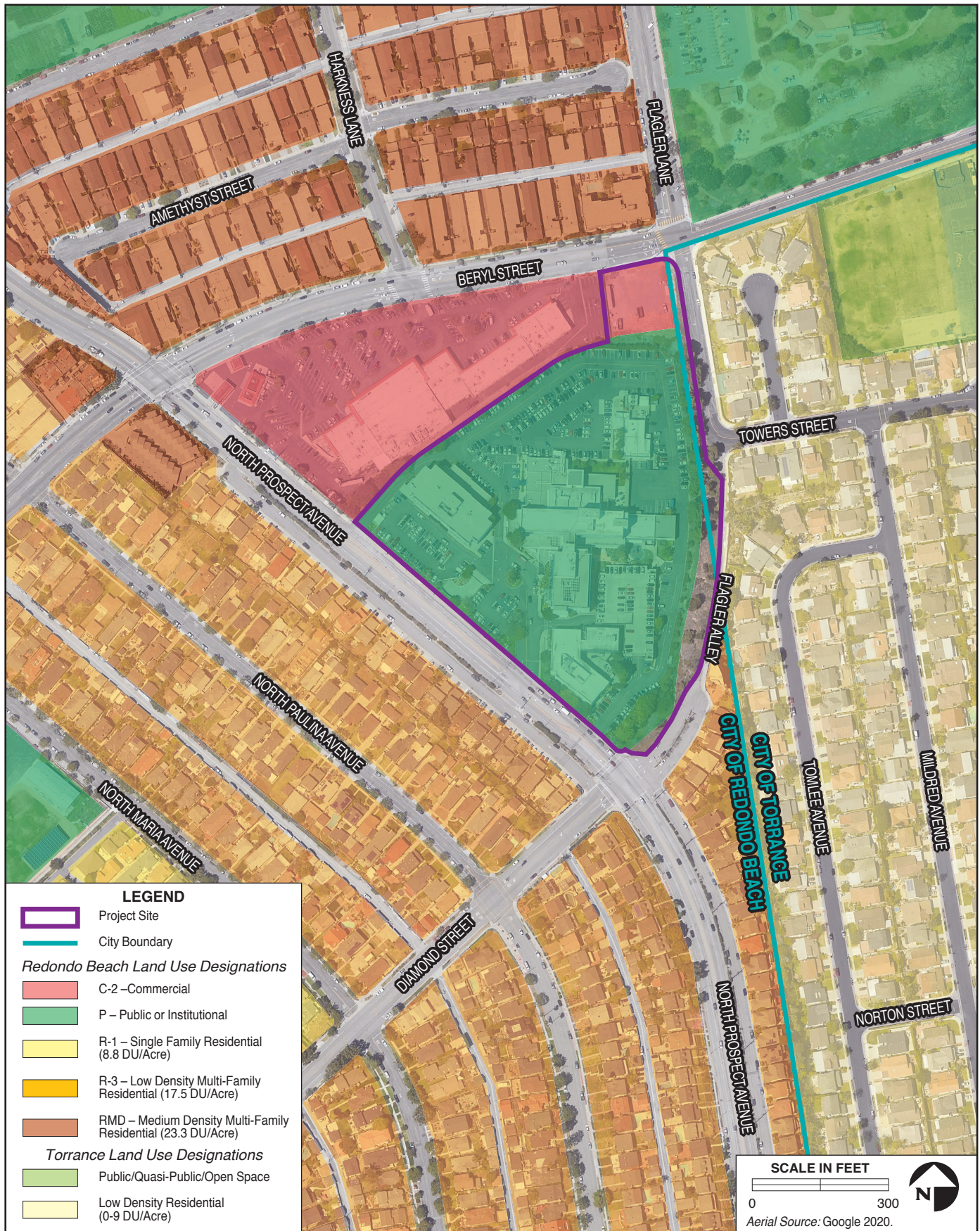




FIGURE 3.10-2

- A 0.43-acre vacant lot owned by BCHD located on the northern edge of and adjacent to the existing campus at the southwest corner of Flagler Lane and Beryl Street (vacant Flagler Lot) (AIN 7502-017-902), which is designated and zoned by the City of Redondo Beach as C-2 (Commercial). This lot is currently undeveloped and is periodically leased by BCHD as a temporary construction staging area for surrounding developments. This lot is currently being leased by The Gas Company as a



The Project site is comprised of two parcels: the existing BCHD campus which is designated as P (Public or Institutional); and the vacant Flagler Lot (pictured above), which is located adjacent to the Redondo Village Shopping Center, and designated as C-2 (Commercial).

construction staging area for gas utility improvements in the vicinity. As with the campus, the majority of the vacant Flagler Lot is located within Redondo Beach; however, the eastern edge of the vacant Flagler Lot is partially located within City of Torrance right-of-way along Flagler Lane. The City of Torrance right-of-way extends into the vacant Flagler Lot by approximately 26 feet from the edge of the existing paved width of Flagler Lane.

3.10.2 Regulatory Setting

This section summarizes relevant adopted regional and local land use policies and regulations applicable to the proposed Project. No Federal land use regulations or policies apply to the proposed Project.

State Policies and Regulations

Senate Bill 375

The California's Sustainable Communities and Climate Protection Act (Senate Bill [SB] 375) (Steinberg, Chapter 728, Statutes of 2008), adopted on September 30, 2008, aligns the goals of regional transportation planning efforts, regional greenhouse gas (GHG) reduction targets, and land use and housing allocations. SB 375 requires metropolitan planning organizations such as the Southern California Association of Governments (SCAG) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) within their Regional Transportation Plan (RTP) to demonstrate the achievement of GHG reduction targets. In compliance with SB 375,

SCAG has adopted an RTP/SCS, which encompasses Redondo Beach and Torrance as well as other cities and unincorporated land within Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial counties.

Regional Policies and Regulations

SCAG's Regional Transportation Plan / Sustainable Communities Strategy

As described in Section 3.7, *Greenhouse Gas Emissions and Climate Change*, SCAG's Regional Council unanimously approved and fully adopted the 2020-2045 RTP/SCS (Connect SoCal) (SCAG 2020). The 2020-2045 RTP/SCS includes more than 3 years of consultation with stakeholders and the public to capture the goals and objectives of the people within the region and capture the most current available data for determining future demographic projections. The intent of the plan is to build upon and expand land use and transportation strategies established



Both Redondo Beach and Torrance fall within the jurisdiction of SCAG, the metropolitan planning organization for six southern California counties. SCAG's RTP/SCS plan outlines goals of enhancing mobility and sustainability in the regional area.

over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The Connect SoCal plan achieves per capita GHG emissions reductions relative to 2005 of 19 percent in 2035 (SCAG 2020).

2020 Long Range Transportation Plan

The 2020 Long Range Transportation Plan (LRTP) provides a detailed roadmap for how Los Angeles Metropolitan Transit Authority (Metro) will plan, build, operate, maintain, and partner for improved mobility in the next 30 years. The LRTP will guide future funding plans and policies needed to move Los Angeles County forward for a more mobile, resilient, accessible, and sustainable future (Metro 2020).

South Bay Bicycle Master Plan

The South Bay Bicycle Master Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs and policies throughout El Segundo, Gardena, Hermosa Beach, Lawndale, Manhattan Beach, Redondo Beach, and Torrance for 20 years

following its adoption. Implementation of this plan is meant to promote and increase bicycle ridership for all levels of ability across the South Bay. The Plan's primary objective is to increase the number of bicyclists, as well as create a larger base of utilitarian bicyclists, including bicycle commuters, through safe, accessible and consistent bicycle infrastructure, and supporting policies and programs (Los Angeles County Bicycle Coalition and South Bay Bicycle Coalition 2011).

City of Redondo Beach Local Policies and Regulations

Redondo Beach General Plan

The Redondo Beach General Plan is a comprehensive, long-term planning document which serves as the adopted statement of local policy regarding each individual community's development pursuant to California Government Code Section 65300 *et seq.*, for all cities and counties within the State of California. The Redondo Beach General Plan serves as a blueprint for development and land use activities within City limits and establishes goals, policies, and land use designations that are intended to facilitate orderly and planned growth and other development related issues with the City. The General Plan provides broad policy guidance related to Community Development and Resources (Land Use, Senior Services/Child Care Services and Housing); Infrastructure Systems and Community Services (Circulation, Utilities, Solid Waste Management and Recycling and Conservation, Recreation and Parks, and Open Space); and Environmental Hazards/Natural Hazards (Geologic and Seismic Hazards, Noise, Flood Hazards, Toxic Wastes and Materials, and Fire Hazards). Since 2017, the City has been working to update its General Plan. Once completed, the updated General Plan, to be referred to as PLANredondo, will guide the City's foundation for growth and development for the next 20 to 30 years.

Redondo Beach General Plan Land Use Element

The Redondo Beach General Plan Land Use Element establishes goals, objectives, policies, and implementation programs to guide the manner in which new development will occur and existing uses will be conserved in the City. As previously described, the land use designation for the existing campus is P (Public or Institutional) and the land use designation of the vacant Flagler Lot is C-2 (Commercial). The P (Public and Institutional) designation is comprised of lands that are owned by public agencies, special use districts, and public utilities. Although this designation encompasses a range of different public and quasi-public uses, they share a common thread in that these uses do not fit well under the typical standards for residential, commercial, or industrial uses. Since this designation includes a variety of uses with a variety of characteristics, no attempt has been made to establish specific development standards within the Redondo Beach General Plan (City of Redondo Beach 1992). As described in Redondo Beach Municipal Code (RBMC) Section

10-2.1116 the Floor Area Ratio (FAR), building height, number of stories, and setbacks for development within P (Public and Institutional) land use designations are subject to Planning Commission Design Review. The C-2 (Commercial) land use designation provides for retail commercial, eating and drinking establishments, household goods, food sales, drugstores, building materials and supplies, professional offices, personal services, cultural facilities, and similar uses. RBMC Section 10-2.622 sets forth specific development standards for this land use designation.

Redondo Beach General Plan 2013-2021 Housing Element

As described further in Section 3.13, *Population and Housing*, the Redondo Beach General Plan 2013-2021 Housing Element establishes goals, policies, and implementation measures to specifically identify ways in which the housing needs of the existing and future resident population can be met. The Housing Element also establishes building requirements for mixed-use residential developments in mixed-use and regional commercial land use designations, and to enhance and promote pedestrian-oriented character of the commercial component and the neighborhood (City of Redondo Beach 2017).

Redondo Beach General Plan Transportation and Circulation Element

The Redondo Beach Transportation and Circulation Element includes the identification, location, and design of existing and proposed major thoroughfares, transportation routes, pedestrian connections, bicycle facilities, public transit options, trails, and local public utilities and facilities. Key transportation goals of the City include trip reduction, expansion of programs that decrease the number of single-occupant vehicles on the road, promotion of alternative transportation modes, participation in regional transportation planning, and coordinating transportation and land use planning. The Transportation and Circulation Element also focuses on improving bicycle and pedestrian connections throughout the City (City of Redondo Beach 2009).

Redondo Beach General Plan Recreation and Parks Element

The Redondo Beach General Plan Recreation and Parks Element contains policies and implementation measures to enhance the unique characteristics of the City. Such policies support ongoing maintenance and facilitate expansion and improvement of parkland, recreational facilities, and programs. The Recreation and Parks Element provides the Redondo Beach Recreation and Community Services Department with measures to maximize the use of existing resources, as well as expand upon available opportunities through creative financing measures and cooperative relationships with other City departments and local agencies and organizations. The Recreation and Parks Element describes and categorizes existing park and recreation resources and current

conditions, anticipates future needs outlines, goals, objectives, and policies and an implementation program to meet these goals, objectives, and policies (City of Redondo Beach Recreation and Community Services Department 2004).

General Plan Senior Citizen Services / Child Care Services

In addition to the elements mandated by California Government Code Section 65302, the Redondo Beach General Plan also includes a Senior Citizen Services / Child Care Services Element (City of Redondo Beach 1993). This element identifies specialized needs of the senior population of the City to include affordable housing, health and day care, transportation, and recreation and social services. The Senior Citizen Services / Child Care Services Element identifies existing facilities and programs for provision of senior citizen services and childcare services, estimates current and projected needs for expanded programs. The Senior Citizen Services / Child Care Services Element contains goals, objectives, and policies that evaluate and expand current services and identify needs for additional services and identify future opportunities for expanded services (City of Redondo Beach 1993).

Redondo Beach Municipal Code and Zoning Ordinance

The Redondo Beach Zoning Ordinance (Title 10 of the RBMC) includes regulations for permitted uses, project design and development standards, parking requirements, outdoor space use, and other information regarding land use and development in the City.

Areas zoned as P-CF (Community Facilities) provide lands for park, recreation and open space areas, schools, civic center uses, cultural facilities, public safety facilities, and other public uses which are beneficial to the community (RBMC Section 10-2.1110). Under RBMC Section 10-2.1110, residential care facilities are allowed in areas zoned as P-CF with a conditional use permit (CUP). As described in RBMC Section 10-2.1116 the FAR, building height, number of stories, and setbacks are subject to Planning Commission Design Review.

The specific purposes of the C-2 (Commercial), commercial zone regulations are to provide appropriately located areas consistent with the Redondo Beach General Plan for a full range of neighborhood and community-oriented retail sales, services, professional offices, and other commercial uses (RBMC Section 10-2.600). Child day care centers, recreation facilities, and senior housing are all allowed in areas zoned as C-2 (Commercial) with a CUP (RBMC Section 10-2.620). Development standards for C-2 (Commercial) are described in RBMC Section 10-2.622. Importantly, the FAR of all buildings on a lot shall not exceed 0.5; no building or structure shall exceed a height of 30 feet; and no building shall exceed 2 stories.

City of Torrance Local Policies and Regulations

Torrance General Plan Land Use Element

The Torrance General Plan Land Use Element guides future development in accordance with land use patterns and policies to promote an attractive and high-quality community and provide a high quality of life for Torrance residents. The Land Use Element also identifies the need for community facilities that can serve the health, education, and cultural enrichment needs of senior citizens due to the increase in senior-aged citizens. Objectives listed in the Land Use element include:

- Maintain a balanced community by addressing the need for new development that is functionally compatible with the City’s existing neighborhoods and districts;
- Implement land use development that coordinates with and improves circulation networks;
- Maintain high-quality, attractive, residential neighborhoods;
- Allow for mixed use development in appropriate areas;
- Provide public and quasi-public land uses for the benefit of community;
- Establish attractive, high quality community through urban design elements; and
- Support revitalization and redevelopment plans.

Land uses immediately adjacent to the east of the Project site are designated as Low-Density Residential (R-LO) under the Torrance General Plan Land Use Element. Development within this land use designation is generally characterized by detached single family dwellings on individual lots (up to nine dwelling units per acre) that form a cohesive neighborhood (City of Torrance 2010d).

Torrance General Plan Circulation and Infrastructure Element

The Torrance Circulation and Infrastructure Element plans for the efficient and effective movement of people and goods between destinations within Torrance and throughout the region. The Circulation and Infrastructure Element identifies a transportation system capable of responding to growth occurring consistent with the Land Use Element, and utility systems that provide the service levels Torrance residents and businesses expect. In addition to automobile circulation, the Circulation and Infrastructure Element addresses circulation of pedestrians, cyclists, and transit riders plus aviation services (City of Torrance 2010b).

Torrance General Plan Community Resources Element

The goals, objectives, and polices in the Torrance Community Resources Element focus on the enhancement of community qualities that distinguish Torrance. The Community Resources

Element combines three elements that were included as separate elements in the previous General Plan: the Conservation, Open Space, and Parks and Recreation Elements. The Community Resources Element contains goals, objectives, and policies that build on current recreation, social services, and resource conservation programs. Policies focus on the preservation and management of open space, providing parks, recreation, and community facilities for all residents, historic preservation, natural resource conservation, preservation of scenic resources, managing energy resources, reducing GHG emissions, and promoting sustainable building practices (City of Torrance 2010c).

Torrance General Plan 2014-2021 Housing Element

As described in Section 3.13, *Population and Housing*, the Torrance General Plan 2014-2021 Housing Element includes several programs designed to conserve, preserve, and improve the existing housing stock, encourage the development of more mixed use, multifamily and affordable housing opportunities, reduce governmental constraints to housing production and affordability, and promote equal housing opportunities. The Housing Element consists of the following major components:

- An introduction of the purpose and organization of the Housing Element;
- An analysis of the City's demographic and housing characteristics and trends;
- A review of potential market, governmental, and environmental constraints to meeting the City's identified housing needs;
- An evaluation of land, administrative, and financial resources available to address the housing goals;
- A review of past accomplishments under the previous Housing Element; and
- A Housing Plan to address the identified housing needs, including housing goals, policies, and programs (City of Torrance 2013).

Torrance Municipal Code

As previously described, the City of Torrance right-of-way extends into the existing BCHD campus and the vacant Flagler Lot by approximately 26 feet from the edge of the existing paved width of Flagler Lane (refer to Figure 3.10-1 and Figure 3.10-2).

Torrance Municipal Code (TMC) Section 92.32.8 guides the use of the public right-of-way. Additionally, TMC Section 92.30.8 guides access to local streets within Torrance. These sections of the TMC are relevant to the proposed Project given that the proposed Project would extend into the City of Torrance right-of-way at three locations. The proposed Project includes two access

points with driveways along Flagler Lane. One driveway would serve a left-turn only exit from the proposed pick-up/drop-off zone located on the vacant Flagler Lot. A second driveway is proposed for a subterranean service area and loading dock entry/exit, which would require grading and construction of retaining walls (refer to Section 2.5.1.3, *Proposed Access, Circulation and Parking*). These elements of the proposed Project would require grading and building permits from the City of Torrance (refer to Section 1.5, *Required Approvals*). The proposed Project would also re-landscape the eastern slope of the campus to be consistent with the landscaping proposed within the remainder of the campus. The proposed grading and landscaping on this portion of the slope would also require a grading permit, landscape plan approval, and site plan review from the City of Torrance (refer to Section 1.5, *Required Approvals*).

3.10.3 Impact Assessment and Methodology

Thresholds for Determining Significance

The following thresholds of significance are based on Appendix G of the 2020 of the California Environmental Quality Act (CEQA) Guidelines. For purposes of this EIR, implementation of the Project may have a significant adverse impact on land use/planning if it would do any of the following:

- a) Physically divide an established community.
- b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Screened-Out Threshold(s):

- Threshold (a) (*Physically Divide and Established Community*): Redevelopment under the Phase 1 preliminary site development plan and the more general Phase 2 development program would be contained in the existing BCHD campus and the adjacent vacant Flagler Lot. The proposed Project would be consistent with existing Redondo Beach General Plan land use designations and the provisions of the zoning code. Moreover, the proposed Project has been designed to be permeable to public movement. The proposed Project includes extensive open space and pedestrian pathways to provide pedestrian access within and through the Project site and therefore improve connectivity between adjacent land uses. The proposed Project would not introduce new land uses or new features (e.g., roads) that would physically divide or interrupt the connection between surrounding land uses. Therefore, for the reasons stated above and as discussed in Section XI, *Land Use and Planning* of the Initial Study (IS), this issue is not further analyzed in the EIR.

Methodology

Conflict with a Land Use Plan, Policy, or Regulation

CEQA Guidelines Section 15125(d) requires that an EIR discuss potential inconsistencies with applicable adopted plans. A project is considered consistent with the provisions of an identified regional and local plan if it meets the general intent of the plans and will further the objectives and policies in the plan. Consistency with Connect SoCal, Metro's LRTP, the South Bay Bicycle Master Plan, Redondo Beach and Torrance General Plans, and Redondo Beach and Torrance Municipal Codes are evaluated in detail below in Impact LU-1. However, in 2018, the California Governor's Office of Planning and Research (OPR) clarified that the focus of the analysis should not be on the "conflict" with the plan, but instead, on any adverse environmental impact that might result from a conflict. For example, destruction of habitat that results from development in conflict with a habitat conservation plan might lead to a significant environmental impact. The focus, however, should be on the impact on the environment, not on the conflict with the plan (California Natural Resources Agency 2018). Therefore, elements of the proposed Project that have the potential to conflict with a threshold, goal, policy, or standard are summarized in this section, along with related physical environmental consequences.

3.10.4 Project Impacts and Mitigation Measures

Impact Description (LU-1)

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

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 *less than significant*.

Development under the Phase 1 preliminary site development plan and the more general Phase 2 development program would be subject to the requirements of Connect SoCal, Metro's LRTP, and the South Bay Bicycle Master Plan as well as the applicable provisions of the Redondo Beach and Torrance General Plans, municipal codes, and zoning ordinances (refer to Section 3.10.2, *Regulatory Setting*). The relationship between the proposed Project and these long-range plans and local goals, objectives, and policies are discussed in Tables 3.10-1 through Table 3.10-6 below.

As described in Section 3.10.3, *Impact Assessment and Methodology*, the following analysis focuses on the potential conflicts of the proposed Project with applicable plans, goals, and policies adopted for the purpose of avoiding or mitigating an environmental effect, and if conflicts exist, whether any such inconsistency would result in a significant effect on the environment. Only the applicable requirements and provisions have been included in the analysis. For example, development standards for parcels zoned as C-3 or R-1 by the City of Redondo Beach have not been identified given that neither of the parcels comprising the Project site are designed as such. However, the development standards pertaining to parcels zoned as P-CF and C-2 are discussed in detail.

It is important to note that the determinations of the consistency for the proposed Project are provided for CEQA purposes to determine the potential for physical environmental impacts. Unrelated to CEQA, plan, policy and regulatory consistency would be determined as part of the review and approval process with Redondo Beach and Torrance decision-makers during consideration of discretionary approvals for the Phase 1 preliminary site development plan and the more general Phase 2 of development program.

The consistency of the proposed Project with GHG reduction and climate change plans is addressed in Section 3.7, *Greenhouse Gas Emissions and Climate Change*.

Connect SoCal

The consistency of the proposed Project – including the Phase 1 preliminary site development plan under Phase 1 and the more general Phase 2 development program – with the applicable goals of Connect SoCal are analyzed in Table 3.10-1. The proposed Project would not conflict with any of the applicable Connect SoCal goals and would not cause a significant environmental impact. Therefore, impacts would be *less than significant* for both the Phase 1 preliminary site development plan and the more general Phase 2 development program.

Metro 2020 Long Range Transportation Plan

The Project site is located within Redondo Beach and adjacent to Torrance to the east, both of which are located within Los Angeles County and subject to Metro's 2020 LRTP. Goals of the LRTP focus on improving transportation and the environment and strengthening economic development. As presented in Table 3.10-2, the proposed Project would not conflict with any of the applicable LRTP strategies and actions. Therefore, impacts would be *less than significant* for both the Phase 1 preliminary site development plan and the more general Phase 2 development program.

Table 3.10-1. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with Connect SoCal

RTP/SCS Goal	Project Consistency
Goal 2. Improve mobility, accessibility, reliability, and travel safety for people and goods.	No conflict. The proposed Healthy Living Campus Master Plan would redevelop the existing BCHD campus. As described in Section 2.5.1.3, <i>Proposed Access, Circulation, and Parking</i> , changes to the transportation network would be limited to the provision of new access along Beryl Street and within the City of Torrance right-of-way along Flagler Lane. These minor changes to the local transportation network would not affect the regional transportation system. Therefore, the proposed Healthy Living Campus Master Plan would not conflict with, or otherwise impede, RTP/SCS Goals 2, 3, or 4 and would not cause a significant environmental impact.
Goal 3. Enhance the preservation, security, and resilience of the regional transportation system.	
Goal 4. Increase person and goods movement and travel choices within the transportation system.	
Goal 5. Reduce greenhouse gas emissions and improve air quality.	No conflict. As described in Section 3.7, <i>Greenhouse Gas Emissions and Climate Change</i> , the proposed Project would reduce operational GHG emissions largely due to the reduction in mobile GHG emission sources that would occur as a result of higher fuel efficiency standards over time. The proposed Project would also incorporate sustainable design features to reduce GHG emissions associated with building operations. For example, all new buildings developed under the proposed Project would conform to the California Title 24 Building Energy Efficiency Standards (Part 6) CALGreen (Part 11). Additionally, the proposed buildings would meet the equivalent of Leadership in Energy and Environmental Design (LEED) Gold Certification and would be WELL Building Certified. Project design would optimize passive design strategies, which use ambient energy sources (e.g., daylight and wind) to supplement electricity and natural gas to increase the energy efficiency. Sustainable design features incorporated into the proposed Project would include photovoltaic solar panels, solar hot water systems, energy efficient heating, ventilation, and air conditioning (HVAC) systems, etc. Therefore, the proposed Healthy Living Campus Master Plan would not conflict with the RTP/SCS Goal 5 and would not cause a significant environmental impact.
Goal 6. Support healthy and equitable communities.	No conflict. The proposed Project would support healthy and equitable communities by providing a Program of All-Inclusive Care for the Elderly (PACE), expanding community services to provide health-related resources and information for adults and families, and providing health and wellness services to youth participants at the proposed Youth Wellness Center. The proposed Blue Zone café would support BCHD's Blue Zone Project program to create a healthier and more productive community. The café would use local produce and produce grown from the proposed Demonstration Garden on-site. The café would include a demonstration kitchen that would support healthy cooking classes for the community. The Phase 2 development program would provide additional recreational and wellness opportunities at the proposed Wellness Pavilion, Aquatics Center, and Center for Health and Fitness (CHF). The CHF would continue to provide a variety of classes for all ages,

Table 3.10-1. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with Connect SoCal (Continued)

RTP/SCS Goal	Project Consistency
	including senior fitness, weight management, nutrition expertise, and massages. Additionally, the buildings constructed under the Phase 1 preliminary site development plan and the more general Phase 2 development program would be WELL Building Certified to enhance environmental health, behavioral factors, and overall health, with leading practices in building design, construction, and management (refer to Section 2.5.1.5, <i>Sustainability Features</i>). Therefore, the proposed Healthy Living Master Plan would not conflict with the RTP/SCS Goal 6 and would not cause a significant environmental impact.
Goal 7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.	No conflict. As described above for RTP/SCS Goal 2, 3, and 4, the proposed Healthy Living Campus Master Plan would redevelop the existing BCHD campus and changes to the transportation network would be limited to the provision of new access along Beryl Street and Flagler Lane. As such, the proposed Project would not affect the regional transportation system. The proposed Project would be located in close proximity to several stops along the Beach Cities Transit Line 102 and Class II (i.e., striped) bicycle lanes and would encourage active transportation to and from the Project site. The proposed Project would also promote active transportation by providing publicly accessible ground-level open space traversed with pedestrian pathways which would provide on-site connectivity with the existing sidewalks adjacent to the Project site. Therefore, the proposed Healthy Living Campus Master Plan would not conflict with RTP/SCS Goal 7 and would not cause a significant environmental impact.
Goal 9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.	No conflict. The proposed Project – including the Phase 1 preliminary site development plan and the Phase 2 development program – would provide regional long-term care services, including a combination of housing, personal care, and healthcare services specific to the needs of elderly residents with varying physical and cognitive limitations and needs for assistance in daily activities. Residents of Assisted Living, and Memory Care, as well as participants in PACE services in Phase 1 may be transported to and from the campus by several shared vans. The proposed Project would also support active transportation options by providing pedestrian linkages through the site and bicycle facilities on-site. The proposed Project would also be located adjacent to several stops along the Beach Cities Transit Line 102 (see Section 3.14, <i>Transportation</i>). Therefore, the proposed Healthy Living Campus Master Plan does would conflict with RTP/SCS Goal 9 and would not cause a significant environmental impact.

Table 3.10-2. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the 2020 LRTP

LRTP Action	Discussion
Action 2.6.e. Support transportation demand management (TDM) programs and trip reduction initiatives, including telecommuting.	<p>No conflict. As described in Section 3.14, <i>Transportation</i>, the proposed Project would implement a TDM plan with trip reduction strategies to reduce single-occupancy vehicle trips to the Project site (see Section 3.14 <i>Transportation</i>). The TDM plan would include transit and carpool incentives for employees. The proposed Project would provide designated parking for carpools and vanpools on-site. Additionally, the Assisted Living, Memory Care, and PACE services developed under Phase 1 would share vans to transport several participants at once, which would reduce vehicle trips to the BCHD campus. The proposed Project would also feature ride-share amenities (e.g., pick-up/drop-off zones) and designated parking spaces for carpools and vanpools.</p> <p>The proposed Project would also promote active transportation by providing pedestrian linkages through the site and bicycle facilities on-site, which would assist in reducing vehicle trips. For example, the proposed Project would include publicly accessible ground-level open space traversed with pedestrian pathways which would provide on-site connectivity with the existing sidewalks adjacent to the Project site. Given the Project site's location adjacent to existing Class II (i.e., striped) bicycle lanes along Diamond Street and Beryl Street, as well as Flagler Alley, which is often used as an informal bicycle path, the proposed on-site bicycle facilities (e.g., bicycle parking, employee showers and lockers, etc.) would also encourage active transportation to and from the Project site. Therefore, the proposed Healthy Living Campus Master Plan would not conflict with these actions or this policy of the LRTP and would not cause a significant environmental impact.</p>
Action 3.6.d. Support local and regional projects that decrease GHG emissions or reduce single-occupant vehicle trips.	
Policy. Promote Trip Reduction Strategies.	
Policy. Support transit-oriented communities.	<p>No conflict. The proposed Healthy Living Campus Master Plan is intended to redevelop the existing BCHD campus, which is not located within a Transit Priority Area. Nevertheless, the proposed Project would development 157 new residential units, new jobs, and community uses located in close proximity to several stops along the Beach Cities Transit Line 102. The proposed Master Plan would not conflict with this policy of the LRTP and would not cause a significant environmental impact.</p>

South Bay Bicycle Master Plan

The Project site is located within Redondo Beach and adjacent to Torrance to the east, both of which are member agencies of the South Bay Bicycle Master Plan. The South Bay Bicycle Master Plan is intended to guide the development and maintenance of a comprehensive bicycle network throughout its jurisdiction. The plan does not include specific policies or goals for individual development projects. The proposed Project would support the overall goal of the South Bay

Bicycle Master Plan by providing bicycle facilities on-site, such as secure, short-term bicycle parking, a bicycle repair station, and employee showers and lockers. The Project site is located adjacent to the existing Class II (i.e., striped) bicycle lanes along Diamond Street and Beryl Street, as well as Flagler Alley, which is often used as an informal bicycle path. The proposed Project would not alter existing bike paths or preclude future bike paths in vicinity of the proposed Project. As described in Section 3.14, *Transportation*, the proposed Project would integrate with proposed and pending cumulative projects intended to enhance bicycle connections along Flagler Lane. Therefore, the proposed Project would not conflict with the South Bay Bicycle Master Plan and impacts would be *less than significant* for both the Phase 1 preliminary site development plan and the more general Phase 2 development program.

Redondo Beach General Plan

The Project site is generally located within Redondo Beach, with the exception of the City of Torrance right-of-way that extends approximately 26 feet from the paved width of Flagler Lane (refer to Section 2.2.1, *Project Site*). The BCHD campus is designated as P (Public or Institutional) by the Redondo Beach General Plan and zoned as P-CF (Community Facility) under the Redondo Beach Zoning Ordinance. The vacant Flagler Lot is designated as C-2 (Commercial) by the Redondo Beach General Plan and zoned as C-2 (Commercial) under the Redondo Beach Zoning Ordinance. Redevelopment on these parcels would be subject to standards and policies in the Redondo Beach General Plan and Zoning Ordinance applicable to these land use and zoning designations. As described in Table 3.10-3, the proposed Project would be consistent with the applicable policies of the Redondo Beach Land Use Element. Therefore, impacts related to conflicts with the Redondo Beach Land Use Element would be *less than significant* for both the Phase 1 preliminary site development plan as well as the more general Phase 2 development program.

The existing Beach Cities Health Center includes the Silverado Beach Cities Memory Care Community with 60 double occupancy Memory Care units. Under the Phase 1 preliminary site development plan, these existing Memory Care units would be relocated to the proposed Residential Care for the Elderly (RCFE) Building. Additionally, the proposed RCFE Building would add 157 new Assisted Living units. These units would provide residential opportunities that accommodate the needs of senior citizens with physical and cognitive limitations. As described in Table 3.10-3, the proposed Project would be consistent with the policies of the Redondo Beach Housing Element. Therefore, impacts related to conflicts with the Redondo Beach Housing Element would be *less than significant* for both the Phase 1 preliminary site development plan as well as the more general Phase 2 development program.

Table 3.10-3. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Redondo Beach General Plan

Policies	Discussion
Land Use Element	
<p>Policy 1.2.4. Allow for the development of housing for senior citizens by permitting such housing to vary from the development standards in the zone in which it is located (subject to approval of a Conditional Use Permit and Planning Commission Design Review) in areas classified as Multi-Family Residential (“R-3,” “RMD,” and “RH”), Commercial (“C-2,” “C-3” and “C-4”), Mixed Use (“MU-1,” “MU-2,” and “MU-3”) and Commercial Regional (“CR”) on the Land Use Plan map provided that a) it is appropriate at the proposed location; b) it is located within a reasonable walking distance of commercial retail, professional, and social and community services patronized by senior citizens, or has its own private shuttle bus that will provide daily access to these services, or be within a reasonable walking distance of a bus or transit stop providing access to these services.</p>	<p>No conflict. The Project site is located on two parcels zoned as P-CF (i.e., the existing BCHD campus) and C-2 (i.e., the vacant Flagler Lot). Implementation of the proposed Project would redevelop the Project site with 157 new Assisted Living units and 60 replacement Memory Care units in the proposed RCFE Building along with PACE services, community services, restaurant, and open space. These units would also be located near existing commercial (i.e., Redondo Village Shopping Center), residential, and recreational (i.e., Dominguez Park) land uses as well as Beach Cities Transit Line 102. Additionally, the Assisted Living, Memory Care, and PACE services developed under Phase 1 would share vans to transport residents and participants.</p> <p>As described in RBMC Section 10-2.1116, the FAR, building height, number of stories, and setbacks for development within P (Public and Institutional) land use designations are subject to Planning Commission Design Review. RBMC Section 10-2.622 sets forth specific development standards for C-2 (Commercial). The proposed development would be largely consistent with the C-2 development standards. For example, the portion of the proposed RCFE Building located on the vacant Flagler Lot would be less than 30 feet tall and less than 2 stories. However, this portion of the proposed RCFE Building would exceed the 0.5 FAR requirement. Nevertheless, with the Planning Commission Design Review and issuance of a CUP, the proposed Healthy Living Campus Master Plan would not conflict with Policy 1.2.4 of the Redondo Beach General Plan Land Use Element and would not cause a significant environmental impact.</p>
<p>Policy 1.42.4. Permit development to a maximum intensity of a floor area ratio of 0.5 and height of two (2) stories (30 feet) in areas designated as “C-2”.</p>	<p>Potential conflict. As previously described, the proposed development within the vacant Flagler Lot would be largely consistent with the C-2 development standards. For example, the portion of the proposed RCFE Building located on the vacant Flagler Lot would be less than 30 feet tall and less than 2 stories. However, this portion of the proposed RCFE Building would exceed the 0.5 FAR requirement. Nevertheless, Policy 1.2.4 of the Redondo Beach General Plan Land Use Element allows for the development of housing for senior citizens by permitting such housing to vary from the development standards in the zone in which it is located (subject to Planning Commission Design Review and issuance of a CUP). Additionally, while</p>

Table 3.10-3. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Redondo Beach General Plan (Continued)

Policy	Discussion
	the FAR would be greater than 0.5, given that the height of the building within the vacant Flagler Lot would remain within 2 stories and below 30 feet, there would be no physical impact related to aesthetics or visual resources (refer to Section 3.1, <i>Aesthetics and Visual Resources</i>). Therefore, while the proposed Healthy Living Master Plan may potentially conflict with Policy 1.42.4 of the Redondo Beach General Plan Land Use Element, this potential conflict would not cause a significant environmental impact.
Policy 1.46.1. Accommodate governmental administrative and maintenance facilities, parks and recreation, public open space, police, fire, educational (schools), cultural (libraries, museums, performing and visual arts, etc.), human health, human services, public utility and infrastructure (transmission corridors, etc.), public and private secondary uses, and other public uses in areas designated as “P”.	No conflict. The portion of the Project site that comprises the existing BCHD campus is currently designated as P (Public or Institutional) in the Redondo Beach General Plan Land Use Element and provides human health and wellness services (e.g., CHF, Community Services, public health classes, etc.). The proposed Project would expand existing human health, human services, and recreational facilities, consistent with Policy 1.46.1 and Policy 1.5.1 of the Redondo Beach General Plan Land Use Element. Therefore, the proposed Healthy Living Campus Master Plan would not conflict with these policies of the Redondo Beach General Plan Land Use Element and would not cause a significant environmental impact.
Policy 1.5.1. Allow for the continuation of existing public recreational, cultural (libraries, museums, etc.), educational, institutional (governmental, police, fire, etc.), and health uses at their present location [areas classified as Public (“P”) on the Land Use Plan map] and development of new uses where they complement and are compatible with adjacent land uses.	
Policy 1.5.2. Allow for the development of private recreational, cultural, educational, institutional, and health uses in areas classified as Commercial (“C-1,” “C-2,” “C-3,” “C-4,” and “C-5”) and religious uses in areas classified as Residential, Commercial, or Mixed Use on the Land Use Plan map, provided that they are compatible with adjacent uses.	No conflict. As previously described, the vacant Flagler Lot is zoned as C-2. Implementation of the proposed Project would redevelop the parcel zoned as C-2 with a vehicle driveway and pick-up/drop-off zone as well as a portion of the RCFE Building that would support the Assisted Living and PACE services. Therefore, the proposed Healthy Living Campus Master Plan would not conflict with the Policy 1.5.2 of the Redondo Beach General Plan Land Use Element and would not cause a significant environmental impact.
Policy 1.53.6. Require that on-site parking structures be designed as an integrated component of the building's architectural design character; including the incorporation of elements which continue and reinforce the architectural design of the primary structure and convey the visual “sense” of an occupied building (use of windows, arcades, overhangs, entries, recessed walkways, spandrels, articulated columns and rooflines, and other elements).	No conflict. As described further in Section 3.1, <i>Aesthetics and Visual Resources</i> , the proposed parking structure that would be constructed under the Phase 2 development program including 292,500 sf with up to 2 subterranean levels and up to 8.5 above ground levels providing 736 parking spaces. The proposed parking structure would be designed as an aesthetically cohesive element of the campus consistent with the proposed RCFE Building constructed during Phase 1 as well as the Wellness Pavilion, Aquatics Center, and CHF constructed during Phase 2. The proposed Healthy Living Campus Master Plan would not conflict with Policy 1.53.6 of the Redondo Beach General Plan

Table 3.10-3. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Redondo Beach General Plan (Continued)

Policy	Discussion
	Land Use Element and would not cause a significant environmental impact.
Policy 1.55.2. Select landscape and tree species which complement the architectural design of structures and reflect the intended functional, physical, and visual character of the district in which they are located	No conflict. The proposed Project would redevelop the existing impervious surfaces on the campus with programmable landscaped open space. The proposed Project – including the Phase 1 preliminary site development plan as well as the more general Phase 2 development program – includes a landscaping plan with manicured, low-water use lawns, shrubbery and groundcover, ornamental flowering trees, and large shade canopy trees (refer to Figure 2-7). The western and eastern border of the BCHD campus would be lined with intermittent large shade canopy trees and smaller shade trees. The northern border would be lined with shade and flowering ornamental trees. Placement of these perimeter trees would soften views from the surrounding residences and the Redondo Village Shopping Center (refer to Section 3.1, <i>Aesthetics and Visual Resources</i>). Larger trees would also be planted within and adjacent to the proposed surface parking lot constructed during Phase 1 and nearby the proposed building footprints to provide shade. The required landscape plans would be submitted to the Redondo Beach Building & Safety Division for review and approval prior to the issuance of demolition, grading, or building permits. Therefore, the proposed Healthy Living Campus Master Plan would not conflict with these policies of the Redondo Beach General Plan Land Use Element and would not cause a significant environmental impact.
Policy 1.55.3. Require that development projects submit and implement a landscaping plan.	
Policy 1.55.5 Encourage developers to incorporate mature and specimen trees and other significant vegetation which may exist on a site into the design of a development project for that site (II.18).	
Policy 1.55.6. Require that surface parking lots incorporate trees which will provide extensive shade cover within two years of completion of construction (e.g., canopy coverage versus vertical palms)	
Policy 1.55.7. Encourage the use of drought-tolerant species in landscape design	
Policy 1.55.8. Require that development incorporate adequate drought-conscious irrigation systems and maintain the health of the landscape	No conflict. The plant species selections in the proposed landscaping plans are based on their drought resistance and ability to withstand local conditions such as temperature and shade. As described in Section 2.5.1.5, <i>Sustainability Features</i> , the proposed Project would incorporate a high-efficiency irrigation system, consistent with Policy 1.55.8. Therefore, the proposed Healthy Living Campus Master Plan would not conflict with the Policy 1.55.8 of the Redondo Beach General Plan Land Use and would not cause a significant environmental impact.
Policy 1.57.6. Require that the renovation of existing structures or new development on sites served by parking lots located on adjacent residentially-zoned property restrict the access to such parking areas to the commercial zone frontage, unless there are no feasible alternatives, and that areas facing, abutting, or exposed to residential areas be extensively landscaped to	No conflict. The proposed Project would include the removal of the existing northern surface parking lot and the associated perimeter circulation road located at the northern edge of the Project site. As described in Section 2.5.1.3, <i>Proposed, Access, Circulation, and Parking</i> , the primary entrance to the BCHD campus would remain along North Prospect Avenue. Surface

Table 3.10-3. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Redondo Beach General Plan (Continued)

Policy	Discussion
include a screen wall incorporating evergreen plant material (covering a majority of the wall within a one year period.	parking lots would also be concentrated on this side of the BCHD campus. Additionally, as described in Section 3.1, <i>Aesthetics and Visual Resources</i> perimeter green space and landscaping would soften the campus interface from the surrounding residential uses along North Prospect Avenue, Beryl Street, Flagler Lane and Flagler Alley, and Diamond Street. The western border (along North Prospect Avenue) and eastern border (along Flagler Alley, Flagler Lane, and Diamond Street) of the BCHD campus would be lined with intermittent large shade canopy trees and smaller shade trees that would be clustered for a natural look. The campus's northern border would be lined with shade and flowering ornamental trees to screen views from the Redondo Village Shopping Center. Therefore, the proposed Healthy Living Campus Master Plan would not conflict with Policy 1.57.6 of the Redondo Beach General Plan Land Use Element and would not cause a significant environmental impact.
Policy 1.58.3. Require that all development be designed to provide adequate space for access, parking, supporting functions, open space, storage, and other pertinent elements	<p>No conflict. While the primary vehicle ingress and egress would continue to be provided from the existing main entrance and the two secondary entrances along North Prospect Avenue, the proposed Project would provide two new access points to the Project site – the proposed pick-up/drop-off zone driveway accessible via a right-turn along eastbound Beryl Street and the service and loading dock entry provided off Flagler Lane.</p> <p>Phase 1 of the proposed Project would provide a 40,725-square-foot (-sf) landscaped surface parking lot providing for 86 parking spaces (including accessible parking spaces) within the center of the BCHD campus. The existing western surface parking lot and subterranean parking garage that front the Providence Little Company of Mary Medical Institute Building would remain in place. During Phase 2, the existing parking structure located at 512 North Prospect Avenue would be demolished to provide space for a new parking structure providing up to 292,500 sf with up to 2 subterranean levels and up to 8.5 above ground levels providing 736 parking spaces. With the addition of these parking spaces in Phase 1 and Phase 2 the proposed Project would meet the required parking demand of the uses on the Project site.</p> <p>The proposed Project would substantially increase publicly accessible open space on the campus, with the addition of programable open space in the central area of the campus. Additionally, each of the proposed</p>

Table 3.10-3. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Redondo Beach General Plan (Continued)

Policy	Discussion
	buildings would include adequate storage space for utilities, janitorial supplies, and other equipment. Therefore, the proposed Healthy Living Campus Master Plan would not conflict with Policy 1.58.3 of the Redondo Beach General Plan Land Use Element and would not cause a significant environmental impact.
Policy 1.60.1. Require that proposed development be subject to review to identify its environmental impacts and appropriate mitigation measures in accordance with the California Environmental Quality Act	No conflict. This EIR has been prepared by the Lead Agency, BCHD, with close coordination from the Responsible Agencies, the City of Redondo Beach and the City of Torrance, to identify potential environmental impacts and appropriate mitigation measures including necessary timing and monitoring of these mitigation measures. Due to the location of the Project site within Redondo Beach and partially within the City of Torrance right-of-way along Flagler Lane, the EIR considers compliance with the standards and requirements of both cities as well as Federal and State standards. Where impacts are identified as potentially significant, mitigation measures are required in the respective resource area sections. A complete Mitigation, Monitoring, and Reporting Program (MMRP) will be provided with the Final EIR. Therefore, the proposed Master Plan would not conflict with these policies of the Redondo Beach General Plan Land Use Element and would not cause a significant environmental impact.
Policy 1.60.2. Monitor the impacts of development and effectiveness of mitigation measures on the City's infrastructure, services, and environment and, as necessary, initiate the following actions to account for the defined impacts: a. review and modify the locations, densities, and/or design and development standards contained in this Plan; b. implement capital improvements, public services, or other mitigation programs; c. require additional developer mitigation; and/or d. impose fees on new and/or existing development (as authorized by State of California nexus legislation) for the implementation of mitigation programs	
Policy 1.60.3. Work with other public agencies to ensure that their facilities and operations in the City of Redondo Beach are managed in a manner to prevent adverse environmental impacts and comply with pertinent State and federal standards and requirements	
Policy 1.60.5. Participate in inter-jurisdictional and regional environmental management and mitigation programs with adjoining cities in the region.	
Housing Element Policies	
Policy 1.7. Promote the use of energy conservation techniques and features in the rehabilitation of existing housing.	No conflict. The proposed Project incorporates sustainable design features to promote the use of energy conservation and reduce GHG emissions associated with building operations. For example, all new buildings constructed under the Phase 1 preliminary site development plan and the more general Phase 2 development program would conform to the California Title 24 Building Energy Efficiency Standards (Part 6) CALGreen (Part 11). Additionally, the proposed buildings would meet the equivalent of LEED Gold Certification and would be WELL Building Certified. The proposed development would optimize passive design strategies, which use ambient energy sources (e.g., daylight and wind) to supplement electricity and natural gas to increase the energy efficiency. Sustainable

Table 3.10-3. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Redondo Beach General Plan (Continued)

Policy	Discussion
	design features incorporated into the proposed Project would include photovoltaic solar panels, solar hot water systems, energy efficient HVAC systems, etc. Therefore, the proposed Healthy Living Campus Master Plan would not conflict with Policy 1.7 of the Redondo Beach General Plan Housing Element and would not cause a significant environmental impact.
Policy 2.4. Address the housing needs of special populations and extremely low-income households through emergency shelters, transitional housing, supportive housing, and single-room occupancy units.	No conflict. Seniors and persons with disabilities are included in the City of Redondo Beach’s definition of persons and households with special needs. The proposed RCFE Building constructed during Phase 1 of the proposed Project would provide long-term care services including a combination of housing, personal care, and healthcare services specific to the needs of elderly residents with varying limitations and needs for assistance in daily activities. Therefore, the proposed Healthy Living Campus Master Plan would not conflict with Policy 2.4 of the Redondo Beach General Plan Housing Element and would not cause a significant environmental impact.
Policy 2.5. Promote the use of energy conservation features in the design of residential development to conserve natural resources and lower energy costs.	No conflict. Refer to the discussion for Policy 1.7 of the Redondo Beach General Plan Housing Element. The proposed Healthy Living Campus Master Plan would not conflict with Policy 2.5 of the Redondo Beach General Plan Housing Element and would not cause a significant environmental impact.
Policy 3.2. Encourage development of residential uses in strategic proximity to employment, recreational facilities, schools, neighborhood commercial areas, and transportation routes.	No conflict. The proposed Healthy Living Campus would establish residential, medical office, community service, office, gym, restaurant, and open space uses within the fabric of an existing suburban environment. The proposed Project would also provide community activities and events, such as local farmers’ markets, fitness classes, and outdoor movie nights to engage with the local community. The Project site is also located immediately adjacent to and would be integrated with existing recreational amenities (i.e., Dominguez Park) and commercial uses (i.e., Redondo Village Shopping Center). Therefore, the proposed Healthy Living Campus Master Plan would not conflict with Policy 3.2 of the Redondo Beach General Plan Housing Element and would not cause a significant environmental impact.
Policy 3.5 Allow flexibility within the City’s standards and regulations to encourage a variety of housing types.	No conflict. The proposed Project, while not zoned for residential use, would provide needed housing for seniors including seniors with varying limitations and needs for assistance in daily activities that limit their ability to live independently. Therefore, the proposed Healthy Living Campus Master Plan would not conflict

Table 3.10-3. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Redondo Beach General Plan (Continued)

Policy	Discussion
	with Policy 3.5 of the Redondo Beach General Plan Land Use Element and would not cause a significant environmental impact.
Policy 5.2. Provide equal access to housing for special needs residents such as the homeless, elderly, and disabled.	No conflict. While the proposed Project would not provide housing accommodations for the homeless, the proposed Project would replace 60 existing Memory Care units (120 beds) on-site and provide 157 new Assisted Living units (177 beds) within the proposed RCFE Building. The proposed Project would provide long-term care services including a combination of housing, personal care, and healthcare services specific to the needs of elderly residents with varying physical and cognitive limitations and needs for assistance in daily activities. Therefore, the proposed Healthy Living Campus Master Plan would not conflict with Policy 5.2 or Policy 5.3 of the Redondo Beach General Plan Housing Element and would not cause a significant environmental impact.
Policy 5.3. Promote the provisions of disabled-accessible units and housing for mentally and physically disabled.	
Senior Citizen Services / Child Care Services Element Policies	
Policy 4.2.1. Continue to develop, manage, and expand the Redondo Beach’s senior services and programs as an important social service within the community, as funding and operational conditions permit.	No conflict. The existing Beach Cities Health Center includes 60 Memory Care units and the Community Services program, which primarily involves at-home older adult care services. Phase 1 of the proposed Project would replace the 60 Memory Care units (120 beds) and provide 157 new Assisted Living units (177 beds) within the proposed RCFE Building. The proposed RCFE Building would also include a PACE program, which is a Medicare and Medicaid program that provides medical and social services to adults ages 55 and over. The PACE program would provide services that include adult day care, meals, nutritional counseling, dentistry, primary care (including doctor and nursing services), laboratory/X-ray services, emergency services, hospital care, occupational therapy, recreational therapy, physical therapy, prescription drugs, social services, social work counseling, and transportation. Under Phase 2 of the proposed Project, PACE participants could also potentially access the heated therapy pool in the Aquatics Center and the CHF facilities (e.g., weight rooms, therapy pool, physical therapy rooms, etc.). Therefore, the proposed Healthy Living Campus Master Plan would not conflict with the goals of the Redondo Beach General Plan Senior Citizen Services / Child Care Services Element and would not cause a significant environmental impact.
Policy 4.2.11. Consider providing assistance to regional adult day care facilities and other organizations that are able to demonstrate a need for reduced fees or enhanced services for Redondo Beach resident senior citizens, as funding allows.	

Table 3.10-3. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Redondo Beach General Plan (Continued)

Policy	Discussion
<i>Transportation Element Policies</i>	
<p>Policy 1. Support transit-oriented development that reduces current automobile trips.</p>	<p>No conflict. The existing BCHD campus is not located within a Transit Priority Area and limited transit opportunities exist within the vicinity. However, the proposed Project would implement a TDM plan with trip reduction strategies to reduce single-occupancy vehicle trips to the Project site (see Section 3.14 <i>Transportation</i>). The TDM plan would include transit and carpool incentives for employees. The proposed Project would provide designated parking for carpools and vanpools on-site. Additionally, the Assisted Living, Memory Care, and PACE services developed under Phase 1 would share vans to transport several participants at once, which would reduce vehicle trips to the BCHD campus. The proposed Project would also feature ride-share pick-up amenities (e.g., pick-up/drop-off zones) and designated parking spaces for carpools and vanpools.</p> <p>The proposed Project would also promote active transportation by providing pedestrian linkages through the site and bicycle facilities on-site, which would assist in reducing vehicle trips. For example, the proposed Project would include publicly accessible ground-level open space traversed with pedestrian pathways which would provide on-site connectivity with the existing sidewalks adjacent to the Project site. Given the Project site's location adjacent to existing Class II (i.e., striped) bicycle lanes along Diamond Street and Beryl Street, as well as Flagler Alley, which is often used as an informal bicycle path, the proposed on-site bicycle facilities (e.g., bicycle parking, employee showers and lockers, etc.) would also encourage active transportation to and from the Project site.</p> <p>Therefore, the proposed Healthy Living Campus Master Plan would not conflict with Policy 1 of the Redondo Beach General Plan Transportation Element and would not cause a significant environmental impact.</p>
<p>Policy 12. Require new developments to provide sufficient parking to meet demand.</p>	<p>No conflict. Refer to the discussion for Policy 1.58.3 of the Redondo Beach Land Use Element. Phase 1 of the proposed Project would provide a 40,725-sf landscaped surface parking lot providing for 86 parking spaces (including accessible parking spaces) within the center of the BCHD campus. The existing western surface parking lot and subterranean parking garage that front the Providence Little Company of Mary Medical Institute Building would remain in place.</p>

Table 3.10-3. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Redondo Beach General Plan (Continued)

Policy	Discussion
	During Phase 2, the existing parking structure located at 512 North Prospect Avenue would be demolished to provide space for a new parking structure provided up to 292,500 sf with up to 2 subterranean levels and up to 8.5 above ground levels providing 736 parking spaces. Therefore, the proposed Healthy Living Campus Master Plan would not conflict with Policy 12 of the Redondo Beach General Plan Transportation Element and would not cause a significant environmental impact.
Policy 14. Increase the provision of bike lockers, bike racks, and lighting for bike facilities.	No conflict. The proposed Project would provide secure, on-site short-term bicycle parking, a bicycle repair station, and shower and locker facilities for visitors and employees to encourage multimodal transportation commuting. Therefore, the proposed Healthy Living Campus Master Plan would not conflict with Policy 14 of the Redondo Beach General Plan Transportation Element and would not cause a significant environmental impact.
Policy 28. Close existing gaps in sidewalk infrastructure where necessary, maintain existing sidewalks in good repair, and require sidewalks with all new development.	No conflict. Refer to the discussion for Policy 1 of the Redondo Beach Transportation Element. The proposed Project would include publicly accessible ground-level open space traversed with pedestrian pathways which would provide on-site and off-site connectivity with the existing sidewalks adjacent to the Project site. Therefore, the proposed Master Plan does not conflict with Policy 28 of the Redondo Beach General Plan Transportation Element and would not cause a significant environmental impact.
Policy 29. Provide climate-appropriate landscaping, adequate lighting, and street amenities to make walking safe, interesting, and enjoyable.	No conflict. Plant species selections in the proposed landscaping plans are based on their drought resistance and ability to withstand local conditions such as temperature and shade (refer to Section 3.3, <i>Biological Resources</i>). Additionally, the Project site would include publicly accessible ground-level open space traversed with pedestrian pathways. Open space areas would include an entry plaza featuring directional signage, public art, seating areas, and water feature, a tree-lined pedestrian promenade, and a relocated demonstration garden, making walking safe, interesting, and enjoyable. Therefore, the proposed Healthy Living Campus Master Plan would not conflict with Policy 29 of the Redondo Beach General Plan Transportation Element and would not cause a significant environmental impact.

Table 3.10-3. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Redondo Beach General Plan (Continued)

Policy	Discussion
<i>Parks and Recreation Element Policies</i>	
Policy 8.2b.4. Improve neighborhood access to existing parks, the beach, and other open space and recreational areas. Ensure recreation areas are accessible to the elderly and persons with disabilities.	No conflict. The proposed Project would redevelop the existing BCHD campus and expand community facilities and recreational facilities. For example, development under the Phase 1 preliminary site development plan would provide approximately 114,830 sf of open space. This would include a central lawn that could support outdoor fitness classes and movie nights, a tree-lined promenade that could support farmers' markets and health fair expositions, sensory gardens with water features and sculptures, and shaded gathering areas for small groups, butterfly habitat, and a walking labyrinth. The proposed Aquatics Center, which would be developed under the Phase 2 development program, would feature pools that could be used for in-water-therapy and exercise purposes targeted towards older adults. The proposed CHF would include a gym featuring exercise equipment and provide a variety of exercise classes, including senior fitness classes. Proposed ground-level open space and pedestrian pathway improvements would be gently sloping and designed to comply with the Americans with Disabilities Act (ADA). Therefore, the proposed Healthy Living Campus Master Plan would not conflict with these policies of the Redondo Beach General Plan Parks and Recreation Element and would not cause a significant environmental impact.
Policy 8.2c.1. Provide a wide variety of high quality recreation facilities to ensure creative and constructive use of leisure time for residents.	
Policy 8.2c.2. Maintain and, if necessary, upgrade existing recreation facilities to respond to changes in demographics, preferences, and technology.	
Policy 8.2c.4. Consider providing a heated swimming pool for water-therapy/exercise purposes for the public, particularly senior citizens.	
Policy 8.2d.4 As funding is available, provide a wide range of recreation and community programs including art, cultural awareness, nature study, education, concerts/entertainment, job development and employment skills, health, sports/exercise, and human services that reflect the diversity of the City with respect to gender, ethnicity, age, socioeconomic status, and special needs.	

The existing BCHD campus currently provides health and wellness programs to promote community health and well-being. Under the proposed Project, the existing BCHD campus would be redeveloped to expand recreational and community service facilities and programs available to residents. As described in Table 3.10-3, the proposed Project would be consistent with applicable Redondo Beach Parks and Recreation Element goals and policies. Therefore, impacts related to conflicts with the Parks and Recreation Element would be *less than significant* for both the Phase 1 preliminary site development plan as well as the more general Phase 2 development program.

City of Redondo Beach Municipal Code Development Standards

As previously described, the land use designation for the existing campus is P (Public or Institutional) and the land use designation of the vacant Flagler Lot is C-2 (Commercial). As described in RBMC Section 10-2.1116 the FAR, building height, number of stories, and setbacks for development within P (Public and Institutional) land use designations are subject to Planning

Commission Design Review. RBMC Section 10-2.622 does prescribe specific development standards for parcels zoned as C-2 in the Redondo Beach Zoning Ordinance. The consistency of the proposed Project with these development standards is discussed in Table 3.10-4. As described in Table 3.10-4, the development within the vacant Flagler Lot would exceed the 0.5 FAR requirement; however, Policy 1.2.4 of the Redondo Beach General Plan Land Use Element allows for the development of housing for senior citizens by permitting such housing to vary from the development standards in the zone in which it is located (subject to Planning Commission Design Review and issuance of a CUP). Additionally, while the FAR would be greater than 0.5, given that the height of the building within the vacant Flagler Lot would remain within 2 stories and below 30 feet, there would be no physical impact related to aesthetics or visual resources (refer to Section 3.1, *Aesthetics and Visual Resources*). Therefore, while the proposed Healthy Living Master Plan may potentially conflict with RBMC Section 10-5.622, this potential conflict would not cause a significant environmental impact. Therefore, impacts related to conflicts with RBMC development standards would be *less than significant* for both the Phase 1 preliminary site development plan under Phase 1 as well as the Phase 2 development program.

Torrance General Plan

As described in Section 2.2.1, *Project Location*, the proposed Project would extend into the City of Torrance right-of-way at three locations. The proposed Project includes two access points with driveways along Flagler Lane. One driveway would serve a left-turn only exit from the proposed pick-up/drop-off zone located on the vacant Flagler Lot. A second driveway is proposed for a subterranean service area and loading dock entry/exit, which would require grading and construction of retaining walls (see Section 2.5.1.3, *Proposed Access, Circulation and Parking*). These elements of the proposed Project would require grading and building permits from the City of Torrance (refer to Section 1.5, *Required Approvals*).

The proposed Project would also re-landscape the eastern slope of the BCHD campus to be consistent with the landscaping proposed within the remainder of the campus. The proposed grading and landscaping on this portion of the slope would also require a grading permit, landscape plan approval, and site plan review from the City of Torrance (refer to Section 1.5, *Required Approvals*).

As such, the analysis of potential conflicts with the Torrance General Plan is limited to the proposed development within the City of Torrance right-of-way.

Table 3.10-4. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Redondo Beach Municipal Code

Policies	Discussion
<i>RMBC Section 4-24.503 Construction Noise</i>	
<p>(a) All construction activity shall be prohibited, except between hours of 7:00 a.m. and 6:00 p.m. on Monday, Tuesday, Wednesday, Thursday, and Friday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturday. No construction activity shall be permitted on Sunday, or the days on which the holidays designated as Memorial Day, the Fourth of July, Labor Day, Thanksgiving Day, Christmas Day, and New Year's Day are observed.</p> <p>(b) In the case of an emergency, the Building Officer may issue a permit for construction activity for periods during which construction activity is prohibited by subsection (a) of this section. Such permit shall be issued for only the period of the emergency. Where feasible, the Building Officer shall notify the residential occupants within 300 feet of any emergency construction activity of the issuance of any permit authorized by this subsection.</p>	<p>No conflict. As described in Section 2.5.1.6, <i>Construction Hours</i>, BCHD would comply with the construction hours prescribed by the City of Redondo Beach. Therefore, while construction noise level would exceed the Federal Transit Authority (FTA) significance criteria identified in Section 3.11, <i>Noise</i>, the proposed Healthy Living Campus would not conflict with RBMC Section 2-24.503.</p>
<i>RBMC Section 9-23.01 – Adoption of 2019 California Green Building Standards Code</i>	
<p>Those certain documents, one copy of which is on file in the office of the City Clerk, being marked and designated as the 2019 California Green Building Standards Code (CAL-Green), Part 11, be and the same are hereby adopted as the Code of the City for regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area, and maintenance of all buildings and/or structures in the City; providing for the issuance of permits and all collection of fees therefor; and providing penalties for violations of such Code; and each and all of the regulations, provisions, penalties, conditions, and terms of such 2019 California Green Building Standards Code (CAL-Green), Part 11 are hereby referred to, adopted, and made a part of this chapter as if fully set forth in this chapter, subject to the additions, deletions, and amendments set forth in this chapter.</p>	<p>No conflict. Refer to the discussion for Policy 1.7 of the Redondo Beach General Plan Housing Element. All new buildings constructed within Redondo Beach under the Phase 1 preliminary site development plan and Phase 2 development program would conform to the California Title 24 Building Energy Efficiency Standards (Part 6) CALGreen (Part 11). Additionally, the proposed buildings would meet the equivalent of LEED Gold Certification and would be WELL Building Certified. As such, the proposed Healthy Living Campus Master Plan would not conflict with RBMC Section 9-23.01 and would not cause a significant environmental impact.</p>
<i>RBMC Section 10-5.622 Development Standards: C-2 Commercial Zone</i>	
Floor Area Ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 0.5	<p>Potential conflict. Refer to the discussion for Policy 1.42.4 of the Redondo Beach General Plan Land Use Element. The proposed development within the vacant Flagler Lot would be largely consistent with the C-2 development standards. For example, the proposed RCFE Building would be less than 30 feet tall and less than 2 stories. However, the proposed RCFE Building would exceed the 0.5 FAR requirement. Nevertheless,</p>
Building height. No building or structure shall exceed a height of thirty (30) feet.	
Stories. No building shall exceed two (2) stories	
Setbacks. The minimum setback requirements shall be as follows:	

Table 3.10-4. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Redondo Beach Municipal Code (Continued)

Policies	Discussion
<p>1. Front setback. There shall be a minimum front setback of five (5) feet the full width of the lot, except where a lot is contiguous to a residentially zoned lot fronting on the same street, in which case the required front setback shall be the same as required for the contiguous residential lot.</p> <p>2. Side setback.</p> <p>a. There shall be a minimum side setback of ten (10) feet the full length of the lot on the street side of a corner or reverse corner lot.</p> <p>b. No side setback shall be required along the interior lot lines, except where the side lot line is contiguous to a residential zone, in which case the following standards shall apply:</p> <p>i. There shall be a minimum side setback of twenty (20) feet the full length of the lot;</p> <p>ii. The required side setback may be modified pursuant to Planning Commission Design Review (Section 10-5.2502).</p> <p>3. Rear setback. No rear setback shall be required, except where the rear lot line is contiguous to a residential zone, in which case the following standards shall apply:</p> <p>a. There shall be a minimum rear setback of twenty (20) feet the full width of the lot;</p> <p>b. The required rear setback may be modified pursuant to Planning Commission Design Review</p>	<p>Policy 1.2.4 of the Redondo Beach General Plan Land Use Element allows for the development of housing for senior citizens by permitting such housing to vary from the development standards in the zone in which it is located (subject to Planning Commission Design Review and issuance of a CUP). Additionally, while the FAR would be greater than 0.5, given that the height of the building within the vacant Flagler Lot would remain within 2 stories and below 30 feet, there would be no physical impact related to aesthetics or visual resources (refer to Section 3.1, <i>Aesthetics and Visual Resources</i>). Therefore, while the proposed Healthy Living Master Plan may potentially conflict with RBMC Section 10-5.622, this potential conflict would not cause a significant environmental impact.</p>
<i>RBMC Section 10-5.1900 Landscaping Regulations</i>	
<p>RBMC Section 10-5.1900 establishes standards for installation of landscaping in order to enhance the aesthetic appearance of properties within the City, ensure the quality, quantity, and appropriateness of landscape materials, effect a functional and attractive design, improve compatibility between land uses, conserve water, control soil erosion, and preserve the character of existing neighborhoods.</p>	<p>No conflict. Construction under the Phase 1 preliminary site development plan would require the removal of approximately 20 landscaped trees along Flagler Lane (north of Towers Street) and approximately 60 trees along the northern perimeter of the campus to provide space for the proposed footprint of the RCFE Building. Additionally, construction under Phase 1 would require removal of an additional 20 landscaped trees along Diamond Street to provide space for the Southern California Edison (SCE) Substation Yard. Similarly, while a site development plan has not yet been selected for Phase 2, the development program would also require the removal of additional landscaped trees and shrubs within the interior portions of the existing BCHD campus.</p> <p>As described in Section 3.3, <i>Biological Resources</i>, the proposed landscaping plans would replace this vegetation with new vegetation that meets the landscaping regulations provided in RBMC Section 10-5.1900.</p> <p>Therefore, the proposed Healthy Living Campus Master Plan would not conflict with RBMC Section 10-5.1900 and would not cause a significant environmental impact.</p>

Table 3.10-5. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Torrance General Plan

Policy	Discussion
<i>Land Use Element</i>	
Policy LU.2.1. Require that new development be visually and functionally compatible with existing residential neighborhoods and industrial and commercial areas.	
Policy LU.2.3. Consider both the impact of a proposed development on surrounding property and the impact of existing uses on new development.	<p>No conflict. The proposed Project would redevelop the existing BCHD campus in two phases. The proposed RCFE building constructed during Phase 1 would be located within the boundaries of Redondo Beach and would be subject to the requirements of the RBMC including a Planning Commission Design Review. While the proposed Project – including the Phase 1 preliminary site development plan as well as the more general Phase 2 development program – would alter the visual character of the Project site and surrounding area, this change would be consistent with adopted Redondo Beach General Plan policies for architectural design, massing, landscaping, and pedestrian orientation, as well as the development guidelines prescribed by the RBMC for parcels zoned as C-2 (refer to Section 3.1, <i>Aesthetics and Visual Resources</i>).</p> <p>The proposed RCFE building constructed during Phase 1 and the proposed building(s) constructed during Phase 2 would not encroach on the City of Torrance right-of-way. As previously described, improvements within the City of Torrance right-of-way would be limited to the proposed pick-up/drop-off zone exit as well as the proposed subterranean service area and loading dock entry/exit. Additionally, the proposed Project would re-landscape the eastern slope of the campus to be consistent with the landscaping proposed within the remainder of the campus.</p> <p>As such, the development within the right-of-way would be limited to grading and the construction of retaining walls and pavements. This development within the right-of-way would not be visually incompatible with the surrounding residential neighborhood or commercial area. The proposed the proposed landscaping plan along Flagler Lane within the City of Torrance right-of-way would also be consistent the Torrance Street Tree Master Plan and would incorporate the tree species recommendations for Flagler Lane (refer to Section 3.3, <i>Biological Resources</i>). This landscaping would soften the views of the proposed buildings located within Redondo Beach in relation to surrounding residential uses to the east in Torrance.</p> <p>Therefore, the proposed development and landscaping with the City of Torrance right-of-way would not conflict with the Policy LU.2.1 and LU.2.3 of the Torrance General Plan Land Use Element and would not cause a significant environmental impact.</p>

Table 3.10-5. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Torrance General Plan (Continued)

Policy	Discussion
<p>Policy LU.2.5. Establish landscape or hardscape buffers between residential and non-residential uses, where appropriate, to minimize adverse effects.</p>	<p>No conflict. The proposed Project would re-landscape the eastern slope of the campus to be consistent with the landscaping proposed within the remainder of the campus. The perimeter of the BCHD campus would be planted with a mix of drought-resistant grasses, shrubs, indigenous ground cover, and native shade trees. Specifically, the eastern border of the BCHD campus within the City of Torrance right-of-way would be lined with intermittent large shade canopy trees and smaller shade trees that would be clustered for a natural look (refer to Figure 2-7). The proposed the proposed landscaping plan along Flagler Lane within the City of Torrance right-of-way would be consistent the Torrance Street Tree Master Plan and would incorporate the tree species recommendations for Flagler Lane (refer to Section 3.3, <i>Biological Resources</i>). This landscaping would soften the views of the proposed buildings located within Redondo Beach in relation to surrounding residential uses to the east in Torrance. Therefore, the proposed landscaping within the City of Torrance right-of-way would not conflict with the Policy LU.2.5 of the Torrance General Plan Land Use Element and would not cause a significant environmental impact.</p>
<p>Policy LU.3.1: Require new development to be consistent in scale, mass, and character with structures in the surrounding area. For distinct neighborhoods and districts, consider developing design guidelines that suit their unique characteristics. Create guidelines that offer a wide spectrum of choices and that respect the right to develop within the context of existing regulations.</p>	<p>No conflict. Refer to the discussion for Policy LU.2.1 and Policy LU.2.3 of the Torrance General Plan Land Use Element. The proposed development and landscaping within the City of Torrance right-of-way would not conflict with Policy LU.3.1 of the Torrance General Plan Land Use Element and would not cause a significant environmental impact.</p>
<p>Policy LU.3.4. Continue to encourage the maintenance and upgrading of existing development.</p>	<p>No conflict. The proposed Project would redevelop the existing BCHD campus eliminate existing seismic safety issues associated with the former South Bay Hospital Building (514 North Prospect Avenue) within Redondo Beach. The development within the City of Torrance right-of-way would contribute to the creation of a modern campus with public open space. Therefore, the proposed development and landscaping with the City of Torrance right-of-way would not conflict with Policy LU.3.4 of the Torrance General Plan.</p>
<p>Policy LU.4.2. Encourage the use of development design and amenities that support transit and other alternative forms of transportation, including bicycling and walking.</p>	<p>No conflict. The existing BCHD campus is not located within a Transit Priority Area and limited transit opportunities exist within the vicinity. However, the proposed Project would implement a TDM plan with trip reduction strategies to reduce single-occupancy vehicle trips to the Project site (see Section 3.14 <i>Transportation</i>). The TDM plan would include transit</p>

Table 3.10-5. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Torrance General Plan (Continued)

Policy	Discussion
	<p>and carpool incentives for employees. The proposed Project would provide designated parking for carpools and vanpools on-site. Additionally, the Assisted Living, Memory Care, and PACE services developed under Phase 1 would share vans to transport several participants at once, which would reduce vehicle trips to the BCHD campus. The proposed Project would also feature ride-share pick-up amenities (e.g., pick-up/drop-off zones) and designated parking spaces for carpools and vanpools.</p> <p>The proposed Project would also promote active transportation by providing pedestrian linkages through the site and bicycle facilities on-site, which would assist in reducing vehicle trips. For example, the proposed Project would include publicly accessible ground-level open space traversed with pedestrian pathways which would provide on-site connectivity with the existing sidewalks adjacent to the Project site. Given the Project site's location adjacent to existing Class II (i.e., striped) bicycle lanes along Diamond Street and Beryl Street, as well as Flagler Alley, which is often used as an informal bicycle path, the proposed on-site bicycle facilities (e.g., bicycle parking, employee showers and lockers, etc.) would also encourage active transportation to and from the Project site.</p> <p>The proposed development and landscaping with the City of Torrance right-of-way would not conflict with Policy LU.4.2 of the Torrance General Plan Land Use Element and would not cause a significant environmental impact.</p>
<p>Policy LU.4.3. Require that new development projects provide their full fair share of the improvements necessary to mitigate project generated impacts on the circulation and infrastructure systems.</p>	<p>No conflict. As described in Section 3.14, <i>Transportation</i> the proposed Project would result in the generation of 376 net new trips per day. The proposed Project – including the development of a pick-up/drop-off zone exit as well as the proposed subterranean service area and loading dock entry/exit within the City of Torrance right-of-way – would not result in any significant operational transportation impacts and therefore, no mitigation measures would be required. The proposed development with the City of Torrance right-of-way would not conflict with LU.4.3 of the Torrance General Plan Land Use Element and would not cause a significant environmental impact.</p>
<p>Policy LU.5.3. Maintain and encourage visually attractive residential neighborhoods by preserving and adding street trees and other types of streetscape and hardscape, and by encouraging the use of attractive and appropriate private landscaping.</p>	<p>No conflict. Refer to the discussion for Policy LU.2.5 of the Torrance General Plan Land Use Element. The proposed development and landscaping within the City of Torrance right-of-way would not conflict with Policy</p>

Table 3.10-5. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Torrance General Plan (Continued)

Policy	Discussion
	LU.5.3. of the Torrance General Plan Land Use Element and would not cause a significant environmental impact.
<p>Policy LU.9.1. Preserve, protect, and maintain open space, parks, and recreation facilities as desirable land uses, recognizing that such uses contribute to the high quality of life in Torrance.</p>	<p>No conflict. Refer to the discussion for Policy LU.2.5 of the Torrance General Plan Land Use Element. Improvements within the City of Torrance right-of-way would include re-landscaping the eastern slope of the campus to be consistent with the landscaping proposed within the remainder of the campus. The perimeter of the BCHD campus would be planted with a mix of drought-resistant grasses, shrubs, indigenous ground cover, and native shade trees. Specifically, the eastern border of the BCHD campus within the City of Torrance right-of-way would be lined with intermittent large shade canopy trees and smaller shade trees that would be clustered for a natural look (refer to Figure 2-7). The proposed the proposed landscaping plan along Flagler Lane within the City of Torrance right-of-way would be consistent the Torrance Street Tree Master Plan and would incorporate the tree species recommendations for Flagler Lane (refer to Section 3.3, <i>Biological Resources</i>). Therefore, the proposed development and landscaping within the City of Torrance right-of-way would not conflict with the Policy LU.9.1 of the Torrance General Plan Land Use Element and would not cause a significant environmental impact.</p>
<p>Policy LU.11.1. Encourage development which enhances the visual character, quality, and uniqueness of the City's neighborhoods and districts.</p>	<p>No conflict. Refer to the discussion for LU.2.1 and LU.2.3 of the Torrance General Plan Land Use Element. The proposed development and landscaping within the City of Torrance right-of-way would not conflict with Policy LU.3.1 of the Torrance General Plan Land Use Element and would not cause a significant environmental impact.</p>
<p>Policy LU.11.6. Encourage site and building design whereby individual projects on separate lots function as unified developments to promote aesthetic and functional cohesiveness, where applicable and within the context of applicable regulations.</p>	<p>No conflict. The Project site comprises two distinct parcels: the existing BCHD campus, designated by the City of Redondo Beach as P (Public or Institutional) and zoned by the City of Redondo Beach as P-CF (Community Facility), and the vacant Flagler Lot on the northeast corner of the Project site, designated and zoned by the City of Redondo Beach as C-2 (Commercial). The proposed Project would redevelop both parcels – including the areas of the parcels located within the City of Torrance right-of-way along Flagler Lane – as a unified and aesthetically and functionally cohesive campus for the existing and proposed BCHD programs. The proposed development and landscaping within the City of Torrance right-of-way would not conflict with Policy LU.11.6 of the Torrance General</p>
<p>Policy LU.11.9. Require that development along the City's boundaries emphasize the qualities and uniqueness of Torrance by using attractive and cohesive design elements and architectural themes.</p>	

Table 3.10-5. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Torrance General Plan (Continued)

Policy	Discussion
	Plan Land Use Element and would not cause a significant environmental impact.
Policy LU.11.10. Encourage site and building design that integrates low-impact development principles.	No conflict. Improvements within the City of Torrance right-of-way would be limited to the proposed pick-up/drop-off zone exit as well as the proposed service area and loading dock entry/exit. Additionally, the proposed Project would re-landscape the eastern slope of the campus to be consistent with the landscaping proposed within the remainder of the campus. The open space and landscaping within the City of Torrance right-of-way would improve overall permeability and drainage (refer to Section 3.9, <i>Hydrology and Water Quality</i>). The proposed development and landscaping with the City of Torrance right-of-way would not conflict with Policy LU.11.10 of the Torrance General Plan Land Use Element and would not cause a significant environmental impact.
<i>Circulation and Infrastructure Element Policies</i>	
Policy CI.3.4. Encourage the use of regional rail, buses, bicycling, carpools, and vanpools for work trips to relieve regional traffic congestion.	No conflict. Refer to the discussion for Policy LU.4.2 and LU.4.3 of the Torrance General Plan Land Use Element. The proposed development and landscaping within the City of Torrance right-of-way would not conflict with Policy CI.3.4 or Policy CI.3.5 of the Torrance General Plan Circulation and Infrastructure Element and would not cause a significant environmental impact.
Policy CI.3.5. Encourage site and building design that reduces automobile trips and parking space demand.	
Policy CI.6.2. Provide for the consistent use of street trees along all sidewalks, parkways, and property frontages.	No conflict. Refer to the discussion for Policy LU.2.5 of the Torrance General Plan Land Use Element. The proposed Project would not conflict with Policy CI.6.2 of the Torrance General Plan Circulation and Infrastructure Element and would not cause a significant environmental impact.
Policy CI.7.8. Require developers to incorporate facilities for transit and other alternative modes of transportation, such as park-and-ride lots, bus terminals or bus substation, and bus turnouts in the design of major developments.	No conflict. Refer to the discussion for Policy LU.4.2 and Policy LU.4.3 of the Torrance General Plan Land Use Element. The proposed development and landscaping within the City of Torrance right-of-way would not conflict with Policy CI.7.8 of the Torrance General Plan Circulation and Infrastructure Element and would not cause a significant environmental impact.
Policy CI.8.1. Provide and maintain safe, efficient, and convenient pedestrian pathways that offer access to major activity centers, recreation facilities, schools, community facilities, and transit stops.	No conflict. The proposed Project would include publicly accessible ground-level open space traversed with pedestrian pathways which would provide on-site and off-site connectivity with the existing sidewalks adjacent to the Project site, including a pedestrian connection between the sidewalk along Flagler Lane and the proposed multi-tiered staircase within the vacant Flagler Lot. Publicly accessible pedestrian-only
Policy CI.8.2. Promote walking throughout the community by installing sidewalks where they are missing and making improvements to existing sidewalks when needed for safety purposes. Particular	

Table 3.10-5. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Torrance General Plan (Continued)

Policy	Discussion
attention will be given to sidewalk improvements near schools and activity centers.	open space on the ground level of the proposed Project would encourage active transportation between the BCHD campus and the nearby residences, commercial land uses, and transit stops. The proposed development and landscaping within the City of Torrance right-of-way would not conflict with Policy CI.8.1 and Policy CI.8.2 of the Torrance General Plan Circulation and Infrastructure Element and would not cause a significant environmental impact.
<i>Community Resources Element Policies</i>	
Policy CR.1.2. Require the provision of on-site open space in new developments.	No conflict. Refer to the discussion for Policy LU.2.5 of the Torrance General Plan Land Use Element. The proposed development and landscaping within the City of Torrance right-of-way would not conflict with these policies of the Torrance General Plan Community Resources Element and would not cause a significant environmental impact.
Policy CR.1.3. Require that development projects involving modifications or additions include plans to upgrade or add open space and landscaping.	
Policy CR.4.2. Require that developers and property owners improve their properties by providing landscaping and similar aesthetic treatments along roadways.	
Policy CR.4.3. Encourage planting of new trees, and preserve existing street trees in residential neighborhoods.	
Policy CR.7.4. Encourage use of City-sponsored transportation, ride-sharing, and the Torrance Transit System by community residents for transportation to local recreational and community facilities.	No conflict. The proposed Healthy Living Campus Master Plan is intended to redevelop the existing BCHD campus, which is not located within a Transit Priority Area. Nevertheless, the proposed Project would be located in close proximity to several stops along the Beach Cities Transit Line 102. The proposed development and landscaping within the City of Torrance right-of-way would not conflict with not conflict with Policy CR.7.4 of the Torrance General Plan Community Resources Element and would not cause a significant environmental impact.
Policy CR.7.6. Make Torrance's parks, recreation, and community facilities compliant with the Americans with Disabilities Act (ADA) standards for accessibility to better serve senior and disabled populations.	No conflict. The proposed development within the City of Torrance right-of-way would be accessible and navigable by elderly residents and visitors alike as well as the general population. Ground-level pedestrian pathways – including the sidewalk and pathway located within the City of Torrance right-of-way would be gently sloping and designed to comply with the ADA. The proposed development and landscaping within the City of Torrance right-of-way would not conflict with Policy CR.7.6 of the Torrance General Plan Community Resources Element and would not cause a significant environmental impact.

Table 3.10-5. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Torrance General Plan (Continued)

Policy	Discussion
<p>Policy CR.8.2 Maintain, promote, and enhance programs that provide recreational, educational, cultural, and community services for families and residents of all ages.</p>	<p>No conflict. Redevelopment of the BCHD campus – including the preliminary site development plan under Phase 1 and the development program under Phase 2 – would expand community services and programs available for use by residents of all ages, including children, adults, and senior citizens. The proposed development and landscaping within the City of Torrance right-of-way would not conflict with Policy CR.8.2 of the Torrance General Plan Community Resources Element and would not cause a significant environmental impact.</p>
<p>Policy CR.13.5. Support air quality and energy and resource conservation by encouraging alternative modes of transportation such as walking, bicycling, transit, and carpooling.</p>	<p>No conflict. The existing BCHD campus is not located within a Transit Priority Area and limited transit opportunities exist within the vicinity. However, the proposed Project would implement a TDM plan with trip reduction strategies to reduce single-occupancy vehicle trips to the Project site (see Section 3.14 <i>Transportation</i>). The TDM plan would include transit and carpool incentives for employees. The proposed Project would provide designated parking for carpools and vanpools on-site. The proposed Project would also feature ride-share pick-up amenities (e.g., pick-up/drop-off zones) and designated parking spaces for carpools and vanpools.</p> <p>The proposed Project would also promote active transportation by providing pedestrian linkages through the site and bicycle facilities on-site, which would assist in reducing vehicle trips. For example, the proposed Project would include publicly accessible ground-level open space traversed with pedestrian pathways which would provide on-site connectivity with the existing sidewalks adjacent to the Project site. Given the Project site's location adjacent to existing Class II (i.e., striped) bicycle lanes along Diamond Street and Beryl Street, as well as Flagler Alley, which is often used as an informal bicycle path, the proposed on-site bicycle facilities (e.g., bicycle parking, employee showers and lockers, etc.) would also encourage active transportation to and from the Project site.</p> <p>Therefore, the proposed development and landscaping within the City of Torrance right-of-way would not conflict with Policy 13.5 of the Torrance General Plan Community Resources Element and would not cause a significant environmental impact.</p>
<p>Policy CR.13.8. Promote energy-efficient building construction and operation practices that reduce emissions and improve air quality.</p>	<p>No conflict. All of the proposed buildings constructed within Redondo Beach under the Phase 1 preliminary site development plan and Phase 2 development</p>

Table 3.10-5. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Torrance General Plan (Continued)

Policy	Discussion
Policy CR.21.6. Promote energy-efficient design features, including appropriate site orientation, use of light-colored roofing and building materials, and use of trees to reduce fuel consumption for heating and cooling.	program would conform to the California Title 24 Building Energy Efficiency Standards (Part 6) CALGreen (Part 11). Additionally, the proposed buildings would meet the equivalent of LEED Gold Certification and would be WELL Building Certified. Improvements within the City of Torrance right-of-way would be limited to the proposed pick-up/drop-off zone exit as well as the proposed subterranean service area and loading dock entry/exit. Additionally, the proposed Project would re-landscape the eastern slope of the campus to be consistent with the landscaping proposed within the remainder of the campus. As such, the proposed development within the City of Torrance right-of-way would not conflict with these policies of the Torrance General Plan Community Resources Element and would not cause a significant environmental impact.
Policy CR.24.1. Encourage sustainable construction practices and the use of energy-saving technology. Consider establishing a green building program that draws from the LEED (Leadership in Energy & Environmental Design) standards.	

City of Torrance Municipal Code Development Standards

The City of Torrance right-of-way extends into the existing campus and the vacant Flagler Lot by approximately 26 feet from the edge of the existing paved width of Flagler Lane (refer to Figure 3.10-1 and Figure 3.10-2). TMC Section 92.32.8 guides the use of the public right-of-way and TMC Section 92.30.8 guides access to local streets within Torrance.

These sections of the TMC are relevant to the proposed Project given that the proposed Project would extend into the City of Torrance right-of-way at three locations. The proposed Project includes two access points with driveways along Flagler Lane. One driveway would serve a left-turn only exit from the proposed pick-up/drop-off zone located on the vacant Flagler Lot. A second driveway is proposed for a subterranean service area and loading dock entry/exit, which would require grading and construction of retaining walls (refer to Section 2.5.1.3, *Proposed Access, Circulation and Parking*). These elements of the proposed Project would require grading and building permits from the City of Torrance (refer to Section 1.5, *Required Approvals*). The Project also proposes to re-landscape the eastern slope of the campus to be consistent with the landscaping proposed within the remainder of the campus. The proposed grading and landscaping on this portion of the slope would also require a grading permit, landscape plan approval, and site plan review from the City of Torrance (refer to Section 1.5, *Required Approvals*).

Table 3.10-6. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Torrance Municipal Code

Policy	Project Consistency
<i>TMC Section 92.30.8 Use of the Public Right-of-Way</i>	
<p>With the exception of those items for which a permit may be issued, or for which a legal exception is elsewhere granted in law, it is unlawful for any person owning, occupying or having charge of any property in the City to place or maintain on any sidewalk or public right-of-way abutting or adjoining such property any rubbish or waste material, construction material, play equipment, signs, trash, vegetation, or any object which obstructs or interferes with the free passage, use or view by the public of any sidewalk, street, alley, parkway, beach, or other public right-of-way, or which may impede emergency access.</p>	<p>No Conflict. As previously described, improvements within the City of Torrance right-of-way would be limited to the proposed pick-up/drop-off zone exit as well as the proposed subterranean service area and loading dock entry/exit. While these new access points would require two new curb cuts within the sidewalk along Flagler Lane. The proposed development within the City of Torrance right-of-way would not interfere with pedestrian travel along the sidewalk. Further, proposed access points would not interfere with vehicular travel along Flagler Lane (see Section 3.14, <i>Transportation</i>). Neither the proposed development nor the proposed landscaping would conflict with TMC Section 92.30.8 and would not cause a significant environmental impact.</p>
<i>TMC Section 92.30.8 Access to Local Streets Prohibited</i>	
<p>No vehicular access shall be permitted to a local street from a commercially or industrially zoned through lot which also has frontage on a major or secondary street. In no case shall a commercial or industrial lot be developed in such a manner that traffic from the commercial or industrial uses on it will be channeled onto any residential streets.</p>	<p>Potential conflict. As shown in Figure 3.10-1 and Figure 3.10-2, the vacant Flagler Lot is located at the intersection of Beryl Street & Flagler Lane and zoned as C-2 (Commercial) by the City of Redondo Beach. The proposed one-way driveway and pick-up/drop-off zone would be accessible via a right-turn along eastbound Beryl Street located within Redondo Beach and would exit onto Flagler Lane located within Torrance. As such, the proposed Project may potentially conflict with TMC Section 92.30.8 given that the vacant Flagler Lot has a frontage with Beryl Street, but would exit onto Flagler Lane, that latter of which is designed as a local road by Policy 11 and 12 of the Torrance General Plan Circulation and Infrastructure Element. However, the applicability of this policy is unclear given that Beryl Street is located within Redondo Beach and the vacant Flagler Lot has been zoned as C-2 (Commercial) by the City of Redondo Beach. Nevertheless, as described in Section 3.2, <i>Air Quality</i>, Section 3.11, <i>Noise</i>, and Section 3.14, <i>Transportation</i> the development of this proposed driveway would not result in any significant environmental impacts with regarding to air emissions, roadway noise, or geometric roadway hazards. Therefore, while development of the proposed access points the within the City of Torrance right-of-way may potentially conflict with TMC Section 92.30.8, it would not cause a significant environmental impact.</p>

Table 3.10-6. Potential for Significant Environmental Effects Resulting from Conflicts of the proposed Project with the Torrance Municipal Code (Continued)

Policy	Project Consistency
<i>TMC Division 7, Chapter 5</i>	
TMC, Division 7, Chapter 5 comprises the Tree Ordinance, which describes permit requirements to cut, trim, and remove trees (TMC Section 75.1), protection of trees during construction (TMC Section 75.1.11), obstruction of views from driveway to street (TMC Section 75.1.14), etc.	No conflict. As described in Section 3.3, <i>Biological Resources</i> , construction under the Phase 1 preliminary site development plan would require the removal of approximately 20 landscaped trees along Flagler Lane (north of Towers Street). BCHD would apply for a permit from the Public Works Direct pursuant to TMC 75.1.5[a]. The proposed tree removal and the proposed landscaping plan along Flagler Lane within the City of Torrance right-of-way would be consistent the Torrance Street Tree Master Plan and would incorporate the tree species recommendations for Flagler Lane. Therefore, the proposed landscaping within the City of Torrance right of way would not conflict with TMC Section 92.30.8 and would not cause a significant environmental impact.
<i>TMC Section 4-46.3.1 Construction of Buildings and Projects</i>	
a) It shall be unlawful for any person within the City of Torrance to operate power construction tools, equipment, or engage in the performance of any outside construction or repair work on buildings, structures, or projects in or adjacent to a residential area involving the creation of noise beyond 50 decibels (dB) as measured at property lines, except between the hours of 7:30 A.M. to 6:00 P.M. Monday through Friday and 9:00 A.M. to 5:00 P.M. on Saturdays. Construction shall be prohibited on Sundays and Holidays observed by City Hall. An exception exists between the hours of 10:00 A.M. to 4:00 P.M. for homeowners that reside at the property.	No conflict. As described in Section 2.5.1.6, <i>Construction Hours</i> , BCHD would comply with the construction hours prescribed by the City of Torrance. Therefore, while construction noise level would exceed the FTA significance criteria identified in Section 3.11, <i>Noise</i> , the proposed development and landscaping with the City of Torrance right-of-way would not conflict with TMC Section 4-46.3.1.

Cumulative Impacts

Cumulative land use impacts could occur if other future development projects within the Redondo Beach, Torrance, Hermosa Beach, and Manhattan Beach (refer to Tables 3.0-1 through 3.0-4 in Section 3.0, *Cumulative Impacts*) would result in land use impacts in conjunction with the proposed Project.

The City of Redondo Beach is currently preparing a focused update of its General Plan for the following Elements: Land Use; Conservation, Recreation and Parks, and Open Space; Safety; and Noise. The Mayor and Redondo Beach City Council directed the City to perform an update of its General Plan and appointed a broadly representative General Plan Advisory Committee (GPAC). One of the first tasks of the GPAC was to develop a draft Vision Statement to guide the Plan update efforts. The draft Vision Statement, approved by the GPAC in September 2017, sets a long-term

vision for Redondo Beach as a guide for the community character and types of development. The General Plan Update will provide policy direction and guidance to residents, City staff, decision-makers, and the community. The General Plan Update has not yet been released to the public; therefore, this EIR evaluates the proposed Project in relation to Redondo Beach's current General Plan (2009).

The proposed Project, in conjunction with other planned and pending projects within the vicinity of the Project site (refer to Tables 3.0-1 through 3.0-4 in Section 3.0, *Cumulative Impacts*), would increase the number of mixed-use developments by increasing the developed commercial space, number of residential units, and square footage of recreational and open space areas. Any such land use changes in the surrounding cities, however, would be required to comply with SCAG's RTP/SCS and local General Plans, municipal codes, and zoning ordinances, which all have goals of focusing expanding public open space and community vibrancy near transit to preserve the existing neighborhoods and to achieve sustainability goals (refer to Tables 3.10-1 through 3.10-7). The proposed Project is expected to increase the use of public transit and decrease the distance between new housing, jobs, and transportation services, thus reducing net increases in trips, and associated GHG emissions. The proposed Project residential, medical office, office, gym, restaurant, and open space uses would be compatible with the surrounding residential, commercial, and recreational land uses in the Project vicinity. The proposed Project would be consistent with the goals and policies contained within Connect SoCal, Metro's LRTP, South Bay Bicycle Master Plan, the Redondo Beach and Torrance General Plans, and development standards contained in the RBMC and TMC. In addition, all pending and future projects are required to be consistent with Connect SoCal, Metro's LRTP, South Bay Bicycle Master Plan, and the applicable General Plans, Municipal Codes, and Zoning Ordinances. All cumulative commercial, residential, and mixed-use development projects would be required to undergo consistency review of with local land use plans, policies, and regulations to ensure compatibility with surrounding communities. Therefore, the proposed Project, in combination with other pending/future projects, would not result or contribute considerably to significant cumulative land use impacts.

For cumulative impacts that result primarily from development outside of Redondo Beach and Torrance (i.e., Hermosa Beach, Manhattan Beach, Gardena, Carson, Lomita, or Palos Verdes Estates), it should be noted that the City of Redondo Beach and the City Torrance cannot control land use policies or decisions outside of their boundaries; however, regional planning guidance provided by SCAG encourages municipalities to promote growth that would limit and reduce potential cumulative impacts, particularly related to transportation and transportation-related air pollutant emissions.

