SUMMARY OF IMPACTS FOR THE ADOPTED BEACH CITIES HEALTH DISTRICT HEALTHY LIVING CAMPUS MASTER PLAN

I. INTRODUCTION

The Beach Cities Health District (BCHD), as the lead agency pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 *et seq*.), has prepared an Environmental Impact Report (EIR) for the Healthy Living Campus Master Plan (State Clearinghouse [SCH] No. 2019060258). BCHD developed a detailed preliminary site development plan for Phase 1 of the Healthy Living Campus Master Plan, which is evaluated in the EIR at a project level of detail pursuant to CEQA Guidelines Section 15161. BCHD also developed a more general development program for Phase 2 of the Healthy Living Campus Master Plan based on design guidelines and the best available planning information at the time. The Phase 2 development program has been evaluated programmatically pursuant to CEQA Guidelines Section 15168. Consistent with the requirement of CEQA Guidelines Section 15126.6, the EIR also considered a reasonable range of six alternatives, which included the No Project Alternative (Alternative 1); Sale and Redevelopment of the BCHD Campus (Alternative 2); Revised Access and Circulation (Alternative 3); Phase 1 Preliminary Site Development Plan Only (Alternative 4); Relocate Center for Health and Fitness (CHF) Permanently and Reduced Parking Structure (Alternative 5); and Reduced Height Alternative (Alternative 6).

The Final EIR for the Healthy Living Campus Master Plan was certified by the BCHD Board of Directors on September 8, 2021. Following certification of the Final EIR and additional public meetings – including a strategic half day planning session on October 15, 2021 and a regularly scheduled BCHD Board of Directors meeting on October 27, 2021 – the BCHD Board of Directors directed BCHD staff to prepare a resolution approving the Revised Access and Circulation Alternative (Alternative 3), with a minor modifications to the step-backs described for the Residential Care for the Elderly (RCFE) Building. Alternative 3 (henceforth referred to as the Project or the Healthy Living Campus Master Plan) eliminates vehicle access along Flagler Lane to address potential inconsistencies with Torrance Municipal Code (TMC) Section 92.30.8, which prohibits site access to commercial properties from local streets when access from an arterial road is available.

At this time, BCHD is applying for a Conditional Use Permit (CUP) from the City of Redondo Beach for implementation of Phase 1 of the Healthy Living Campus Master Plan. [1]

II. PROJECT DESCRIPTION

A. BACKGROUND

The Healthy Living Campus Master Plan involves the redevelopment of the existing BCHD campus at 514 North Prospect Avenue and the adjacent vacant Flagler Lot, which together comprise the Project site.

The BCHD campus was originally developed in 1958, beginning with the construction of the South Bay Hospital (514 North Prospect Avenue), which was later converted to the Beach Cities Health Center in the 1990s to support outpatient medical uses. The two medical office buildings (510 and 520 North Prospect Avenue) were added to the campus in 1976 and 1989, respectively. The Beach Cities Health Center has been a significant source of revenue to BCHD through long-term leases to tenants who provide medical and health-related services that complement BCHD's mission *"[t]o enhance community health through partnerships, programs and services for people who live and work in Hermosa Manhattan and Redondo Beach."* Revenues from the long-term tenant leases support BCHD programs and services. However, BCHD's ability to attract tenants has diminished in recent years, in part because the specialized nature of the former South Bay Hospital Building and the two medical office buildings, which cannot be easily renovated to conform to tenant needs. Additionally, due to their age, these buildings require substantial annual maintenance. Within the near future (i.e., approximately 2 to 3 years), BCHD's annual maintenance costs for the campus are expected to exceed the annual operational revenues. If prolonged, this operational deficit would lead to a reduction in BCHD programs and may ultimately lead to insolvency. The Beach Cities Health Center, and to a lesser extent the Beach Cities Advanced Imaging Building (510 North Prospect Avenue), also have seismic-related structural deficiencies because they were constructed prior to development of modern seismic safety standards. The combined cost of renovation and seismic retrofit would render such an undertaking economically infeasible.

[1] As directed by the BCHD Board of Directors, BCHD staff will continue to investigate Phase 2 of the Healthy Living Campus Master Plan and development programming and site development plan details. At some time in the future, the Phase 2 development will be subject to the CEQA process once again. The final site plan would be addressed in a separate CEQA document which could take the form of an Addendum to the EIR (CEQA Guidelines Section 15164[a]), or a Supplemental EIR (CEQA Guidelines Section 15162), depending on the nature of the Phase 2 site plan, its potential range of environmental impacts and future conditions.

B. PROJECT DESCRIPTION

As previously described, the Healthy Living Campus Master Plan would redevelop the BCHD campus in two phases. At this time, BCHD is applying for a CUP from the City of Redondo Beach for implementation of Phase 1 of the Healthy Living Campus Master Plan. Therefore, the summary of the Project Description below is limited to Phase 1 only.

Construction activities under Phase 1 would begin with the demolition of the existing northern surface parking lot and the associated perimeter circulation road located at the northern edge of the Project site. The 203,700-square-foot (sf) RCFE Building would be constructed within this footprint, and would include 157 Assisted Living units, 60 Memory Care units (replacing the existing Silverado Beach Cities Memory Care Community located within Beach Cities Health Center), 14,000-sf programmed for PACE, 6,270-sf programmed for Community Services, and a 9,100-sf Youth Wellness Center.

The conceptual architectural and landscape plan includes the development of a curved linear, RCFE Building that follows the perimeter of the Project site along and overlooking the adjacent Redondo Village Shopping Center and Beryl Street. The RCFE Building design includes exterior façades with simple forms constructed using white concrete floor slabs infilled with painted panels and glass, and painted privacy sunscreens on white concrete balconies with glass handrails. The ground floor of the RCFE Building would be developed on concrete columns with predominantly glass walls allowing public views of and pedestrian passage to active green spaces located within the central campus area of the Project site. With the incorporation of Mitigation Measure (MM) VIS-1, which was adopted by the BCHD Board of Directors, the RCFE Building would have a maximum height of 82.75 feet (including the rooftop cooling tower) above the campus ground level and 113.25 feet above the vacant Flagler Lot below. Additionally, the RCFE Building would accommodate one step-back on the top floor of the RCFE Building fronting Beryl Street. The first floor of the RCFE Building on the vacant Flagler Lot would not exceed the designated 30-foot maximum height as allowed in C-2 zones by the RBMC Section 10-2.625. Together these step-backs in height along Beryl Street would soften the effect of the perceived building height from the pedestrian perspective.

The Beach Cities Health Center would remain in place for the duration of construction of the RCFE Building to allow most of BCHD's existing programs to continue. However, prior to the beginning of construction, the existing Center for Health Fitness (CHF) would be relocated to an off-site location. (Because the CHF has the largest parking demand of the existing uses at the Beach Cities Health Center, the relocation of the CHF would alleviate parking constraints associated with demolition of the northern surface parking lot at the beginning of Phase 1.) Additionally, the existing

Demonstration Garden would be moved from the BCHD campus to a local school campus during the development of the RCFE Building.

Following the construction of the proposed RCFE Building, the Community Services program and 60 Memory Care units and facilities associated with the Silverado Beach Cities Memory Care Community, would be relocated from the Beach Cities Health Center to the RCFE Building. Demolition of the existing 5-story, 158,000-sf Beach Cities Health Center and the attached 3,200-sf maintenance building would occur toward the end of Phase 1 following the relocation of these uses. Following the demolition of the Beach Cities Health Center and the attached maintenance building as well as the demolition and backfilling of the subterranean levels, a 40,725-sf landscaped surface parking lot would be constructed providing new parking spaces (including accessible parking spaces and electric vehicle [EV] charging stations). The existing Beach Cities Advanced Imaging Building (510 North Prospect Avenue) associated parking structure (512 North Prospect Avenue), Providence Little Company of Mary Medical Institute Building (520 North Prospect Avenue), and associated surface parking lot and subterranean parking garage would remain in place on the campus.

Phase 1 would include landscaping surrounding the RCFE Building as well as a large lawn in the interior of the campus that would provide over 2 acres of open space for both the campus and the surrounding community. A tree-lined pedestrian promenade (also referred to as Main Street) would extend from the entry plaza around the perimeter of the central lawn to the eastern border of the campus. The pedestrian promenade would overlap with Wellness Walk, a distinct loop with distance markers, signage, and fitness stations. Perimeter green space and landscaping would be intended to soften the campus interface and provide connections with the surrounding uses.

In an effort to address potential inconsistencies of the proposed access from Flagler Lane with TMC Section 92.30.8, which prohibits site access to commercial properties from local streets when access from an arterial road is available, vehicle entry would be provided off of Beryl Street immediately adjacent to the west of the RCFE Building. Vehicles picking up or dropping off at the RCFE Building or service vehicles exiting the RCFE Building would continue along a new, paved, internal access road that follows the northern perimeter of the Project site. Vehicles traveling along this one-way perimeter road would continue straight and exit the Project site onto northbound North Prospect Avenue.

Figure 1. Revised Access and Circulation Alternative

The primary entrance to the campus (i.e., the entrance access to long-term parking on campus) would continue to be provided off of North Prospect Avenue. The main entrance to the campus would be located at the signalized driveway intersection with North Prospect Avenue, approximately 275 feet to the northwest of the intersection of North Prospect Avenue & Diamond Street. This main entrance would continue to provide access to the surface parking lot and subterranean parking garage serving the Providence Little Company of Mary Medical Institute Building. The main entrance would also provide access to the new surface parking lot located within the footprint of the existing Beach Cities Health Center. A secondary driveway would be located approximately 100 feet northwest of the intersection of North Prospect Avenue and Diamond Street, and would provide access to the parking structure located at 512 North Prospect Avenue.

III. SUMMARY OF PROJECT IMPACTS

Sections IV through VII, below, provide brief, summary-level descriptions of the impacts anticipated to occur from implementation the Project, that the Final EIR identifies as either significant and unavoidable, less than significant with adopted mitigation, or less than significant without mitigation. A full explanation of these environmental findings and conclusions can be found in Section 3.0, *Environmental Impact Analysis and Mitigation Measures* of the Final EIR. The mitigation measures referenced in this summary – which have been adopted by the BCHD Board of Directors and incorporated into the Project – are described in Section 11, *Mitigation, Monitoring, and Reporting Program* of the Final EIR along with the monitoring/reporting action, responsible/monitoring party, and enforcement agency.

IV. SIGNIFICANT AND UNAVOIDABLE IMPACTS THAT CANNOT BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

The Final EIR identifies the following significant and unavoidable adverse impacts, which can be reduced, although not to a less than significant level, through implementation of the mitigation measures identified in the Final EIR. These mitigation measures have been adopted by the BCHD Board of Directors and incorporated into the Project.

A. NOISE

Impact NOI-1. The Final EIR finds that while the construction activities associated with the Project would comply with Redondo Beach Municipal Code (RBMC) Section 4-24.503, the temporary, but prolonged construction-related noise would exceed the Federal Transit Administration's (FTA's) quantitative noise impact criteria at the following noise-sensitive residential areas located immediately adjacent to or within the boundaries of the Project site: 1) Beryl Street between North Prospect and Flagler Lane; 2) Flagler Lane and Flagler Alley between Beryl Street and North

Prospect Avenue; 3) Diamond Street between Flagler Alley and North Prospect Avenue; and, 4) North Prospect Avenue between Diamond Street and Beryl Street.

Implementation of MM NOI-1 would reduce these construction-related noise impacts, but not to a level that would be less than significant. MM NOI-1 requires the implementation of a Construction Noise Management Plan, which would include the use of noise barriers (e.g., sound walls) to reduce construction-related noise; however, due to the height of the RCFE Building in Phase 1 and the engineering limitations for noise barriers, it would not be possible to entirely block the line-of-sight between the upper stories of the development and the nearest sensitive receptors.[2] Therefore, while compliance with the Redondo Beach regulations and the implementation of MM NOI-1 would substantially reduce construction-related noise during Phase 1, these temporary, but prolonged construction-related noise impacts would remain significant and unavoidable.

V. POTENTIALLY SIGNIFICANT IMPACTS THAT CAN BE AVOIDED OR MITIGATED TO A LESS THAN SIGNIFICANT LEVEL BY MITIGATION MEASURES INCORPORATED INTO THE PROJECT

The Final EIR identifies the following potentially significant adverse impacts associated with the approval of the Project. These impacts will be avoided or mitigated to a less than significant level by the mitigation measures which have been adopted by the BCHD Board of Directors and incorporated into the Project.

A. AESTHETICS

Impact VIS-1. The Final EIR finds that the RCFE Building would comply with RBMC Section 4-24.503. While the RCFE Building would not affect any designated scenic vistas or scenic view corridors, it would interrupt the distant, panoramic view of the Palos Verdes hills from the intersection of 190th Street & Flagler Lane. Although public views of the Palos Verdes hills are not designated as a scenic vista by Redondo Beach or Torrance, the ridgeline has scenic qualities and is an important visual feature in the South Bay. Implementation of MM VIS-1 would avoid this impact by reducing the maximum height of the RCFE Building below the ridgeline of the Palos Verdes hills as viewed from the intersection of 190th Street & Flagler Lane.

[2] A noise barrier's effectiveness is determined by the degree to which it forces sound to bend to reach the receiver. When a noise barrier interrupts the "line-of-sight" or "straight line path" from source to receiver, noise will attenuate as it diffracts around the barrier.

B. AIR QUALITY

Impact AQ-1. Construction and operation of the proposed BCHD Healthy Living Campus would generate emissions that would contribute to Basin-wide air pollutant emissions. The Final EIR finds that peak daily criteria pollutant emissions from construction of the Project would not exceed the South Coast Air Quality Management District's (SCAQMD's) mass daily significance thresholds. Additionally, implementation of MM AQ-1 would reduce on-site construction emissions for respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$) below the SCAQMD's Localized Significance Thresholds (LSTs) (see Impact AQ-2 below for further discussion of on-site construction emissions).

The Final EIR also finds that peak daily criteria pollutant emissions from operation of the Project would not exceed the SCAQMD's mass daily significance thresholds for operation. Further, localized operational emissions from operation of Phase 1 of the Project would not exceed the SCAQMD's LSTs.

Because the Project would not cause or increase the severity of air quality violations and mitigated emissions would not exceed the SCAQMD's significance thresholds, the Project would not conflict with the Air Quality Management Plan (AQMP). Therefore, impacts would be less than significant with mitigation.

Impact AQ-2. During construction of Phase 1 of the Project, construction-related criteria air pollutant emissions such as PM_{10}, $PM_{2.5}$, carbon monoxide (CO), nitrogen oxides (NO_x), sulfur oxides (SO_x), and volatile organic compounds (VOCs) would be generated by exhaust from heavy-duty on-site construction equipment, haul trucks, and construction worker vehicles. However, the Final EIR finds that compliance with all applicable SCAQMD rules would ensure that construction-related air emissions would not exceed SCAQMD's regional significance thresholds.

Nevertheless construction-related emissions could expose sensitive receptors – particularly the elderly and children – to substantial pollutant concentrations during the Phase 1 construction period. In particular, construction-related emissions would exceed LSTs for PM_{10} and $PM_{2.5}$ during the Phase 1 construction activities. Implementation of MM AQ-1 requires implementation of standard construction best management practices, including watering exposed soils three times daily and prohibition of demolition activities when wind speeds are greater than 25 miles per hour. The implementation of these standard construction best management practices required by MM AQ-1 would reduce localized PM_{10} and $PM_{2.5}$ emissions to below SCAQMD's LSTs and on-site construction emissions would be less than significant with mitigation.

Impact AQ-4. Sensitive receptors would be exposed to construction and operational toxic air contaminants (TACs) generated under the Phase 1 preliminary site development plan. The Human Health Risk Assessment (HRA) prepared for the Project determined that the unmitigated construction-related Diesel Particulate Matter (DPM) emissions would exceed SCAQMD thresholds for cancer risk during construction. Implementation of MM AQ-1 requires the use of Tier 4 engines for all construction equipment, except for crushing equipment. The use of Tier 4 Final engines would reduce DPM emissions from combustion by 94 percent during Phase 1 construction. The Final EIR finds that, with the implementation of MM AQ-1, DPM emissions would not exceed SCAQMD thresholds for cancer risk, and impacts would be less than significant with mitigation.

The Project would not include any industrial uses that would generate substantial amounts of TACs and pose a risk to sensitive receptors in the vicinity of the Project site. Project operations would only result in minimal emissions of TACs from maintenance or other ongoing activities, such as from the use of architectural coatings or application of cleaning solutions. Therefore, the Final EIR finds that emissions of toxic or carcinogenic air pollutants would not occur in any substantial amounts in conjunction with operations under the Project.

C. BIOLOGICAL RESOURCES

Impact BIO-1. The existing BCHD campus, which is located in a developed, urbanized area and is surrounded on all sides by residential and commercial development as well as heavily trafficked, arterial roadways. However, landscaped trees, shrubs, and other non-native vegetation on the existing campus could provide suitable nesting and roosting opportunities for resident and migratory bird species afforded protection under the Migratory Bird Treaty Act (MBTA) and/or California Fish and Game Code. In addition to direct removal and indirect impacts to landscaped trees and shrubs, the proposed construction activities would result in a temporary increase in exterior noise that could also have an indirect impact on wildlife potentially occupying the Project site and the surrounding vicinity.

Implementation of MM BIO-1 requires that construction activities shall not be conducted within 500 feet of suitable vegetation or structures that provide nesting habitat for resident and migratory birds during the nesting bird season (i.e., between February 15 and August 31) to the maximum extent practicable. If construction within the nesting season cannot be avoided, a nesting bird survey shall be conducted by a qualified biologist. If active nests are discovered during the pre-construction nesting bird survey, the locations of these nests shall be flagged and avoided until the qualified biologist has determined that young have fledged (i.e., left the nest), or the nest becomes inactive. Therefore, the Final EIR finds that, with implementation of MM BIO-1, the Project would be less than significant with mitigation.

The proposed landscaping – including large, landscaped trees – would provide enhanced roosting or nesting habitat for resident and migratory birds. The Final EIR finds that long-term impacts to resident and migratory birds protected under the MBTA and/or California Fish and Game Code would be less than significant.

D. CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES

Impact CUL-2. Major earthwork associated with the Project would involve demolition, grading, and excavation of the previously disturbed Project site. The Project site has been extensively disturbed due to the construction of the former South Bay Hospital (and associated basement) in 1958 as well as the subsequent expansion in the 1960s. Thereafter, the Beach Cities Advanced Imaging Building, Providence Little Company of Mary Medical Institute Building, and the associated subterranean parking garage and parking structure were constructed in the 1980s, causing further soil disturbance on the Project site. Utilities including electrical lines, water lines, sewer lines, and storm drains have also been installed throughout the Project site to support these facilities. Based on the results of the literature and records search, no archaeological resources were identified during any of these construction episodes. Consequently, given the extensive ground disturbance that has occurred previously, the Final EIR finds that it is unlikely for the Project site to contain any intact, previously undisturbed archaeological resources as defined in CEQA Guidelines Section 15064.5.

With the implementation of MM CUL-1a and -1b as well as MM CUL-2 any previously unknown buried archaeological resources inadvertently discovered during construction will be protected and curated, if encountered. Therefore, impacts associated with the Project would be less than significant with mitigation.

Impact CUL-4. A search of the Native American Heritage Commission's (NAHC's) Sacred Lands File was requested by BCHD to determine the presence of any Native American cultural resources within a 0.5-mile buffer extending from the boundaries of the Project site. The NAHC indicated that the results of the Sacred Lands File search were negative. However, during consultation with the Gabrieleño Band of Mission Indians – Kizh Nation pursuant to Assembly Bill (AB) 52, the tribe advised that the Project site is an area of high cultural sensitivity because of the presence of traditional trade routes.

Potential tribal cultural resources, as defined in Public Resources Code Section 21074, may be inadvertently uncovered during excavation and grading activities. Damage or destruction of such tribal cultural resources would be a potentially significant impact. However, implementation of MM CUL-1a and MM CUL-2 would avoid impacts to or destruction of potential previously unknown resources that may be inadvertently unearthed during the ground disturbing activities.

Implementation of these measures would ensure that any potential impacts associated with Phase 1 of the Project would remain less than significant with mitigation.

E. GEOLOGY AND SOILS

Impact GEO-1. The Project would demolish the Beach Cities Health Center and eliminate the need for ongoing seismic-related structural maintenance as well as the potential for catastrophic seismic failure or collapse during an earthquake event. This would also eliminate seismic hazards in an identified critical and sensitive facility, in support of Redondo Beach Environmental Hazards / Natural Hazards Element Policy 9.6.5. Therefore, the implementation of the Project would have a beneficial impact related to the elimination of geologic hazards.

New development under the Project would be subject to strong seismic ground-shaking during an earthquake event. However, unlike the existing buildings on the Project site, the new development on the Project site would comply with the latest State and local building standards including Chapter 16 of the California Building Code (CBC) (as adopted by the RBMC), which contains specific requirements for seismic safety. The Geotechnical Report prepared for the Project confirmed that Project development would be capable of withstanding lateral ground movement from an earthquake provided that it incorporates all appropriate earthwork and site grading, design, and construction recommendations. Therefore, the Final EIR finds that compliance with all applicable State and local building standards as well as the implementation of MM GEO-1 would reduce potentially significant impacts from strong seismic ground-shaking to less than significant with mitigation.

Impact GEO-4. Implementation of the Project would result in excavation to a depth of up to 26 feet. The two geologic units likely to be encountered by these ground-disturbing activities include graded fill material extending as much as 13 feet below existing grade, and underlying Pleistocene-aged alluvium deposits, primarily composed of dune and drift sands. The Final EIR finds that the Pleistocene-aged alluvium deposits underlying the Project site have a low potential for containing paleontological resources and the fill materials placed at the Project site from prior grading operations are too young to preserve paleontological resources. However, while individual fossil localities are rare, paleontological resources may still be present and should be protected or collected and deposited with an appropriate institution if uncovered during ground-disturbing activities. With the implementation of MM GEO-2a and -2b, potential impacts to paleontological resources would be less than significant with mitigation.

F. HAZARDS AND HAZARDOUS MATERIALS

Impact HAZ-2. The Beach Cities Health Center was originally developed as the South Bay Hospital in 1958, and the Beach Cities Advanced Imaging Building and the existing parking structure located

at 512 North Prospect Avenue were constructed in 1989. A comprehensive survey of asbestos-containing material (ACM), lead-based paint (LBP), and polychlorinated biphenyls (PCBs) shall be conducted by a licensed California Asbestos Consultant prior to and during the demolition activities as required by MM HAZ-1. If ACM is detected during the survey, mandatory compliance with SCAQMD Rule 1403 requires abatement by a licensed California Asbestos Consultant prior to demolition. In addition, Title 8 of the California Code of Regulations (CCR), Industrial Relations, requires the abatement of LBP prior to demolition. (LBP abatement procedures are similar to those described for asbestos abatement.) PCBs located in the transformers at the Project site shall be disposed of in accordance with U.S. Environmental Protection Agency (USEPA) Region 9's PCB Program. Mold could also potentially occur within the Beach Cities Health Center and the attached maintenance building as well as the Beach Cities Advanced Imaging Building and the parking structure located at 512 North Prospect Avenue. Mold growth within the interior or other inaccessible areas of buildings may be released during demolition activities and result in exposure of construction workers, campus residents, employees, and visitors as well as other members of the public. The Final EIR finds that implementation of MM HAZ-1 and compliance with existing mandatory regulations and abatement procedures for the treatment, handling, and disposal of ACM, LBP, PCBs and mold, would ensure that impacts associated with the Project would be less than significant with mitigation.

A Phase I and Phase II Environmental Site Assessment (ESA) prepared for the Project identified tetrachloroethylene (PCE) contamination in the soil on the BCHD campus and the vacant Flagler Lot.[3] Ground disturbing activities (e.g., excavation, trenching, and grading) would disturb these PCE-contaminated soils. Implementation of MM HAZ-2a through -2d would ensure VOC compounds and contaminated soils are properly detected, removed, and handled during ground disturbing activities. Therefore, the Final EIR finds that the risk of an accidental release of hazardous materials into the environment during construction of the Project would be less than significant with mitigation.

The indoor air quality sampling conducted during the Phase II ESA determined that the existing buildings on the campus have not experienced vapor intrusion related to PCE. Additionally, the foundations of all newly proposed structures – including the RCFE Building – would be constructed

[3] The former dry cleaner that operated at the Redondo Village Shopping Center is suspected to be a source of tetrachloroethylene (PCE) soil contamination at the Project site and the neighboring properties. Beginning in the mid-1930s, the dry cleaning industry began to use PCE as a primary solvent due to its cleaning power and compatibility with most clothing. Machines of this era were *"vented,"* meaning that their exhaust was expelled to the atmosphere, much like modern day tumble-dryer exhausts. Much stricter controls on solvent emissions have ensured that modern-day dry cleaning machines are now fully enclosed so no solvent fumes are vented to the atmosphere.

over a gravel layer which would be topped by a thick (40 to 100 millimeter) vapor-intrusion barrier system to prevent subsurface contaminated vapors from entering any overlying structures. The foundations would also be designed with subgrade piping to convey volatized PCE through carbon filters before outgassing the vapor at a controlled rate. The Final EIR finds that with the implementation of this standard construction technique for addressing vapor intrusion, operational impacts associated with PCE would be less than significant.

The Phase I ESA also identified a previously abandoned and plugged oil and gas well located on the vacant Flagler Lot. The well was drilled in the 1930s and, according to production data, was in operation by Decalta International Corporation from July 1977 to October 1989. The well was no longer in production in November 1989, and is listed by California Geologic Energy Management Division (CalGEM) as *"abandoned and plugged."* Terra-Petra excavated the well to physically locate it and completed a leak test, which was negative (i.e., no leaks were detected). Terra-Petra prepared a summary report that was shared with CalGEM, the responsible oversight agency. Consistent with the requirements of MM HAZ-3 BCHD enrolled in the CalGEM Well Review Program, which provides guidance, assistance, and recommendations for projects in the vicinity of oil and gas wells to avoid future liabilities. Through enrollment in CalGEM's Well Review Program and compliance with CalGEM's advisory information, the Final EIR finds that impacts would be less than significant with mitigation.

Impact HAZ-4. The Project site is located in proximity to one hazardous waste site listed in the Department of Toxic Substances Control (DTSC) EnviroStor Database – the Edison Pipeline and Terminal Company Redondo – located approximately 1 mile west of the Project site at 1100A Harbor Drive. This site is currently undergoing closure and, given the distance as well as the existing development separating the hazardous waste site from the Project site, implementation of the Project would not impact this hazardous waste site or otherwise create a significant hazard to the public or environment. The only DTSC-listed cleanup site requiring further action and located within 1 mile of the Project site is the former Redondo Beach Police Department (RBPD) shooting range off-site property. However, given the distance and hydraulic gradient of this site in relation to the Project site, potentially occurring contaminants at this site are unlikely to affect the Project site. The former dry cleaner site located at 1232 Beryl Street is listed in the GeoTracker database as *"open-inactive,"* which means no regulatory oversight activities are being conducted by the lead agency. However, as described in Impact HAZ-2, the Phase II ESA, which involved extensive soil sampling, determined that the former dry cleaner is suspected to be the source of the detected PCE. BCHD notified the Los Angeles County Fire Department (LACoFD) Health Hazardous Materials Division and the Los Angeles RWQCB and will work with the agencies and other public entities to address these sampling results and identify the responsible party. Long-term clean-up

of PCE by the responsible party will occur as a separate remediation project. Nevertheless, the implementation of MM HAZ-2a through -2d would ensure VOC compounds and contaminated soils are properly detected, removed, and handled during ground disturbing activities associated with the Project. Therefore, the Final EIR finds that the implementation of the Project would result in a less than significant impact with mitigation.

G. NOISE

Impact NOI-3. Long-term operation of the Project would include noise from heating, ventilation, and air conditioning (HVAC) equipment, the substation and electrical yard, delivery trucks, and on-site parking operations. In addition, on-site outdoor activities associated with the Project – including outdoor movie nights, farmers' markets, etc. – would result in additional periodic noise.

Noise from mechanical equipment associated with operation of the Project would be required to comply with the CBC requirements pertaining to noise attenuation. The Final EIR finds that compliance with these requirements would ensure that noise associated with the HVAC system or other mechanical equipment would not exceed maximum exterior noise limits for Redondo Beach or Torrance and impacts would be less than significant.

The Final EIR finds that noise levels associated with the substation and electrical yard would be approximately 44 A-weighted decibels (dBA) at the nearest noise-sensitive receptor. The existing daytime noise levels of 63 dBA day-night average sound level (L_{dn}) along Diamond Street, which is largely due to the relatively high level of traffic noise along streets in the vicinity of the Project site. Therefore, the Final EIR finds that operational noise associated with the substation and electrical yard would likely be imperceptible and would result in less than significant operational noise impacts.

Noise generated by delivery, trash hauling, and other service trucks would mainly consist of short-term temporary increases in peak sound levels from diesel engines, backup beepers as required by California Division of Occupational Safety and Health (Cal OSHA), braking, and the sound of truck bays being opened and closed along with loading and unloading activities. These types of truck noises would be similar to existing activities occurring both on the existing BCHD campus and in the vicinity (e.g., Redondo Village Shopping Center). Pursuant to RBMC Section 4-24.509 (Refuse Collection Vehicles) trash pickup and delivery operations would occur between the hours of 7:00 a.m. and 7:00 p.m. This noise would be temporary in nature, typically lasting no more than 5 minutes. Implementation of MM NOI-3a would ensure deliveries and trash pick-ups would occur during the daytime operating hours (i.e., 7:00 a.m. to 4:00 p.m.) and would prohibit idling longer than 5 minutes. Therefore, the Final EIR finds that operational noise associated with delivery, trash

hauling, and other service trucks would likely be imperceptible and would result in less than significant operational noise impacts.

The Project would incrementally increase the total number of individuals requiring ambulance services through the overall addition of 177 new assisted living bed spaces to the existing 120 memory care bed spaces, bringing the total permanent residents supported at the site to 297. Based on an assumed average of 0.82 annual calls per bed space per year to the existing campus, following the completion of development, it is anticipated that the campus would generate an estimated 244 ambulance calls per year. All responses would be sporadic and not all would require use of sirens, as a majority of these calls are related to medical situations that do not always require an emergency response. When sirens are necessary for an emergency response, they typically emit noise at a magnitude of approximately 100 dBA at 100 feet. A decrease of about 3 dBA occurs with every doubling of distance from a mobile noise source; therefore, during a response requiring sirens, residences along North Prospect Avenue and Beryl Street experience peak short-duration exterior noise levels between 91 and 100 dBA. Because emergency vehicle response is rapid by nature, the duration of exposure to these peak noise levels is estimated to last for a maximum of 10 seconds, depending on traffic. Thus, given the infrequent and short duration of siren utilization responding to emergency situations, the Final EIR finds that noise impacts from emergency vehicles would be less than significant.

The proposed surface parking lot would likely generate noise levels below 56 dBA at 50 feet. Noise levels would be further attenuated at the nearest noise-sensitive receptors located along North Prospect Avenue approximately 110 feet from the boundary of the Project site boundary. Due to the relatively high level of traffic noise along streets in the vicinity of the Project site, normal daytime parking lot equivalent continuous sound level (L_{eq}) of 56 dBA would likely be imperceptible. Therefore, the Final EIR finds that operational noise impacts related to parking operations would result in less than significant impacts.

Disturbance from noise levels causing impacts to surrounding sensitive receptors from outdoor community events would be infrequent; however, given the potential for maximum noise levels of over 100 dBA at 50 feet (which would be attenuated to 80 dBA at the nearest sensitive receptor approximately 450 feet away) associated with live amplified music, operational noise impacts to nearby sensitive receptors are considered potentially significant. Compliance with RBMC Section 4-24.401 as well as the implementation of MM NOI-3b would reduce noise impacts related to outdoor events to less than significant with mitigation. Therefore, the Final EIR finds that operational noise impacts related to outdoor community events would be less than significant with mitigation.

H. TRANSPORTATION

Impact T-1. Redondo Beach has adopted plans, ordinances, and policies that establish the transportation planning framework for all travel modes. The overall goals of these policies are to achieve a safe, accessible, and sustainable transportation system for all users. With implementation of the Construction Traffic and Access Management Plan required by MM T-2 the Project would avoid construction traffic through residential neighborhoods within Torrance to the maximum extent feasible. Operationally, the Project would not generate daily vehicle trips or vehicle miles traveled (VMT) that would result in a significant transportation impact. The Project would result in a net decrease of 1,919 daily trips and would subsequently result in a decrease in daily VMT (see Impact T-2 in Section VI below). Nevertheless, Transportation Demand Management (TDM) measures are included in recommended MM T-1. The TDM plan provides additional TDM measures and guidance for implementation beyond the minimum requirements established pursuant to RBMC Section 10-2.2406. Therefore, the Project would be consistent with adopted plans and policy framework established in the 2020-2045 Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) (Connect SoCal), Los Angeles Metropolitan Transit Authority's (Metro's) 2020 Long Range Transportation Plan (LRTP), the South Bay Bicycle Master Plan, and the Redondo Beach General Plan Circulation Element.

Impact T-3. Construction traffic would include haul trucks, cement trucks, equipment delivery trucks, and construction worker vehicles. Demolition would require the use of typical construction equipment, such as backhoes, to break up and remove existing asphalt, concrete, and building materials. Heavy equipment, such as bulldozers and excavators, and haul trucks would be used to haul away large amounts of debris to a mixed construction and demolition (C&D) debris recycling facility approved by the City of Redondo Beach pursuant to a Construction & Demolition Waste Management Plan. During excavation, haul trucks would be needed for import and export of materials. The majority of excavation and soil export would occur during the construction of the subterranean service area and loading dock. Increased construction traffic on freeways and streets, particularly haul trucks and other heavy equipment (e.g., cement trucks and cranes), may disrupt traffic flows, reduce lane capacities, and generally slow traffic movement. In addition, construction traffic could interfere with or delay transit operations and disrupt bicycle and pedestrian circulation.

To avoid construction-related safety hazards, implementation of MM T-2 would require preparation of a Construction Traffic and Access Management Plan to address construction traffic routing and control, safety, construction parking, and vehicle, bicycle, and pedestrian safety. The Construction Traffic and Access Management Plan requires construction flaggers to be present during all haul trips and concrete truck trips to maintain the flow of traffic and allow safe passage for pedestrians

across crosswalks and crossing the driveway entrances along North Prospect Avenue and Beryl Street. The Construction Traffic and Access Management Plan will include a Construction Traffic Control Plan to be approved by the City of Redondo Beach. The Construction Traffic Control Plan will outline designated haul routes and construction staging areas, construction crew parking, emergency access provisions, traffic control procedures, and avoidance of traffic impacts during construction in accordance with the Los Angeles County Department of Transportation Work Area Traffic Control Handbook. The Construction Traffic and Access Management Plan will address temporary traffic impacts that could occur during each construction activity. The Final EIR finds that with the implementation of MM T-2, construction-related hazards would be less than significant with mitigation.

Cut-through traffic could present a safety hazard associated with speeding through residential neighborhoods and the increased risk of collisions. The Project would include a vehicle entry provided off of Beryl Street immediately adjacent to the west of the RCFE Building. Vehicles picking up or dropping off at the RCFE Building or service vehicles exiting the RCFE Building would continue along a new, paved, internal access road that follows the northern perimeter of the Project site. Vehicles traveling along this one-way perimeter road would continue straight and exit the Project site onto northbound North Prospect Avenue. This access and internal circulation configuration would not provide any incentives for cut-through traffic accessing the BCHD campus. Operation of the Project is expected to result in a net decrease of 1,919 daily vehicle trips, 234 AM peak period trips, and 158 PM peak period trips, as compared to the existing trip generation associated with the existing BCHD campus. Given that the Project would reduce existing daily, AM, and PM peak period trip generation, the Project would slightly reduce overall congestion on major roadways in the area during busy commute times. The reduction in overall congestion would allow for more efficient movement of traffic and less incentive for drivers to cut-through residential neighborhoods. Therefore, the Final EIR finds that the Project would not contribute to operational safety hazards related to cut-through traffic, and impacts would be less than significant.

The Project would be required to undergo review by City of Redondo Beach decision-makers, including a review of roadway improvements and operations so that vehicle, bicycle, and pedestrian access are adequately accommodated without obstructing, hindering, or impairing drivers' reasonable and safe views of other vehicles, people walking, or people bicycling on the same street and/or restricting the ability of a driver to stop a motor vehicle without danger of an ensuing collision. Design features of individual development projects would need to be consistent with State design standards, such as the California Manual on Uniform Traffic Control Devices (MUTCD) as well as City of Redondo Beach standards, which focus on eliminating existing hazards and designing the transportation network so as to enhance safety of all ways of travel.

An existing bus stop for the northbound Beach Cities Transit Line 102 is located along eastbound Beryl Street to the north of the Redondo Village Shopping Center parking lot and adjacent to the northwest corner of Flagler lot. The proposed one-way driveway along eastbound Beryl Street would be located adjacent to and east of the existing Beach Cities Transit bus stop. While there is an existing curb cut and driveway into the vacant Flagler Lot, the lot is currently closed off with a gate and does not permit vehicle entry. Implementation of the Project would generate an increase in vehicle entry into Flagler Lot via the proposed one-way driveway and pick-up/drop-off zone for the patrons of the RCFE Building and other visitors to the campus. The Project could result in an increase in vehicle-bus conflicts associated with stopped buses at the Beach Cities Transit stop and vehicles turning right into the proposed one-way driveway. Implementation of MM T-3 requires the existing Beach Cities Transit Line 102 bus stop to be relocated to the east of the proposed one-way driveway entrance along Beryl Street to avoid the potential for safety hazards associated with transit. With implementation of the bus stop relocation, the Final EIR finds that impacts to safety hazards related to vehicle-bus conflicts would be reduced to less than significant with mitigation.

The final design plans of the proposed new driveway along Beryl Street would be subject to review by the Redondo Beach Engineering Division. Thus, the Final EIR finds that compliance with local standards and regulations as well as review and approval by various local agencies would ensure that the Project would not create potentially hazardous conditions for people driving, and impacts related to driving hazards would be less than significant with mitigation.

Proposed internal circulation changes would improve vehicle and pedestrian mobility and safety by simplifying travel through the campus. The on-site pedestrian improvements would also be graded at no more than 5 percent slope to provide more accessible and pedestrian-friendly navigation for BCHD employees, tenants, and campus visitors. This pedestrian-only open space would be closed off to vehicles to improve visitor safety and mobility through the campus. Pedestrian mobility and safety would be considered in the design of other internal circulation improvements such as the vehicle driveway and pick-up/drop-off zone at the western side of the RCFE Building. The Final EIR finds that improvements to internal circulation within the campus would result in minor beneficial operational impacts.

Impact T-4. During construction, short-term impacts on emergency access to the Project site would be potentially significant due to the presence of perimeter construction fencing, heavy construction equipment, construction workers, and large excavations and/or trenches. To ensure emergency access is maintained during Project construction, MM T-2 requires a Construction Traffic and Access Management Plan to ensure that an alternate entrance and secondary access is available and clearly indicated and that emergency responders can proceed directly to the most efficient entrance

without undue delay or confusion. The Construction Traffic and Access Management Plan will address construction traffic routing and control, vehicle, bicycle, and pedestrian safety, street closures, and construction parking. The Construction Traffic and Access Management Plan will also establish procedures for coordination with local emergency services (i.e., RBPD and Redondo Beach Fire Department [RBFD]), training for flaggers for emergency vehicles traveling through the work zone, and other measures as necessary to facilitate emergency vehicle travel. Thus, the Construction Traffic and Access Management Plan will ensure the continued provision of emergency access during construction of the Project. The Final EIR finds that the implementation of MM T-2 would ensure that construction impacts on emergency access would be less than significant with mitigation.

The Project would include additional entrances to the Project site and improve the internal circulatory system, which would improve direct emergency access to the proposed campus buildings. Within the interior of the campus, the existing perimeter road would be removed and replaced with a pedestrian promenade (Main Street) that would wrap around the campus in a U-shape from the southern driveway to the Providence Little Company of Mary Medical Institute Building. However, emergency vehicle access would be maintained as the pedestrian promenade would be closed to vehicular access with removable bollards for emergency vehicles. The pedestrian promenade would connect the existing southern and northern driveways and would provide direct access to the southern side of the RCFE Building.

An Emergency Plan for the campus will be prepared in coordination with RBPD and RBFD prior to Project operation. Additionally, BCHD would utilize training procedures and an operational handbook that provides processes and procedures for BCHD staff to provide the first responder services. Emergency Plan approval from the RBPD and RBFD would ensure that Project provides sufficient access for emergency vehicles prior to issuance of a building permit. Therefore, the Final EIR finds that emergency access would be maintained following construction of the Project and impacts would be less than significant.

VI. LESS THAN SIGNIFICANT IMPACTS FOR WHICH MITIGATION MEASURES, THOUGH NOT REQUIRED, HAVE BEEN INCORPORATED INTO THE PROJECT

The Final EIR identifies the following less than significant impacts associated with the approval of the Project. These impacts would be less than significant even without the implementation of mitigation measures. Nevertheless, mitigation measures have been adopted by the BCHD Board of Directors and incorporated as part of the Project to further reduce these already less than significant impacts.

A. NOISE

Impact NOI-2. During construction, ground-borne vibration would be generated from the use of heavy construction equipment at the Project site, which could potentially expose existing sensitive land uses in the vicinity to excessive vibration. The duration and amplitude of vibration generated by construction equipment varies widely depending on the type of equipment and the purpose for which it is being used.

The vibration levels of bulldozer operations during site preparation would result in the greatest ground-borne vibration. Bulldozer operations would occur at no less than 80 feet to the nearest noise-sensitive use (i.e., single-family residences) within Torrance, and would result in a peak particle velocity (PPV) of 0.016 inches per second and Vibration Velocity Level (VdB) of 72. Both PPV and VdB vibration levels would be below FTA impact criteria.

Vibration levels used for determining structural damage (PPV) would not be exceeded by the operation of loaded haul trucks associated with development. However, vibration levels used for determining annoyance would be exceeded with loaded haul trucks operating in either Lane 1 or Lane 2 along the haul truck route. According to the FTA, the Project would have no impact, even if the existing vibration exceeds the standard vibration criteria, so long as the number of events does not increase significantly (i.e., approximate doubling of events), and the vibration levels do not exceed the existing vibration levels by 3 dBA or more. Haul truck operations would not result in the doubling of events, would be temporary in nature, and would not exceed the existing vibration levels by 3 dBA or more. Therefore, vibration levels from construction equipment and haul trips would not exceed criteria established by the FTA and impacts would be less than significant. Recommended MM NOI-2 would be implemented to further reduce noise levels from heavy haul truck trips during construction associated with the Project.

B. TRANSPORTATION

Impact T-2. Construction activities associated with development of the Project would result in additional construction VMT in the vicinity of the Project site and on Pacific Coast Highway (PCH) and Interstate (I-) 405. Construction-related traffic would include haul trucks, cement trucks, equipment delivery trucks, and construction worker vehicles. During excavation, haul trucks would be required for import and export of materials. Construction-related increases in VMT would be temporary in nature and less than significant. Further, the implementation of MM T-2 would require the preparation of a Construction Traffic and Access Management Plan that would reduce construction traffic and associated VMT.

The Project would result in a net decrease of 1,919 daily trips. The projected increase in daily vehicle trips under the Project would subsequently result in a decrease in daily VMT at the Project site as compared to existing conditions.

While the Project would not generate VMT that would result in a significant transportation impact, MM T-1 would assist in implementing the TDM plan required for the Project by RBMC Section 10-2.2406. Implementation of the TDM plan would include promotion of alternative transportation modes and carpool incentives for employees, which would further reduce Project-related VMT. The TDM plan would also encourage visitors to travel to the campus via active (e.g., walking, biking, etc.) transportation, consistent with BCHD's mission to promote health and well-being.

VII. LESS THAN SIGNIFICANT IMPACTS

The Final EIR identifies the following less than significant impacts associated with the approval of the Project.

A. AESTHETICS

Impact VIS-2. The Project would alter the visual character of the Project site and surrounding areas; however, the proposed development would comply with the Redondo Beach General Plan and municipal codes and would not degrade the surrounding visual character. Therefore, impacts would be less than significant.

Impact VIS-3. The Project would create new sources of exterior lighting. Additionally, building materials used in the construction of the proposed buildings could result in new sources of glare. However, through the conformance of the Project with the RBMC impacts associated with the Project would be less than significant.

Impact VIS-4. The Project would result in additional shading of adjacent properties. However, the extent and duration of shading would be less than significant.

B. AIR QUALITY

Impact AQ-3. Operational activities associated with the Project would generate criteria air pollutant emissions that would be below SCAQMD mass daily thresholds and LSTs. Therefore, this impact would be less than significant.

Impact AQ-5. The net increase in daily traffic, together with other cumulative traffic in the area, would generate increases in CO levels near local intersections. However, CO levels generated as a result of the Project would not exceed Federal and State CO standards and would not result in CO hotspots. Therefore, this impact would be less than significant.

Impact AQ-6. None of the land uses included in the Project would result in objectionable odors that would affect a substantial number of people. Therefore, this impact would be less than significant.

C. CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES

Impact CUL-1. Redevelopment of the BCHD campus would include the proposed demolition of Beach Cities Health Center and the attached maintenance building. However, no historic architectural resources exist on the campus and the proposed redevelopment of the campus would not damage or result in a substantial change in the historic setting of historic architectural resources in the vicinity of the Project site. Therefore, impacts would be less than significant.

Impact CUL-3. While unlikely, unknown, isolated Native American human remains could potentially be inadvertently uncovered during construction activities. In the event of this occurrence, BCHD would immediately cease activity in the vicinity of the discovery and comply with existing regulations. Therefore, impacts would be less than significant.

D. ENERGY

Impact EN-1. The Project would not result in wasteful, inefficient, or unnecessary energy consumption. Conformance with of State regulations including the California Title 24 Building Energy Efficiency Standards (Part 6) CALGreen (Part 11) as well as conformance with the Redondo Beach General Plan and Climate Action Plan would ensure that this impact would be less than significant.

Impact EN-2. The Project would conform with State regulations including the California Title 24 Building Energy Efficiency Standards (Part 6) CALGreen (Part 11) as well as the Redondo Beach General Plan, Climate Action Plan, and other applicable local plans for renewable energy and energy efficiency. Therefore, this impact would be less than significant.

E. GEOLOGY AND SOILS

Impact GEO-2. The Project would redevelop the existing BCHD campus. The Project would not result in substantial soil erosion or the loss of topsoil. While the construction of the Project would involve excavation of soils and grading, compliance with applicable State and local regulations would ensure potential impacts would be less than significant.

Impact GEO-3. The Project would not be located on an unstable geologic unit or soil that is made unstable as a result of the proposed Project or an expansive soil creating a substantial risk to life or property. Compliance with all applicable State and local regulations as well as the recommendations

of the Geotechnical Report would ensure that potential impacts associated with the Project would be less than significant.

F. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Impact GHG-1. The Project would not generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Therefore, this impact would be less than significant.

G. HAZARDS AND HAZARDOUS MATERIALS

Impact HAZ-1. The Project would not create a hazard to the environment or public health through the temporary or routine transport, use, or disposal of hazardous materials. Compliance with Federal, State, and local regulations would ensure that any such impact would be *less than significant*.

Impact HAZ-3. The Project could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a 0.25-mile radius of an existing or proposed school. Compliance with Federal, State, and local regulations would ensure that any such impact would be less than significant.

Impact HAZ-5. The Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be less than significant.

H. HYDROLOGY AND WATER QUALITY

Impact HYD-1. Neither construction nor operation of the Project would result in a violation of water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality. The Project would comply with existing regulations and plans to ensure the potential impacts to water quality would be less than significant.

Impact HYD-2. Construction and operation of the Project would not require dewatering activities or otherwise substantially deplete groundwater supplies. The Project would increase groundwater recharge by increasing pervious surface area and improving the existing infiltration system; therefore, there would be a minor beneficial impact.

Impact HYD-3. The Project would involve the construction of an on-site infiltration system to facilitate groundwater recharge and eliminate stormwater drainage to the City of Torrance municipal storm drain system by abandoning the existing infrastructure that discharges to Flagler Lane in place. Additionally, the Project would not contribute additional runoff to the City of Redondo Beach municipal storm drain system that would exceed existing capacity or increase sources of polluted

runoff. The Project would comply with existing regulations and plans to ensure the potential impacts related to drainage would be less than significant.

Impact HYD-4. The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan – including the Ocean Plan, Los Angeles Basin Plan, Groundwater Basin Master Plan (GBMP), and the California Water Service Company (Cal Water) Urban Water Management Plan (UWMP). Therefore, impacts would be less than significant.

I. LAND USE AND PLANNING

Impact LU-1. The Project 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 Project would be less than significant.

J. POPULATION AND HOUSING

Impact PH-1. The RCFE Building would provide a total of 217 on-site residential units, including 60 replacement Memory Care units and 157 new Assisted Living units. Additionally, the Project would create a total of approximately 170 new jobs on the campus. However, the anticipated increase in population within Redondo Beach and the surrounding cities would be minor and well within the forecasted population growth for the region. The Project would not induce substantial population growth and impacts would be less than significant.

K. PUBLIC SERVICES

Impact PS-1. The Project could incrementally increase the demand for the RBFD fire protection and Emergency Medical Services (EMS) as well as other non-emergency services. However, this increase would not result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered fire protection and EMS services and facilities in order to maintain acceptable service ratios, response times, or other performance objectives. This impact would be less than significant.

Impact PS-2. The implementation of the Project would incrementally increase the demand for law enforcement services. However, the required compliance with existing building security standards (e.g., RBMC Section 9-15.01) would ensure that implementation of the Project would not result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered police protection and EMS services and facilities in order to maintain acceptable service ratios, response times, or other performance objectives. This impact would be less than significant.

L. UTILITIES AND SERVICES SYSTEMS

Impact UT-1. Implementation of the Project would increase the overall operational water demand at the Project site. However, with the exception of on-site trenching for the new connection to the 8-inch water line located along North Prospect Avenue, the Project would not require or result in the substantial construction or expansion of existing water facilities. Therefore, potential impacts to water infrastructure would be less than significant.

Impact UT-2. The Project would result in an overall increase in water demand, but this water demand would be adequately met by existing and planned future water supplies. This impact would be less than significant.

Impact UT-3. Implementation of the Project would result in an increase in operational wastewater generation at the Project site as compared to existing conditions. Environmental effects associated with the construction of wastewater facilities would be less than significant.

Impact UT-4. Implementation of the Project would result in an overall increase in wastewater generation at the Project site; however, the Project would not result in an exceedance of the Joint Water Pollution Control Plant's (JWPCP's) wastewater treatment capacity. Impacts would be less than significant.

Impact UT-5. The implementation of the Project would not result in the generation of solid waste during construction or operation that would exceed the existing capacity of existing landfills serving Redondo Beach. Therefore, impacts would be less than significant.

Impact UT-6. The Project would not result in generation of solid waste that would conflict with Federal, State, and local statutes and regulations related to solid waste. Due to existing local programs implementing State laws for diversion, would be no impact.