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The Waterfront Scoping Summary  
City of Redondo Beach  
Attachment H

# Individual and Organization Comment Letters

(Part 1 of 3)



# Redondo Beach CenterCal Development Impact

Connie Abela [connieabela@adelphia.net]

Sent: Sunday, July 20, 2014 4:43 AM

To: Katie Owston

Cc: Bill Brand [bbrand@earthlink.net]; Steve Aspel; Jeff Ginsburg; Pat Aust; Stephen Sammarco; Matt Kilroy

Dear Katie,

I own property at Seascape II and I am very concerned about the impact of the planned development for Redondo and the impact that it will have on so many levels as follows:

- 1) The level of noise from traffic along Pacific is already very bad on weekends. The police are doing a better job of controlling it now than in the past; however, there will undoubtedly be more traffic generated not just through the construction period but also after the new road is put in place. Also, how is Redondo expected to cover the extra expense for policing the road during and after the construction especially since the developer will not be required to provide any financial contribution that could mitigate this expense?
- 2) Traffic congestion not only along Pacific is concerning, but traffic congestion is already a problem along PCH and will undoubtedly become worse during and after construction bringing employees and visitors to the area. It doesn't seem to be possible or even considered to widen PCH for this project. Will the traffic congestion on PCH be evaluated?
- 3) I am very concerned about the aesthetics of the area from the density of the buildings being planned destroying the view not only from my property but also along the waterfront area. The plan looks like there will be a loss of views from the new bike path on Harbor Drive because an ugly three story parking garage will block the view for the public.
- 4) There are already certain buildings and businesses that are vacant. I fear that there will be more of a ghost town with vacant buildings doing nothing but taking up space destroying views and possibly bringing in vagrancy. In the end the residents of the city will be ultimately financially responsible to hold them and determine what to do with them.
- 5) I am very concerned about having enough police protection. We will not only require additional police force to patrol the area for our safety but also for the complex that I live in will also need to pay for additional security to maintain safety from unwanted visitors to our complex. How will the city pay for additional police protection and how will my complex be expected to pay for additional security?
- 6) I am concerned about the impact of the air quality impact on my health from additional vehicles, trucks, construction that this project will generate.
- 7) The Draft of the Environmental Impact Report on the Redondo website identifies that there could be a potentially significant impact for Seismic-related ground failure including liquefaction. This is very worrisome and I would be very interested in fully understanding this risk. This one concern if proved to be a possibility should be enough to halt this project because if even one life is lost or hurt due to this would be too high of a price to pay.
- 8) The development will prevent or impeded access to Coastal Dependent waterfront recreational and commercial uses because elimination of parking facility or severely limited usable parking will make traffic gridlock that prevents access, making people walk through a high density retail/commercial with equipment or boats to get to the waterfront, having to park across an active street to get to Seaside Lagoon or boat slips in Redondo Marina.
- 9) The impact to public safety, exposure to hazardous pollution, excessive fresh water consumption, hazards to people; in particular exposure to children from pollution and garbage in opened Seaside Lagoon with untreated water.
- 10) Last but not least of all, I am concerned that the developer would not be required to pay any rent for 30 years or until they make a profit of more than 10%. Even though this is not a direct environmental impact, I

consider it to impact Redondo's environment in an indirect way. How will Redondo be expected to pay for the additional resources of police and fire protection, water, utilities, etc. if we do not have a source of substantial income for 30 years? Or if we have vacant buildings, how will we financially look after them if we need to tear them down or look after them? Why would the Mayor and City Council approve such a plan? Where and how was 10% devised? How will the 10% be determined – based on Gross Revenue or Net Assets? How can we be sure that the developer will be fiscally responsible to earn a 10% plus profit? Will the developer employ City employees on their board to review that they are being fiscally responsible?

These are some but not all of my concerns about the development of this mall. I appreciate that you will review and include them in your evaluation of the Environment Impact Report in an objective manner.

Thank you for your consideration.

*Connie*

Connie Abela

[connieabela@adelphia.net](mailto:connieabela@adelphia.net)

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<http://www.eset.com>

## Comments re: CenterCal EIR

Eric Pendergraft [eric.pendergraft@aes.com]

Sent: Monday, July 21, 2014 4:54 PM

To: Katie Owston

Attachments: CenterCal EIR Comments - A~1.pdf (83 KB)

Katie,

Please see the attached letter from AES Southland.

Regards,

Eric

\_\_\_\_\_ Information from ESET Endpoint Antivirus, version of virus signature database 10136 (20140722)

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<http://www.eset.com>



690 North Studebaker Road  
Long Beach, CA 90803  
*tel* 562 493 7891  
*fax* 562 493 7320

**VIA EMAIL**

July 21, 2014

Katie Owston  
Project Planner  
City of Redondo Beach  
415 Diamond Street  
Redondo Beach, CA 90277  
[katie.owston@redondo.org](mailto:katie.owston@redondo.org)

**Re:** Notice of Preparation of the Draft Environmental Impact Report for the proposed Waterfront Project

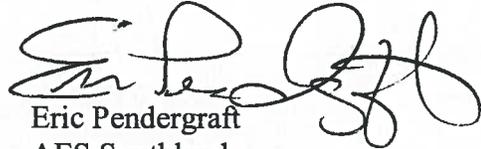
Dear Ms. Owston,

AES appreciates the opportunity to respond to the Notice of Preparation (NOP) of the Draft Environmental Impact Report (EIR) for the proposed Waterfront Project. We are supportive of the City's plans to revitalize the Redondo Beach waterfront and pier area.

We wanted to let you know that a new land use plan is being considered to revitalize the 50-acre Redondo Beach Generating Plant property. In a broad sense, the plan would enable the elimination of the existing Redondo Beach Generating Plant and allow for new mixed-use development on the western portion of the property and single-family residences on the eastern portion of the property. The mixed-use development along Harbor Drive will include retail and visitor-serving uses, restaurants, art and cultural facilities, offices, and similar uses serving residents and visitors, together with residential uses above the ground floor and a new hotel. Twenty percent (20%) of the property will be dedicated to open space. Under the plan, overall development of the property would be limited to 600 new residences, 85,000 square feet of commercial uses (of which no greater than 25,000 square feet can be restaurants), and 250 new hotel rooms. We can provide you with additional details if that would be helpful.

Pursuant to Section 15130(b)(1)(A) of the state California Environmental Quality Act guidelines, this land use plan should be considered as a probable future project and included in the list of related projects studied in the Waterfront Project EIR.

Sincerely,



Eric Pendergraft  
AES Southland

Jane Affonso [jgaffonso@gmail.com]

Sent: Wednesday, July 16, 2014 3:11 PM

To: Katie Owston

The EIR for this mall in REdondo Beach is unacceptable. It is a poor use of waterfront property and not best for the community or the environment. THIS massive development which will include movie theaters and more retail space is not conducive to enjoying the waterfront: boating, swimming, strolling, bike riding and views are not adequately protected. In addition the amount of traffic and pollution from his project will harm residents and other visitors. Finally, the financial structure of the deal means that the city and the public are at risk for bearing the cost of a failed project since there will be no tax revenue from the project for 30 years unless there is a net income. This EIR must not be approved.

The public meeting to solicit feedback on the EIR was a metaphor for the lack of public input into the process of planning this development. Start over.

Thank you.

Jane Affonso  
1919 Belmont Lane  
Redondo Beach, CA 90278

## Waterfront NOP Response

Linda Akyüz [lakyuz@aol.com]

Sent: Thursday, July 17, 2014 10:11 PM

To: Katie Owston

Attachments: NOP Reponse\_Akyuz.pdf (432 KB)

Dear Ms. Owston:

Please find attached my response to the Notice of Preparation of an EIR for the Waterfront project.

Thank you,  
Linda Akyüz

July 17, 2014

Dear City of Redondo Beach Mayor Aspell and Members of the City Council; Planning Commission; and Harbor Commission:

**Re: Comments on Notice of Preparation of Environmental Impact Report for the Waterfront Revitalization Project**

Background

I am submitting this letter to provide my comments regarding the Cultural Resources portion of the City of Redondo Beach Notice of Preparation (NOP) of Environmental Impact Report (EIR) for the Waterfront Revitalization Project (the Project). I am a Cultural Resources Principal Investigator and meet Secretary of the Interior (SOI) Professional Standards for Archaeologist, Architectural Historian, and Historian. I have been a historian for 26 years and have been surveying, recording, reporting, and evaluating cultural resources (archaeological sites and buildings/structures) for California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility and listing for 13 years. I am also a qualified paleontological technician, according to Society for Vertebrate Paleontology (SVP) standards. I served on the City of Redondo Beach Preservation Commission and have offered to update the City’s “historic landmark” survey pro bono.

I attended the public planning meetings regarding the above-named Project, and my input concerning the preservation of CRHR-eligible structures/archaeological sensitivity of the waterfront and my suggestions to alter the project to preserve cultural resources was elided and not documented.

My greatest concerns are the loss of Tony’s, impacts to archaeological resources, and notification of Native American representatives and other stakeholders. I want to make sure that Native American representatives listed by the Native American Heritage Commission (NAHC) are contacted as stakeholders in this process and that their comments and concerns are honored by the City. My comments regarding the Cultural Resources Initial Study checklist in Figure 1 follow the figure.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V.	<b>CULTURAL RESOURCES.</b> Would the project:				
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	X			
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			X	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			
d.	Disturb any human remains, including those interred outside of formal cemeteries?			X	

Figure 1. Waterfront Revitalization Project cultural resources initial study checklists

Analysis of Scope and Environmental Impacts to be Addressed by EIR and Recommendations for pre-EIR alterations to Proposed Project

**Entry V.a. Impact on Historical Resources**

**Analysis:** I agree with the Initial Study that the Project may be found to have a Potentially Significant Impact on historical resources. A cultural resource inventory and evaluation has not been conducted yet and will be done as part of the EIR process. This study will find several elements of the built environment to be historical resources that will qualify for listing in the CRHR. One of these is Tony's (Status Code 3S). It may also be determined that the "snack bars" and the Starboard Attitude structure north of Tony's are eligible for listing, as well as Luna Park.

Much of the Pier and Seaside Lagoon has been altered, and structures and objects that would have been eligible are no longer eligible because they have lost integrity. The portion of the Pier that was lost to storms was lost to forces of nature. However, the cultural landscape of family fishing can be retained at the waterfront. Character-defining features of Seaside Lagoon were lost when water structures were removed and when bathrooms were altered in 2010. This change was considered a categorical exemption to the California Environmental Quality Act (CEQA); I disagreed with this analysis by the City at the time, but the City Council did not agree with my evaluation. I understand that power plants can no longer use the ocean as cooling systems any longer, but Seaside Lagoon has become another part of our cultural landscape, and some version of this attraction should be retained, without the power plant association.

**Recommendations:**

- **Project Alternative Element: Alter the project to retain Tony's as-is; the loss of this National- and California-Register-eligible structure is immitigable.**
- **Project Alternative: Alter the project to retain the Pier as-is from the Barney's Beanery area until the turn west (near the fish-cleaning area)**
- **Project Alternative: Alter the project to retain the rest of the "new" pier (sails area) for fishing.**
- **Project Alternative: Alter the project to retain Luna Park, International Seafood and the associated dock area**
- **Project Alternative: Alter the project to retain Seaside Lagoon**
- **Mitigation Measures: Mitigation-level recordation of built environment that qualifies for CRHR; report by SOI-qualified architectural historian; Mitigation to include integration of history of structures in waterfront museum**

**Entry V.b. Impact on Archaeological Resources**

**Analysis:** I do not agree with the Initial Study that the Project is not likely to have a Potentially Significant Impact on archaeological resources. This area is highly sensitive for archaeological resources. It appears that extensive groundbreaking will be occurring. California's procedures call for preservation-in-place of archaeological resources whenever possible. Subsurface testing for presence of archaeological resources is not recommended, as this may adversely impact archaeological resources.

**Recommendations:**

- **Project Alternative: Alter the project to feature minimal groundbreaking (top 6 inches), in order to preserve archaeological resources in place.**
- **If the above recommendation is not followed, methodical sub-surface testing for "significance" of archaeological found present via a records search at the Southern Central Coastal Information Center; this is likely to be a recommendation of the EIR cultural resources survey**
- **Mitigation Measure: Monitoring of any groundbreaking activities by an SOI-qualified archaeologist and Native American cultural resources monitor**

- **Mitigation Measure: Recovery and full recordation of archaeological resources of any groundbreaking activities by a SOI-qualified archaeologist; full archaeological monitoring report by an SOI-qualified archaeologist.**

#### **Entry V.c. Impact on Paleontological and Geological Resources**

**Analysis:** I agree with the Initial Study that the Project may be found to have a Potentially Significant Impact on Paleontological and Geological resources. This area is sensitive for paleontological and geological resources. A records search at the Natural History Museum of Los Angeles will assist in this analysis. It appears that extensive groundbreaking will be occurring. SVP guidelines call for monitoring by a qualified paleontological resources monitor and quantified collections of sensitive deposits for recovery and analysis of fossil remains.

#### **Recommendations:**

- **Project Alternative: Alter the project to feature minimal g groundbreaking (top 6 inches), in order to preserve paleontological and geological resources in place.**
- **If the above recommendation is not followed, the Mitigation Measure would be: monitoring of any groundbreaking activities by a qualified paleontological monitor under the supervision of an SVP Qualified Paleontologist**
- **Mitigation Measure: Full analysis of paleontological resources**
- **Mitigation Measure: recordation and reporting of paleontological resources**

#### **Entry V.d. Impact on Human Remains**

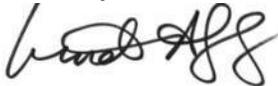
**Analysis:** The Project may have a Potentially Significant Impact on human remains.

#### **Recommendations:**

- **Project Alternative: Alter the project to feature minimal groundbreaking (top 6 inches), in order to preserve human remains in place.**
- **Mitigation Measure: Monitoring of any groundbreaking activities by an SOI-qualified archaeologist and Native American cultural resources monitor**
- **Mitigation Measure: Follow California procedures for the discovery of human remains: stop all groundbreaking activities; contact County Coroner; contact NAHC if for Most Likely Descendent; deference to Most Likely Descendent for disposition of human remains.**

Thank you for considering my comments and recommendations.

Sincerely,



Linda Akyuz

**Comments**

The Waterfront Project  
Environmental Impact Report (EIR) -- Scoping Process



Name: MARINA ALTAMORA  
Organization (optional): \_\_\_\_\_  
Address: 428 Esplanade CA 90277  
Zip Code: 90277  
Phone (optional): 310-543-2783  
E-mail (optional): MEA @ PO Box.com

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

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture and Forest Resources* | <input type="checkbox"/> Air Quality             |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources                | <input type="checkbox"/> Geology/Soils           |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials   | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning        | <input type="checkbox"/> Mineral Resources*                | <input type="checkbox"/> Noise                   |
| <input type="checkbox"/> Population/Housing*      | <input type="checkbox"/> Public Services                   | <input type="checkbox"/> Recreation              |
| <input type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities/Service Systems         |  |

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

Comments:

Don't change anything!

NO HOTEL!  
NO HIGH RISES!  
NO TALL BLDGS!

Redondo Beach

Don't make us a Manhattan Beach #2.

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

Please drop the completed form into the box marked "COMMENTS" or mail to:  
Katie Owston, Project Planner  
City of Redondo Beach  
415 Diamond Street  
Redondo Beach, California 90277

Comments may also be submitted via email to [katie.owston@redondo.org](mailto:katie.owston@redondo.org).  
All comments must be received no later than 5:30 p.m. on July 21, 2014.

## Development at Redondo King Harbor

Mimi Andersen [antandbee@verizon.net]

Sent: Wednesday, July 09, 2014 8:55 PM

To: Katie Owston

Cc: Bill Brand [bbrand@earthlink.net]

re: Letter for the record to Oppose the 2014 King Harbor City Approved Development

To Whom It May Concern:

We strongly oppose the City approved development project being proffered for Redondo's King Harbor area just north of the pier parking structure.

It is clear by the size, height and number of storefronts and restaurants spaces that the CalCtr developer has proposed for this small area right at the water's edge, that the City wants as much commercial density as the law allows and the developer must provide this or lose the bid.

The ocean, the harbor, civic space and view corridors be damned. The City wants a dense mall and hired a mall developer to build one and lease it out quickly.

Looking at it objectively, we currently have a huge pier parking structure that was terribly expensive and is really badly designed and ugly - and it has dominated the new pier (I say new cause I grew up here) which itself was poorly designed and remains unable to be the premiere location it should be for Redondo for many reasons.

Now we will have more ugly huge parking structures and an unneeded mall right on the waterfront to match the pier.

Why would we use waterfront space for yet another ugly parking structure? I thought that the pier parking structure is never at capacity? It never is when I look out at all the empty levels!

Moreover, I think any Redondo resident who has ever walked around it trying to get to the pier or had the awful experience of cycling on the bike path there trying to get to the pier realizes what a huge mistake this poorly designed project was.

Moreover, the empty shops and unused parking at the top of this boondoggle remains a problem after decades with no solution in sight.

My point is how bad decisions and bad design leave a legacy of ugly, wasted and unprofitable space. Think about it. You make a rushed cheap and poorly designed plan to let's say fill up a parking lot or rebuild a pier.

The new structure you rushed and paid cheaply for is now a permanent eye-sore and instead of what was a benign parking lot or a small pier you now have cursed the city with more 'development blight'.

So when we think of the mistakes made with the pier and apply lessons learned to the project before us now - what can we take away?

My gut reaction in seeing the new harbor plans was indescribable. I just felt ill. There is no wisdom applied here. I am not an architect but I felt that upon closer look, is it even worse than I first thought.

Never in my wildest dreams did I think the current City Leadership would allow this level of development or approve the heights.

Most normal people just can not envision that any coastal zoning in the South Bay would allow it either but then I remembered the heights of the Apartment buildings and the Spectrum Club and the loss of Measure G - so I realize the zoning is legal.

Too bad. What a disaster for this small wedge area - not only does the new Vegas style development height hide the beautiful ocean and boats it does nothing - I repeat - it really does nothing to resolve the trouble issues which are there now as I described above.

This is something I really hoped for but this design seems just plopped down like a ton of bricks fell from the sky.

Furthermore, from the perspective of many Redondo residents who share my view, this project seems to be built on promises that cannot be kept.

The developer themselves instead of designing a plan they can be proud of and stand behind which will new attract businesses are obviously terrified that this mall will fail and so they boldly asked if the City of Redondo, the real owners, would take that financial burden for them 'just in case' - to which the City said "Sure!". What?

Why is it only Councilman Brand (District 2) who has not bitten this poison apple and is aware and willing to tell the residents what is going on?

Truly Councilman Brand and the developer understand more than the rest of Redondo's City officials that this level of density and this style of mall on the waterfront is not a recipe for success.

Why else would the developer be asking for deals like the latest: guaranteed locked in discounts from the city which would take effect if the percentage of committed commercial leases goes too low for them to make a profit. They are more than concerned.

The developers should be lining up the happy, anxious and willing corporate tenants and promoting the project 24/7 but instead they are forming contingencies and offering deals - anything to insure the city will bail them out when they cannot make their lease payments.

A quick spin around the block on Catalina within spitting distance is the empty Tech Center, another overdeveloped wasteful building the same City leaders still in power really 'needed'. No wonder the developers are concerned.

Just adjacent and north to the tech center is the stylish new car wash with a bunch of empty storefronts gathering months of dust already, hopefully not the toxic dust that site is supposedly built on.

As an aside, I have watched for over 10 years as the location that now houses the underground style car wash site moved dirt around. They seemed to take some away, put some in railroad containers, move some back- it was an interesting endeavor.

Why would a development site next to the AES power plant, and the tech center be moving dirt around for 10 years?

It is public knowledge (google) that the AES power plant has numerous buried and epa regulated waste materials it has inherited from previous industrial owners. One wonders if there is a connection? I have no idea.

I do know that I was told by a previous employee that the reason they have not built until now and spent years moving soil around was because it was extremely hazardous and polluted soil! I cannot verify this.

In the Harbor development project presently occurring, Redondo residents have been told by the city for years that the heights would be low or only high in a small part -- and view corridors would be respected. That promise is broken.

Adjacent residents who have repeatedly asked for relief from loud drunk parties and bright lights as well as begging the city that no new buildings will block their views will also be disappointed.

Another promise broken was that the City would work with developers who would in turn listen and work with the residents. That has been impossible as Cal Development have now publicly characterized any residents who dislike their design as not worth their time.

Their recent quotes in the local papers were condescending, rude and openly hostile to residents who want an open and fair dialogue with them.

They are clearly doing their job well as instructed by the City - 1. designing a mall with the most allowed square footage and tallest legal heights and the maximum bulk allowed in the Harbor zone, and 2. treating any residents who question them with contempt.

It furthers the notion that instead of an intelligently and carefully designed Harbor waterfront development which will help integrate the pier, new businesses and feature the ocean, we will get more of the same type of thinking which brought us the Crown Plaza and the Tech Center. It is just simply a bad idea.

Have the city no designers on staff or consultants that will tell them the honest truth that this development stinks ??

It seems that all they have is a mall developer who has done a nice big mall in Utah.

Now I think this developer DID do some nice huge malls HERE in California, but the Council agreed with the developer that a trip to Utah was warranted. So they all went to see the Utah mall.

The Utah Mall is this developer's exact example of the type of mall he is proposing and has in fact proposed for the Redondo Harbor.

The photos I saw of the Utah mall well, it clearly was a mall or movie theaters and it had a corporate feel to it. It was lit up and a pretty photo to be sure.

However, I didn't see the expected modern and clean design one would expect in a mall built in 2014, where the most successful malls have relied on strong lines and a clean look with large outdoor walking spaces and room to breath while you shop.

From it looking like a huge glass bank, to it looking like a huge Orange County Mall, to it looking like a mish mash of an incredibly horrible design whose goal is to pack as many sq feet in the space as possible - it did not excite.

It clearly was just a mall and not one that would be featuring the ocean, adding any considerable amount of Public or Civic space or adding artistic or modern design to the space. It could be the Galleria with more glass? jmo

Don't we understand people do not come to Redondo Beach Harbor to shop at the Gap, Banana Republic, Victorias Secret, Anthropologie or any of the other corporate mall leasees we will expect who can afford the developers preposterous rental fees?

Do we expect that the languishing Redondo Beach funded Galleria will improve from yet another corporate mall?

Do we realize there is the Manhattan Beach Mall a few miles away with huge parking areas that has struggled from day one and more now that the humungus El Segundo Mall hit town just a few blocks over?

It boggles the mind. I hate to ask but in my heart I think, "Are they greedy or just plain dumb at City Hall. What reasoning can they be using"?

But maybe it is our fault for voting for Aspel and the rest of the Council when it was clear from their record, especially Aspel's, that this type of development is their idea of beauty.

It must be their vision -- sadly so, because from a profitability standpoint the deals they are making are not going to make Redondo Beach richer.

.  
Are they forgetting that we are not just Redondo we are Redondo Beach?

Why are we continuing to build in this unsustainable, unprofitable and over developed way which makes our waterfront ugly and unpleasant for visitors and residents alike?

Like the Vegas style Crown Plaza building which should be torn down and rebuilt to integrate the pier and foster business as well as improve the Marina and boating facilities in this long ignored harbor area, the new development proposed makes all the same mistakes and is even worse.

As a life long resident of Redondo, I am often asked by visitors why Redondo has allowed such over development to ruin our coastline from the border of Hermosa to beyond the esplanade.

Didn't the Redondo City leaders want to feature the biggest asset the city has which is the ocean?

Why isn't there a lovely walking and biking strand in Redondo linking it to it's neighbors to the South?

How could they allow the skyscraping vegas style building that is the Crown Plaza to be built right there?

It is not like we needed a behemoth pillar to rise from any ashes nor did we need the revenue. It's presence is disconcerting and it's lack of visitors obvious and troubling. Personally, I would want a Crown plaza in Redondo but not a Vegas Crown plaza.

Why indeed. Who knows?

Redondo already has tall buildings on the map south of the pier - maybe the City planners thought this new tall building will set the stage for how future planning will be determined in the area - development will be large and tall, cater to visitors and businesses but not residents.

Kinda like Marina del Rey or Santa Monica??

The next big thing I personally saw built next door was a huge commercial building curiously called the tech center. Built right up against the power plant, it is a warren of confusing concrete floors and what the designers must of thought would house small storefronts.

Inside I saw that many of the so-called shops - all empty- which face to the east away from the ocean - as all the shops do, have doors that roll up so during open hours each floor would resemble a mini-strip mall.

BTW- There are no windows to the lovely ocean view for any of the patrons- just shops or actually empty shops, to stare at.

Behind the scenes in back of each stall through a small door is a room big enough to be some type of an office but not large enough to hold store inventory.

Finally the very back wall was, if I remember correctly a glass door that looked out over the power plant into some large oil wells.

Walking out the back door each stall exits onto the same outdoor apartment- or hotel style concrete walkway leading to stairs as an optional path to the buildings odd central elevators.

What more can we say about the tech center? It is an interesting piece of architecture without a real use other than a few rented spaces and people who seem to rent these large odd corner spaces at the top which are all glass and look like gorgeous north facing residential apartments. I always wonder who lives there.

It was also continually cracking but maybe that issue is fixed.

Another boondoggle.

As a landscape designer, I often hear from clients that their backyard is just not right. Seating areas are not clear. Areas are cold and or uninviting. The outdoor experience is now enjoyed only from inside through a window.

It is interesting that many of the same complaints as listed above are heard from Redondo residents and visitors alike when they visit King Harbor.

One could surmise that the legacy of overdevelopment is bad design that makes the environment humans live, work and play in to be un hospitable, confusing feeling, cold, unwelcoming, crowded, noisy, polluted, traffic jammed, unsafe, and a huge mistake when it all combines to ruin the oceanfront experience.

Bad design makes people avoid an area and NO amount of new development that does not address ongoing issues has much of a chance succeed.

When I ride my bike on Harbor Dr. to the strand in Hermosa Beach, just a step over the Redondo Beach border, I can finally see the beach and I remember that the shining beacon of water and light in the South Bay is not a development it's called the ocean. It ought to be the prime focus of any future waterfront development.

Mimi Andersen  
Andrew Andersen  
625 N Guadalupe Av  
Redondo Beach CA 90277

**Comments**

The Waterfront Project  
Environmental Impact Report (EIR) – Scoping Process



Name: JONAS APOIAN  
Organization (optional): \_\_\_\_\_  
Address: 421 N. MARIA AVE  
Zip Code: 90277  
Phone (optional): 3-10-308-8222  
E-mail (optional): apoiame@gmail.com



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

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                          | <input type="checkbox"/> Agriculture and Forest Resources*          | <input checked="" type="checkbox"/> Air Quality             |
| <input type="checkbox"/> Biological Resources                | <input type="checkbox"/> Cultural Resources                         | <input checked="" type="checkbox"/> Geology/Soils           |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning                   | <input type="checkbox"/> Mineral Resources*                         | <input checked="" type="checkbox"/> Noise                   |
| <input checked="" type="checkbox"/> Population/Housing*      | <input checked="" type="checkbox"/> Public Services                 | <input type="checkbox"/> Recreation                         |
| <input checked="" type="checkbox"/> Transportation/Traffic   | <input checked="" type="checkbox"/> Utilities/Service Systems       |   |

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

**Comments:**

I BELIEVE THE EIR IN ITSELF IS SUFFICIENT EVIDENCE TO CANCEL THIS PROJECT.

THERE IS NO BENEFIT TO REDONDO BEACH.

THESE ARE ALL OUTSIDE COMPANIES THAT ARE RAMPING THE CITY UP IS NATURAL RESOURCES.

MORE POLLUTION!!! WHY!!!

GROWTH IS NOT A GOOD THING.

PROJECTS DO NOT OBTAIN LOGIC.

COMMON SENSE IS NEEDED!!!

PLEASE STOP THIS.

WE DON'T NEED THIS GROWTH IN OUR COMMUNITY!!

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

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

Katie Owston, Project Planner  
City of Redondo Beach  
415 Diamond Street  
Redondo Beach, California 90277

Comments may also be submitted via email to [katie.owston@redondo.org](mailto:katie.owston@redondo.org).  
All comments must be received no later than 5:30 p.m. on July 21, 2014.

## Redondo Waterfront

Grieg Asher [griegasher1@me.com]

Sent: Friday, July 11, 2014 11:23 AM

To: Katie Owston

I attended the scoping meeting last Wednesday and I offer the following comments:

- The meeting was professional, well run and offered every attendee the opportunity to comment in depth on all aspects of the project.
- I think the proposed project is excellent, especially the Market Hall and Hotel components, and I like the design and landscaping.
- The proposed project is exactly what is needed to revitalize the tired, out-of-date current facilities.
- The proposed project will increase tax revenue for the City, as well as encourage local City residents to visit the waterfront regularly again, many by walking and biking.

Thank you for the opportunity to comment.

Grieg Asher, AICP

## Katie Owston

---

**From:** Boyd Baker <calcat91355@yahoo.com>  
**Sent:** Thursday, July 03, 2014 8:48 PM  
**To:** Katie Owston  
**Subject:** Waterfront development

Hi Katie,

I will not be attending the public meeting on July 9, but I would like to weigh in with my opinion on the subject of the Redondo Waterfront Redevelopment.

I am in complete support of the plan that was put forth by CenterCal, and can find no fault with it.

I moved to Redondo in 2010, and have always found myself amazed at the beauty of the area and the waste of space that is Redondo Pier. To me, this area of Redondo has the most pristine views on the Santa Monica Bay, and those views are being grossly underutilized. There is ENORMOUS potential for development of this area, or at least re-arranging. For instance, the parking garage as you first enter the pier area is the first thing you see, and takes up an inordinate amount of space. The parking garage should be in the background somewhere, and all beach-front areas should be utilized for any purpose other than parking. But I could go on forever about the misuse of real estate.

The point of this email is to simply tell you that I am in FULL support of the CenterCal proposal. The area desperately needs a facelift befitting the natural beauty around it. This should be an area in which people are drawn to, much as they are drawn to Brentwood or Santa Monica.

And I know about the very vocal minority of people who are trying to block the development. I hope the project is able to overcome them.

Thank you.

Boyd Baker

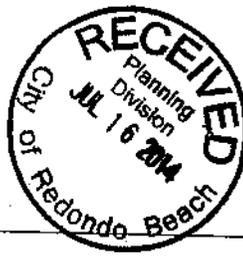
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<http://www.eset.com>

# Comments

The Waterfront Project  
Environmental Impact Report (EIR) – Scoping Process



Name: Peter Barth  
Organization (optional): \_\_\_\_\_  
Address: 250 The Village #301 Redondo Beach, CA  
Zip Code: 90277  
Phone (optional): \_\_\_\_\_  
E-mail (optional): \_\_\_\_\_

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

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics        | <input type="checkbox"/> Agriculture and Forest Resources* | <input checked="" type="checkbox"/> Air Quality  |
| <input type="checkbox"/> Biological Resources         | <input type="checkbox"/> Cultural Resources                | <input type="checkbox"/> Geology/Soils           |
| <input type="checkbox"/> Greenhouse Gas Emissions     | <input type="checkbox"/> Hazards and Hazardous Materials   | <input type="checkbox"/> Hydrology/Water Quality |
| <input checked="" type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources*                | <input checked="" type="checkbox"/> Noise        |
| <input type="checkbox"/> Population/Housing*          | <input checked="" type="checkbox"/> Public Services        | <input checked="" type="checkbox"/> Recreation   |
| <input type="checkbox"/> Transportation/Traffic       | <input type="checkbox"/> Utilities/Service Systems         |  |

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

**Comments:** The Road: Putting a road at the bottom of Culezar Park and in front of all the Village condos & apartments is preposterous. It will impact approximately 6000 owners & renters with pollution, noise & safety. It will impact the public walking & biking to the waterfront. Children & the public will be at risk. It makes absolutely no sense.

The Bridge: Will impact beautiful views of the ocean. No more sailboats allowed in the "dock" area. America has an obesity problem... let people walk.

The hotel at the south end. Mr. Bruning talked about walking out of the lobby onto a beautiful beach. This beach is  
(Please write on the back if you need more room)

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

Katie Owston, Project Planner  
City of Redondo Beach  
415 Diamond Street  
Redondo Beach, California 90277

Comments may also be submitted via email to [katie.owston@redondo.org](mailto:katie.owston@redondo.org).  
All comments must be received no later than 5:30 p.m. on July 21, 2014.

Comment continued:

shorter than a football field & has a glorious view of the piling holding up the pier.

Seaside Laguna. A few years ago the city spent lots of money improving the filtering system. Now they want to open it to the ocean & put a boat ramp right in front of it. You think that's a "safe" idea?

Boat Ramp: The beach goers will get an oil & gas bath from all the craft entering & exiting the sea. Jeff Cruz's shack will have to be torn down to make way for the ramp & a parking lot. Ironical isn't it? A parking lot closer to the ocean. This whole mess started years ago because the council didn't like parking lots which, of course, allow the public to see the ocean from almost everywhere. With the proposal we're going to have "view corridors" ... like looking down an alley to the sea.

Market Hall - Movie Theater - Parking structure - White elephants

In his presentations Mr Browning has mentioned Boston's Quincy Market, Vancouver's Granville Island, Seattle and San Francisco. All major cities, not beach towns.

The public view from the top of Squalor Park is all ocean, rocks & trees with the exception of the top of the blue & white lighthouse building. One of the prettiest views in Redonda. Composite pictures from the same viewpoint show that the proposed buildings look like the back of a warehouse & block the public's view of the channel & boats entering & exiting the waterway.

I have documents from the coastal commission stating "the scenic & visual qualities of coastal areas shall be considered & protected as a resource of public importance. Permitted development



## Redondo Mall

Tom Bauer [tom@interperk.com]

Sent: Saturday, July 12, 2014 11:34 AM

To: Katie Owston

Cc: Bill Brand [bbrand@earthlink.net]

Hi Katie,

I personally don't support the huge mall planned at the Redondo Pier. Rather I prefer something classy, cute and scaled down. No need to cram so much into that space.

I do appreciate all the work being done to upgrade the pier, but getting carried away will affect traffic and the quality of life in the surrounding area for many years to come.

Thank you,

Tom Bauer

413 Avenue D

Redondo Beach, CA 90277

# The CenterCal Mall IES questions comments and concerns BBR R3.pdf - Adobe Acrobat Standard

Light, Jim [jim.light@linquest.com]

Sent: Friday, July 18, 2014 11:11 AM

To: Katie Owston; Eleanor Manzano; Steve Aspel; Jeff Ginsburg; Bill Brand; Pat Aust; Stephen Sammarco; Matt Kilroy

Attachments: The CenterCal Mall IES que~1.pdf (1 MB)

For the public record, BBR inputs on the CenterCal Mall IES. This one is more complete and up to date and replaces the previous versions of this documents submitted by BBR.

VR,

Jim Light

District 1 Redondo Beach

President of Building a Better Redondo

310-989-3332

\_\_\_\_\_ Information from ESET Endpoint Antivirus, version of virus signature database 10136 (20140722)

\_\_\_\_\_ The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

# CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

16 July 14

**The CenterCal Mall project represents a substantial intensification of uses of our harbor area / waterfront that are not coastal dependent uses.** The impacts of this level of intensification would be substantial under normal circumstances. In this case, the project site configuration, location and infrastructure exacerbate the impacts of this magnitude of intensification. **The impacts require close scrutiny as the project appears it will have significant adverse impacts on coastal dependent recreational and commercial uses of the harbor and waterfront by uses that are not coastal dependent.** The harbor was built by public funds for recreational boating and other coastal dependent uses. **The non-coastal dependent development should not have significant negative impact upon the public's ability or desirability to fully use and enjoy these existing coastal dependent uses of our harbor and waterfront. In fact, that would be a violation of Redondo's Local Coastal Plan and the Coastal Act.** Furthermore, the advertised high end nature of the shops, restaurants, hotel and movie theater would impact the ability of a large number of visitors from being able to enjoy and utilize this area of the waterfront. The IES assessment and project description lead to a number of questions, concerns, and comments which are discussed in the paragraphs that follow.

## Questions:

The project description is too vague in many places to make substantive comments or fully develop concerns. Since this is specific development project, not zoning or a master/specific plan, the project description should be far more definitive. The answers to questions below would allow a better development of concerns. **Without these details, the public is preventing from making a complete response to the IES as it exists.**

- a. The IES does not describe parking adequately. What is the current number of parking spaces and how many total are included in the current project? What are the number of space, square footage, and dimensions of the proposed new parking structure and the changes to the number of pier parking spaces, pier parking total square footage, and dimensions under the proposed configuration? What are the parking spaces allocated to boaters using the boat ramp, boaters/SUP'ers who hand launch small craft, and boaters with slips in Redondo Marina?
- b. The project description is unclear. Some city documents say 15 acres the IES states that the land and water combined are more than 38 acres. How many acres of land/pier are included in the project? The description describes new bicycle and pedestrian walkways, but other than the pedestrian esplanade, there is no further description. "High quality public open space" is undefined.
- c. The project description says there will be a new small boat launch but it does not appear anywhere in the site drawing or project description. The following details are needed to fully assess the impacts of the proposed project. Where is it? How big is it? How is

## CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

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it accessed by small boat users?

- d. Will all boat slips be maintained in the Redondo marina? What is the height of the proposed pedestrian bridge above the high high tide line? Will the commercial boats fit under the bridge?
- e. Has there been an analysis of the quality of water in the small boat launch area to determine if the lagoon would be safe for children to swim in? Will this stagnant water area be able to support swimming, wading, and play while maintaining acceptable water quality? The small boat launch area is only inches deep at low tide. It shoals after a few years. Will the opened Seaside Lagoon be dredged regularly – is that included in any fiscal analysis? What will keep the dramatically sloped beach in place? What is the final size of the water area compared to current and what is the size of the public open space/usable beach/grass area compared to current conditions?
- f. The current drawings show a very narrow road for the new road connecting Harbor Dr and Torrance Blvd. What is the configuration of the bike and pedestrian paths through this same area? Are the bike and pedestrian paths protected? How do they link up with the bike and pedestrian paths at Harbor Dr?
- g. The project plan is vague on public open space. What is considered public open space and what is its size and uses? Much of the area looks like it would tables for eating restaurant food from the mall vendors... is this considered public open space? How much is truly public, city controlled space and how much is controlled by the developer/leaseholder? Will access and uses to this public open space be controlled or limited? If so, what will be allowed and prohibited in these areas? How is the 10% public open space requirement met in each zoning area?
- h. The boat ramp as depicted in the IES does not have a breakwater. Other city documents show a new breakwater. Configuration of the boat ramp is critical to assess the hazards associated with the reconfiguration. The location of the dinghy dock is not show either. The impact of surge, which is great in this area of the harbor; the mixing of small human powered craft with just launched or returning power boats and dinghies; the flow of gas/oil from the boat ramp area and dinghy dock into the opened Seaside lagoon; the mixing of newly launched and returning power boats into the turn basin where sailboats drop their sails and many human powered craft traverse and congregate; and the ability to navigate safely into and out of the boat ramp are all concerns that cannot be adequately assessed without more detail. What is the proposed configuration of the new public boat ramp and the missing dinghy dock? How is the Public Esplanade

## CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

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requirement met in the northern end of the project with the break in the Seaside Lagoon and what is the connectivity with the California Coastal Trail?

- i. What is the calculation of total new square footage based on the cumulative development including the new Shade hotel?
- j. The building heights have not been included in the IES information provided publicly, yet CenterCal presentations to the Council have shown this detail. Why has the public not been provided the detailed drawings in planview and elevation and more detailed descriptions so that we might be able to comment more effectively?

### Comments/Concerns:

- a. **Aesthetics:** An analysis of views from Harbor Drive based on the CenterCal Mall plan drawings reveals approximately an 80% reduction in views of the harbor, ocean, cliffs of Palos Verdes, and Catalina Island from the roadway, bike path and pedestrian sidewalks along Harbor Blvd. Figure 1 shows the limited views left after development assuming no obstacles are placed in the open corridors.



**Figure 1: View analysis along Harbor Drive shows 80% loss of harbor/ocean views. The orange areas are where views of the harbor/ocean are possible.**

## CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

16 July 14

This actual view impact could be far worse depending on use of landscaping, umbrellas, fountains, pergola, and other amenities in the two narrow slivers of view that remain. Even those views would be dominated by the development. This would be a significant impact on public scenic resources and could substantially degrade both the visual character and quality of the site. The Local Coastal Plan calls for preserving and enhancing public views from Harbor Drive. Any reasonable assessment would conclude that requirement is not being met.

The following photographs demonstrate a sampling of views today:



View of Dedication Park from northeast corner of Beryl and Harbor. The CenterCal Mall plan replaces Dedication Park with a three story parking structure. Today this is the main entrance to the harbor as evidenced by the signage on either side of the park.

## CenterCal Mall Project IES Comments and Questions

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View of Harbor from Dedication Park. This park and its view are eliminated in the Centercal Mall plan by the parking structure.



Harbor View from Harbor Drive through Seaside Lagoon. This view would be blocked by the three story parking structure and two story movie theater.

## CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

16 July 14



Harbor Mouth View from Harbor Drive. This view would be blocked by the Market Hall and other development.

The three story parking structure on the corner of Portofino Way and Beryl would create a devastating aesthetic impact from both Harbor Drive as well as from the Seaside Lagoon. The parking structure and attached retail/restaurant uses encroach on the Seaside Lagoon area and will create the effect of a huge three story structure looming over and dominating the views from the much smaller Seaside Lagoon “beach” area and the water. This would impact the attractiveness of the Seaside Lagoon to the public.

- b. **Hazards and hazardous materials:** The plan as described may have significant impact on the ability to evacuate the area in the event of an earthquake, tidal surge, tsunami, fire, or other natural or man-made events. Also disturbance of the current fill and demolition of existing structures could expose the harbor waters to toxic substances.

The water quality of the proposed opening of the Seaside Lagoon has not been assessed or considered in the IES. The small boat launch area today is a collecting point for harbor trash. Opening Seaside lagoon will create a large area of stagnant water and a large collector area for harbor trash. The lack of water exchange, the direction of the prevailing winds, and the use of this stagnant water by people, especially children, may make the water quality unsafe in and of itself. This would be exacerbated by the location of the new public boat ramp as the seaside lagoon may become a collecting area for oil and gas from the boat ramp area. The whole Seaside Lagoon may be rendered unusable for swimming/wading and play. Even if the water quality is not an issue, the presence of trash will be a deterrence to use.

## CenterCal Mall Project IES Comments and Questions

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There are numerous safety hazards that also need to be analyzed as part of the EIR. The location of the Seaside Lagoon and proximity to the access road for the mall and parking structure creates a hazard that is not there today because the current fence that separates Seaside Lagoon from the current parking lot is eliminated. Young children could easily run into the new roadway servicing the parking garage and restaurant/retail uses. The flow of pedestrian traffic to and from the area, the reconfiguration of the bike path and increased bike use, combined with the change and increase in traffic flow create hazards and safety concerns between vehicular traffic and pedestrians and bicycles. For example, users of Seaside Lagoon would now have to transport their gear and children through a parking structure and across the new internal street that separates the parking from the Seaside Lagoon area. Today, there is no roadway separating the surface level parking from Seaside Lagoon.

And as discussed elsewhere, the new boat ramp, reconfiguration of the Seaside Lagoon, the addition of new moorings, and the location of the dinghy dock and small hand launched boat launch change boating traffic patterns and will increase and concentrate human powered, sailing, and motor craft activities, which will increase the potential for navigation hazards in the harbor. This is especially true in that many trailer boaters and stand up paddle boarders are novices with little or no training on their vessel or on the boating “rules of the road”. The proposed location of the boat ramp is far more impactful and potentially hazardous than the current location of the boat hoists, which are isolated from the turn basin and small boat launch/dinghy dock. And the need for an additional breakwater to quell the surge at the boat ramp location creates very tight maneuvering space and would task saturate even experienced boaters to where they may be unaware of all the movements of multiple human powered craft, especially those operated by neophyte users.

- c. **Hydrology:** The water usage of this site will increase dramatically and will significantly increase demand for water despite a multi-year drought and increasing water shortages.
- d. **Land Use and Planning:** The project plan shows a wall of development that will effectively separate the community from and limit access to waterfront coastal dependent recreational uses. This is in conflict with the General Plan and the approved Local Coastal Plan. The degradation of access, especially when traffic is taken into consideration will be significant.

In the deliberations of the AES power plant project, CEC staff deemed that certain areas of the AES site fall under the definition of protected wetlands. The impact of construction and increased traffic on these areas should be evaluated.

## CenterCal Mall Project IES Comments and Questions

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In general, the proximity, density, and impacts of the commercial development and parking structure represent uses incompatible with existing coastal dependent recreational and commercial uses. And the development as proposed violates the zoning requirements that the new development “be consistent and harmonious with the scale of existing development.” This development is clearly not consistent with the scale of existing development.

- e. **Public services:** The proposed project could have substantial impact on police and fire access and response times well beyond the project boundaries due to substantial increases in traffic and associated delays at intersections and driveways. The increased crime associated with commercial intensification will put additional burden on our police department. This burden will increase if the mall is unsuccessful. Increased use of the area and the increased interaction of vehicles, pedestrians and bicyclists will likely lead to more calls for medical emergency support from the fire department. And the reconfiguration and concentration of boating uses and traffic patterns at the proposed boat ramp area will increase demands on the Harbor Patrol.

There will be a substantial impact on the public lands and waters of and around the harbor. The project as proposed eliminates Dedication Park and shrinks the publicly usable portion of the Seaside Lagoon beach/grass lawn area by about 1/3. What is left of the beach area has commercial development added to it, further decreasing the availability, usability, and desirability of the public parkland. Additionally, because the Seaside Lagoon must be dredged much deeper to open it up to the tidal waters of the harbor, the smaller beach will have to slope more, which may impact usability and erosion. The impact of the slope on beach sustainability and usability should be evaluated in the EIR.

Currently, the plan does not show any relocation of the small boat hand launch/dinghy dock which was recently expanded using state funds to accommodate boaters using the new mooring field in the harbor. If this dock is not replaced, the ability of visitors using the new moorings to come to shore is negatively impacted. And depending on placement safety may be impacted. It appears the swimming /wading area of the Seaside Lagoon is on the order of two thirds smaller than the current water area and will be further negatively impacted if this smaller area is to be shared now by Stand Up Paddleboarders and other small craft users. The City has also discussed the possibility of moving the outrigger canoe club to this site. The storage of outrigger canoes and equipment on the site and the navigation of the waters of the lagoon would create a significant impact to current family uses of the park. As stated before, the poor water quality of an opened Seaside Lagoon may preclude its use by swimmers, waders, etc.

The highly touted public waterfront “esplanade” is not a substantive improvement as a

## CenterCal Mall Project IES Comments and Questions

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waterfront walkway exists today. In fact the opening of Seaside Lagoon will interrupt the existing walkway and force people to walk through the mall area beside the street added beside the Seaside Lagoon. In fact the new esplanade negatively impacts the other recreational uses in the Seaside Lagoon. The new esplanade encroaches on and dramatically reduces the usable beach area of the park and it really configured to support the five commercial lease spaces added to the Seaside Lagoon park area.

Reconfiguration of the bike path and pedestrian walkways through the CenterCal development combined with the density of the development, the addition of streets internal to the development, and the elimination of the International Boardwalk may have significant impact on the safety and desirability of these uses in the harbor and pier area. Especially moving from Torrance Blvd to Harbor Drive.

- f. **Recreation:** Recreational impacts of the project exceed those defined in the IES.

**Substantial Reduction in Usable Recreational Open Space/Parkland** - Redondo Beach has actually reduced its parkland to resident ratio through the years. The Recreation and Parks element of the General Plan cites a goal of 3 acres/1000 residents, which Redondo has never achieved. In looking for areas to expand, the Recreation and Parks element specifically calls out for the exploration of the use of the old octagonal building site for public recreational uses. Indeed today, the City/Pier Business Association uses this site for projecting public movies in the summer. The project as depicted does not contemplate a public recreational use for this site – instead it shows commercial development on this site. Similar to the trend across the city, the CenterCal Mall plan further depletes public parkland. The Seaside Lagoon Park is considerably smaller and Dedication Park is eliminated in the proposed plan.

Figure 2 overlays the current footprint of Seaside Lagoon and its water area over the CenterCal Mall Plan – demonstrating the loss of public parkland to CenterCal Mall development. A total of nine commercial retail/restaurant lease spaces, a road, the pedestrian esplanade and a portion of the parking garage encroach on the current Seaside Lagoon parkland.

## CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

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**Figure 2: Current boundaries of Seaside Lagoon Park and water area superimposed over CenterCal Mall Plan**

The figure also demonstrates the loss of about two thirds of the water area in the current park. The smaller Seaside Lagoon tightly surrounded by mall development and the three story parking structure will be less desirable to the public and will likely decrease utilization. How many people park in a parking structure and navigate their kids and all their beach gear through the parking structure, across a street, through a retail/restaurant area, across a pedestrian esplanade to enjoy a much smaller Seaside Lagoon with shopping/restaurant uses and a three story parking structure dominating the view, and ambiance of the dinky beach area? Today the commercial areas of the pier and International Boardwalk are well separated from Seaside Lagoon and the fencing with landscaping provides further separation. The shrinking of the park area combined with the encroachment of incompatible uses represents a significant impact to recreation in the harbor area and a violation of the City's zoning and Local Coastal Plan. Conversion of public open space and parkland to other uses requires a vote of the People under City Charter Article XXVII. The recreational capacity of the Seaside Lagoon should be expanded, not contracted.

Water quality of the opened lagoon is not addressed nor is periodic requirements for dredging. This area of the harbor already collects garbage and the open lagoon would

## CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

16 July 14

create a large stagnant area. The location of the new boat ramp and dinghy dock also may cause gas and oil to collect in the open lagoon. All these combined may make the open lagoon waters unfit/unusable and or undesirable for swimming and wading.

**Substantial Reduction in Parking and Inconvenience of Parking for Recreational Uses:** The project plan substantially reduces parking for trailer boaters, fishermen, small craft boaters, and Stand Up Paddleboarders, and those intending to swim at the Seaside Lagoon.

The proposed parking lot for the boat ramp is insufficient for the trailer boaters. According to a study completed by the city<sup>1</sup>, the boat ramp parking lot would only hold about 40 trailer/tow vehicles (Figure 3). This is reduced from the 50 trailer parking spots that exist today (Figure 4). Redondo's current zoning ordinance<sup>2</sup> requires 67 double length spaces for trailers boaters. The California Department of Boating and Waterways<sup>3</sup> design handbooks calls for parking spaces within 600' of the boat ramp, a MINIMUM of 20 to 30 car/trailer spaces per lane, plus additional car only parking spaces. The current plan represents a decrease in parking spaces and is the minimum of the minimum specified in the design handbook. Furthermore, the design handbook calls for pull through parking. The configuration of planned boat ramp only achieves the minimum of the minimum by utilizing parallel parking spots, which will prove difficult to use due to the tight maneuvering space.

A King Harbor boat ramp would service a major portion of the Los Angeles area trailer boater population as the only boat ramp between Marina Del Rey and San Pedro and due to its proximity to excellent fishing and scuba diving spots off of Redondo Beach and Palos Verdes. The Coastal Commission's stated intent in requiring a boat ramp was to increase accessibility and use. The Coastal Commission believes the current boat hoists stifle the use of King Harbor by trailer boaters due to the time, complexity and cost of using the boat hoist. The extremely limited parking is at odds with the whole goal of installing a new boat ramp as it would artificially reduce the use of the new boat ramp.

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<sup>1</sup> "Redondo Beach Boat Launch Ramp Facility Feasibility Report", Moffatt & Nichol, 13 Mar 14

<sup>2</sup> Redondo Beach Zoning Ordinance 10-2.1706 Commercial, industrial, and other nonresidential parking standards

<sup>3</sup> "Layout, Design and Construction Handbook for Small Craft Boat Launching Facilities"; California Department of Boating and Waterways; March 1991

## CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

16 July 14



**Figure 3: Graphic from Boat Ramp Study<sup>4</sup> showing parking configuration for new boat ramp site. Note Outrigger canoes depicted in graphic.**



**Figure 4: Current trailer boater parking**

The boat ramp study and other city discussions have indicated a desire to use the boat ramp parking to service hand launched human powered craft. Figure 3, for example, shows outrigger canoes launching from the opened Seaside Lagoon. If the City expects the boat

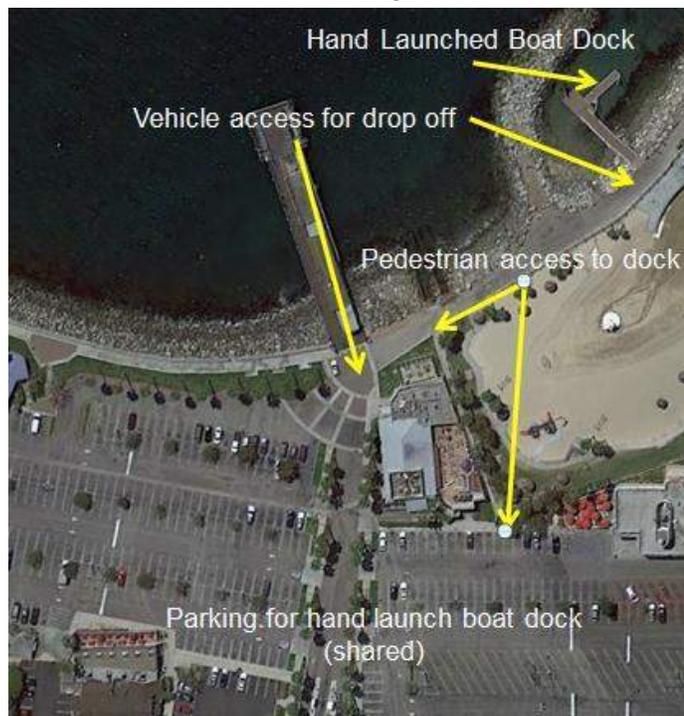
<sup>4</sup> "Redondo Beach Boat Launch Ramp Facility Feasibility Report", Moffatt & Nichol, 13 Mar 14

## CenterCal Mall Project IES Comments and Questions

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16 July 14

ramp parking to cover hand launched boater parking, the City study only allocates 21 parking spaces for hand launch boaters and trailer boater guests, which is far too few. The outrigger canoe club regularly launches four 8 person outriggers for workouts usually along with sever single person canoes for weekday and weeknd workouts. That alone would overwhelm the available parking. When they have a competition, that demand would be multiplied by two at least. Stand-up paddleboarding (SUP) and kayak fishing are growing uses of King Harbor. Currently, commercial stand up paddleboard rentals are available at the hand launched boat dock (Figure 5).



**Figure 5: Current Hand Launch Boat Dock vehicular and pedestrian access and parking.**

Personally owned small craft are launched from the same hand launched boat dock. Today both commercial vendors and private owners can drive up to the hand launched boat dock to drop off their boats/SUP's. The CenterCal Mall project is not configured for convenient, close proximity drop off. Stopping on any of the nearby roads would clog access. And the parking at the boat ramp would not address the demand especially when combined with trailer boater parking.

Should the City decide that the boat ramp parking should not be used for hand launched human powered craft, the only alternative would be parking in the new three story parking structure at Portofino Way and Harbor Drive. The parking structure parking is not adequate for these users due to the distance their boat or SUP and all their equipment must be transported to the use area, and the difficulty in transporting the water craft and equipment through the parking structure, across the internal street to the west of the parking

## CenterCal Mall Project IES Comments and Questions

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structure, across the pedestrian esplanade, and through the commercial retail and restaurant uses. Additionally, the height of the parking structure floors may prevent kayakers and Stand Up Paddleboarders from being able to use the parking structure due to the combined height of their vehicle and the watercraft transported on the roof.

Today commercial and recreational boaters berthed in Redondo Marina use the surface level parking shown in Figure 6. Redondo's zoning ordinance requires three fourths of a parking space for each slip.<sup>5</sup> The CenterCal Mall plan eliminates this parking area as shown in Figure 7.



Figure 6: Current Redondo Marina Parking



Figure 7: CenterCal Plan eliminates Redondo Marina surface level parking.

<sup>5</sup> Redondo Beach Zoning Ordinance 10-2.1706 Commercial, industrial, and other nonresidential parking standards

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The elimination of surface parking for boaters with slips in Redondo Marina provides these boaters no reasonable parking solution for access and transfer of equipment to and from their vessels. Parking and access for the commercial boaters is not addressed at all and looks to be severely impacted. Parking in the parking structure across the new street would be an unreasonable burden on those with boats in the Redondo Marina and would decrease desirability of those slips. It would also be a hazard to transport boating/fishing/family gear to and from this parking structure and across an active roadway and bike path.

**Colocation of boating uses creates navigation hazard:** In addition to poor parking solution for trailer boaters and those using human powered craft, the configuration as cited in the plan creates hazards to navigation. While the hand launch boat/dinghy dock is called out in the text of the project description, its location is not shown on project drawings. The hand launched boat/dinghy dock is not shown on this plan though it is called out in the description. This hand launched boat/ dinghy dock is well used today and the new mooring field being installed now should increase its use. Location and size are critical to usability and could impact public safety as well depending on proximity to power boats launching at the boat ramp.

First if the City's final solution is for hand launch boaters to use the new trailer boat ramp, mixing trailer boats with human powered craft in the ramp area would be hazardous. Second if the city intends for the hand launch boaters to launch in the smaller water area of the Seaside lagoon as depicted in the City's boat ramp study, mixing children playing the water with human powered craft is hazardous as well and would impact families using the Seaside Lagoon for swimming, wading, playing, etc. And the Seaside lagoon exit is in close proximity to the ingress and egress to the trailer boat ramp, again creating a hazard to navigation. Both these uses then dump into the turn basin which is used by returning sailboats to head into the wind and drop sail in the harbor. Add to this increased dinghy dock traffic and the concentration of boating traffic patterns in this area exacerbates the hazards.

**Increased traffic and concentrated multi-mode traffic patterns impedes access to recreational uses:** In addition to the shrinking of recreational resources and lack of parking and infrastructure to support these existing uses, the increased traffic of the intensified retail and restaurant development and boat ramp could have a substantial impact on the accessibility and desirability to use the harbor for coastal dependent recreational and commercial due to the traffic density and increased time to get to the resources. This is especially true at Portofino Way, and its intersection with Harbor Drive, which will now concentrate parking structure traffic, trailer boater traffic, hand launch boat traffic, valet parking from the Shade Hotel, Portofino Marina boaters, Seaside Lagoon users and

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Portofino Inn guests, diners, and employees. This traffic problem is further exacerbated by the new two way bike path on the west side of Harbor Drive, the addition of “sharrows” in both directions of Harbor Drive, and the exit of the pedestrian esplanade onto Portofino Way. The Harbor Drive/Portofino Way/Beryl Street intersection will become gridlocked. And that gridlock will be further exacerbated by the short block on Beryl between Catalina Avenue and Harbor Drive. While this is specifically a traffic problem, the gridlock will act as a barrier to access and turn potential waterfront recreation users away.

**Pedestrian bridge severely impacts use of navigable waters and current marina:** Finally, the pedestrian bridge supporting the commercial development would eliminate use of the Redondo marina for sailboats and for the larger commercial boats. This violates the Local Coastal Plan and the Coastal Act.

**Proposed “open space” does not replace loss of recreational uses:** The project states there will be public open space within the commercial retail/restaurant area but it does not define them. The drawings supplied show these open spaces as amenities to the commercial development and expand seating areas for restaurants rather than expansion of /replacement for usable recreational space. This will not replace public parkland impacted by the development. These open spaces should not be considered replacement for coastal dependent recreational resources. Likewise, the project description touts the pedestrian waterfront Esplanade as though it were a new amenity in the harbor. While in some places the esplanade may be wider, a public waterfront walkway exists today throughout the harbor and pier area. Today this path also allows kayakers and stand up paddleboarders to drop off their vessels and equipment at the hand launch boat dock. The CenterCal plan eliminates this access.

- g. **Traffic: Today during the summer weekends and weekday evenings, the limited** circulation infrastructure and the area geometry regularly create gridlock conditions in the harbor and pier immediate vicinity and in the main access routes. Currently the turn into the Decron lease parking lot often has long turn queues that back up through traffic in either direction and create hazardous interactions with the bicycles and pedestrians on the west side of Harbor Drive. Torrance Boulevard is especially challenged due to the short block between Catalina Ave and PCH, which is exacerbated by the stop sign controlled Broadway intersection in the middle. The pedestrian crosswalks from Broadway are hazardous as they are not signaled and new visitors do not notice people in the cross walk. Turn queues often overflow at the intersections of Torrance Boulevard and PCH and Torrance Boulevard and Catalina Avenue blocking through traffic. Longer lights associated with pedestrian signals exacerbate this problem today. The intersections of Torrance Blvd and PCH and 190<sup>th</sup> and PCH already perform below City standards specified in the General Plan Circulation Element.

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With double the commercial development and the addition of a boat ramp, traffic will increase dramatically thus exacerbating the already gridlocked situations that exist today and likely creating new ones on Beryl, Harbor Dr., Portofino Way, Yacht Club Way and Pacific Ave. Adding to the this dilemma the reconfiguration of the bike path to the west side of Harbor Drive and the increased use of the bike path by more bicyclists will increase the frequency and magnitude of overflowing turn queues into and out of Harbor Drive's unsignaled driveways. These overflowing turn queues will also impede through traffic and increase the hazard of bicycle car accidents. The most recent plan showed at the City IES meeting shows the bike path on the new Pacific Avenue crossing both lanes of traffic twice, once at each end of the new road segment. This adds both hazard and delay. Likewise increased pedestrian traffic will only make the situation worse.

The addition of "sharrows" in both directions of Harbor Drive combined with other traffic calming methods employed by the recently approved bike plan project for the harbor area will substantially reduce lane capacity and increase gridlock. This will effectively impact access to coastal dependent recreational and commercial uses.

The new roadways internal to the mall area and immediately adjacent to the Seaside Lagoon combined with the elimination of fencing for the Seaside Lagoon increases the potential of vehicular, bicycle and pedestrian accidents in these areas. Forcing recreational users of the waterfront to traverse the parking structure and commercial areas with their families and gear also increases this hazard. The EIR should evaluate this internal traffic, the hazards and what mitigations should be employed.

As stated before the increase in vehicular traffic and reduction of level of service of the circulation system will impede public safety response times and impact access for coastal dependent recreational and commercial uses.

It does not appear that the EIR contract requires any analysis of the Pacific/Catalina stop signed intersection. This intersection must be analyzed from and LOS and safety perspective. The short roadway segments between traffic light controlled and partially stop sign controlled side street intersections on Harbor, Herondo, and Beryl Street also need special attention in analysis. Standard city traffic evaluation techniques do not account for overflowing queue conditions, bicycle and pedestrian traffic, and the potential hazards associated with them. The Highway Capacity Manual specifically cites that the intersection models typically used by the City are invalid in turn queue overflow conditions and when upstream traffic impedes flow through the intersection being analyzed. Thus, currently reported intersection LOS for many of the City's intersections do not reflect the real conditions. In order for the EIR to accurately project the impact of the development, the

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appropriate methods must be used and bicycles and pedestrians must be considered. Additionally, the increase in trailer boaters will have an impact on intersection and lane capacity. If the City proposes increased mass transit, the analysis needs to reflect the increased mass transit traffic, the location of the stops and its impact on lane capacity and lane changing behaviors. Several intersections are already adversely impacted when a bus stops to load and unload passengers. Again, the City's current analyses do not take these impacts into account.

- h. **Cumulative impacts:** The IES does not assess known and predictable projects in the immediate vicinity. The new Shade Hotel construction and guest, employee and delivery traffic combined with the valet parking to and from the Triton oil site will substantially impact traffic flow on Harbor Drive and Portofino Way. The new bike path project will impact the ability of vehicles to exit and return to harbor Drive in the project area using both roads and driveways. And the street modifications associated with the bike path project will decrease lane capacity, especially the addition of "sharrows" in each direction of travel on Harbor Drive and the reduction of lanes in both directions on Herondo Street. The Green Street development has been built but is not yet populated with tenants, which will impact traffic flows in the project area. The AES property will be undergoing extensive construction activities regardless of whether a new powerplant is constructed or not and will result, either way, in an increased intensity of land use...especially in light of current elected official statements about their opposition to parkland. Thus construction and post construction traffic should be included in any analysis. Likewise, the "dirt farm" property was recently sold. And it is likely that the new owner will repurpose the site. The traffic impacts of this repurposing should be considered as well. Additionally, continued infill development will increase traffic on major circulation roads in the project vicinity. These cumulative impacts should be assessed.

In the harbor, the cumulative impacts of changing where power boats are launched, where the dinghy dock is located, where small craft will be launched, the increasing popularity of stand-up paddleboarding, and the location of new moorings may create a hazardous change to use and traffic patterns in the harbor. The turn basin is designed to let incoming sailboats safely drop sail. Now it appears we are collocating more uses which could become a hazardous navigation area due to the cumulative impacts of all these changes.

- i. **Visitor Serving Commercial uses:** Advertising and public discussion about the proposed mall speaks to the high end, boutique nature of the shops, restaurants, movie theater and hotel. The high end nature of these establishments would impact the ability of many visitors and residents from frequenting the harbor waterfront. This is exacerbated by the negative impacts on the mall project on existing recreational uses both in size, intensification of recreational use, parking usability and availability, and decreased vehicular

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access around and within the project. Likewise, scenic vistas from Harbor Drive enjoyed today by passing bicyclists, runners and pedestrians are severely impacted.

### Applicable Coastal Act Sections

The following sections of the Coastal Act may or will be violated by the project as described in the IES and as noted earlier in this submission:

- 30211 – Development shall not interfere with access
- 30212 – Public access in new development projects
- 30212.5 – Public facilities distribution
- 30220 – Protection of certain water-oriented activities
- 30223- Upland areas support of coastal recreational uses
- 30224 – Recreational boating use, encouragement, facilities
- 30234 – Commercial fishing and recreational boating facilities
- 30234.5 – Economic, commercial, and recreational importance of fishing
- 30250 – Location; existing developed area
- 30251 – Scenic and visual qualities
- 30253 – Maintenance and enhancement of public access
- 30255 – Priority of coastal-dependent developments

This may not be an exhaustive listing due to the vagueness of the project description in many areas as evidenced in previous questions and comments.

### California Environmental Quality Act (CEQA)

The following sections of the CEQA may or will be violated by the project as described in the IES and as noted earlier in this submission:

- 15124 – Project Description
- 15125 - Environmental Setting

This may not be an exhaustive listing due to the vagueness of the project description in many areas as evidenced in previous questions and comments.

### Applicable City of Redondo Beach Code

The following sections of Redondo code may or will be violated by the project as described in the IES and as noted earlier in this submission:

#### Coastal Land Use Plan

- Exhibit H
- Section VI, Subsection D, Policy 1
- Section VI, Subsection D, Policy 2

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Section VI, Subsection D, Policy 6  
Section VI, Subsection D, Policy 15  
Section VI, Subsection D, Policy 17  
Section VI, Subsection D, Policy 18  
Section VI, Subsection D, Policy 20

## **Title 10 Chapter 5 Coastal Land Use Plan Implementing Ordinance**

### **Article 1 General Provisions**

10-5.102

### **Article 2 Zoning Districts Division 3**

10-5.800

10-5.811

10-5.812

10-5.813

10-5.814

### **Article 5 Parking Regulations**

10-2.1706

## **Redondo Beach City Charter**

Article XXVII

## **Redondo Beach General Plan**

2.1.4 Objective 1.7

2.1.4 Policy 1.7.1

2.1.4 Policy 1.7.2

2.1.4 Objective 1.9

2.1.4 Goal 1J

2.14 Objective 1.44

2.14 Objective 1.45

### **Parks and Recreation Element**

3.4.5 Objective 8.2a

3.4.5 Policy 8.2a.2

3.4.5 Policy 8.2a.4

3.4.5 Policy 8.2a.8

3.4.5 Policy 8.2a.10

3.4.5 Objective 8.2b

3.4.5 Policy 8.2b.3

3.4.5 Policy 8.2b.4

3.4.5 Policy 8.2b.5

3.4.5 Policy 8.2b.8

3.4.5 Objective 8.2c

3.4.5 Policy 8.2c.2

3.4.6 Implementation Programs

### **Circulation Element**

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Goal 2  
Goal 6  
Policy 9  
Goal 11  
Policy 12  
Policy 25

## Redondo Beach Municipal Code

Article 2, Chapter 5, Title 10

10-5.800  
10-5.811  
10-5.812  
10-5.813  
10-5.814

This may not be an exhaustive listing due to the vagueness of the project description in many areas as evidenced in previous questions and comments.

## Summary and Conclusion

**The project description is overly vague** in many areas for a specific development project. This **vagueness leads to the inability of the public to adequately assess potentially significant impacts. The IES as submitted to the public is cursory and does not adequately represent the impacts of the proposed development.** These concerns and questions represent significant impacts to the harbor area that are not assessed by the IES today.

The harbor was built for public coastal dependent recreation and commercial activities. State and City policies and code prioritize and protect coastal dependent recreational and commercial activities and resources over non-coastal dependent uses. **The current project represents a significant degradation in the ability of the public to enjoy and utilize these coastal dependent recreational and commercial opportunities and assets. The impacts are driven by the amount of development of commercial retail, entertainment, and restaurant uses, none of which are coastal dependent.** The project should not sacrifice coastal dependent recreational and commercial uses for non-coastal dependent commercial uses. The public deserves a thorough analysis of all the impacts and concerns noted in this submission. **Because of the severity and cumulative nature of these impacts, the project will likely represent a violation of the City's Local Coastal Plan and General Plan as well as the Coastal Act.**

**BBR *strongly* urges the City take action to adjust the project now, prior to investing the time and money on an EIR. If the City decides to alter the plan post EIR and those alterations are not adequately and specifically assessed as an alternative or mitigation in the EIR, the City would have to do another EIR assessment to consider the specific impacts of the proposed plan alterations. With the outcome of an EIR already very clear, it would be far more efficient and effective to develop a more balanced project now, than waste the time and money on the project as proposed.**

# The CenterCal Mall IES questions comments and concerns BBR.pdf - Adobe Acrobat Standard

Light, Jim [jim.light@linquest.com]

Sent: Wednesday, July 09, 2014 9:59 AM

To: Eleanor Manzano; Katie Owston

Attachments: The CenterCal Mall IES que~1.pdf (347 KB)

For the public record and for consideration in subsequent activities, attached are BBR's comments to the CenterCal Mall IES. Please contact me if you have any questions.

VR,

Jim Light  
310-989-3332

\_\_\_\_\_ Information from ESET Endpoint Antivirus, version of virus signature database 10070 (20140709)  
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The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

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**The CenterCal Mall project represents a substantial intensification of uses of our harbor area / waterfront that are not coastal dependent uses.** The impacts of this level of intensification would be substantial under normal circumstances. In this case, the project site configuration, location and infrastructure exacerbate the impacts of this magnitude of intensification. **The impacts require close scrutiny as the project appears it will have significant adverse impacts on coastal dependent recreational and commercial uses of the harbor and waterfront by uses that are not coastal dependent.** The harbor was built by public funds for recreational boating and other coastal dependent uses. **The non-coastal dependent development should not have significant negative impact upon the public's ability or desirability to fully use and enjoy these existing coastal dependent uses of our harbor and waterfront. In fact, that would be a violation of Redondo's Local Coastal Plan and the Coastal Act.** Furthermore, the advertised high end nature of the shops, restaurants, hotel and movie theater would impact the ability of a large number of visitors from being able to enjoy and utilize this area of the waterfront. The IES assessment and project description lead to a number of questions, concerns, and comments which are discussed in the paragraphs that follow.

1. **Questions – the project description is too vague** in many places to make substantive comments or fully develop concerns. The answers to questions below would allow a better development of concerns. **Without these details, the public is preventing from making a complete response to the IES as it exists.**
  - a. The IES does not describe parking adequately. What is the current number of parking spaces and how many total are included in the current project? What are the number of space, square footage, and dimensions of the proposed new parking structure and the changes to the number of pier parking spaces, pier parking total square footage, and dimensions under the proposed configuration? What are the parking spaces allocated to boaters using the boat ramp, boaters/SUP'ers who hand launch small craft, and boaters with slips in Redondo Marina?
  - b. The project description is unclear. Some city documents say 15 acres the IES states that the land and water combined are more than 15 acres. How many acres of land/pier are included in the project? The description describes new bicycle and pedestrian walkways, but other than and pedestrian esplanade, there is no further description. "High quality public open space" is undefined.
  - c. The project description says there will be a new small boat launch but it does not appear anywhere in the site drawing or project description. The following details are needed to fully assess the impacts of the proposed project. Where is it? How big is it? How is it accessed by small boat users?
  - d. Will all boat slips be maintained in the Redondo marina? What is the height of the proposed pedestrian bridge above the high high tide line? Will the commercial boats fit

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under the bridge?

- e. Has there been an analysis of the quality of water in the small boat launch area to determine if the lagoon would be safe for children to swim in? Will this stagnant water area be able to support swimming, wading, and play while maintaining acceptable water quality? The small boat launch area is only inches deep at low tide. It shoals after a few years. Will the opened Seaside Lagoon be dredged regularly – is that included in any fiscal analysis? What will keep the dramatically sloped beach in place? What is the final size of the water area compared to current and what is the size of the public open space/usable beach/grass area compared to current conditions?
- f. The current drawings show a very narrow road for the new road connecting Harbor Dr and Torrance Blvd. What is the configuration of the bike and pedestrian paths through this same area? Are the bike and pedestrian paths protected? How do they link up with the bike and pedestrian paths at Harbor Dr?
- g. The project plan is vague on public open space. What is considered public open space and what is its size and uses? Much of the area looks like it would tables for eating restaurant food from the mall vendors... is this considered public open space? How much is truly public, city controlled space and how much is controlled by the developer/leaseholder? Will access and uses to this public open space be controlled or limited? If so, what will be allowed and prohibited in these areas? How is the 10% public open space requirement met in each zoning area?
- h. The boat ramp as depicted in the IES does not have a breakwater. Other city documents show a new breakwater. Configuration of the boat ramp is critical to assess the hazards associated with the reconfiguration. The location of the dinghy dock is not show either. The impact of surge, which is great in this area of the harbor; the mixing of small human powered craft with just launched or returning power boats and dinghies; the flow of gas/oil from the boat ramp area and dinghy dock into the opened Seaside lagoon; the mixing of newly launched and returning power boats into the turn basin where sailboats drop their sails and many human powered craft traverse and congregate; and the ability to navigate safely into and out of the boat ramp are all concerns that cannot be adequately assessed without more detail. What is the proposed configuration of the new public boat ramp and the missing dinghy dock? How is the public espalande requirement met in the northern end of the project with the break in the SeaSide Lagoon and what is the connectivity with the California Coastal Trail?
- i. What is the calculation of total new square footage based on the cumulative development including the new Shade hotel?

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## 2. Comments/Concerns:

- a. **Aesthetics:** A top level analysis of views from Harbor Drives reveals approximately an 80% reduction in views of the harbor, ocean, cliffs of Palos Verdes, and Catalina Island from the roadway, bike path and pedestrian sidewalks along Harbor Blvd. This analysis could be far worse depending on use of landscaping, umbrellas, fountains, pergola, and other amenities in the two narrow corridors that remain. This would be a significant impact on scenic resources and could substantially degrade both the visual character and quality of the site.

The three story parking structure on the corner of Portofino Way and Beryl would create a huge aesthetic impact from both Harbor Drive as well as from the Seaside Lagoon. The parking structure and attached retail/restaurant uses are pushed right to the edge of the now smaller Seaside Lagoon area and will create the effect of a huge three story structure looming over and dominating the views from the much smaller Seaside Lagoon “beach” area and the water. This would impact the attractiveness of the Seaside Lagoon to the public.

- b. **Hazards and hazardous materials:** The plan as described may have significant impact on the ability to evacuate the area in the event of an earthquake, tidal surge, tsunami, fire, or other natural or man-made events. Also disturbance of the current fill and demolition of existing structures could expose the harbor to toxic substances.

The water quality of the proposed opening of the Seaside Lagoon has not been assessed or considered in the IES. The small boat launch area today is a collecting point for harbor trash. Opening Seaside lagoon will likely create a large area of stagnant water and a large collector area for harbor trash. The lack of water exchange and the use of this stagnant water by people, especially children, may make the water quality unsafe in and of itself. This would be exacerbated by the location of the new public boat ramp as the seaside lagoon may become a collecting area for oil and gas from the boat ramp area. The whole Seaside Lagoon may be rendered unusable.

There are numerous safety hazards that also need to be analyzed as part of the EIR. The location of the Seaside Lagoon and proximity to the access road for the mall and parking structure creates a hazard that is not there today because of the fence that separates Seaside lagoon from the current parking lot. The flow of pedestrian traffic to and from the area, the reconfiguration of the bike path and increased bike use, combined with the change and increase in traffic flow create hazards and safety concerns between vehicular traffic and pedestrians and bicycles.

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And as discussed elsewhere, the new boat launch, reconfiguration of the Seaside lagoon, the addition of new moorings, and the location of the dinghy dock and small boat launch change boat traffic patterns and increase and concentration of use that will likely create increased navigation hazards in the harbor. The proposed location of the boat ramp is far more impactful and potentially hazardous than the current location of the boat hoists, which are isolated from the turn basin and small boat launch/dinghy dock.

- c. **Hydrology:** The water usage of this site will increase dramatically and could significantly increase demand for water despite a multi-year drought and increasing water shortages.
- d. **Land Use and Planning:** The project plan shows a wall of development that will separate the community from waterfront water dependent recreational uses. This is in conflict with the General Plan and the approved Local Coastal Plan. The impacts could be significant. Also in the deliberations of the AES power plant project, it was deemed by CEC staff that certain areas of the AES site fall under the definition of protected wetlands. The impact of construction and increased traffic on these areas should be evaluated. The proximity, density, and impacts of the commercial development and parking structure represent uses incompatible with existing coastal dependent recreational and commercial uses.
- e. **Public services:** The proposed project could have substantial impact on police and fire access and response times well beyond the project boundaries due to substantial increases in traffic and associated delays at intersections and driveways. The increased crime associated with commercial intensification will put additional burden on our police department. Increased use of the area will likely lead to more calls for medical support and other support from the fire department. And the reconfiguration and concentration of boating uses and traffic patterns at the proposed boat ramp will increase demands on the Harbor Patrol.

There will be a substantial impact on the public lands and waters of and around the harbor. The project as proposed eliminates Dedication Park and shrinks the publicly usable portion of the Seaside Lagoon beach/grass lawn area. Likewise the plan does not currently show any relocation of the small boat launch/dinghy dock which was recently expanded using state funds and meant to accommodate boaters using the new mooring field in process in the harbor. It appears the swimming /wading area of the Seaside Lagoon is significantly smaller and will be negatively impacted if this smaller area is to be shared now by SUP'ers and other small craft users. The increase in the public waterfront walkway is not substantive as a waterfront walkway exists today. In fact the

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opening of Seaside Lagoon will interrupt the existing walkway and force people to walk through the mall area.

Pedestrian crossings interior to and external to the project (leading to the project area) represent a hazard and the increase in both pedestrian and vehicular traffic would compound these hazards.

- f. **Recreation:** Recreational impacts of the project exceed those defined in the IES.

The Seaside Lagoon park is considerably smaller and Dedication Park is eliminated from the proposed plan. It appears the internal roadway west of the Seaside Lagoon encroaches on the Seaside Lagoon park contributing to the reduction "beach" area in the park. Also, the plan shows multiple commercial buildings in the park that will further detract from and encroach upon space available for recreation. The smaller Seaside Lagoon tightly surrounded by mall development and the three story parking structure will be less desirable to the public and will likely decrease utilization. Potential users will be reticent to be exposed in their bathing suits and bring their kids to a comparatively small recreational feature so exposed to shoppers and restaurant goers. How many people would show up to a mall in their bathing suits? Today the commercial areas of the pier and International Boardwalk are well separated from Seaside Lagoon and the fencing with shading material provides further separation. The shrinking of the park area combined with the encroachment of incompatible uses represents a significant impact to recreation in the harbor area.

The project plan substantially reduces parking for trailer boaters, fishermen, small craft boaters, and SUP'ers, and those intending to swim at the Seaside Lagoon. Parking structure parking is not adequate for these users due to the equipment that must be transported to the use area. The proposed parking lot for the boat ramp is insufficient for the trailer boaters much less the small craft boaters and SUP'ers. While the addition of a boat ramp is intended to increase utilization by trailer boaters, the number of parking spaces apparent in the project drawing is greatly reduced from current parking regulation minimum for the existing boat hoists. This situation is further exacerbated if the outrigger canoe club is collocated at the Seaside Lagoon as has been proposed.

The small boat launch and dinghy dock are not shown on this plan though they are called out in the description. This dinghy dock is well used today and the new mooring field will increase use. Location and size is critical to usability.

Water quality of the opened lagoon is not addressed nor are periodic requirements for dredging. This area of the harbor already collects garbage and the open lagoon would

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create a large stagnant area. The location of the new boat ramp and dinghy dock also may cause gas and oil to collect in the open lagoon. All these combined may make the open lagoon waters unfit for swimming and wading.

The elimination of surface parking for boaters with slips in Redondo Marina provides these boaters no reasonable parking solution for access and transfer of equipment to and from their vessels. Access to the commercial boaters is not addressed at all and looks to be severely impacted.

In addition to the shrinking of recreational resources and lack of parking and infrastructure to support these existing uses, the increased traffic of the increased development and boat ramp could have a substantial impact on desirability to use the harbor for coastal dependent recreational and commercial due to the traffic density and increased time to get to the resources.

City policy specifically cites exploring the use of the old octagonal building site for public recreational uses. The project description does not contemplate a public recreational use for this site. The City should explain why this site is not appropriate for public recreational use.

Finally, the pedestrian bridge would have a significant impact on use of the Redondo marina for sailboats and for the larger commercial boats. This violates the Local Coastal Plan and the Coastal Act.

- g. **Traffic:** The increased traffic and changed traffic patterns combined with the relocation of the bike path to the west side of Harbor Drive could have a substantial impact on hazards related to mixed pedestrian, bicycle and vehicular traffic including an increase in trailered boats. The lack of controlled driveway and parking structure entrances exacerbates this hazard. The new roadways internal to the mall area and immediately adjacent to the Seaside Lagoon combined with the elimination of fencing for the Seaside Lagoon increases the hazard of vehicular, bicycle and pedestrian traffic in these areas. Forcing recreational users to traverse the parking structure and commercial areas also increases this hazard. As stated before the increase in vehicular traffic will impede public safety response times and impact access for coastal dependent recreational and commercial uses. It does not appear that any analysis is required of the Pacific/Catalina stop signed intersection. This intersection must be analyzed. The short roadway segments between traffic light controlled and partially stop sign controlled side street intersections on Harbor, Herondo, and Beryl Street also need special attention in analysis. With current development these intersections and turn queues are saturated during busy periods severely impacting traffic flow. Heavy pedestrian traffic combined

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with their extended traffic light and uncontrolled pedestrian crossings further exacerbate is situation. For example the pedestrian crossing at Broadway and Torrance is already hazardous. Standard city traffic evaluation techniques do not account for these overflow conditions, bicycle and pedestrian traffic, and the potential hazards associated with them.

- h. **Cumulative impacts:** The IES does not assess known and predictable projects in the immediate vicinity. The new Shade Hotel with valet parking at the Triton oil site will substantially impact traffic flow on Harbor Drive and likely Portofino Way. The new bike path project will impact the ability of vehicles to exit and return to harbor Drive in the project area using both roads and driveways. The Green Street development has been built but is not yet populated with tenants, which will impact traffic flows in the project area. The AES property will be undergoing extensive construction activities regardless of whether a new powerplant is constructed or not and will result, either way, in an increased intensity of land use...especially in light of current elected official statements about their opposition to parkland. Thus construction and post construction traffic should be included in any analysis. Likewise, the “dirt farm” property was sold. And it is likely that the new owner will repurpose the site. The traffic impacts of this repurposing should be considered as well. Additionally, continued infill development will increase traffic on major circulation roads in the project vicinity. These cumulative impacts should be assessed. In the harbor, the cumulative impacts of changing where power boats are launched, where the dinghy dock is located, where small craft will be launched, the increase in human powered craft use, and the location of new moorings may create a hazardous change to use and traffic patterns in the harbor. The turn basin is designed to let incoming sailboats safely drop sail. Now it appears we are collocating more uses which could become a hazardous navigation area due to the cumulative impacts of all these changes.
- i. **Visitor Serving Commercial uses:** Advertising and public discussion about the proposed mall speaks to the high end, boutique nature of the shops, restaurants, movie theater and hotel. The high end nature of these establishments would impact the ability of many visitors from enjoying the harbor waterfront. This is exacerbated by the negative impacts on the mall project on existing recreational uses both in size, intensification of recreational use, parking usability and availability, and decreased vehicular access around and within the project. Likewise, scenic vistas from Harbor Drive enjoyed today by passing bicyclists, runners and pedestrians are severely impacted.

### 3. Applicable Coastal Act Sections

The following sections of the Coastal Act may or will be violated by the project as described in the IES and as noted earlier in this submission:

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30211 – Development shall not interfere with access  
30212 – Public access in new development projects  
30212.5 – Public facilities distribution  
30220 – Protection of certain water-oriented activities  
30223- Upland areas support of coastal recreational uses  
30224 – Recreational boating use, encouragement, facilities  
30234 – Commercial fishing and recreational boating facilities  
30234.5 – Economic, commercial, and recreational importance of fishing  
30250 – Location; existing developed area  
30251 – Scenic and visual qualities  
30253 – Maintenance and enhancement of public access  
30255 – Priority of coastal-dependent developments

This may not be an exhaustive listing due to the vagueness of the project description in many areas as evidenced in previous questions and comments.

#### **4. California Environmental Quality Act (CEQA)**

The following sections of the CEQA may or will be violated by the project as described in the IES and as noted earlier in this submission:

15124 – Project Description  
15125 - Environmental Setting

This may not be an exhaustive listing due to the vagueness of the project description in many areas as evidenced in previous questions and comments.

#### **5. Applicable City of Redondo Beach Code**

The following sections of Redondo code may or will be violated by the project as described in the IES and as noted earlier in this submission:

##### **Coastal Land Use Plan**

Exhibit H  
Section VI, Subsection D, Policy 1  
Section VI, Subsection D, Policy 2  
Section VI, Subsection D, Policy 6  
Section VI, Subsection D, Policy 15  
Section VI, Subsection D, Policy 17  
Section VI, Subsection D, Policy 18  
Section VI, Subsection D, Policy 20

##### **Title 10 Chapter 5 Coastal Land Use Plan Implementing Ordinance**

##### **Article 1 General Provisions**

10-5.102

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## Article 2 Zoning Districts Division 3

10-5.800

10-5.811

10-5.812

10-5.813

10-5.814

## Article 5 Parking Regulations

10-2.1706

## Redondo Beach General Plan

2.1.4 Objective 1.7

2.1.4 Policy 1.7.1

2.1.4 Policy 1.7.2

2.1.4 Objective 1.9

2.1.4 Goal 1J

2.14 Objective 1.44

2.14 Objective 1.45

## Parks and Recreation Element

3.4.5 Objective 8.2a

3.4.5 Policy 8.2a.2

3.4.5 Policy 8.2a.4

3.4.5 Policy 8.2a.8

3.4.5 Policy 8.2a.10

3.4.5 Objective 8.2b

3.4.5 Policy 8.2b.3

3.4.5 Policy 8.2b.4

3.4.5 Policy 8.2b.5

3.4.5 Policy 8.2b.8

3.4.5 Objective 8.2c

3.4.5 Policy 8.2c.2

3.4.6 Implementation Programs

## Circulation Element

Goal 2

Goal 6

Policy 9

Goal 11

Policy 12

Policy 25

## Redondo Beach Municipal Code

Article 2, Chapter 5, Title 10

10-5.800

10-5.811

10-5.812

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10-5.813

10-5.814

This may not be an exhaustive listing due to the vagueness of the project description in many areas as evidenced in previous questions and comments.

## 6. Summary and Conclusion

**The project description is overly vague** in many areas for a specific development project. This **vagueness leads to the inability of the public to adequately assess potentially significant impacts. The IES as submitted to the public is cursory and does not adequately represent the impacts of the proposed development.** These concerns and questions represent significant impacts to the harbor area that are not assessed by the IES today.

The harbor was built for public coastal dependent recreation and commercial activities. State and City policies and code prioritize and protect coastal dependent recreational and commercial activities and resources over non-coastal dependent uses. **The current project represents a significant degradation in the ability of the public to enjoy and utilize these coastal dependent recreational and commercial opportunities and assets. The impacts are driven by the amount of development of commercial retail, entertainment, and restaurant uses, none of which are coastal dependent.** The project should not sacrifice coastal dependent recreational and commercial uses for non-coastal dependent commercial uses. The public deserves a thorough analysis of all the impacts and concerns noted in this submission. **Because of the severity and cumulative nature of these impacts, the project will likely represent a violation of the City's Local Coastal Plan and General Plan as well as the Coastal Act.**

**BBR *strongly* urges the City take action to adjust the project now, prior to investing the time and money on an EIR.** If the City decides to alter the plan post EIR and those alterations are not adequately and specifically assessed as an alternative or mitigation in the EIR, the City would have to do another EIR assessment to consider the specific impacts of the proposed plan alterations. **With the outcome of an EIR already very clear, it would be far more efficient and effective to develop a more balanced project now, than waste the time and money on the project as proposed.**

## The CenterCal Mall IES questions comments and concerns BBR R1

Light, Jim [jim.light@linquest.com]

Sent: Thursday, July 10, 2014 5:07 PM

To: Eleanor Manzano; Katie Owston; Bill Brand; Jeff Ginsburg; Matt Kilroy; Pat Aust; Steve Aspel; steven.sanmarco@redondo.org

Cc: James Light [jim.light1@verizon.net]

Attachments: The CenterCal Mall IES que~1.pdf (361 KB)

On behalf of BBR and the people of Redondo Beach, I am submitting an update of our questions and comments on the CenterCall Mall project IES for the public record. For a development project, the description is overly vague so the public cannot adequately assess all our potential concerns. The briefing to the public last night was even more vague.

In case you have not received any feedback on last night's IES meeting, residents were, in the vast majority, appalled. The projected briefing was too small. We could not hear the speaker. The speaker was not well versed on the project, residents knew more. There were no seats and there was no public comment allowed by the residents who took time out of their schedule to attend. To add insult to injury, consultants wore badges that said "City of Redondo Beach" as though they were City Staff. Ironically, City staff wore no identification. One City staffer stated they did not have to have this event at all. The question from the audience was then why waste our time by not doing it right. This was a very poorly run event and only served to galvanize the dissatisfaction with, mistrust of, and opposition to the City's actions on this project. Residents felt ignored and railroaded by CenterCal during their highly overrated and, in the end, fruitless public sessions. CenterCal simply did not listen. And the final development as described in the IES, is more dense and has less of the amenities that appealed to the public in CeterCal's first concepts. And now they feel cheated and deceived by the City.

Summarizing the attached document, it is quite clear the impacts of this development will have a significant negative impact on long established coastal dependent waterfront recreational and commercial uses. These impacts as well as elements of the project as described in the IES represent a violation of the City's Local Coastal Plan, the General Plan, and the California Coastal Act. The City Council would best serve their constituents and the City by stopping this process and working with the people to define a more balanced solution now. Bulldozing ahead in the face of the snowballing public opposition, which has started much, much earlier than the Heart of the City opposition, will only force residents to take action and unnecessarily delay any real progress on Harbor revitalization, which is what we all want to see in the end.

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**The CenterCal Mall project represents a substantial intensification of uses of our harbor area / waterfront that are not coastal dependent uses.** The impacts of this level of intensification would be substantial under normal circumstances. In this case, the project site configuration, location and infrastructure exacerbate the impacts of this magnitude of intensification. **The impacts require close scrutiny as the project appears it will have significant adverse impacts on coastal dependent recreational and commercial uses of the harbor and waterfront by uses that are not coastal dependent.** The harbor was built by public funds for recreational boating and other coastal dependent uses. **The non-coastal dependent development should not have significant negative impact upon the public's ability or desirability to fully use and enjoy these existing coastal dependent uses of our harbor and waterfront. In fact, that would be a violation of Redondo's Local Coastal Plan and the Coastal Act.** Furthermore, the advertised high end nature of the shops, restaurants, hotel and movie theater would impact the ability of a large number of visitors from being able to enjoy and utilize this area of the waterfront. The IES assessment and project description lead to a number of questions, concerns, and comments which are discussed in the paragraphs that follow.

1. **Questions – the project description is too vague** in many places to make substantive comments or fully develop concerns. The answers to questions below would allow a better development of concerns. **Without these details, the public is preventing from making a complete response to the IES as it exists.**
  - a. The IES does not describe parking adequately. What is the current number of parking spaces and how many total are included in the current project? What are the number of space, square footage, and dimensions of the proposed new parking structure and the changes to the number of pier parking spaces, pier parking total square footage, and dimensions under the proposed configuration? What are the parking spaces allocated to boaters using the boat ramp, boaters/SUP'ers who hand launch small craft, and boaters with slips in Redondo Marina?
  - b. The project description is unclear. Some city documents say 15 acres the IES states that the land and water combined are more than 15 acres. How many acres of land/pier are included in the project? The description describes new bicycle and pedestrian walkways, but other than the pedestrian esplanade, there is no further description. "High quality public open space" is undefined.
  - c. The project description says there will be a new small boat launch but it does not appear anywhere in the site drawing or project description. The following details are needed to fully assess the impacts of the proposed project. Where is it? How big is it? How is it accessed by small boat users?
  - d. Will all boat slips be maintained in the Redondo marina? What is the height of the proposed pedestrian bridge above the high high tide line? Will the commercial boats fit

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under the bridge?

- e. Has there been an analysis of the quality of water in the small boat launch area to determine if the lagoon would be safe for children to swim in? Will this stagnant water area be able to support swimming, wading, and play while maintaining acceptable water quality? The small boat launch area is only inches deep at low tide. It shoals after a few years. Will the opened Seaside Lagoon be dredged regularly – is that included in any fiscal analysis? What will keep the dramatically sloped beach in place? What is the final size of the water area compared to current and what is the size of the public open space/usable beach/grass area compared to current conditions?
- f. The current drawings show a very narrow road for the new road connecting Harbor Dr and Torrance Blvd. What is the configuration of the bike and pedestrian paths through this same area? Are the bike and pedestrian paths protected? How do they link up with the bike and pedestrian paths at Harbor Dr?
- g. The project plan is vague on public open space. What is considered public open space and what is its size and uses? Much of the area looks like it would tables for eating restaurant food from the mall vendors... is this considered public open space? How much is truly public, city controlled space and how much is controlled by the developer/leaseholder? Will access and uses to this public open space be controlled or limited? If so, what will be allowed and prohibited in these areas? How is the 10% public open space requirement met in each zoning area?
- h. The boat ramp as depicted in the IES does not have a breakwater. Other city documents show a new breakwater. Configuration of the boat ramp is critical to assess the hazards associated with the reconfiguration. The location of the dinghy dock is not show either. The impact of surge, which is great in this area of the harbor; the mixing of small human powered craft with just launched or returning power boats and dinghies; the flow of gas/oil from the boat ramp area and dinghy dock into the opened Seaside lagoon; the mixing of newly launched and returning power boats into the turn basin where sailboats drop their sails and many human powered craft traverse and congregate; and the ability to navigate safely into and out of the boat ramp are all concerns that cannot be adequately assessed without more detail. What is the proposed configuration of the new public boat ramp and the missing dinghy dock? How is the Public Esplanade requirement met in the northern end of the project with the break in the Seaside Lagoon and what is the connectivity with the California Coastal Trail?
- i. What is the calculation of total new square footage based on the cumulative development including the new Shade hotel?

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- j. The building heights have not been included in the IES information provided publicly, yet CenterCal presentations to the Council have shown this detail. Why has the public not been provided the detailed drawings in planview and elevation and more detailed descriptions so that we might be able to comment more effectively?

## 2. Comments/Concerns:

- a. **Aesthetics:** A top level analysis of views from Harbor Drive reveals approximately an 80% reduction in views of the harbor, ocean, cliffs of Palos Verdes, and Catalina Island from the roadway, bike path and pedestrian sidewalks along Harbor Blvd. This actual view impact could be far worse depending on use of landscaping, umbrellas, fountains, pergola, and other amenities in the two narrow corridors that remain. This would be a significant impact on scenic resources and could substantially degrade both the visual character and quality of the site.

The three story parking structure on the corner of Portofino Way and Beryl would create a huge aesthetic impact from both Harbor Drive as well as from the Seaside Lagoon. The parking structure and attached retail/restaurant uses are pushed right to the edge of the now smaller Seaside Lagoon area and will create the effect of a huge three story structure looming over and dominating the views from the much smaller Seaside Lagoon "beach" area and the water. This would impact the attractiveness of the Seaside Lagoon to the public.

- b. **Hazards and hazardous materials:** The plan as described may have significant impact on the ability to evacuate the area in the event of an earthquake, tidal surge, tsunami, fire, or other natural or man-made events. Also disturbance of the current fill and demolition of existing structures could expose the harbor to toxic substances.

The water quality of the proposed opening of the Seaside Lagoon has not been assessed or considered in the IES. The small boat launch area today is a collecting point for harbor trash. Opening Seaside lagoon will likely create a large area of stagnant water and a large collector area for harbor trash. The lack of water exchange, the direction of the prevailing winds, and the use of this stagnant water by people, especially children, may make the water quality unsafe in and of itself. This would be exacerbated by the location of the new public boat ramp as the seaside lagoon may become a collecting area for oil and gas from the boat ramp area. The whole Seaside Lagoon may be rendered unusable.

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There are numerous safety hazards that also need to be analyzed as part of the EIR. The location of the Seaside Lagoon and proximity to the access road for the mall and parking structure creates a hazard that is not there today because of the fence that separates Seaside Lagoon from the current parking lot. The flow of pedestrian traffic to and from the area, the reconfiguration of the bike path and increased bike use, combined with the change and increase in traffic flow create hazards and safety concerns between vehicular traffic and pedestrians and bicycles.

And as discussed elsewhere, the new boat ramp, reconfiguration of the Seaside Lagoon, the addition of new moorings, and the location of the dinghy dock and small hand launched boat launch change boating traffic patterns and will increase and concentrate human powered, sailing, and motor craft activities, which will increase the potential for navigation hazards in the harbor. This is especially true in that many trailer boaters and stand up paddle boarders are novices with little or no training on their vessel or on the boating "rules of the road". The proposed location of the boat ramp is far more impactful and potentially hazardous than the current location of the boat hoists, which are isolated from the turn basin and small boat launch/dinghy dock.

- c. **Hydrology:** The water usage of this site will increase dramatically and could significantly increase demand for water despite a multi-year drought and increasing water shortages.
- d. **Land Use and Planning:** The project plan shows a wall of development that will separate the community from and limit access to waterfront coastal dependent recreational uses. This is in conflict with the General Plan and the approved Local Coastal Plan. The access impacts could be significant.

In the deliberations of the AES power plant project, CEC staff deemed that certain areas of the AES site fall under the definition of protected wetlands. The impact of construction and increased traffic on these areas should be evaluated.

In general, the proximity, density, and impacts of the commercial development and parking structure represent uses incompatible with existing coastal dependent recreational and commercial uses.

- e. **Public services:** The proposed project could have substantial impact on police and fire access and response times well beyond the project boundaries due to substantial increases in traffic and associated delays at intersections and driveways. The increased crime associated with commercial intensification will put additional burden on our police department. This burden will increase if the mall is unsuccessful. Increased use of the area and the increased interaction of vehicles, pedestrians and bicyclists will likely

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lead to more calls for medical emergency support from the fire department. And the reconfiguration and concentration of boating uses and traffic patterns at the proposed boat ramp area will increase demands on the Harbor Patrol.

There will be a substantial impact on the public lands and waters of and around the harbor. The project as proposed eliminates Dedication Park and shrinks the publicly usable portion of the Seaside Lagoon beach/grass lawn area. What is left of the beach area has commercial development added to it, further decreasing the availability, usability, and desirability of the public parkland. Additionally, because the Seaside Lagoon must be dredged much deeper to open it up to the tidal waters of the harbor, the smaller beach will have to slope more, which may impact usability and erosion.

Currently, the plan does not show any relocation of the small boat hand launch/dinghy dock which was recently expanded using state funds to accommodate boaters using the new mooring field in the harbor. If this dock is not replaced, the ability of mooring guests to come to shore is negatively impacted. And depending on placement safety may be impacted. It appears the swimming /wading area of the Seaside Lagoon is significantly smaller and will be even further negatively impacted if this smaller area is to be shared now by SUP'ers and other small craft users. As stated before, the poor water quality of an opened Seaside Lagoon may preclude its use by swimmers, waders, etc.

The highly touted public waterfront "esplanade" is not substantive as a waterfront walkway exists today. In fact the opening of Seaside Lagoon will interrupt the existing walkway and force people to walk through the mall area beside the street added beside the Seaside Lagoon.

Reconfiguration of the bike path and pedestrian walkways through the CenterCal development combined with the density of the development, the addition of streets internal to the development, and the elimination of the International Boardwalk may have significant impact on the safety and desirability of these uses in the harbor and pier area. Especially moving from Torrance Blvd to Harbor Drive.

- f. **Recreation:** Recreational impacts of the project exceed those defined in the IES.

The Seaside Lagoon park is considerably smaller and Dedication Park is eliminated from the proposed plan. It appears the internal roadway west of the Seaside Lagoon encroaches on the Seaside Lagoon park contributing to the reduction "beach" area in the park. Also, the plan shows multiple commercial buildings in the park that will further detract from and encroach upon public parkland space available for recreation.

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The smaller Seaside Lagoon tightly surrounded by mall development and the three story parking structure will be less desirable to the public and will likely decrease utilization. Potential users will be reticent to be exposed in their bathing suits and bring their kids to a comparatively small recreational feature so exposed to shoppers and restaurant goers. How many people would show up to a mall in their bathing suits? Today the commercial areas of the pier and International Boardwalk are well separated from Seaside Lagoon and the fencing with shading material provides further separation. The shrinking of the park area combined with the encroachment of incompatible uses represents a significant impact to recreation in the harbor area.

Water quality of the opened lagoon is not addressed nor is periodic requirements for dredging. This area of the harbor already collects garbage and the open lagoon would create a large stagnant area. The location of the new boat ramp and dinghy dock also may cause gas and oil to collect in the open lagoon. All these combined may make the open lagoon waters unfit/unusable and or undesirable for swimming and wading.

The project plan substantially reduces parking for trailer boaters, fishermen, small craft boaters, and SUP'ers, and those intending to swim at the Seaside Lagoon. Parking structure parking is not adequate for these users due to the equipment that must be transported to the use area. Additionally, the height of the parking structure floors may prevent kayakers and Stand Up Paddleboarders from being able to use the parking structure due to the combined height of their vehicle and the watercraft transported on the roof.

The proposed parking lot for the boat ramp is insufficient for the trailer boaters. According to other studies completed by the city, the ramp parking lot would only hold about 28 trailer/tow vehicles. This is greatly reduced from the number of parking spots required for the current boat hoists by city zoning ordinance. The Coastal Commission's stated intent in requiring a boat ramp was to increase accessibility and use. The limited parking would have the opposite effect.

Discussion about the boat ramp also indicated that the City may consider the boat ramp parking lot to be the parking for those who hand launch boats in the harbor. First if the final intent is for hand launch boaters to use the new boat ramp, mixing trailer boats with human powered craft in the ramp area would be hazardous. Second if the city intends for the hand launch boaters to launch in the smaller water area of the Seaside lagoon, mixing children playing the water with human powered craft is hazardous as well and would impact families using the Seaside Lagoon for swimming, wading, playing, etc. In either case, the use of the boat ramp parking for hand launched watercraft only exacerbates the parking problem. Limited ramp parking artificially limits the use of

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harbor for boating activities.

The hand launched boat/dinghy dock is not shown on this plan though they are called out in the description. This hand launched boat/ dinghy dock is well used today and the new mooring field will increase use. Location and size are critical to usability and could impact public safety as well depending on proximity to power boats launching at the boat ramp.

The elimination of surface parking for boaters with slips in Redondo Marina provides these boaters no reasonable parking solution for access and transfer of equipment to and from their vessels. Parking and access for the commercial boaters is not addressed at all and looks to be severely impacted. Parking in the parking structure across the new street would be an unreasonable burden on those with boats in the Redondo Marina and would decrease desirability of those slips. It would also be a hazard to transport boating/fishing/family gear to and from this parking structure and across an active roadway and bike path.

In addition to the shrinking of recreational resources and lack of parking and infrastructure to support these existing uses, the increased traffic of the intensified retail and restaurant development and boat ramp could have a substantial impact on the accessibility and desirability to use the harbor for coastal dependent recreational and commercial due to the traffic density and increased time to get to the resources. This is especially true at Portofino Way, and its intersection with Harbor Drive, which will now concentrate parking structure traffic, trailer boater traffic, hand launch boat traffic, valet parking from the Shade Hotel, Portofino Marina boaters, Seaside Lagoon users and Portofino Inn guests, diners, and employees. This traffic problem is further exacerbated by the new two bike path on the west side of Harbor Drive and the exit of the pedestrian esplanade onto Portofino Way. The Harbor Drive/Portofino Way/Beryl Street intersection will become gridlocked. And that gridlock will be further exacerbated by the short block on Beryl between Catalina Avenue and Harbor Drive. While this is specifically a traffic problem, the gridlock will act as a barrier to access and turn potential waterfront recreation users away.

Redondo Beach has actually reduced its parkland to resident ratio through the years. The Recreation and Parks element of the General Plan cites a goal of 3 acres/1000 residents, which Redondo has never achieved. In looking for areas to expand, the Recreation and Parks element specifically calls out for the exploration of the use of the old octagonal building site for public recreational uses. Indeed today, the City/Pier Business Association uses this site for projecting public movies in the summer. The

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project as depicted does not contemplate a public recreational use for this site – instead it shows commercial development on this site.

Finally, the pedestrian bridge supporting the commercial development would eliminate use of the Redondo marina for sailboats and for the larger commercial boats. This violates the Local Coastal Plan and the Coastal Act.

The project states there will be public open space within the commercial retail/restaurant area but it does not define them. This will not replace public parkland impacted by the development. These open spaces should not be considered replacement for coastal dependent recreational resources. Likewise, the project description touts the pedestrian waterfront Esplanade as though it were a new amenity in the harbor. While in some places the esplanade may be wider, a public waterfront walkway exists today throughout the harbor and pier area. Today this path also allows kayakers and stand up paddleboarders to drop off their vessels and equipment at the hand launch boat dock. The CenterCal plan eliminates this access.

- g. **Traffic:** Today during the summer weekends and weekday evenings, the limited circulation infrastructure and the area geometry regularly create gridlock conditions. Currently the turn into the Decron lease parking lot often has long turn queues that back up through traffic in either direction and create hazardous interactions with the bicycles and pedestrians on the west side of Harbor Drive. Torrance Boulevard is especially challenged due to the short block between Catalina Ave and PCH, which is exacerbated by the stop sign controlled Broadway intersection in the middle. The pedestrian crosswalks from Broadway are hazardous as they are not signaled and new visitors do not notice people in the cross walk. Turn queues often overflow at the intersections of Torrance Boulevard and PCH and Torrance Boulevard blocking through traffic. Longer lights associated with pedestrian signals exacerbate this problem today. The intersections of Torrance Blvd and PCH and 190<sup>th</sup> and PCH already perform below City standards specified in the General Plan Circulation Element.

With double the commercial development and the addition of a boat ramp, traffic will increase dramatically thus exacerbating the already gridlocked situations that exist today and likely creating new ones on Beryl, Harbor Dr., Portofino Way, Yacht Club Way and Pacific Ave. Adding to the this dilemma the reconfiguration of the bike path to the west side of Harbor Drive and the increased use of the bike path by more bicyclists will increase the frequency and magnitude of overflowing turn queues into and out of Harbor Drive's unsignaled driveways. These overflowing turn queues will also impede through traffic and increase the hazard of bicycle car accidents. Likewise increased pedestrian traffic will only make the situation worse.

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The new roadways internal to the mall area and immediately adjacent to the Seaside Lagoon combined with the elimination of fencing for the Seaside Lagoon increases the potential of vehicular, bicycle and pedestrian accidents in these areas. Forcing recreational users of the waterfront to traverse the parking structure and commercial areas with their families and gear also increases this hazard.

As stated before the increase in vehicular traffic and reduction of level of service of the circulation system will impede public safety response times and impact access for coastal dependent recreational and commercial uses.

It does not appear that the EIR contract requires any analysis of the Pacific/Catalina stop signed intersection. This intersection must be analyzed from and LOS and safety perspective. The short roadway segments between traffic light controlled and partially stop sign controlled side street intersections on Harbor, Herondo, and Beryl Street also need special attention in analysis. Standard city traffic evaluation techniques do not account for overflowing queue conditions, bicycle and pedestrian traffic, and the potential hazards associated with them. The Highway Capacity Manual specifically cites that the intersection models typically used by the City are invalid in turn queue overflow conditions and when upstream traffic impedes flow through the intersection being analyzed. Thus, currently reported intersection LOS for many of the City's intersections do not reflect the real conditions. In order for the EIR to accurately project the impact of the development, the appropriate methods must be used and bicycles and pedestrians must be considered. Additionally, the increase in trailer boaters will have an impact on intersection and lane capacity. If the City proposes increased mass transit, the analysis needs to reflect the increased mass transit traffic, the location of the stops and its impact on lane capacity and lane changing behaviors. Several intersections are already adversely impacted when a bus stops to load and unload passengers. Again, the City's current analyses do not take these impacts into account.

- h. **Cumulative impacts:** The IES does not assess known and predictable projects in the immediate vicinity. The new Shade Hotel guest, employee and delivery traffic combined with the valet parking to and from the Triton oil site will substantially impact traffic flow on Harbor Drive and Portofino Way. The new bike path project will impact the ability of vehicles to exit and return to harbor Drive in the project area using both roads and driveways. The Green Street development has been built but is not yet populated with tenants, which will impact traffic flows in the project area. The AES property will be undergoing extensive construction activities regardless of whether a new powerplant is constructed or not and will result, either way, in an increased intensity of land use...especially in light of current elected official statements about their opposition to

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parkland. Thus construction and post construction traffic should be included in any analysis. Likewise, the “dirt farm” property was recently sold. And it is likely that the new owner will repurpose the site. The traffic impacts of this repurposing should be considered as well. Additionally, continued infill development will increase traffic on major circulation roads in the project vicinity. These cumulative impacts should be assessed.

In the harbor, the cumulative impacts of changing where power boats are launched, where the dinghy dock is located, where small craft will be launched, the increasing popularity of stand-up paddleboarding, and the location of new moorings may create a hazardous change to use and traffic patterns in the harbor. The turn basin is designed to let incoming sailboats safely drop sail. Now it appears we are collocating more uses which could become a hazardous navigation area due to the cumulative impacts of all these changes.

- i. **Visitor Serving Commercial uses:** Advertising and public discussion about the proposed mall speaks to the high end, boutique nature of the shops, restaurants, movie theater and hotel. The high end nature of these establishments would impact the ability of many visitors and residents from frequenting the harbor waterfront. This is exacerbated by the negative impacts on the mall project on existing recreational uses both in size, intensification of recreational use, parking usability and availability, and decreased vehicular access around and within the project. Likewise, scenic vistas from Harbor Drive enjoyed today by passing bicyclists, runners and pedestrians are severely impacted.

### 3. Applicable Coastal Act Sections

The following sections of the Coastal Act may or will be violated by the project as described in the IES and as noted earlier in this submission:

- 30211 – Development shall not interfere with access
- 30212 – Public access in new development projects
- 30212.5 – Public facilities distribution
- 30220 – Protection of certain water-oriented activities
- 30223- Upland areas support of coastal recreational uses
- 30224 – Recreational boating use, encouragement, facilities
- 30234 – Commercial fishing and recreational boating facilities
- 30234.5 – Economic, commercial, and recreational importance of fishing
- 30250 – Location; existing developed area
- 30251 – Scenic and visual qualities
- 30253 – Maintenance and enhancement of public access
- 30255 – Priority of coastal-dependent developments

# CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

9 July 14

This may not be an exhaustive listing due to the vagueness of the project description in many areas as evidenced in previous questions and comments.

## 4. California Environmental Quality Act (CEQA)

The following sections of the CEQA may or will be violated by the project as described in the IES and as noted earlier in this submission:

15124 – Project Description

15125 - Environmental Setting

This may not be an exhaustive listing due to the vagueness of the project description in many areas as evidenced in previous questions and comments.

## 5. Applicable City of Redondo Beach Code

The following sections of Redondo code may or will be violated by the project as described in the IES and as noted earlier in this submission:

### Coastal Land Use Plan

Exhibit H

Section VI, Subsection D, Policy 1

Section VI, Subsection D, Policy 2

Section VI, Subsection D, Policy 6

Section VI, Subsection D, Policy 15

Section VI, Subsection D, Policy 17

Section VI, Subsection D, Policy 18

Section VI, Subsection D, Policy 20

### Title 10 Chapter 5 Coastal Land Use Plan Implementing Ordinance

#### Article 1 General Provisions

10-5.102

#### Article 2 Zoning Districts Division 3

10-5.800

10-5.811

10-5.812

10-5.813

10-5.814

#### Article 5 Parking Regulations

10-2.1706

### Redondo Beach General Plan

# CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

9 July 14

2.1.4 Objective 1.7

2.1.4 Policy 1.7.1

2.1.4 Policy 1.7.2

2.1.4 Objective 1.9

2.1.4 Goal 1J

2.14 Objective 1.44

2.14 Objective 1.45

## **Parks and Recreation Element**

3.4.5 Objective 8.2a

3.4.5 Policy 8.2a.2

3.4.5 Policy 8.2a.4

3.4.5 Policy 8.2a.8

3.4.5 Policy 8.2a.10

3.4.5 Objective 8.2b

3.4.5 Policy 8.2b.3

3.4.5 Policy 8.2b.4

3.4.5 Policy 8.2b.5

3.4.5 Policy 8.2b.8

3.4.5 Objective 8.2c

3.4.5 Policy 8.2c.2

3.4.6 Implementation Programs

## **Circulation Element**

Goal 2

Goal 6

Policy 9

Goal 11

Policy 12

Policy 25

## **Redondo Beach Municipal Code**

Article 2, Chapter 5, Title 10

10-5.800

10-5.811

10-5.812

10-5.813

10-5.814

This may not be an exhaustive listing due to the vagueness of the project description in many areas as evidenced in previous questions and comments.

## **6. Summary and Conclusion**

**The project description is overly vague** in many areas for a specific development project. This **vagueness leads to the inability of the public to adequately assess potentially significant impacts. The IES as submitted to the public is cursory and does not adequately represent the impacts of the**

## CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

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**proposed development.** These concerns and questions represent significant impacts to the harbor area that are not assessed by the IES today.

The harbor was built for public coastal dependent recreation and commercial activities. State and City policies and code prioritize and protect coastal dependent recreational and commercial activities and resources over non-coastal dependent uses. **The current project represents a significant degradation in the ability of the public to enjoy and utilize these coastal dependent recreational and commercial opportunities and assets. The impacts are driven by the amount of development of commercial retail, entertainment, and restaurant uses, none of which are coastal dependent.** The project should not sacrifice coastal dependent recreational and commercial uses for non-coastal dependent commercial uses. The public deserves a thorough analysis of all the impacts and concerns noted in this submission. **Because of the severity and cumulative nature of these impacts, the project will likely represent a violation of the City's Local Coastal Plan and General Plan as well as the Coastal Act.**

**BBR *strongly* urges the City take action to adjust the project now, prior to investing the time and money on an EIR.** If the City decides to alter the plan post EIR and those alterations are not adequately and specifically assessed as an alternative or mitigation in the EIR, the City would have to do another EIR assessment to consider the specific impacts of the proposed plan alterations. **With the outcome of an EIR already very clear, it would be far more efficient and effective to develop a more balanced project now, than waste the time and money on the project as proposed.**

# The CenterCal Mall IES questions comments and concerns BBR R2.pdf - Adobe Acrobat Standard

Light, Jim [jim.light@linquest.com]

Sent: Friday, July 11, 2014 7:14 AM

To: Katie Owston; Eleanor Manzano

Attachments: The CenterCal Mall IES que~1.pdf (361 KB)

Attached find an updated version of BBR's submission that corrects some typos and adds minor content.

VR,

Jim Light  
310-989-3332

# CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

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**The CenterCal Mall project represents a substantial intensification of uses of our harbor area / waterfront that are not coastal dependent uses.** The impacts of this level of intensification would be substantial under normal circumstances. In this case, the project site configuration, location and infrastructure exacerbate the impacts of this magnitude of intensification. **The impacts require close scrutiny as the project appears it will have significant adverse impacts on coastal dependent recreational and commercial uses of the harbor and waterfront by uses that are not coastal dependent.** The harbor was built by public funds for recreational boating and other coastal dependent uses. **The non-coastal dependent development should not have significant negative impact upon the public's ability or desirability to fully use and enjoy these existing coastal dependent uses of our harbor and waterfront. In fact, that would be a violation of Redondo's Local Coastal Plan and the Coastal Act.** Furthermore, the advertised high end nature of the shops, restaurants, hotel and movie theater would impact the ability of a large number of visitors from being able to enjoy and utilize this area of the waterfront. The IES assessment and project description lead to a number of questions, concerns, and comments which are discussed in the paragraphs that follow.

1. **Questions – the project description is too vague** in many places to make substantive comments or fully develop concerns. Since this is specific development project, not zoning or a master/specific plan, the project description should be far more definitive. The answers to questions below would allow a better development of concerns. **Without these details, the public is preventing from making a complete response to the IES as it exists.**
  - a. The IES does not describe parking adequately. What is the current number of parking spaces and how many total are included in the current project? What are the number of space, square footage, and dimensions of the proposed new parking structure and the changes to the number of pier parking spaces, pier parking total square footage, and dimensions under the proposed configuration? What are the parking spaces allocated to boaters using the boat ramp, boaters/SUP'ers who hand launch small craft, and boaters with slips in Redondo Marina?
  - b. The project description is unclear. Some city documents say 15 acres the IES states that the land and water combined are more than 38 acres. How many acres of land/pier are included in the project? The description describes new bicycle and pedestrian walkways, but other than the pedestrian esplanade, there is no further description. "High quality public open space" is undefined.
  - c. The project description says there will be a new small boat launch but it does not appear anywhere in the site drawing or project description. The following details are needed to fully assess the impacts of the proposed project. Where is it? How big is it? How is it accessed by small boat users?

## CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

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- d. Will all boat slips be maintained in the Redondo marina? What is the height of the proposed pedestrian bridge above the high high tide line? Will the commercial boats fit under the bridge?
- e. Has there been an analysis of the quality of water in the small boat launch area to determine if the lagoon would be safe for children to swim in? Will this stagnant water area be able to support swimming, wading, and play while maintaining acceptable water quality? The small boat launch area is only inches deep at low tide. It shoals after a few years. Will the opened Seaside Lagoon be dredged regularly – is that included in any fiscal analysis? What will keep the dramatically sloped beach in place? What is the final size of the water area compared to current and what is the size of the public open space/usable beach/grass area compared to current conditions?
- f. The current drawings show a very narrow road for the new road connecting Harbor Dr and Torrance Blvd. What is the configuration of the bike and pedestrian paths through this same area? Are the bike and pedestrian paths protected? How do they link up with the bike and pedestrian paths at Harbor Dr?
- g. The project plan is vague on public open space. What is considered public open space and what is its size and uses? Much of the area looks like it would tables for eating restaurant food from the mall vendors... is this considered public open space? How much is truly public, city controlled space and how much is controlled by the developer/leaseholder? Will access and uses to this public open space be controlled or limited? If so, what will be allowed and prohibited in these areas? How is the 10% public open space requirement met in each zoning area?
- h. The boat ramp as depicted in the IES does not have a breakwater. Other city documents show a new breakwater. Configuration of the boat ramp is critical to assess the hazards associated with the reconfiguration. The location of the dinghy dock is not show either. The impact of surge, which is great in this area of the harbor; the mixing of small human powered craft with just launched or returning power boats and dinghies; the flow of gas/oil from the boat ramp area and dinghy dock into the opened Seaside lagoon; the mixing of newly launched and returning power boats into the turn basin where sailboats drop their sails and many human powered craft traverse and congregate; and the ability to navigate safely into and out of the boat ramp are all concerns that cannot be adequately assessed without more detail. What is the proposed configuration of the new public boat ramp and the missing dinghy dock? How is the Public Esplanade requirement met in the northern end of the project with the break in the Seaside Lagoon and what is the connectivity with the California Coastal Trail?

# CenterCal Mall Project IES Comments and Questions

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- i. What is the calculation of total new square footage based on the cumulative development including the new Shade hotel?
- j. The building heights have not been included in the IES information provided publicly, yet CenterCal presentations to the Council have shown this detail. Why has the public not been provided the detailed drawings in planview and elevation and more detailed descriptions so that we might be able to comment more effectively?

## 2. Comments/Concerns:

- a. **Aesthetics:** A top level analysis of views from Harbor Drive reveals approximately an 80% reduction in views of the harbor, ocean, cliffs of Palos Verdes, and Catalina Island from the roadway, bike path and pedestrian sidewalks along Harbor Blvd. This actual view impact could be far worse depending on use of landscaping, umbrellas, fountains, pergola, and other amenities in the two narrow corridors that remain. This would be a significant impact on scenic resources and could substantially degrade both the visual character and quality of the site.

The three story parking structure on the corner of Portofino Way and Beryl would create a huge aesthetic impact from both Harbor Drive as well as from the Seaside Lagoon. The parking structure and attached retail/restaurant uses are pushed right to the edge of the now smaller Seaside Lagoon area and will create the effect of a huge three story structure looming over and dominating the views from the much smaller Seaside Lagoon “beach” area and the water. This would impact the attractiveness of the Seaside Lagoon to the public.

- b. **Hazards and hazardous materials:** The plan as described may have significant impact on the ability to evacuate the area in the event of an earthquake, tidal surge, tsunami, fire, or other natural or man-made events. Also disturbance of the current fill and demolition of existing structures could expose the harbor to toxic substances.

The water quality of the proposed opening of the Seaside Lagoon has not been assessed or considered in the IES. The small boat launch area today is a collecting point for harbor trash. Opening Seaside lagoon will likely create a large area of stagnant water and a large collector area for harbor trash. The lack of water exchange, the direction of the prevailing winds, and the use of this stagnant water by people, especially children, may make the water quality unsafe in and of itself. This would be exacerbated by the location of the new public boat ramp as the seaside lagoon may become a collecting area for oil and gas from the boat ramp area. The whole Seaside Lagoon may be rendered unusable.

## CenterCal Mall Project IES Comments and Questions

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There are numerous safety hazards that also need to be analyzed as part of the EIR. The location of the Seaside Lagoon and proximity to the access road for the mall and parking structure creates a hazard that is not there today because of the fence that separates Seaside Lagoon from the current parking lot. The flow of pedestrian traffic to and from the area, the reconfiguration of the bike path and increased bike use, combined with the change and increase in traffic flow create hazards and safety concerns between vehicular traffic and pedestrians and bicycles.

And as discussed elsewhere, the new boat ramp, reconfiguration of the Seaside Lagoon, the addition of new moorings, and the location of the dinghy dock and small hand launched boat launch change boating traffic patterns and will increase and concentrate human powered, sailing, and motor craft activities, which will increase the potential for navigation hazards in the harbor. This is especially true in that many trailer boaters and stand up paddle boarders are novices with little or no training on their vessel or on the boating “rules of the road”. The proposed location of the boat ramp is far more impactful and potentially hazardous than the current location of the boat hoists, which are isolated from the turn basin and small boat launch/dinghy dock.

- c. **Hydrology:** The water usage of this site will increase dramatically and could significantly increase demand for water despite a multi-year drought and increasing water shortages.
- d. **Land Use and Planning:** The project plan shows a wall of development that will separate the community from and limit access to waterfront coastal dependent recreational uses. This is in conflict with the General Plan and the approved Local Coastal Plan. The access impacts could be significant.

In the deliberations of the AES power plant project, CEC staff deemed that certain areas of the AES site fall under the definition of protected wetlands. The impact of construction and increased traffic on these areas should be evaluated.

In general, the proximity, density, and impacts of the commercial development and parking structure represent uses incompatible with existing coastal dependent recreational and commercial uses.

- e. **Public services:** The proposed project could have substantial impact on police and fire access and response times well beyond the project boundaries due to substantial increases in traffic and associated delays at intersections and driveways. The increased crime associated with commercial intensification will put additional burden on our police department. This burden will increase if the mall is unsuccessful. Increased use

## CenterCal Mall Project IES Comments and Questions

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of the area and the increased interaction of vehicles, pedestrians and bicyclists will likely lead to more calls for medical emergency support from the fire department. And the reconfiguration and concentration of boating uses and traffic patterns at the proposed boat ramp area will increase demands on the Harbor Patrol.

There will be a substantial impact on the public lands and waters of and around the harbor. The project as proposed eliminates Dedication Park and shrinks the publicly usable portion of the Seaside Lagoon beach/grass lawn area. What is left of the beach area has commercial development added to it, further decreasing the availability, usability, and desirability of the public parkland. Additionally, because the Seaside Lagoon must be dredged much deeper to open it up to the tidal waters of the harbor, the smaller beach will have to slope more, which may impact usability and erosion.

Currently, the plan does not show any relocation of the small boat hand launch/dinghy dock which was recently expanded using state funds to accommodate boaters using the new mooring field in the harbor. If this dock is not replaced, the ability of mooring guests to come to shore is negatively impacted. And depending on placement safety may be impacted. It appears the swimming /wading area of the Seaside Lagoon is significantly smaller and will be even further negatively impacted if this smaller area is to be shared now by SUP'ers and other small craft users. As stated before, the poor water quality of an opened Seaside Lagoon may preclude its use by swimmers, waders, etc.

The highly touted public waterfront "esplanade" is not substantive as a waterfront walkway exists today. In fact the opening of Seaside Lagoon will interrupt the existing walkway and force people to walk through the mall area beside the street added beside the Seaside Lagoon.

Reconfiguration of the bike path and pedestrian walkways through the CenterCal development combined with the density of the development, the addition of streets internal to the development, and the elimination of the International Boardwalk may have significant impact on the safety and desirability of these uses in the harbor and pier area. Especially moving from Torrance Blvd to Harbor Drive.

- f. **Recreation:** Recreational impacts of the project exceed those defined in the IES.

The Seaside Lagoon Park is considerably smaller and Dedication Park is eliminated from the proposed plan. It appears the internal roadway west of the Seaside Lagoon encroaches on the Seaside Lagoon Park contributing to the reduction "beach" area in the park. Also, the plan shows multiple commercial buildings in the park that will

## CenterCal Mall Project IES Comments and Questions

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further detract from and encroach upon public parkland space available for recreation. The smaller Seaside Lagoon tightly surrounded by mall development and the three story parking structure will be less desirable to the public and will likely decrease utilization. Potential users will be reticent to be exposed in their bathing suits and bring their kids to a comparatively small recreational feature so exposed to shoppers and restaurant goers. How many people would show up to a mall in their bathing suits? Today the commercial areas of the pier and International Boardwalk are well separated from Seaside Lagoon and the fencing with shading material provides further separation. The shrinking of the park area combined with the encroachment of incompatible uses represents a significant impact to recreation in the harbor area.

Water quality of the opened lagoon is not addressed nor is periodic requirements for dredging. This area of the harbor already collects garbage and the open lagoon would create a large stagnant area. The location of the new boat ramp and dinghy dock also may cause gas and oil to collect in the open lagoon. All these combined may make the open lagoon waters unfit/unusable and or undesirable for swimming and wading.

The project plan substantially reduces parking for trailer boaters, fishermen, small craft boaters, and SUP'ers, and those intending to swim at the Seaside Lagoon. Parking structure parking is not adequate for these users due to the equipment that must be transported to the use area. Additionally, the height of the parking structure floors may prevent kayakers and Stand Up Paddleboarders from being able to use the parking structure due to the combined height of their vehicle and the watercraft transported on the roof.

The proposed parking lot for the boat ramp is insufficient for the trailer boaters. According to other studies completed by the city, the ramp parking lot would only hold about 28 trailer/tow vehicles. This is greatly reduced from the number of parking spots required for the current boat hoists by city zoning ordinance. The Coastal Commission's stated intent in requiring a boat ramp was to increase accessibility and use. The limited parking would have the opposite effect.

Discussion about the boat ramp also indicated that the City may consider the boat ramp parking lot to be the parking for those who hand launch boats in the harbor. First if the final intent is for hand launch boaters to use the new boat ramp, mixing trailer boats with human powered craft in the ramp area would be hazardous. Second if the city intends for the hand launch boaters to launch in the smaller water area of the Seaside lagoon, mixing children playing the water with human powered craft is hazardous as well and would impact families using the Seaside Lagoon for swimming, wading, playing, etc. In either case, the use of the boat ramp parking for hand launched watercraft only

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exacerbates the parking problem. Limited ramp parking artificially limits the use of harbor for boating activities.

The hand launched boat/dinghy dock is not shown on this plan though they are called out in the description. This hand launched boat/ dinghy dock is well used today and the new mooring field will increase use. Location and size are critical to usability and could impact public safety as well depending on proximity to power boats launching at the boat ramp.

The elimination of surface parking for boaters with slips in Redondo Marina provides these boaters no reasonable parking solution for access and transfer of equipment to and from their vessels. Parking and access for the commercial boaters is not addressed at all and looks to be severely impacted. Parking in the parking structure across the new street would be an unreasonable burden on those with boats in the Redondo Marina and would decrease desirability of those slips. It would also be a hazard to transport boating/fishing/family gear to and from this parking structure and across an active roadway and bike path.

In addition to the shrinking of recreational resources and lack of parking and infrastructure to support these existing uses, the increased traffic of the intensified retail and restaurant development and boat ramp could have a substantial impact on the accessibility and desirability to use the harbor for coastal dependent recreational and commercial due to the traffic density and increased time to get to the resources. This is especially true at Portofino Way, and its intersection with Harbor Drive, which will now concentrate parking structure traffic, trailer boater traffic, hand launch boat traffic, valet parking from the Shade Hotel, Portofino Marina boaters, Seaside Lagoon users and Portofino Inn guests, diners, and employees. This traffic problem is further exacerbated by the new two bike path on the west side of Harbor Drive and the exit of the pedestrian esplanade onto Portofino Way. The Harbor Drive/Portofino Way/Beryl Street intersection will become gridlocked. And that gridlock will be further exacerbated by the short block on Beryl between Catalina Avenue and Harbor Drive. While this is specifically a traffic problem, the gridlock will act as a barrier to access and turn potential waterfront recreation users away.

Redondo Beach has actually reduced its parkland to resident ratio through the years. The Recreation and Parks element of the General Plan cites a goal of 3 acres/1000 residents, which Redondo has never achieved. In looking for areas to expand, the Recreation and Parks element specifically calls out for the exploration of the use of the old octagonal building site for public recreational uses. Indeed today, the City/Pier Business Association uses this site for projecting public movies in the summer. The

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project as depicted does not contemplate a public recreational use for this site – instead it shows commercial development on this site.

Finally, the pedestrian bridge supporting the commercial development would eliminate use of the Redondo marina for sailboats and for the larger commercial boats. This violates the Local Coastal Plan and the Coastal Act.

The project states there will be public open space within the commercial retail/restaurant area but it does not define them. This will not replace public parkland impacted by the development. These open spaces should not be considered replacement for coastal dependent recreational resources. Likewise, the project description touts the pedestrian waterfront Esplanade as though it were a new amenity in the harbor. While in some places the esplanade may be wider, a public waterfront walkway exists today throughout the harbor and pier area. Today this path also allows kayakers and stand up paddleboarders to drop off their vessels and equipment at the hand launch boat dock. The CenterCal plan eliminates this access.

- g. **Traffic:** Today during the summer weekends and weekday evenings, the limited circulation infrastructure and the area geometry regularly create gridlock conditions. Currently the turn into the Decron lease parking lot often has long turn queues that back up through traffic in either direction and create hazardous interactions with the bicycles and pedestrians on the west side of Harbor Drive. Torrance Boulevard is especially challenged due to the short block between Catalina Ave and PCH, which is exacerbated by the stop sign controlled Broadway intersection in the middle. The pedestrian crosswalks from Broadway are hazardous as they are not signaled and new visitors do not notice people in the cross walk. Turn queues often overflow at the intersections of Torrance Boulevard and PCH and Torrance Boulevard and Catalina Avenue blocking through traffic. Longer lights associated with pedestrian signals exacerbate this problem today. The intersections of Torrance Blvd and PCH and 190<sup>th</sup> and PCH already perform below City standards specified in the General Plan Circulation Element.

With double the commercial development and the addition of a boat ramp, traffic will increase dramatically thus exacerbating the already gridlocked situations that exist today and likely creating new ones on Beryl, Harbor Dr., Portofino Way, Yacht Club Way and Pacific Ave. Adding to the this dilemma the reconfiguration of the bike path to the west side of Harbor Drive and the increased use of the bike path by more bicyclists will increase the frequency and magnitude of overflowing turn queues into and out of Harbor Drive's unsignaled driveways. These overflowing turn queues will also impede through traffic and increase the hazard of bicycle car accidents. Likewise increased

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pedestrian traffic will only make the situation worse.

The new roadways internal to the mall area and immediately adjacent to the Seaside Lagoon combined with the elimination of fencing for the Seaside Lagoon increases the potential of vehicular, bicycle and pedestrian accidents in these areas. Forcing recreational users of the waterfront to traverse the parking structure and commercial areas with their families and gear also increases this hazard.

As stated before the increase in vehicular traffic and reduction of level of service of the circulation system will impede public safety response times and impact access for coastal dependent recreational and commercial uses.

It does not appear that the EIR contract requires any analysis of the Pacific/Catalina stop signed intersection. This intersection must be analyzed from an LOS and safety perspective. The short roadway segments between traffic light controlled and partially stop sign controlled side street intersections on Harbor, Herondo, and Beryl Street also need special attention in analysis. Standard city traffic evaluation techniques do not account for overflowing queue conditions, bicycle and pedestrian traffic, and the potential hazards associated with them. The Highway Capacity Manual specifically cites that the intersection models typically used by the City are invalid in turn queue overflow conditions and when upstream traffic impedes flow through the intersection being analyzed. Thus, currently reported intersection LOS for many of the City's intersections do not reflect the real conditions. In order for the EIR to accurately project the impact of the development, the appropriate methods must be used and bicycles and pedestrians must be considered. Additionally, the increase in trailer boaters will have an impact on intersection and lane capacity. If the City proposes increased mass transit, the analysis needs to reflect the increased mass transit traffic, the location of the stops and its impact on lane capacity and lane changing behaviors. Several intersections are already adversely impacted when a bus stops to load and unload passengers. Again, the City's current analyses do not take these impacts into account.

- h. **Cumulative impacts:** The IES does not assess known and predictable projects in the immediate vicinity. The new Shade Hotel guest, employee and delivery traffic combined with the valet parking to and from the Triton oil site will substantially impact traffic flow on Harbor Drive and Portofino Way. The new bike path project will impact the ability of vehicles to exit and return to harbor Drive in the project area using both roads and driveways. The Green Street development has been built but is not yet populated with tenants, which will impact traffic flows in the project area. The AES property will be undergoing extensive construction activities regardless of whether a new powerplant is constructed or not and will result, either way, in an increased intensity of land

# CenterCal Mall Project IES Comments and Questions

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use...especially in light of current elected official statements about their opposition to parkland. Thus construction and post construction traffic should be included in any analysis. Likewise, the “dirt farm” property was recently sold. And it is likely that the new owner will repurpose the site. The traffic impacts of this repurposing should be considered as well. Additionally, continued infill development will increase traffic on major circulation roads in the project vicinity. These cumulative impacts should be assessed.

In the harbor, the cumulative impacts of changing where power boats are launched, where the dinghy dock is located, where small craft will be launched, the increasing popularity of stand-up paddleboarding, and the location of new moorings may create a hazardous change to use and traffic patterns in the harbor. The turn basin is designed to let incoming sailboats safely drop sail. Now it appears we are collocating more uses which could become a hazardous navigation area due to the cumulative impacts of all these changes.

- i. **Visitor Serving Commercial uses:** Advertising and public discussion about the proposed mall speaks to the high end, boutique nature of the shops, restaurants, movie theater and hotel. The high end nature of these establishments would impact the ability of many visitors and residents from frequenting the harbor waterfront. This is exacerbated by the negative impacts on the mall project on existing recreational uses both in size, intensification of recreational use, parking usability and availability, and decreased vehicular access around and within the project. Likewise, scenic vistas from Harbor Drive enjoyed today by passing bicyclists, runners and pedestrians are severely impacted.

### 3. Applicable Coastal Act Sections

The following sections of the Coastal Act may or will be violated by the project as described in the IES and as noted earlier in this submission:

- 30211 – Development shall not interfere with access
- 30212 – Public access in new development projects
- 30212.5 – Public facilities distribution
- 30220 – Protection of certain water-oriented activities
- 30223- Upland areas support of coastal recreational uses
- 30224 – Recreational boating use, encouragement, facilities
- 30234 – Commercial fishing and recreational boating facilities
- 30234.5 – Economic, commercial, and recreational importance of fishing
- 30250 – Location; existing developed area
- 30251 – Scenic and visual qualities
- 30253 – Maintenance and enhancement of public access

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30255 – Priority of coastal-dependent developments

This may not be an exhaustive listing due to the vagueness of the project description in many areas as evidenced in previous questions and comments.

## **4. California Environmental Quality Act (CEQA)**

The following sections of the CEQA may or will be violated by the project as described in the IES and as noted earlier in this submission:

15124 – Project Description

15125 - Environmental Setting

This may not be an exhaustive listing due to the vagueness of the project description in many areas as evidenced in previous questions and comments.

## **5. Applicable City of Redondo Beach Code**

The following sections of Redondo code may or will be violated by the project as described in the IES and as noted earlier in this submission:

### **Coastal Land Use Plan**

Exhibit H

Section VI, Subsection D, Policy 1

Section VI, Subsection D, Policy 2

Section VI, Subsection D, Policy 6

Section VI, Subsection D, Policy 15

Section VI, Subsection D, Policy 17

Section VI, Subsection D, Policy 18

Section VI, Subsection D, Policy 20

### **Title 10 Chapter 5 Coastal Land Use Plan Implementing Ordinance**

#### **Article 1 General Provisions**

10-5.102

#### **Article 2 Zoning Districts Division 3**

10-5.800

10-5.811

10-5.812

10-5.813

10-5.814

#### **Article 5 Parking Regulations**

10-2.1706

# CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

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## Redondo Beach General Plan

2.1.4 Objective 1.7

2.1.4 Policy 1.7.1

2.1.4 Policy 1.7.2

2.1.4 Objective 1.9

2.1.4 Goal 1J

2.14 Objective 1.44

2.14 Objective 1.45

## Parks and Recreation Element

3.4.5 Objective 8.2a

3.4.5 Policy 8.2a.2

3.4.5 Policy 8.2a.4

3.4.5 Policy 8.2a.8

3.4.5 Policy 8.2a.10

3.4.5 Objective 8.2b

3.4.5 Policy 8.2b.3

3.4.5 Policy 8.2b.4

3.4.5 Policy 8.2b.5

3.4.5 Policy 8.2b.8

3.4.5 Objective 8.2c

3.4.5 Policy 8.2c.2

3.4.6 Implementation Programs

## Circulation Element

Goal 2

Goal 6

Policy 9

Goal 11

Policy 12

Policy 25

## Redondo Beach Municipal Code

Article 2, Chapter 5, Title 10

10-5.800

10-5.811

10-5.812

10-5.813

10-5.814

This may not be an exhaustive listing due to the vagueness of the project description in many areas as evidenced in previous questions and comments.

## 6. Summary and Conclusion

**The project description is overly vague** in many areas for a specific development project. This **vagueness leads to the inability of the public to adequately assess potentially significant impacts.** The

## CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

9 July 14

**IES as submitted to the public is cursory and does not adequately represent the impacts of the proposed development.** These concerns and questions represent significant impacts to the harbor area that are not assessed by the IES today.

The harbor was built for public coastal dependent recreation and commercial activities. State and City policies and code prioritize and protect coastal dependent recreational and commercial activities and resources over non-coastal dependent uses. **The current project represents a significant degradation in the ability of the public to enjoy and utilize these coastal dependent recreational and commercial opportunities and assets. The impacts are driven by the amount of development of commercial retail, entertainment, and restaurant uses, none of which are coastal dependent.** The project should not sacrifice coastal dependent recreational and commercial uses for non-coastal dependent commercial uses. The public deserves a thorough analysis of all the impacts and concerns noted in this submission. **Because of the severity and cumulative nature of these impacts, the project will likely represent a violation of the City's Local Coastal Plan and General Plan as well as the Coastal Act.**

**BBR strongly urges the City take action to adjust the project now, prior to investing the time and money on an EIR.** If the City decides to alter the plan post EIR and those alterations are not adequately and specifically assessed as an alternative or mitigation in the EIR, the City would have to do another EIR assessment to consider the specific impacts of the proposed plan alterations. **With the outcome of an EIR already very clear, it would be far more efficient and effective to develop a more balanced project now, than waste the time and money on the project as proposed.**

# I respectfully submit the attached two documents - EIR Residents Input and Visitor Parking Lot Suggestions

BCCClub [jim\_hannon@bccclub.org]

Sent: Monday, July 21, 2014 10:19 AM

To: Katie Owston

Cc: Bill Brand; Steve Aspel; Jeff Ginsburg; Matt Kilroy; Stephen Sammarco

Attachments: Waterfront Development - P~1.pdf (1 MB) ; Waterfront Development - E~1.pdf (735 KB)

To: Katie Owston, Project Planner,

Copy: City Council and staff

I respectfully submit the attached two documents - EIR Residents Input and Visitor Parking Lot Suggestions for your review and consideration.

In advance, thank you for taking the time to review the documents and all you do for the great City of Redondo Beach.

Jim Hannon

USA Cycling Coach • League Cycling Instructor • Beach Cities Cycling Club • South Bay Bicycling Coalition • Redondo Beach Public Works Commissioner • (310) 341-8701

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<http://www.eset.com>

July 21, 2011

To: Katie Owston, Project Planner, @: [katie.owston@redondo.org](mailto:katie.owston@redondo.org)

Subject: Redondo Beach Waterfront Revitalization / Environmental Study Residents Input

Debbie & I have live in District 2 (33 years) and the Waterfront Revitalization project is in our back yard. Yes, we live in one of the condo complexes above the pier called Seascape 3 and we might have the most (property values & quality of life) to lose or the most to gain from the Waterfront Revitalization project.

For that reason, we have been following the Waterfront Revitalization project since day one and attended most of the Waterfront Revitalization Workshops.

Even knowing CenterCal is primarily a shopping center developer, we were optimistic and excited to participate in the workshops, and witness the many creative ideas coming from the residents. However, during the last workshop the design shown by CenterCal looked like a shopping mall.

What happened? We think CenterCal may have calculated the potential cost of all these creative ideas and simply determined more retail space was needed to make the project profitable.

At the same time, we keep reading that malls in the USA are dead and locally we may have reached a market saturation, with the Plaza El Segundo, Manhattan Beach Mall, Del Amo Mall, two malls in Palo Verdes and the Redondo Galleria. Also, if history repeats itself, we could end up with another white elephant on the pier, much like the shops and restaurants that failed in the late 1980's.

We believe a Waterfront Revitalization project needs to go forward, but we would encourage a more moderate approach and with an appearance that doesn't resemble a shopping mall.

However, even with a moderate build out there will still be an increase in traffic, pollution, noise, parking and structures that will jeopardize ocean views of the residents and visitors, and increase the burden on city services, electrical, sewage, security, etc.

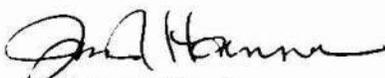
I think it would be in the best interest of the city and its citizens to:

- Before submitting the project for EIR approval, we feel the City should define the "Village Concept" and identify the percentages of allocated space (Sq. Ft.) for each of the elements; retail stores, hotels, restaurants, theater and parking. In addition we hope to see a big percentage of open space where people can congregate and really appreciate the ocean/harbor views, and sunsets (much like we do). Visitor come to Redondo Beach to "SEE" the Beach, Ocean, Harbor, Pier and then to eat, stay and shop. Please do not block the visitors view with parking structures! A few examples might be; Santa Monica Pier, Huntington Beach Pier, Laguna Beach, etc.....you have an Ocean view from the street going to these wonderful destinations.
- During the EIR Process,
  - We hope the City/CenterCall will continue to collect the public input on important subjects like; the best way to move large numbers of people to/from the waterfront.

- What strategy will be used to encourage people to walk or bike (or other means) to the waterfront and hopefully leave their car at home!
- Perform a detailed traffic study, collect parking options and maybe:
  - Review all offsite parking options
  - Utilizing municipal transportation, green taxis, possible monorails/ electric-trams to move people to/from off-site parking areas, park n ride shuttle service.
  - Provide bicycle parking on or near the pier
  - Incentive electric-car owners with charging stations
  - Minimize the need for large parking structures to only what is absolutely necessary to support the hotels, services and city vehicles.
  - Consider making the pier parking so expensive it will encourage visitors to take advantage of the alternative parking.
- Include Noise pollution: establish a Redondo Beach “enforceable noise policy” (during & after construction) to ensure the locals have some quality of life and ensure the City has the equipment to regulate, and enforce noise violators.
- Include Views: most cities in the area have a view ordinances (like PV) to protect property owners and we have Measure G which only addresses view corridors, and it’s not enough. But, we need to respect the existing homeowner’s quality of life, property values, as well as ensuring that visitors have a great view of the water/harbor.
- Include specific environmental thresholds for air quality and water, with measureable goals and performance metrics, and available to the public.
- Remember we have a large number of seniors that live downwind from the pier, they will be more vulnerable with poor air quality and during the parking demo/re-construction. Are there any plans to relocate susceptible people during the demo/re-construction?

Also, we would encourage the City to engage the Public Works, Planning, Safety and Harbor Commissions to hold public workshops, evaluate innovative ideas to make Redondo Beach a world class destination and in part, because of the cities approach to innovative environmental concepts and multi-mobility sensitivity on this project.

Thank you



Debbie and Jim Hannon

510 The Village, #304

Redondo Beach, CA 90277

(310) 376-3123

July 21, 2014

To: Katie Owston, Project Planner, @: [katie.owston@redondo.org](mailto:katie.owston@redondo.org)

Subject: Redondo Beach Waterfront Revitalization / Off-site Parking Suggestions

My name is Jim Hannon and I live in Redondo Beach (for 33 years), in the Seascape 3 condo complex located above the pier. The new Waterfront Revitalization project is in our back yard.

I believe it is in the best interest of the city and its citizens to revitalize the Waterfront. I also believe that if the project is successful, it will increase the number of visitors; locals, tourists, etc.

Attracting more visitors will increase traffic, pollution, noise and the need for more parking structures. If the parking structures are located on the waterfront, they will block the views of the ocean and make the project far less attractive to the visitors.

I encourage the City and CenterCal to take a more creative approach on parking requirements and how we move people to/from this new waterfront destination. Please consider the following suggestions:

- Deploy an engineering strategies that encourages visitor to walk or ride their bike and leave their car at home!
- A reasonable goal might be to reduce the number of parking spaces at the waterfront by 75% and pursue offsite parking. The advantages of this approach include:
  - Freeing up more space for other elements; open space, ocean views places, which might be the reason they are visiting the area.
  - Drastically reducing the parking structure cost, because the builder would not have to deal with the high water table.
  - The new offsite parking would be closer to some of the major arteries, like PCH, which has the capability to better move traffic in and out of Redondo Beach.
- Potential offsite parking locations might include several properties located only blocks from the harbor:
  - The 80-year-old Redondo Beach City Hall and Police Station property. I know there is a plan underway to relocate these city facilities, so consider accelerating that plan, putting bond money of the upcoming special ballot and using the funds allocated to the Pier super parking structures to fund offsite parking, and perhaps new city facilities.
  - The 38+ acres of AES power plant property - parking could be built near the Post Office and near two major streets 190<sup>th</sup> and PCH.
  - The vacant lot on Torrance Blvd, near El Comino where the old car wash was located.

July 21, 2014

- Redondo High is the biggest High School west of the Mississippi and there may be room for a New City Hall, Police Station and/or overflow parking for the Pier?
- The City could maximize municipal transportation, green taxis services, electric-trams, monorails, park n ride type shuttles to/from off-site parking lots, build bicycle parking lots near the pier, incentives for electric-car owners (charging stations) and "minimize" the parking structures near the ocean, to only which are absolutely necessary to support the hotels, service/city vehicles, and maybe make the pier parking more expensive, so to encourage visitors to use the offsite parking.

I understand the options (above) might require a certain amount of land for transportation options to/from the pier....but, it seems like it might be worth the cost to truly give the project a true Village atmosphere and appearance.

Also, this off-site parking concept might be used for the commercial property buildings north of the waterfront development and on the west side of Harbor Dr.

In addition, I would encourage the City to engage the Public Works Commission, Planning Commission, and Safety and Harbor Commissions to continue to hold public workshops and evaluate innovative ideas that will make Redondo Beach a world-class destination and in concert with our city's innovative approach to sustainable concepts and our multi-mobility sensitivity as part of the city's commitment to Living Streets

Thank you



Jim Hannon

510 The Village, #304

Redondo Beach, CA 90277

(310) 376-3123

## COMMENTS on Waterfront Project

Terry Benson [tbenz@earthlink.net]

Sent: Monday, July 21, 2014 10:03 AM

To: Katie Owston

Katie,

While there may be sufficient Environmental Impact Reports to justify this aggressive Waterfront Project, we feel that the residents of Redondo Beach should be able to have a say in the implementation. It should not be forced on the current and future population of this wonderful city. There have been so many prior projects that, in retrospect, many residents feel they got taken!

Some of our concerns are related to the increased traffic and required public services related to the influx of people. Furthermore, there is no concrete evidence in all of the proposed material that the city will recoup the necessary funds to pay for all of the city's investments and on-going costs. Perhaps starting with a smaller project would be more expeditious at this time.

In any case, a project of this magnitude should be brought to the vote of the entire population of the city of Redondo Beach and not just a handful of council people.

Thank you,

Terry & Kathy Benson

431 N. Prospect Ave.

Redondo Beach, CA 90277

310-503-9357

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<http://www.eset.com>

6/19/2014

RE: The Waterfront - Notice of Preparation of the Draft EIR, Notice of Initial Study, and Notice of Scoping Meeting

**RE: The Waterfront - Notice of Preparation of the Draft EIR, Notice of Initial Study, and Notice of Scoping Meeting**

Elizabeth Benton [betsybenton46@gmail.com]

Sent: Thursday, June 19, 2014 9:58 AM

To: Katie Owston

Will attend. Thank you.

Betsy Benton, Commissioner

Suspension Appeals Board

Redondo Beach

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From: Katie Owston [mailto:Katie.Owston@redondo.org]

Sent: Thursday, June 19, 2014 9:44 AM

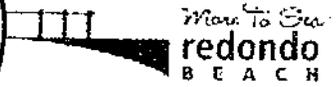
To: Katie Owston

Subject: The Waterfront - Notice of Preparation of the Draft EIR, Notice of Initial Study, and Notice of Scoping Meeting

**Comments**

The Waterfront Project  
Environmental Impact Report (EIR) -- Scoping Process

Name: Mary R. Buell  
Organization (optional): South Bay Park Conservancy  
Address: 415 N. Marialuce, Redondo Beach  
Zip Code: 90277-3014  
Phone (optional): 310-376-6725  
E-mail (optional): maryewell@verizon.net



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

- |  |  |   |
|--|--|---|
| <input checked="" type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture and Forest Resources* | <input checked="" type="checkbox"/> Air Quality             |
| <input type="checkbox"/> Biological Resources                | <input checked="" type="checkbox"/> Cultural Resources     | <input type="checkbox"/> Geology/Soils                      |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials   | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input checked="" type="checkbox"/> Land Use/Planning        | <input type="checkbox"/> Mineral Resources*                | <input checked="" type="checkbox"/> Noise <b>XXX</b>        |
| <input type="checkbox"/> Population/Housing*                 | <input checked="" type="checkbox"/> Public Services        | <input checked="" type="checkbox"/> Recreation <b>XX</b>    |
| <input checked="" type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities/Service Systems         |   |

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

**Comments:**

In a park-poor city, further eliminating open space for public access + views of the water from publically accessible areas, aesthetically blocking + impeding public view from bike paths on Harbor Dr. + further obscuring view from 3 story parking garage  
" " " Deny or negatively impact the ability to use the waterfront for Coastal Dependent recreation, i.e. boating, Commercial fishing; Eliminating 53 boat slips = taking away housing from live-a-boards who cannot afford other R.B. housing. Shrinking the already limited usable parking, causing traffic gridlock that prevents access, forcing people to walk through high density retail/commercial sites with equipment or boats to get to the waterfront, having to park across a trafficed street

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

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

Katie Owston, Project Planner  
City of Redondo Beach  
415 Diamond Street  
Redondo Beach, California 90277

Comments may also be submitted via email to [katie.owston@redondo.org](mailto:katie.owston@redondo.org).  
All comments must be received no later than 5:30 p.m. on July 21, 2014.

Comment continued:

to get to Seaside Lagoon or boat slip in the Redondo Marina.

Hazardous + environmental aspects - Impacts to public safety, exposure to hazardous pollution, excessive fresh water consumption. Increased police + fire response due to traffic. " need for police due to heavy concentration of restaurants + retail uses

Increased traffic congestion of 30,000 → 40,000 trips on week-ends adding to poor air quality from car exhausts.

Noise level during construction will be unbearable to 2-3 Senior Citizens Residents who were qualified to live at La Casa de los Amigos + Salvation Army, as well as Seniors on PCH due to low income. Their needs for aesthetics are being disregarded (as they were at the "Public Meeting" at the Performing Arts Center #409 when they were forced to stand during the NO-Questions-Asked "info-meeting" + then only write their concerns on paper - Indicative of no regard for them, their voice in the community + their particular vulnerability in place). Air quality for them is being sacrificed also - for a MALL.

## **Katie Owston**

---

**From:** Janice Boyd <jrb222@gmail.com>  
**Sent:** Tuesday, July 08, 2014 9:04 PM  
**To:** Katie Owston  
**Subject:** Public Comment on The Waterfront Project

Hello Katie,

I'm a new resident to Redondo Beach and I recently received a color marketing brochure on The Waterfront Project from CenterCal Properties. The brochure was short on details, so I went to the website. Unfortunately, the website doesn't even include a summary description of the concept, let alone the copies of the plans that can be downloaded and reviewed! This is a huge red flag and adds to my deep concerns about the density and the fit of the proposed plan for the Redondo Pier.

I have obtained my knowledge of the plans from the media. I believe a boutique hotel is unnecessary. I also do not want the Pier to turn into an extension of Manhattan Beach; with all due respect to Manhattan Beach.

Thank you for accepting public comment on this important decision for Redondo Beach's future.

Regards,  
Janice Boyd

1906 Mathews Avenue, Unit A  
Redondo Beach, CA 90278

### Not in Favor

Wayne Bradshaw [wayneb@waynebradshaw.com]

Sent: Friday, July 18, 2014 6:02 PM

To: Katie Owston

Cc: Dawn Esser [info@dawnesser4treasurer.com]; John W. McLellan, CPA [john@jwmcpa.com]; Rob Gaddis [robgaddis@orbmediagroup.com]; Rob Gaddis [robgadd@yahoo.com]; Jill risner [jill.l.risner@boeing.com]

Importance:High

Katie, I am not in favor of what the City Council is currently planning for our water front. Please register my opinion and let me just say, that I have not met or talked to one single resident...and I know and talk to people EVERYDAY...not one wants this currently proposed "shopping mall" or whatever you want to describe it as.... to go through. **NOT ONE!** And the "financial" deal that the council made with the developer makes everyone's jaw drop. Financially irresponsible? The "Heart of the City" folks are bombing out again.

Wayne W. Bradshaw  
30 year resident



Wayne W. Bradshaw

Bradshaw & Bradshaw  
225 Ave I, Suite #106, Redondo Beach, CA 90277  
Phone: (310) 543-9393 Fax: (310) 543-9991  
MDRT - Qualifying and Life Member  
Email: [wayneb@waynebradshaw.com](mailto:wayneb@waynebradshaw.com)  
Web: [www.waynebradshaw.com](http://www.waynebradshaw.com)



Business & Commercial Insurance - Estate and Retirement Planning

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<http://www.eset.com>

# Comments

The Waterfront Project  
Environmental Impact Report (EIR) – Scoping Process



Name: Patricia Triceland

Organization (optional): \_\_\_\_\_

Address: 2704 Vandebilt Ln. #10, Redondo Bch. CA

Zip Code: 90278

Phone (optional): \_\_\_\_\_

E-mail (optional): \_\_\_\_\_

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

- |  |  |   |
|--|--|---|
| <input checked="" type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture and Forest Resources* | <input checked="" type="checkbox"/> Air Quality             |
| <input type="checkbox"/> Biological Resources                | <input type="checkbox"/> Cultural Resources                | <input checked="" type="checkbox"/> Geology/Soils           |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials   | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input checked="" type="checkbox"/> Land Use/Planning        | <input type="checkbox"/> Mineral Resources*                | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing*                 | <input type="checkbox"/> Public Services                   | <input checked="" type="checkbox"/> Recreation              |
| <input checked="" type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities/Service Systems         |   |

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

## Comments:

I am concerned about the "size" of the Mall that is being planned. I don't think it could be nearly as large as planned. It would look "monstrous" and destroy the charm of that area.

Also, the Malls in Redondo area are not doing that well. Look at what's happening to the Galleria. We need the small, unique shops, not the same big chains that are everywhere else! Keep Redondo, (Redondo!) (Perhaps take a more "historic" approach.)

A huge mall will probably mean lot more traffic into the area. These people will not necessarily

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

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

Katie Owston, Project Planner  
City of Redondo Beach  
415 Diamond Street  
Redondo Beach, California 90277

Comments may also be submitted via email to [katie.owston@redondo.org](mailto:katie.owston@redondo.org).  
All comments must be received no later than 5:30 p.m. on July 21, 2014.

Comment continued:

come to shop. People come to the beach, primarily for the beach. They want the beauty of the place. They want recreation. They don't always plan to spend much money.

A large increase in traffic will cause more problems with traffic jams, air quality, and more difficulty for pedestrians.

Good air quality is one of the big things! We usually have pretty good air quality in this area. Double the amount of cars in the area would certainly affect that.

As a long time member of the community, I have always loved the pier area. Some development is reasonable. Why destroy a beautiful place? There must be more reasonable, more attractive, more balanced alternatives.

Please, think smaller! Leave more of our open lands, open. No three-tier parking structures, no obstructed views, no sprawling monstrosities on the beach.

Thank you,

Bob [Signature]

## Waterfront Revitalization plan needs to be put to vote

jill brown [lilyofthesea8@yahoo.com]

Sent: Monday, July 21, 2014 11:22 AM

To: Katie Owston

Dear Ms. Owston,

I have been a resident of the South Bay for 26 years and a resident of Redondo Beach for 11. I moved to Redondo Beach the community feel, the casual living style, and most importantly for the very special privilege of living at the Pacific Ocean.

I had no desire then, and still have no desire, to live at or near a congested, high traffic shopping center and I firmly believe the vast majority of the residents of this very special city feel exactly as I do. There is no question that a revitalization of the area is needed and long overdue, but the scope of what is currently being proposed will turn our city into a congested metropolis, and if implemented, the magic of this wondrous beach community will be lost forever. I am firmly opposed to the current plan and would like to see a significantly lower density option for the revitalization.

There are so few places like Redondo Beach on the planet, and for the life of me I cannot imagine why any city official would be willing, and even eager, to sacrifice even an inch of it to what is in essence, no more than a beach front mall. I also cannot imagine why any city official would object to putting the plan to a citywide vote of the residents, unless they fear that the response will be against this plan. Is something to be lost by the individual or individuals, if the current plan is opposed by the very residents who live, work, and support this community?

The residents of Redondo Beach deserve the opportunity to vote on this plan. We also deserve to know why any city official feels that we the residents of Redondo Beach should be deprived of such a vote.

Thank you for your consideration.

Jill Brown

11 year resident of Redondo Beach

26 year resident of South Bay

Sent from my iPad

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<http://www.eset.com>

## Waterfront Project

Kathleen Brozee [k.brozee@verizon.net]

Sent: Monday, July 21, 2014 4:57 PM

To: Katie Owston

Cc: bbrand@earthlink.net; Steve Aspel; Stephen Sammarco; Jeff Ginsburg; Pat Aust; Matt Kilroy

Dear Katie:

I have lived in Redondo Beach for 33 years and my husband has lived her for 28 years. This is to provide feedback on the available material on the Waterfront Project.

I am disappointed that Mayor Aspen vetoed the City Council's recommendation to put the project in front of the citizens for a vote. The Council was on the right track, even though the vote is an advisory vote only and non-binding, it is important to involve the residences in the process. The vote in 2010 is over 4 years old and things change.

Although we are generally in favor of the Waterfront Project, we feel the square footage for retail space from the current 221,347 square feet to 523,732 square feet of development, is too large. I understand the motivation here is more tax revenue for our City, but as a long term citizen here, I would much prefer that we have more open space for picnics, outdoor concerts and just quiet contemplation along the water.

I am concerned that the scope of the project is too ambitious. Given that our city has had a previous experience with a bankruptcy on the development of the offices/parking structure above the pier, it seems prudent that this new project be done in stages to test viability before we commit wholeheartedly to the entirety of the plan.

I like the changes to the bike path, the green area (not big enough) and water feature (also not big enough). Both the barn like facility for a "farmer's market" and the boat launch are great. I also think the plan, and our city in general, is missing good public transportation to bring us all in and out of local retail. I would like us to be more forward thinking about how to green the city, such as bike stations (like Long Beach has) trolleys that goes along PCH and from the Green Line and takes us in and out of the area and things that will help us create a greener future for Redondo.

We need to embrace the 21st century and invest in a high tech, environmentally friendly city. California is arid and frequently has drought conditions. Are solar, water conservation, wind power, etc being considered. Why can't this be a LEED certified project/building(s). This would create additional interest and tourism to the city.

Without being different and without transportation, why would people come (in the numbers needed) to Redondo for shopping when they can go to the Santa Monica, The Grove (next to the Farmers Market), and the soon to be The Point on Sepulveda Blvd, etc.

If they do come, can Redondo handle the additional traffic? We certainly don't handle the traffic and parking for the 4th of July.

Don't we all live here so we can enjoy the amazing ocean views and play in our water? The small town feel seems to be disappearing. We are getting more and more retail buildings, condos, and large scale development. Let's not turn Redondo into a paved mall along the water. Please, let's reduce the buildings and make a beautiful

outdoor space along our water with some retail as opposed to retail with a drop of space along the water.

Thank you,

Kathleen Brozee  
301 Sapphire St #A  
Redondo Beach, CA 90277

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<http://www.eset.com>

## Redondo Re Development/EIR

Elaine Burlin [eburlin@aol.com]

Sent: Wednesday, July 09, 2014 9:14 PM

To: Katie Owston

Cc: bbrand@earthlink.net

Dear Katie,

I was un able to attend the meeting this evening for discussion on the development of our Redondo Pier area. This note is to let you know that my family and I are adamantly opposed to this current over blown development.

I only have rhetorical questions to ask.....

1. Who exactly benefits from the over building of this project? Not Redondo residents.
2. Who is the shopping mall going to serve? Not Redondo residents.
3. What is the impact on the current Redondo shopping center? What happens when Nordstrom leaves? What is going to fill Nordstrms a Walmart? This shopping mall currently is sad at best. Redondo residents?
4. Why haven't other beach cities like La Jolla or Laguna or Monterey or Pacific Grove or Santa Cruz built major shopping malls on their beach front properly? Can you just imagine how this would "help" their community? NO! and neither can they!
5. What about the small business that will not be able to afford rent in the mall? Put locals out of business. The Macy's in our mall is the worst store in the chain. Rated a #1. Want to know why?
6. What is the traffic impact for the first few years. After that the stores will close because no one needs another best buy or movie theater. How does traffic help Redondo?
7. What is the crime impact on our beach city? What is the plan for more police and fire?

I could go on and on but for the sake of time and emotions I leave you with this.....

It seems our current mayor and most of the city council are not looking to do the job they were voted in for; take care of our city and the citizens now and for the future. Shame on them all.

Elaine Burlin

Sent from my iPad

## Waterfront Project EIR

Shirley Cabeen [scabeen@hotmail.com]

Sent: Thursday, July 10, 2014 8:32 PM

To: Katie Owston

Cc: Kelly Charles Village HOA [kellyhoa12@aol.com]; Nadine Meisner [redondo.rad@hotmail.com]

Dear City Council,

I went to the meeting on July 9, 2014 and was severely disappointed how little information was presented and no questions allowed. Having to stand up was also not conducive to people staying and really concentrating on what was presented (the little there was). There were many, many people upset and feeling more untrusting. The last meeting that Centerpointe did long ago was also a waste of time with no questions allowed. It still stings. This is an example of disrespecting those who make a big effort to come.

As far as environmental issues to be addressed, everything not started on your list has some import. Among the crowd, the biggest issues are the massive scale of the project, how it is being financed, and the effect on quality of life. Waterfront projects are difficult to design for success. There are many failed ones. People are worried that a lot of quality of life might be compromised and the project may not even be successful.

I am a homeowner at The Village, just above the proposed development. I want to participate but so far the format does not promise much. For example, the speaker said the hotel would be two stories but obviously that is an answer that does not measure height, and underground parking, etc. could make the structure appear much higher. Our views are at stake.

A session without questions answered is just a waste of a valuable opportunity. It makes the City Council appear to be colluding with the desires of the developers rather than representing their constituents. The anger will build against the Council if there is little information and no chance for dialogue and fact-finding of the most basic kind.

Shirley Cabeen  
630 The Village #210  
Redondo Beach 90277

# Redondo Waterfront Development EIR Scoping and Process

Randall Cameron [randallcameron@lionfish.org]

Sent: Monday, July 21, 2014 2:54 PM

To: Katie Owston

Dear Honorable Mayor, City Council, and City Planning Staff,

I write as I would like to express concerns about the waterfront itself, the waterfront development EIR process, and the current CenterCal proposal for development of the waterfront. The issues are intertwined, but I will try to distinguish between them.

I would also request that these comments be included in the project packages to be submitted to the Coastal Commission, as they appear to be the primary decision makers.

I live at 140 The Village and can see most of the proposed redevelopment area from my windows. I love Redondo. I visit the Pier, Marinas, Harbor Drive and strand twice a week or more, and have walked through every part of existing developments down to the border with Hermosa in the past two weeks.

I recognize the visible age and wear of many existing properties, the benefit of renewing properties, and the City's need for additional revenue. The overriding problem I see is defining how to develop the waterfront, more than whether to develop it. A poorly conceived project will just be another expensive failure that will not meet the City's goals for revenue, will frustrate citizens by disrupting existing traffic, users, and local residents throughout the development process, and leave investors, banks, the City, and ultimately Redondo taxpayers holding the bag. You cannot fight basic economics.

The fundamental strengths of waterfront real estate are those of a waterfront. Its primary users will always be those who require access to the ocean - boating, fishing, beachgoers, tourists, and other recreational users who enjoy the view. People already willingly pay for parking year round simply to walk, run, or bike at the beach or walk or even sit on the pier and enjoy our fantastic weather. Destroying the views or hindering access will harm property values of existing real estate, drive away tourists and other waterfront users, destroying the waterfront and probably violating the Coastal Act.

The big weakness of the waterfront is access - its only non-local drawing population is in one direction, inland, it is far from any freeway, and to reach it requires crossing Pacific Coast Highway, the

primary commuter artery through South Redondo. It can never be a retail "destination" for any but waterfront users, or local residents of Redondo and West Torrance. For the rest of the world, access and congestion are better at Del Amo, the Galleria and Manhattan Village. Thus, any future successful retail will have the same characteristics as existing businesses, most aimed at tourists, waterfront users, and including upscale restaurants, bars and hotels that are selling ocean views and coastal access. Any form of retail not benefiting from beach / pier / marina traffic or ocean views will not be able to justify higher rent and poorer access compared to Pacific Coast Highway or inland malls. High volume or big ticket retail simply does not work economically west of PCH. It is just too far and too hard to get here, compared to existing retail centers.

In terms of revenue, South Redondo can never compete with North Redondo, home of all of Redondo's larger employers (the aerospace industry) because of access and location. Property taxes, retail sales taxes, public rentals, use and parking fees are all there is.

New development should also focus on fixing what is broken, not wasting money paving over what works. Many older structures need to be renovated or replaced. The boardwalk, breakwaters, and existing seawall walkways do not, speaking as one of the many users who is out there every day. There are views, and they are worth saving, which is why foot, skateboard and bike traffic is so heavy most of the year.

Concerning the EIR process, please bear with the following points, some of which may already be addressed in the existing scope:

1. Public outreach has been poor - I can see the entire project area from my home, and am less than 100 yards from parts of it, but I only found out about the project because a friend told me.
2. The July 1 City Council meeting had good public participation, in spite of certain Council members' insistence that the agenda was "receive and file a report". That was the recommendation, but the agenda was for "discussion and consideration", which is what happened.
3. Unfortunately, the public meeting July 9 at the Performing Arts Center was more about presenting the developer's perspective on their project proposal, than obtaining public feedback. Yes, written / electronic comments were obtained, but not in a public forum where they could be heard so that citizens could gauge public sentiment, as occurred at the City Council meeting.

4. The Mayor unfortunately vetoed the City Council resolution to hold an advisory referendum on the existing proposal in the upcoming election. Elected representatives should welcome formal public feedback, and an actual vote would provide the most accurate indication of voter sentiment.
5. The EIR should be based on multiple scenarios, not simply compare the base case / status quo to the proposed project. Other possible projects and variants of the existing project should also be evaluated for comparison, as projects with less impact are more likely to be successful and sustainable, by preserving the value of the coastal asset.
6. Environmental impacts that feed back and negatively affect project and city economics need to be expressly quantified. Traffic congestion is the most obvious example, as consumers will often check out a new shopping center because it is new, but if it is too crowded, noisy, ugly, or congested, they will not come back.
7. Aesthetic impacts need to consider the effects on tourism and recreational users, who may be driven away from Redondo to other beaches, resulting in broad losses in retail, restaurant and parking revenues.
7. Costs of impact mitigation need to be balanced against revenues.
8. Impacts that affect property values broadly over the long term may push Redondo downmarket, resulting in a long term net outflow of wealthier, bigger spending residents. The Village for example has no desirable characteristics except for the views and coastal access.
9. Evaluation of traffic effects has to consider the effect on all of South Redondo even more than in the area around the project. Increased congestion between Anita / Herondo and Torrance Boulevard could affect commute times enough to measurably reduce the desirability of South Redondo residences for the professional class, which would affect property values and existing retail businesses in all of South Redondo over the long term, effectively cannibalizing existing revenue sources.
10. Knock-on infrastructure costs need to be accounted for - congestion ultimately means building or widening roads and expanding commercial utility capacity in the broader area at significant costs.

South Redondo is fundamentally a bedroom community and locally important ocean tourism destination. Retirees and lifelong locals will always been here, but the majority of residents (working commuters) live here

because of the local beauty, charm, and coastal access. If you drive them out through poorly conceived development, i.e., congestion or poor aesthetics, the economic impact on the city will be negative, because they are your biggest ticket consumers of everything but hotels.

Concerning the proposed project, my concerns are straightforward. By way of background, as a consultant, I have experience with many feasibility and market studies, including for real estate, retail and hotel projects.

1. Pure shoppers who live even two miles from the site would never come here for "destination" retail, i.e., a mall. In every direction there are better options. Any development has to assume that it will survive on those who are already here, or come here specifically for the beach, pier or marina. Thus, big ticket or volume shopping cannot realistically succeed, and if they did, they would be shifting revenue from existing businesses on PCH. For access reasons, PCH is more attractive for pure shopping.

2. If existing parking needs to be repaired / replaced, parking should first be redone on the existing site - it is already excavated, and the design of existing underground and surface parking leaves views unimpeded. It may not be beautiful, but it is not in the way, and the park areas are attractive. Pier Plaza, not so much. Renovating or even rebuilding the existing structure will be less expensive and have the least impact. If expanded parking is justified for a workable project on Harbor Drive, it should be underground.

3. Any new construction on the waterfront should be single-story only. Anything else would destroy the view and atmosphere on Harbor Drive, surrounding parking areas, and would harm residents and businesses such as the health clubs and existing hotel that now have unobstructed ocean views.

4. A Seaside Lagoon open to harbor water will lose its most attractive feature - clean, warm water. As long as the harbor is a harbor, it will always have visibly poor water quality due to poor circulation, which gets worse the further you go from the mouth of the harbor. If Seaside Lagoon is not financially viable, it could be closed down. However, it continues to be busy during the summer. One obvious issue is that it closes too early (5pm) for long, sunny summer evenings, while the strand the other side of the pier is still full at 7pm.

5. Any development has to consider the mix of people that come to the waterfront, and not aim simply at the high end. The less expensive

restaurants and shops have prospered because of the large number of locals, fishermen, and day use tourists. Many nicer restaurants have lasted decades, but others come and go. But the Pier and Marina will never be 100% upscale, because its users are not.

Pier Plaza is an object lesson in poorly conceived real estate projects, that went into foreclosure shortly after completion.

I appreciate your consideration of my views. Please understand, I want whatever is done to ultimately succeed, but I believe that depends on taking a hard look at economic realities and the realism of various assumptions. It also depends on preserving the fundamental character of Redondo that makes it such a wonderful place to live or visit.

If you would like to discuss any of the points above, please contact me at your convenience.

Yours sincerely,

Randall Cameron

140 The Village #101  
Redondo Beach, CA 90277  
310 937-2081  
randallcameron@lionfish.org

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## Concerns to Address in EIR for Waterfront Revitalization Project

Lezlie Campeggi [lcampeggi@aol.com]

Sent: Monday, July 21, 2014 11:58 AM

To: Katie Owston

Cc: Steve Aspel; Jeff Ginsburg; Bill Brand; Pat Aust; Stephen Sammarco; Matt Kilroy

Listed below are my initial questions and comments to be addressed regarding the proposed CenterCal waterfront project. Sadly, the project description lacks the detail necessary for a more thorough assessment by the public. This factor alone should warrant the process to be paused until CenterCal submits their plans in much greater detail, and until the City of Redondo Beach conducts a more comprehensive and inclusive outreach to the public.

That said, in no particular order, please address my following initial concerns:

- 1) Redondo city staff are publicly defining the project area as 35 acres. The land area is approximately 15 acres. The project's density should be based on the "build-able LAND acres" without including the approximate 20 WATER acres on which the project cannot be built.
- 2) The project drawing depicts paving over of the Seaside Lagoon to accommodate part of a 3-story parking structure and adding 8 retail/restaurant spaces. This violates City zoning and possibly also the Coastal Act.
- 3) The proposed 3-story parking structure at the north-end of the project greatly decreases public views and public access to the harbor. It decreases the amount of viable parking for the Seaside Lagoon and the boat ramp, eliminates the hand launch, and blocks the boat usage of Redondo Marina with a pedestrian bridge. It also significantly and negatively impacts the public views and enjoyment of the natural coastal resources.
- 4) The proposed project has an emphasis on the addition of non-coastal dependent uses; uses not compatible with public access, use and enjoyment of ocean-dependent recreational uses.
- 5) The increased footprint and mix of commercial uses of this project will have an increased impact on city resources such as police, fire and the harbor patrol.
- 6) No public open space is depicted in the project drawings, however, it is cited in the description. In many instances, the project description does not match the project drawings. The public cannot accurately assess a project so loosely defined, and so contradictory. In fact, this major flaw denies the public the opportunity to engage in submitting comprehensive concerns.
- 7) The IES does not consider known projects in close proximity to the project development site. They are: the new Shade Hotel (Harbor Drive), the Redondo Beach Energy Project (RBEP - AES power plant - Harbor Drive)), possible oil-drilling in Hermosa Beach (southwest part of Hermosa), the new bike path (Harbor Drive) and the new Green Street strip mall (Catalina Ave.). The traffic impacts of Green Street are not considered in the IES. The elimination of two lanes of vehicle traffic associated with the recently approved bike path project are not considered. Construction traffic, noise, equipment etc. of the new Shade Hotel is not considered. Should all of these projects commence and/or overlap, there will be significant, negative impacts to the area that MUST be analyzed.

- 8) The project plan separates the community from and limits access to waterfront, coastal-dependent uses by a wall of commercial development. This is a direct conflict with the General Plan of Redondo Beach and the approved Local Coastal Plan.
- 9) We are in a drought. This project could substantially increase water usage.
- 10) Opening up Seaside Lagoon to the ocean may have other adverse impacts such as debris accumulating in the Lagoon, as well as Sea Lions infiltrating the Lagoon.
- 11) Open space is not adequately defined in the project description by either size or uses. It appears that "open space" might include the "outdoor dining patios" affixed to restaurants.
- 12) The new roads internal to the project area, adjacent to the Seaside Lagoon increases the potential of pedestrian, cyclist and vehicle accidents, exacerbated by the elimination of fencing for the Seaside Lagoon. Recreational users of the waterfront would be forced to navigate through the parking structure and commercial areas with their families and gear, increasing hazards.
- 13) CenterCal's P.R. for the project touts the project as a "high end development:" high-end boutiques, high-end restaurants, high-end retail establishments and a high-end movie theater. None of these commercial uses is coastal-dependent. And, "high-end" could prohibit many visitors and much of the local community from frequenting such a development on our waterfront. Market feasibility studies must be performed to not only ascertain the demographic of clientele, but to also compare the impacts of existing retail/commercial developments in the local region such as Plaza El Segundo, South Bay Galleria, Manhattan Village Mall, Del-Amo Mall, the Promenade at the Peninsula and Ports o' Call, to name the major ones nearby.
- 14) City policies, zoning, land use plans, ordinances, municipal codes and laws must be referenced as this project appears to violate several. Additionally, this project, even loosely defined, appears to violate the Coastal Act.
- 15) No alternate plan is in evidence. "Do nothing" does not seem to be an option supported by most of the public. Alternate plans need to be developed and considered, with public participation.

The CenterCal project significantly and negatively impacts public use and enjoyment of coastal-dependent recreational uses, as well as public views of the waterfront. Most residents of Redondo Beach favor revitalization of our waterfront at King Harbor. I strongly urge that the City take action now, to adjust and balance the size and scope of the waterfront development to a project that provides more balance and enhances the public use, access, views and recreational enjoyment of coastal-dependent activities in King Harbor.

Lezlie Campeggi  
Redondo Beach, CA 90278  
(310) 318-6304

## Katie Owston

---

**From:** Marc Mitchell <marc@cerrell.com>  
**Sent:** Friday, June 20, 2014 9:29 AM  
**To:** Katie Owston  
**Subject:** RE: please add me to the email list

Waterfront info will suffice.

Thanks and have a great weekend, Katie!

Marc



**Marc Mitchell**  
Vice President  
Cerrell Associates, Inc.  
320 N. Larchmont Blvd.  
Los Angeles, CA 90004  
Office: (323) 466-3445  
[marc@cerrell.com](mailto:marc@cerrell.com)  
[www.cerrell.com](http://www.cerrell.com)

---

**From:** Katie Owston [<mailto:Katie.Owston@redondo.org>]  
**Sent:** Friday, June 20, 2014 8:36 AM  
**To:** Marc Mitchell  
**Subject:** RE: please add me to the email list

Hi Marc,

I will add you to The Waterfront email and mail distribution list. Do you want to receive all notices from the City on their other projects as well?

Katie Owston  
Project Planner

---

**From:** Marc Mitchell [[marc@cerrell.com](mailto:marc@cerrell.com)]  
**Sent:** Thursday, June 19, 2014 5:27 PM  
**To:** Katie Owston  
**Subject:** please add me to the email list

I'd like to receive notices of public meetings in the city of Redondo Beach.

Thanks!  
Marc



**Marc Mitchell**

Vice President  
Cerrell Associates, Inc.  
320 N. Larchmont Blvd.  
Los Angeles, CA 90004  
Office: (323) 466-3445  
[marc@cerrell.com](mailto:marc@cerrell.com)  
[www.cerrell.com](http://www.cerrell.com)

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# Change of Address

Sandra Friedlander [sandra@redondochamber.org]

Sent: Monday, June 23, 2014 2:22 PM

To: Katie Owston

Katie, we just received the Notice of Preparation/Notice of Initial Study/Notice of Scoping Meeting notice, which was addressed, to our old address.

Is it possible to get your website updated with our new address and any internal website where our address is listed and get changed as listed below. People keep calling and complaining they are being sent to our old address only to find out we are at the below address.

My understanding there has been phone calls made to get the website updated to no avail. I am hoping you can find an internal contact there that can assist in this matter.

Thank you in advance for all your help.

Sandra Friedlander  
Redondo Beach Chamber of Commerce & Visitors Bureau  
Customer Service Relations  
119 W. Torrance Blvd. Suite #2 | Redondo Beach, CA 90277  
310.376.6911 ext. 126 | [info@redondochamber.org](mailto:info@redondochamber.org)  
[www.redondochamber.org](http://www.redondochamber.org) [www.visitredondo.com](http://www.visitredondo.com)



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## EIR Comments

Kelly Charles [kellyvb2005@yahoo.com]

Sent: Sunday, July 20, 2014 3:34 PM

To: Katie Owston

Cc: Bill Brand; Matt Kilroy; Pat Aust; Stephen Sammarco; Jeff Ginsburg; Steve Aspel; Eleanor Manzano

Attachments: P1120516.JPG (5 MB) ; P1160876.JPG (5 MB) ; P1160471.JPG (5 MB)

Dear Ms. Owston,

I have been a Redondo Beach resident/homeowner for 23 years. I have many serious concerns regarding CenterCal's huge over-sized waterfront/harbor development project that I feel need to be addressed in the EIR. They are as follows:

1) Traffic: Please see 3 attch'd pictures taken from my balcony. This is what our beautiful entrance into our waterfront/Pier looks like on any given day of the week. Mind you, this is NOW. Delivery trucks parked and unloading, and many buses line the entry into our Pier area daily. In the evening, the tour buses come down and illegally park in the loading/unloading area. We're lucky if they park. Most of the time they sit out there and idle. It is extremely loud. Our City does nothing to enforce this illegal tour bus parking. If it looks like this now, what will it look like after the over-development happens? What will it sound like? What will it smell like? We have not yet been told, after asking Mr. Bruning many times, where these trucks will go to unload their goods. And there will be many more of them with the new restaurants and stores going in, not to mention yet another hotel. See the attch'd picture of the "Delivery" ramp down into the parking structure that was put in way back in the day. I have lived here for 23 yrs and the trucks have never used this so-called "Delivery" ramp to go down and unload their products. They line the circle creating traffic congestion and constant back-up beeping.

2) The CenterCal waterfront development plan violates city zoning by shrinking Seaside Lagoon Park in both public open space and water area. It paves over a large portion of the park for a road, a portion of the three-story parking garage, the pedestrian esplanade, and eight restaurant/retail shops. This violates both City zoning and the California Coastal Act. And, once Seaside Lagoon is opened up to the harbor, they also open it up to the sea lions. How are they going to keep them out? This is a blatant example of CenterCal's lack of foresight and inexperience in developing a coastal area.

3) The CenterCal Plan creates navigation hazards in our harbor, decreases boating facilities, and eliminates much needed and well-used boater parking. It creates traffic gridlock that will make it difficult to even access the harbor.

4) The nice, glitzy elevation views of the CenterCal Plan posted on the City website and in the local papers don't match the plan CenterCal submitted to the City. The pretty pictures show a huge waterfront esplanade/boardwalk... much, much larger than depicted in their plan. The open areas are bigger in the glitzy drawings than in the plan. The buildings don't match the plan.

CenterCal promised residents a 3-D model of their development so we could visualize the view impacts. A year and a half after their CEO made that promise, we still don't have that model. CenterCal NEVER shows their mall drawings from the Harbor Drive perspective ... only from the perspective of looking in from the ocean. Residents wishing to gain a clear image of the CenterCal plan from which to submit concerns have NOT been afforded that opportunity due to OMISSION OF DATA!

5) Please compare the proposed CenterCal project to the nearby "Ports of Call," the failed waterfront shopping/restaurant area in San Pedro that is undergoing a similar revitalization process as we are with our harbor. Their waterfront area is 15 acres, the same LAND AREA as our harbor/pier area in the CenterCal mall project - 15 acres for possible development. Port of Los Angeles officials are not as enamored with over-development as our City Council. The maximum total development allowed in their 15 LAND acres is just 375,000 sq ft. Our Council is promoting CenterCal's 524,000 sq ft in 15 acres of LAND AREA available. That is 40% larger than what San Pedro is allowing over the same space.

6) The City is claiming an estimate of net average revenues of \$2.8M per year from the CenterCal project, a paltry 3% of the City's annual revenues. But they have refused to give the public the details of their calculations. Does this include increased wear and tear on the roads? The increase in public safety costs? Regardless - to net just \$2.8M per year for doubling our density does not justify the significant impacts to our quality of life and our harbor recreational access. The City analysis does show that the City knows there is a potential negative cash flow if the project does not perform. In a scenario where revenues from the project are

reduced 22% from their initial assumption, the project generates a loss of \$48M. This is a huge, negative financial impact that needs detailed analysis. The downside of this project could far exceed a \$48M loss; a downside that Redondo Beach cannot afford.

7) In the immediate vicinity (adjacent to and across the street from CenterCal's proposed plan) are two other projects whose impacts need to be considered: 1) the construction of the new Shade Hotel and, 2) demolition of the power plant and construction of what will take its place. Additionally, a possible 3rd project is looming about 1/4 mile away, that being possible oil drilling in Hermosa Beach, with construction, congestion, noise and other negative impacts that could all be taking place simultaneously.

8) A local non-profit organization, Building a Better Redondo (BBR), has circulated an alternative vision to the CenterCal project that has received significant, positive response from the community. At a June 2014 City Street Festival, hundreds of Redondo Beach residents gave feedback in support of the BBR alternate plan being a welcomed and viable replacement of the CenterCal development project. Please compare, contrast and evaluate this alternative plan.

Yes, I have more concerns such as the addition of a road between Torrance Blvd. and Harbor Drive, the added height of the project; specifically, a 3-story parking garage that will block views, the lack of open space, and the competition with the other, non-coastal retail developments; Plaza El Segundo, Manhattan Village Mall, South Bay Galleria, Del Amo Mall, The Promenade at Rolling Hills, and Ports of Call, to name a few ... all of which should be analyzed regarding "market impact."

Redondo Beach has a unique, quaint harbor with scenic, coastal views that cannot be duplicated by our sister beach cities. Rather than hide it behind a wall of the CenterCal-proposed development that is not coastal dependent, the revitalization of our harbor should focus on harbor views for all the public, and easy access to coastal recreational uses like boating, sailing, fishing, paddling, and rowing. The great majority of people in Redondo Beach agree that our harbor needs revitalization. I strongly feel this way as well. I welcome revitalization, but this plan is too BIG and needs to be scaled down. There are several vacant spaces on our Pier now that have been vacant for a long time. I do not believe a plan of this size will be viable during the winter months. Our City officials need to wake up and learn from past failed projects. Let's please understand the negative impacts of what CenterCal is proposing and re-direct the development

project to something more appropriate, less dense, financially feasible, with shared-profitability between the developer and the City, and a project that does not violate our City Codes or the Coastal Act. Thank you.

Sincerely,  
Kelly Charles  
Redondo Beach Resident, 23 years

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## Harbor Redevelopment Project

Timothy Charles [timcharles1957@yahoo.com]

Sent: Monday, July 21, 2014 8:38 AM

To: Katie Owston

Cc: Bill Brand; Matt Kilroy; Pat Aust; Stephen Sammarco; Jeff Ginsburg; Steve Aspel; Eleanor Manzano

I am a 16 year Redondo Beach resident and would like to go on record with my concerns about the pending CenterCal harbor redevelopment project.

- 1) The project proposal of 524,000 square feet is too big, too over-developed. It needs to be scaled back to a reasonable amount for the area; 375,000 or less.
- 2) The addition of a road between Torrance circle and Harbor Drive is totally unnecessary and will cause unneeded traffic congestion, noise, and pollution. A simple people mover like a trolley car would be a more acceptable idea. We don't need any more traffic circulating in the area. We are already bombarded with delivery trucks, torrance transit buses, tour buses, and regular traffic from the circle. And the general traffic along PCH, the obvious through-way to this development is not getting any less congested.
- 3) The addition of a 3 story parking garage to block views across from the Crown Plaza. How are the hotel tenants going to like that? Is this any way to treat the owners of that long standing business?
- 4) Have objective market studies been completed to determine whether businesses in this project can succeed? How will they compete with other shopping malls in the area? There are vacant businesses on the pier now. It appears no one is thinking of the longevity of this project 10 years down the road and many of my more senior neighbors remember the history of failed businesses on the pier.

There is no question we need redevelopment of this waterfront harbor, but the pendulum seems to have swung too far toward over-development without much forethought. Please scale it back and protect our history of beautiful scenic coastal views.

Sincerely,

Tim Charles

Redondo Beach resident

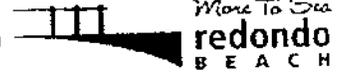
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**Comments**

The Waterfront Project  
Environmental Impact Report (EIR) – Scoping Process



*Thomas Churnet*

Name:

Organization (optional):

Address:

Zip Code:

Phone (optional):

E-mail (optional):

*415 N. Marin*  
*90277*  
*818 568 7948*

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

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics ✓✓✓           | <input type="checkbox"/> Agriculture and Forest Resources*          | <input checked="" type="checkbox"/> Air Quality             |
| <input type="checkbox"/> Biological Resources                | <input type="checkbox"/> Cultural Resources                         | <input type="checkbox"/> Geology/Soils                      |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input checked="" type="checkbox"/> Land Use/Planning        | <input type="checkbox"/> Mineral Resources*                         | <input checked="" type="checkbox"/> Noise                   |
| <input type="checkbox"/> Population/Housing*                 | <input type="checkbox"/> Public Services                            | <input checked="" type="checkbox"/> Recreation ✓✓           |
| <input checked="" type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities/Service Systems                  |   |

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

Comments:

*My understanding is that the Coastal Act protects the public's rights & I already suffer from asthma & allergies so Air Quality is a major concern during & after the project from building & gas exhaust as 20,000 → 40,000 additional car trips across/around P. 15th*

*Land use & planning & aesthetics are severely compromised, block PUBLIC Views of the Ocean from publicly accessible areas impacting public view. Preventing & impeding access to Coastal-dependent waterfront recreational & commercial uses → Reducing 53+ boat slips, actually eliminating them for a mall when this is a harbor for small & large boats. Elimination, also, of severely limited usable parking, location of boat ramp near hand-launched boats. Having to park across a trafficed street to get to Seaside Lagoon.*

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

*pollution & environmental impacts.*

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

Katie Owston, Project Planner  
City of Redondo Beach  
415 Diamond Street  
Redondo Beach, California 90277

Comments may also be submitted via email to [katie.owston@redondo.org](mailto:katie.owston@redondo.org).  
All comments must be received no later than 5:30 p.m. on July 21, 2014.

**Comments**

The Waterfront Project  
Environmental Impact Report (EIR) – Scoping Process



Name:       Maria Cincotta        
Organization (optional): \_\_\_\_\_  
Address:       4619 Sugarhill Dr        
      Rolling Hills Est. CA 90274        
Zip Code: \_\_\_\_\_  
Phone (optional):       (310) 373-1401        
E-mail (optional): \_\_\_\_\_

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

- |  |  |  |
|--|--|--|
| <input checked="" type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture and Forest Resources* | <input type="checkbox"/> Air Quality             |
| <input checked="" type="checkbox"/> Biological Resources     | <input checked="" type="checkbox"/> Cultural Resources     | <input type="checkbox"/> Geology/Soils           |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials   | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning                   | <input type="checkbox"/> Mineral Resources*                | <input checked="" type="checkbox"/> Noise        |
| <input checked="" type="checkbox"/> Population/Housing*      | <input checked="" type="checkbox"/> Public Services        | <input checked="" type="checkbox"/> Recreation   |
| <input checked="" type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities/Service Systems         |  |

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

**Comments:**

★ Stop the mall?  
We have way too many malls - it's an eyesore and an insult to the population, to have to be surrounded by malls.  
- We don't want it. [In Palos Verdes, we protect our coastline!]  
- We don't need it.  
Save our neighborhood before it's too late???  
★ This project will impact our ability to use the coast for recreation.

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

Please drop the completed form into the box marked "COMMENTS" or mail to:  
Katie Owston, Project Planner  
City of Redondo Beach  
415 Diamond Street  
Redondo Beach, California 90277

Comments may also be submitted via email to [katie.owston@redondo.org](mailto:katie.owston@redondo.org).  
All comments must be received no later than 5:30 p.m. on July 21, 2014.

## Re: Waterfront project

Carla Sridevi Cohen [carlac108@gmail.com]

Sent: Sunday, July 20, 2014 8:36 PM

To: SteveAspel@aol.com

Cc: Katie Owston; Bill Brand [bbrand@earthlink.net]; Steve Aspel; Stephen Sammarco; Jeff Ginsburg; Pat Aust; Matt Kilroy

Dear Steve

I think it is important for the council to see your response to my first email. I did speak MY mind freely in the first email.

Just to be TOTALLY clear, none of the people on this cc list contacted me or urged me to say anything to you. I am a little concerned over your belief that me expressing my opinion to you is the result of some prompting or misinformation campaign by Council members. I am happy to say, in this case, they are innocent.

Thanks for explaining your veto. I personally don't care that the vote would not have been binding. After all the back and forth (dating back to calling this project the "heart of the city" plan) I am delighted that the Council I got the message from the people and is trying to keep us more involved in the entire process and honor the input we gave them. As I said in my previous email, I believe wholeheartedly that in this instance, your veto was really wrong. There is no other way to say it. I am trying to say, I personally would like you to listen to our Council.

As to the conditions of the parking structure down at the pier, other cities manage to get people to pay for parking structures without committing to a full fledged overdevelopment project. I appreciate your concern over the fiscal aspects of this, but I don't agree that building dollars should control the future of our city. Unfortunately, you and some others are operating under the misconception that the voters here would rather have overdevelopment for tax revenue sake. Although I am sure there are constituents who would agree with you, I certainly am not one. I like the small town feeling of this place and over the years, I have watched it erode with overdevelopment for the sake of revenue.

A priority for me is the greening of our city, protecting our ocean/waterfront resources, without shutting down development all together and finding a balance where we are proud of our waterfront and our city. After all, there are enough super malls, condos and apartments being built on every available square inch of the South Bay.

I also understand that you received a report from a "fiscal" expert about the profitability, but as Jerry McGuire said, "show me the money." There are plenty of experts who are wrong a lot and yet they continue to be called experts. I still think we can find a way to develop in stages as opposed to a full blown all or nothing approach.

As I said in my previous email, I am in favor of the project, but feel the building development is way too much (double what we have) and we need more green space, more water features, more places for families to listen to concerts, picnic or just have quiet contemplation. Please really hear me this time as, judging by your response to my first letter, you only heard what you needed to defend and not the input I offered.

Sincerely,

Carla

On Jul 20, 2014, at 8:31 AM, [SteveAspel@aol.com](mailto:SteveAspel@aol.com) wrote:

Hello Carla,

Many of you have called or emailed me about the proposed project in the Harbor. You may have received an email from a Council member that may be somewhat factual, but also purposely leaves out a few real facts. In addition, you may have received emails concerning my veto of an advisory vote concerning the harbor.

Yes, I did veto a proposal to have an "Advisory vote" concerning the Pier/Harbor development. I did so for two reasons:

- 1) Since it is an advisory vote only, it would be NON binding. Many citizens would assume that a vote on this item would become law. In fact, it would not.
- 2) Measure G was voted on by the citizens of Redondo Beach on November 2, 2010. The Measure was concerning the zoning that allows the development of the Pier/Harbor. Measure G PASSED. Measure G actually reduced the amount of square footage allowed.. There are some who opposed Measure G and quite simply want a second bite at the apple. With that said, the citizens of our city have already spoken.

The following 2 points also need to be noted.

- 1) The Pier parking structure has only a few years left. It is disintegrating before our eyes. As a condition of the lease, Center Cal MUST pay for the new parking structure. Depending on who is quoting numbers, that cost is valued at anywhere from \$25 to 50 Million. If Center Cal doesn't pay, you and I do!
- 2) After the project has been completed, every financial expert has told us that the city can expect \$3 to 5 million in NEW tax income. This will be generated by the Hotel and various businesses.

This new revenue can be used for all the city services that we, as citizens demand.

Hopefully this gives you another perspective into this important issue. If yo have any questions, comments or concerns, please email them to me. Feel free to speak your mind. I need to know your thoughts!

**Steve Aspel**

**Mayor**

**City of Redondo Beach**

1200 S. Helberta Ave.

Redondo Beach, CA 90277

Home: (310) 543-0416

Cell: (310) 947-1355

In a message dated 7/19/2014 10:26:53 P.M. Pacific Daylight Time,  
[carlac108@gmail.com](mailto:carlac108@gmail.com) writes:

Dear Katie,

My husband and I have lived here 20+ years on Avenue A. After looking over the available

material on the Waterfront project, I wanted the City Council and Mayor Aspen to hear our feedback on the Conceptual site plan.

Honestly, I am baffled why Mayor Aspen vetoed the City Council's recommendation to put the project in front of the citizens for a vote. In my opinion, the Council was on the right track and I am very upset that this transpired. In my opinion, this is an abuse of mayoral power and I feel quite angry about it. Clearly Mayor Aspel has lost sight of the fact that he is supposed to be serving the citizens of Redondo Beach and be looking out for the future of our city.

Although we are generally in favor of the Waterfront project, we feel the square footage for Retail space is way to large. As you know, the proposal currently is suggesting that we go from 221,347 of existing structure to 523,732 square feet of development - double the existing structures we currently have. I understand the motivation here is more tax revenue for our City, but as a long term citizen here, I would much prefer that we have more open space for picnics, outdoor concerts and just quiet contemplation along the water.

As a matter of fact, I feel the scope of the project is too ambitious. Given that our city has had a previous experience with a bankruptcy on the development of the offices/parking structure above the pier, it seems prudent that this new project be done in stages to test viability before we commit wholeheartedly to the entirety of the plan.

I do like the way the bike path has been incorporated, the green area (not big enough), water feature (also not big enough). the idea of large open, barn like facility for a "farmer's market" is great and the boat launch is great. I also think the plan, and our city in general, is missing good public transportation to bring us all in and out of local retail. I would like us to be more forward thinking about how to green the city, such as bike stations (like long beach has) trolleys that goes along PCH and takes us in and out of the area and things that will help us create a greener future for Redondo.

Don't we all live here so we can enjoy the amazing ocean views and play in our water? What has always appealed to me about this city is the small town feel, which seems to be disappearing. We are getting more and more apartment buildings, condos, large scale development. Let's not turn Redondo into a paved mall along the water. Please, let's reduce the buildings and make a beautiful outdoor space along our water with some retail as opposed to Retail with a drop of space along the water.

Sincerely,

Carla Cohen  
825 Avenue A  
Redondo Beach, CA. 90277  
310-540-6640=