
The Waterfront Scoping Summary
City of Redondo Beach
Attachment H

Individual and Organization Comment Letters

(Part 2 of 3)



[S-P-A-M] Last week's EIR scoping meeting for Centercal Project

Melanie Cohen [dolfanmeli@yahoo.com]

Sent: Tuesday, July 15, 2014 4:08 PM

To: Katie Owston

Importance: Low

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

I was disappointed at the EIR scoping meeting the other night. There were NO architectural drawings giving residents ANY idea how many buildings or their HEIGHT or the SCALE of the planned development in the space being proposed. I would like you to please answer in detail the questions that have been submitted via Jim Light on behalf of Building a Better Redondo. In case you did not receive them, I am attaching it to this email. Please do not allow this project to continue without fully answering these questions.

Thank you!

Melanie L. Cohen Redondo Beach Resident

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

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<http://www.eset.com>

CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

9 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.

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

CenterCal Mall Project IES Comments and Questions

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9 July 14

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?

CenterCal Mall Project IES Comments and Questions

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9 July 14

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.

CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

9 July 14

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

CenterCal Mall Project IES Comments and Questions

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9 July 14

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

CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

9 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 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

CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

9 July 14

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:

CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

9 July 14

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

CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

9 July 14

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

CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

9 July 14

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 Waterfront

sbcoleman@fastmail.fm

Sent: Monday, July 21, 2014 4:11 PM

To: Katie Owston

There are numerous environmental impacts that need to be considered regarding the proposed roadway that might be added as part of the Waterfront Project (i.e., the proposed extension of Pacific Avenue through what is currently the Boardwalk and connecting to Torrance Blvd.).

-- The obvious negative impacts of such a roadway include increased noise and air pollution for nearby residents.

-- But there are other negative impacts as well. The space available (plans as presented leave the harbor where it is now) makes it likely that there will be serious conflicts with both bicycle and pedestrian traffic. The space is not wide enough for two lanes of car traffic plus two lanes of bicycle traffic plus any space at all for pedestrians. Separate lanes for each direction of travel would be needed for bikes as much as for cars.

- The roadway will very likely invite additional drive-thru traffic (that is, site-seeing car trips through the pier area with no intention of stopping at the Pier or Harbor).

- Relief from traffic congestion on Catalina Avenue in the area around the Pier is one reason given for a new roadway, but congestion on Catalina does not really exist currently, and congestion is much more likely to be an issue for the proposed new roadway than for Catalina Avenue in the future.

- Improving site connectivity (reconnecting the public with the waterfront) should mean a focus on more easily getting people to the Pier and Harbor, not on traveling through it.

Sinclair Coleman
510 The Village Unit 401
Redondo Beach, CA 90277

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sbcoleman@fastmail.fm

CENTERCAL VISION

Susan Coppock [njtom8r@aol.com]

Sent: Monday, July 21, 2014 2:01 PM

To: Katie Owston

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

I believe the City Council is making a huge mistake in going forward with the current HUGE revitalization plan. Something should have been learned from the lack of interest in the upper level of the Redondo Pier. These shops and offices have been mostly empty for over 30 years! And we're thinking of putting in more shopping????

What the Council should have done from the start is ask the residents what they feel is needed. To have a development company (which will benefit from this much more than the residents) come in and tell us what THEY think we need is more than ludicrous.

Putting in additional higher-end shopping in an area where we've got two new shopping centers in El Segundo, as well as shopping centers in Manhattan Beach, the Galleria, Old Towne Center and Del Amo (currently updating and enlarging) seems majorly redundant.

The City Council is biting off much more than it can possibly manage with this project, and is putting the City at risk for major losses in the future. Please look at other major seaside projects that are under-utilized and seem to draw a lower class of clientele.

I am strongly opposed to this project and to the high-handed rulings of the mayor and council members who are trying to push this project through.

Sue Coppock
njtom8r@aol.com

As a long-time resident and home owner in Redondo Beach, I am submitting my formal public opposition to the proposed King Harbor Revitalization project. Similar to the many other Redondo residents in opposition, I too agree that the Harbor area could use a face lift, but I am whole heartedly against the current CenterCal plans, as well as the process that we have followed to get us where we are now.

I list below my biggest concerns with the currently proposed "mall" project in order of importance:

1. CONTINUED LACK OF CONFIDENCE IN LEADERSHIP DECISION-MAKING AND VISION: The Council and Planning Commission have a long history of making pro-growth decisions that have been bad for the community. We are still living with many of these bad planning decisions today - i.e., 'Over-condo'ization' of the Esplanade, previous failed commercial projects at the pier, run down SB Galleria (soon w/ no Nordstrom), Crystal Cove Apartments, etc. The Council and Planning Commission should focus on fixing these bad decisions versus developing a new shiny Mall at the harbor, which could potentially be another future bad decision that we'll look back on.
2. LACK OF INTEGRITY AND TRANSPARENCY OF VENDOR SELECTION PROCESS: It's shocking to me that this multi-million dollar, multi-year project was sole sourced to a single vendor who has no experience in large-scale waterfront developments. With only one vendor in the race, we residents will have to accept only one narrow vision (currently ignoring public input), and are unable to baseline the competing visions and associated project costs from other independent submissions. From an (ex)auditor's perspective, this is a huge red flag (in the real world) which carries a significant risk of fraud, insider dealing and financial kickbacks. I wouldn't be surprised to learn that this was happening here.
3. DEAL STRUCTURE IS BAD FOR REDONDO: How did CenterCal get such a sweetheart deal? 30 years free rent? 10% return on invested capital? Control over operational management, including leasing decisions and rent levels? They must have good friends in City Hall! What incentive does CenterCal have to control development costs if they can lock in a guaranteed 10% return? How do we control the quality of the future tenants, particularly if vacancy rates rise in the future and CenterCal needs to achieve their expected return on investment? What were the proposed deal structures for the other bidders? Oh yeah, we didn't have any other bidders since Aspel & Co. sole sourced this to CenterCal. Again, this smells really bad!
4. QUESTIONABLE LONG-TERM FINANCIAL VIABILITY: Currently, my wife and I go down to the pier/harbor 1-2 times per week mostly for recreational purposes, or to have a beer at Naja's. We buy 80+% of our household purchases on-line. If our short-sighted leaders take away more recreational access (and Naja's) and turn the harbor into a crowded mall, we will not go down there as often, but I will continue to buy 80% of my household purchases on-line. My teenage kids rarely shop in stores anymore, which points to the reality of the changing demographics and how it's killing traditional malls (like Southbay Galleria.) It's bad that our stodgy-old leadership cannot grasp this reality. Hopefully AECOM's study will infuse this financial reality into the minds of our pro-growth Council/Commission. If not, I'm supporting a (yet another) resident action, legal or otherwise.
5. LACK OF A COMPREHENSIVE VISION THAT INCLUDES THE FUTURE AES PROPERTY - Did I already mention short-sighted leadership with questionable integrity? Think I did, enough said here.
6. HIGH CONCENTRATION OF COMMERCIAL SPACE: The ratio of leasable space to land size is very excessive and out of line with other malls (and recreational centers) in the area. What is the city leadership's real objective here? I would hope that the primary focus is on improving the quality of life and security of the city's residents. However, it's becoming apparent that increasing sales revenue per resident is a higher priority. If the council were running a business and I were an investor, then I'm interested in the latter. However, they are NOT! They are elected officials, so I evaluate their decisions and performance on improving our quality of life. I believe that this "mall project" will clearly erode our quality of life, and bring financial risk to the City. I will only



support a revitalization plan that does not significantly increase the current commercial footprint at the harbor.

7. TRAFFIC: As I understand it, the financial viability of the mall requires 30,000 additional trips per day. City leadership should find ways to bring 30,000 additional trips to the South Bay Galleria to ensure its financial viability, and leave King Harbor a harbor. I hope that this will be the ultimate deal killer for this bad vision.
8. LIMITED VIEW CORRIDORS: The residential "condo wall" along the Esplanade was clearly a bad planning decision by legacy (and some current) leadership. So now the City's leadership wants to repeat this historical mistake by doing the same thing along the harbor. This is crazy! Are the sales tax revenues from the commercial tenants more important than the property tax revenues collected from me and my neighbors? Why then would they be afforded more preferential ocean views than the residents like us – behind the mall wall? Again, the out-of-touch leadership needs to refocus efforts on improving resident quality of life instead of revenue growth for the City.
9. LEADERSHIP AND DEVELOPER INDIFFERENCE TO PUBLIC INPUT: Here we go again! I thought that City leadership would have already learned their lesson about the potential blowback that can result from not engaging the Public as an equal stakeholder. Obviously not. If they don't change course, there will likely be another resident action and/or law suit again. However, unlike prior resident actions where I was only passively involved, I will be fully committed to this one, both financially and organizationally. This is clearly avoidable, and it's up to Aspel and the Council to do the right thing and solicit community input. Not wave the veto pen!

In summary, I'm open to a smaller-scale vision for harbor revitalization that does not negatively impact resident quality of life or expose the City to future financial risk. As such, I do not support the Mayor's and CenterCal's vision due to the concerns stated about. It seems that Aspel & Co. are trying to shove an unpopular plan down our throats, while silencing the growing opposition. I believe that Redondo could come up with a better vision if all interested parties work in good faith and demonstrate a genuine willingness to compromise. I hope that this can be done before yet another polarizing issue further divides the City. We'll see

Kind regards.

Jean & Nancy Curtin
Redondo Beach, CA 90277
jncncurtin@yahoo.com



Fwd: Written statement against development

Denise Dangelo [denisedangelo@me.com]

Sent: Wednesday, July 09, 2014 7:25 PM

To: Katie Owston; Bill Brand [bbrand@earthlink.net]

Begin forwarded message:

From: Denise Dangelo <denisedangelo@me.com>
Date: July 9, 2014, 7:21:11 PM PDT
To: "katie.owston@redondo.org" <katie.owston@redondo.org>
Subject: Written statement against development

My name is

Denise Dangelo and I have been a resident of Redondo Beach for 53 years- make that 54, as my birthday is tomorrow! I not only grew up in R.B, but I own a home in R.B. and I work (RBUSD teacher) in R.B!

I have witnessed many changes in our city, mostly positive. However, I am NOT in agreement with the current (mall-like) plan being considered by our city council and planning commission.

My concerns include, but are not limited to:

Traffic/congestion/over-building/and the major (negative) environmental impact.

Please put a STOP to this idea that our city needs this development! Bigger is NOT always better!

I may be one voice [tonight](#), but I speak for many who have worked over the years to find a suitable compromise for this space-since Heart of the City was presented and voted out! My son was in second grade when I began speaking up about over-development- he's now in his second year of college! Please remember to listen to those who continue to strive to make Redondo Beach a better community- this development would ruin our town! I do not want this design, over-development in my town!

Thank you!

Re: Waterfront Project EIR

MARY DELEHANTY [marydel@prodigy.net]

Sent: Wednesday, July 16, 2014 12:25 PM

To: Katie Owston

Dear Katie,

I did think of requesting or asking if the traffic flow study would include the projected traffic of the new developments at Roscrans (plaza El Segundo II) and the new Manhattan Mall..Del Amo is also remodeling as well as Ports of Call near the 10 FWY and PCH. A traffic study based on our project alone and today's traffic would be not fully accurate.. we would want to create good flow and direction lanes etc to mitigate future problems.

Thank you,

Mary

On Tuesday, July 15, 2014 2:00 PM, Katie Owston <Katie.Owston@redondo.org> wrote:

Thank you for your response to the Notice of Preparation for the Environmental Impact Report (EIR)/ Notice of Initial Study/Notice of Scoping Meeting for The Waterfront project. Your comments will be included as part of the public record with all comments received during the scoping process to help determine the scope and content of the EIR.

Please visit the City's website at www.redondo.org and follow the link to the Waterfront on the home page for more information. As detailed in the Notice, if you have additional comments, they will be accepted by email and mail through 5:30 p.m. on July 21, 2014.

Katie Owston
Project Planner
City of Redondo Beach
Community Development Department
415 Diamond Street
Redondo Beach, CA 90277
310-318-0637, 1-2895

From: MARY DELEHANTY [mailto:marydel@prodigy.net]
Sent: Thursday, July 10, 2014 10:49 PM
To: Katie Owston
Subject: Waterfront Project EIR

Hi Katie,

I am trying to collect my thoughts regarding the project, it looks to be a challenging project, especially the engineering of a road in the area of the int. boardwalk, and the opening of the lagoon.

Water Quality: with the liquefaction, and the new standards toward rising sea levels- the support, (pilings?) needed for the new road are of concern. Public safety, and water quality during construction are of interest. Storm runoff, and construction pollution need adequate preparation. I am even concerned with the effect on the pelicans, and rock birds in the area.

The opening of the lagoon is an engineering feat.. hopefully with a clear understanding of the WQMD's expectations. . Before we destroy the discharge/ dechlorination equipment- a very clear and functional plan should be discussed with the public. How the tides and erosion affect the swim area and the safety of the little ones needs to be reviewed. The current water in the harbor is contaminated by marine life, boat fuel etc..will seals be coming in for people food at the picnic area? silly but plausible.. what impact on safety? I also wonder how the tidelands fund will be replenished without ground rent? It helps to fund the maintenance and sustainability of the harbor.

With financing of 30 years rent free, and a 10% return on the developers investment before the city receives income..I try to think of how many people need to come and spend how much money to create the revenue we need. The pathways to the new development: Beryl St. with two elementary schools, stop signs, and a direct connection to the north boundary of the project

will see a huge change in traffic flow.

Roscrans/Aviation corridor was negatively impacted with backflow onto the 405 when the new shopping areas on Roscrans opened..Now that Plaza El Segundo is expanding and Manhattan Village, we need to factor how much longer it is going to take to travel to this area. Prospect and Aviation need to be evaluated.

Ingelwood Ave to 190th to the water., Del Amo and Torrance Blvd also will see more traffic as well as PCH. True estimates including signal lengths, turn lanes, speed limits and public safety concerns such as schools, churches. I would truly like to see all the pathways to the project evaluated.. Ask the locals-we know the routes used. They are all important and traffic will affect our quality of life. (Honestly, a resident may have to plan an hour drive to LAX when currently it is a 30 minute drive. These are important changes.)

I am sad there will be a sound and emission increase with the new power plant. Its construction phases may overlap with the waterfront. I feel the waterfront would be better off without it as a neighbor. I think a parking lot on the AES site near Catalina and Beryl would be a more stable and easier access lot. It would positively affect the view issue with the seascape residents.

Traffic, water quality, and public safety are my top concerns.

thank you,
Mary Delehanty

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The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

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virus signature database 10101 (20140715) _____

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<http://www.eset.com>

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<http://www.eset.com>

concerns and thoughts on the EIR (Environmental Impact Report) phase of the waterfront development project

DeAnna DeNaro [deannayeh@gmail.com]

Sent: Monday, July 21, 2014 3:36 PM

To: Katie Owston

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

Hello: As a longtime resident and property owner in Redondo Beach, I attended all the workshops organized by Center Cal regarding the waterfront development project in effort to be a part of beautifying our beach community. In the end, the proposed development does nothing to enhance our unique small beach community but rather increases many of the concerns addressed in the EIR.

1. Substantial Adverse effect on a scenic vista: With the construction of the 1000 + parking structure on the South side of the project, residents and visitors alike who are walking, biking, runner, or rollerblading along the new Harbor Drive will have a view of a monstrous concrete parking structure instead of the ocean or pier.

Subterranean Parking is encouraged for the following reasons:

Rather than the parking structure having the picturesque view of the beach and Peninsula, the location could be utilized for open space and green belts along with commercial uses. This would provide an area for community gathering and enjoyment of the ocean view.

A Subterranean Parking Structure would buffer the sounds and pollution from automobiles

It would eliminate the possibility of having the glare from windshields blinding others, as they do in Santa Monica

AES should be another consideration for parking as there is enough space to accommodate parking to satisfy new development.

2. Air Quality: With the new road, additional parking structures, and increased access for delivery trucks there will be a clear increase in pollution due to auto exhaust and not mention noise for the entire area of the new project and surrounding neighborhoods.

3. Cultural Resources: This is a beach community and we should be promoting walking, biking, and other forms of transportation such as trolleys and Pedi cabs and not turn our pier area into a concrete mall by the sea where the only ocean view is the one seen by the giant parking structures

4. Transportation and Traffic: Opening a new road will bring more traffic congestion to Catalina and will back up into an already congested PCH. Holiday and weekend traffic will be at a standstill on Catalina and the new Harbor Drive exasperating an already increase in noise and traffic pollution.

There is no doubt that we all want to see a new development as seen by the number of people that participated in the Center Cal workshops. It makes sense to take a step back and re-evaluate the feasibility of such a giant project, the long term impact on the local community, and whether or not it is the right project for us.

DeAnna DeNaro

South Bay Resident, 20 years

Comments

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



More To Sea
redondo
BEACH

Name: Jeanette Dibrell
Organization (optional): Redondo Beach Unified School District
Address: 516 Faye Lane
Zip Code: 90277
Phone (optional): 607-661-9838
E-mail (optional): jeanette.dibrell@hotmail.com

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

- | | | |
|--|--|--|
| <input checked="" 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 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 do not approve of the idea that the City of Redondo Beach will pick up the cost of this project if the "owner"/investor fails to make a preset profit. Under this arrangement there is no incentive for this developer to even try to meet the target. In fact, just the opposite.

In a capitalist free market economy, part of the myth is that risk is part of the deal. Without risk, what you have is protectionism, favoritism + lack of care for public interests.

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

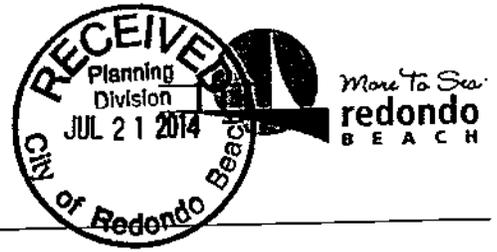
Please drop the completed form into the box marked "COMMENTS" or mail to:

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.
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: Lorraine Dibrell
Organization (optional): _____
Address: 516 Faye Lane, Redondo Beach, CA
Zip Code: 90279
Phone (optional): 310-316-8203
E-mail (optional): Lorraine.dibrell@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 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 checked="" 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 opposed to the construction of the proposed mall & parking structure - it's size + potential ugliness compromise the beauty of the beach which should be for the residents, not masses of tourists. Malls are a thing of the past! They do not belong on the waterfront where people go to recreate, not to shop. I hope a tsunami it's not going to make money and it's foolish for the city to support this developer who messes up the place with no risk! People are shopping online these days, not going to malls if they can help it. Please don't destroy the beach and

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

the environment with congestion, crowding, traffic!

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.
All comments must be received no later than 5:30 p.m. on July 21, 2014.

Katie Owston

From: Nathan dickinson <dickinsonnathan@yahoo.com>
Sent: Thursday, July 03, 2014 7:28 PM
To: Katie Owston
Subject: RB waterfront comments

I read the article in the beach reporter and was told this was to send written comments.

As a boat owner in King Harbor, I am 100% against the addition of the boat ramp to the development. The increased traffic would be bad from both an environmental and safety standpoint.

As boaters, there are already navigation issues in the already small harbor because of Kayakers, stand up paddlers and most importantly Jet ski and paddle boat rentals. The biggest problem is that these people are completely unaware of their surroundings and have no regard for maritime rules cutting off boaters constantly who are doing their best to navigate the small harbor. The addition of the boat ramp will increase access to these inexperienced people exponentially which will absolutely, POSITIVELY lead to accidents, injuries and property damage.

From an environmental perspective, increased access to the harbor will cause a substantial amount of pollution generated by both additional boats and the additional traffic that will be associated with it. As a fisherman, there is already a tremendous amount of pressure on the local fishing spots, the artificial reef and more importantly Rocky Point in Palos Verdes. Redondo sportfishing party boats take hundreds of fish daily at rocky point and additional access to anyone with a boat would put even more pressure on local fish populations, not to mention local Lobster and crab...Fishing locally in the south bay is already challenging, the boat ramp would guarantee to make things worse.

A full study would need to be conducted just about the boat ramp...Environmentally, fish and game and even some attention paid to our juvenile white shark population that has always been around but has gotten a lot of press lately because everyone has a GoPro camera.

I can't speak to the rest of the development, I don't have any experience with any of the potential problems the planned development might incur. I wanted to comment on something I am passionate about and have experience with. I didn't even get into land issues associated with land aspects, parking of cars and trailers and their regulation, that is a whole other issue. A boat ramp in King Harbor is a VERY bad idea!

Sincerely,
Nathan Dickinson

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The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

Katie Owston

From: Greg Diete <surfsidecubs38@gmail.com>
Sent: Wednesday, July 09, 2014 8:36 AM
To: Katie Owston
Subject: Fwd: Water Front 500,000 SF "Event Center"

Begin forwarded message:

From: Greg Diete <surfsidecubs38@gmail.com>
Subject: Water Front 500,000 SF "Event Center"
Date: July 8, 2014 10:32:21 PM PDT
To: Katie Owston <katie.owston@redondobeach.org>

Ms. Owston.....

We will not be at the July 9th Water Front meeting, because we will be supporting the Hollywood Bowl Wednesday night.

Here's the "short" version of King Harbor's economic development history.....

Not only did Ron Saffern's Seaport Village go bankrupt in the 80's, so did Chuck Johnson's 150+ room hotel (Now the Sheraton Crown Plaza) and convention center.

Don't you think it's easier to keep a hotel like the "Sheraton" in King Harbor in the "black," if you only paid 25 cents on the \$1.00 of the original development and building costs for the hotel. Several Harbor Director's and Commercial Realtor's have not been able to find restaurants for the remaining two restaurant sites on the newer north portion of the concrete "Pier" that was rebuilt after the 1988 "Pier" fire. The ballot measure to build a new concrete "Pier" stated the estimated construction costs at \$4,000,000. I seem to remember the actual cost was about \$17,000,000.

Last month on Charles Payne's, "Making Money" FOX Business 466..... the financial health of shopping malls was discussed. Since 2005 more than 300 Malls in the country closed their doors. Hundreds of malls are turning to housing and medical clinic business models. Sears, J. C. Penney's, Radio Shack and others will be closing hundreds of stores in the near future, which likely will cause hundreds more malls to close.

Don't you think the "Brick and Mortar" retail face an up hill battle against the likes of Amazon.com and the Costco big box wholesale retailer's?

I will not be surprised by another financial "train wreck" at the bigger and better King Harbor and Pier "downtown."

Do we need to "gamble" that a 15 acre site, with 500,000 SF of development, three story parking garage, new roads, traffic congestion and noise, cinema, "Pike's" market, and a 100 room rectangular hotel all blocking quality view's from public and private places is the only choice to pay for the demo and construction of a \$50,000,000 replacement 300 car ocean front garage?

I think it's crazy for anyone to pay \$166,000 for each of the 300 parking spaces in a new garage.

Can the cars be parked else where for a lot less money?

Old buildings are saved and retro fitted for earth quakes.

Can't we be creative with the **existing** concrete and rebar parking structure and save it for about \$25,000,000? Has anyone even looked into seriously considering it?

Decades ago didn't families come to Redondo Beach and the "Pier" to eat, drink and watch the sunsets.

Will this outrageous over development on only 15 acres improve the quality of peoples lives? I doubt it.

Sincerely..... Greg and Mary Lou Diete

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The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

Potential Redondo Beach Mall

joan donner [jdatrb@msn.com]

Sent: Friday, July 11, 2014 9:01 AM

To: Bill Brand [bbrand@earthlink.net]

Cc: Katie Owston; Jeff Ginsburg; Pat Aust; Stephen Sammarco; Matt Kilroy

Hi Bill,

I will not be able to make the meeting on July 15th due to vacation; however, I want to voice my opinion once more regarding CenterCal and their relationship with the EIR. Since CenterCal is footing the \$1M cost for the EIR study, as the saying goes "you don't bite the hand that feeds you." I believe that unless the EIR votes with their conscience, they will approve CenterCal's project.

Your being the only council member at the July 9th meeting speaks volumes regarding the respect that these other council members (and our mayor) have for the residents of Redondo Beach. It's truly disgraceful! Not providing chairs could appear as such a small item that it could be overlooked; however, it shows just how considerate the organizers of this meeting were toward those who would not be able to stand for the 2 hour meeting. They should be ashamed of themselves!!

Thank you for being the voice of reason and for representing those of us who are truly concerned about what happens to the future of Redondo Beach.

Joan Donner

Redondo Beach Resident

Comments

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



Name: Stacie M. Gunders

Organization (optional): _____

Address: 565 Esplanade, 309, R.B.

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 type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" 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 type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing* | <input type="checkbox"/> Public Services | <input 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:

Family is emphasized, emphatically!!

a) Movie Theatre with cocktails/up scale food? who goes to beach to see a movie, especially kids. They want to see fish (at Int'l Walkway - to be demolished) to play in sand & ocean, EAT AN ice cream cone.

b) Long-standing Restros (Polly's/Pier, Quality Seafood, are demolished for up-scale establishments - kids? I doubt it!

c) you say everyone looks "left" - comparing R.B. to MANHATTAN.
a) HEERMOSA - The pier a boozers PARADISE: crime, fights, rape - a real family experience!

B. MANHATTAN'S upscale Restros can close as quickly as
(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

(over)

Comments may also be submitted via email to katie.owston@redondo.org.

All comments must be received no later than 5:30 p.m. on July 21, 2014.

Comment continued:

Another opens. And not family-oriented
for who wants noisy kids at an upscale resto.
Yes, Bill's Panaches and KATTLE are wonderful,
but we have similar pier ones.

But the style & charm are being domesticated - pursuing
the \$ and an upscale clientele

D) Will you have space for the beloved
Maniac's weekends at Quality? No - They
are certainly not upscale, but the common
people and kids are delighted.

E) The "Hall" disappoints: That's where you place our
little shops, favorite restos of the commoners,
ice cream parlors, will niches and chaises
survive or ^{do they} appeal to wrong clientele?

F) We do not need amphitheatres at a seashore -
we are not seagorstrom; we do not need
a fountain: it WASTES water (our drought,
remember?) and what is wrong with ocean
tides: will it change colors and play music?

In conclusion, I agree we need a renovated pier
area - but your concept is frightening,
not economically feasible for the city, too
ambitious.



Ms. Ouston -

My previous short
note was result of
Breeze article to write
you.

Then, I attended the
Eie meeting & re-
ceived formal
forms.

So, trying again; 2
hope negative replies
are also included

E.S.



Letters

Redondo project should reflect area, community

Redondo Beach is on the brink of a huge decision to revamp our waterfront; I'm afraid the proposed plan is inappropriate for our oceanfront community. No matter what the developer calls it (Lifestyle Center), the plan is a glorified mall with a theater, a three-story parking garage blocking any view of the ocean at the entrance on Beryl Street, and a market hall complex to house "major retailers."

This is the death knell for local establishments, the funky and iconic traditional places like Polly's and Tony's, Quality Seafood and the already disappeared Shark Attack. The ocean is an incredible resource with its own beauty; building a fountain that shoots colored water at night is like taking coals to Newcastle.

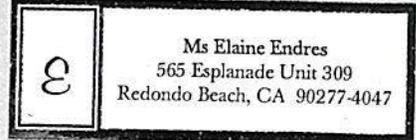
Let's put our money into refurbishing and creating places for residents and visitors to gather, not to go "mall-ing" but to walk, picnic, swim and launch boats and surf. We need gathering places for the arts and for organizations like the Cancer Support Community.

These are all things that came up in the eight public planning meetings, but ignored in the proposal. Let's make this project reflect the thoughtful, environmentally aware community we can be — something our children and

grandchildren can be proud of.
— Linda R. Neal,
Redondo Beach

Ms. Katie Ouston
Redondo Bch

JULY 9



Dear Ms. OUSTON -
In attached "Letters" Ms. Neal has more eloquently voiced the views of many concerned Redondo residents. She has absolutely captured my fears for our waterfront. We do NOT need a "hall" for a movie theatre serving upscale food/drinks (who goes to the beach to see "Ghost Busters" et al!), a fountain (we have the ocean tides) or relocation of favorite restos to unaffordable rental areas and obscure corners.

Please! Don't let this development mimic the disastrous Plaza now dominating the parking structure for these many years!

Concerned Citizen
Elaine M. ENDRES

EIR Public Review

Barbara Epstein [justbarb56@gmail.com]

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

To: Katie Owston

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

July 19, 2014

To: Miss Katie Owston, Project Planner

Subject: Notice of Preparation of Draft Environmental Impact Report, Public Review

From: Barbara and Jack Epstein, Residents of Redondo Beach

justbarb56@gmail.com

We are writing to formally notify the City of Redondo Beach, The County of Los Angeles, and the State of California that we object to the proposed taking of the Redondo Beach Waterfront from the people of Redondo Beach and gifting this valuable, rare, and treasured land and all its contents to a private shopping center development company against the will and wishes of the people of Redondo Beach and neighboring beach cities. This contract has a life span of ninety nine years, spanning generations that the public must give up its voice concerning its waterfront, which to these citizens, constitutes a gift to CenterCal by the City.

On Tuesday, July 15, 2014, the Mayor of Redondo Beach, Steve Aspel, and two councilmen, Councilman Aust and Councilman Ginsburg conspired to deprive the citizens of Redondo Beach of their rights by vetoing and voting down the chance for the said citizens of their democratic rights of self determination and due process by removing the possibility of the public's chance of voting on the CenterCal project in the coming November election. We view the actions of Aspel, Aust, and Ginsburg at that council meeting during the past week as an obstruction of justice, political mischief, and a violation of the people's right to due process, and request that a public inquiry be initiated by the State of California, and possibly, if appropriate, departments in the County of Los Angeles. For this reason, and for reasons to follow below, we request that this EIR and the project itself be cancelled pending a public investigation into this immoral, undemocratic, and illegal obstruction of justice and violation of the people's constitutional rights to due process.

Our objections to the Waterfront project began last year when it became clear that the City of Redondo Beach and the CenterCal Corporation had conspired to entice the public into a series of "public planning meetings" in order to market the CenterCal Mall project to the community. They may have wanted to put on these false community meetings in order to pretend that they had included the public in the planning process for this project. Last July, 2013, the developer suddenly, without public notice, substituted a new drawing that included several elements that the public had clearly opposed during the "public planning sessions". During that city council meeting many members of the public, who had given up their time, energy, and personal resources over a period of several months in order to present their vision for revitalizing the waterfront, testified against the changed plan, but the council majority ignored their citizens' concerns and quickly voted for this new, unacceptable, plan.

These city officials told the audience at that time, July, 2013, that this agreement was not binding, merely a vote to go forward with the process, which does not appear to be true today. See the Summer, 2014 edition of the city newsletter, page 2, stating: "CenterCal Properties would like to say "thank you" to the citizens of Redondo

Beach for allowing us to become a part of the community,” The reality is that the community did not allow this role in the community for CenterCal; CenterCal assumed this role by fraud, deception and collusion with the City Council majority and members of the city staff, against the will of the citizens.

The City initially claimed that there was no other choice than to contract with CenterCal for a period of ninety nine years, removing prime coastal ownership from the public and gifting it to a private corporation, in order to provide necessary upgrades to the waterfront. This represents another example of fraud perpetrated by the City. We know that there are many other choices available to the citizens of Redondo Beach. One that comes to mind is to explore a partnership with organizations such as The Trust For Public Land. This organization has a proven track record of preservation and revitalization of public lands through creative and innovative partnering with communities across America. One example is Roswell Riverwalk, in Georgia, a seven mile park and trail along the Chattahoochee River, providing people opportunities to jog, hike, boat, fish, and enjoy one of Georgia’s most vital natural resources. This is the type of land use and revitalization that the local people envisioned last year at the “public planning meetings” in which they participated. The citizens made it very clear then, that they did not want a movie theater, retail building density, giant parking structures, and loss of views and open recreation space, which this project, unfortunately, displays in the present plan.

Demolition of the existing structures will cause unnecessary harm to nearby residents in terms of noise, air pollution, and stress. Demolishing perfectly serviceable structures makes no environmental or practical sense. All the present structures can be retrofitted and Pier Plaza could be re-designed to become the new boutique hotel, using the same footprint, with a little imagination. This would mitigate the environmental impact on the site, save money, and be a “greener” project by re-using existing structures and materials. Preservation of the structures would also help avoid the de-stabilization of the adjacent condominium grounds above the proposed project.

Construction of a new public street below the condominiums would provide new health, access and safety hazards:

- provide new sources of dangerous, toxic vehicle exhaust, including particulates, blowing into residents’ homes on the prevailing winds, damaging the good air quality that exists today.
- could well undermine the local geology and compromise the safety of residential structures immediately above.
- would create a new physical barrier between the adjoining neighborhood and the water, causing safety hazards for those, of all ages, attempting to reach the waterfront by foot or bicycle.
- would only benefit this development’s motor vehicle access, limiting full use and enjoyment for residents, pedestrians and cyclists. The citizen participants at the “planning meetings” made it very clear that this area was to be exclusively off limits to general motorists use. The participants suggested, instead, an electric trolley to move people from one side of the waterfront to the other. Motor vehicles would be incompatible with pedestrians and cyclists for health, space, and safety reasons.
- vehicular noise would destroy the present quality of life for local residents in what is now a quiet area with free, safe, and open access for all. The resulting stress ruins the peace and tranquility we all expect in a residential setting.

Many present visitors are low income and middle income families who must be able to afford access to the Waterfront. Their access would be limited by high parking fees, an expensive private hotel which could block public access to the Waterfront, and add to the already high fees for the Lagoon Park. There has been no discussion, that we’re aware of, about the future economic impact on affordable public access for this plan.

The aesthetics of the waterfront would be severely damaged by structural overcrowding and density. The plan has too many unnecessary buildings, such as a new hotel, a movie theater, a very large parking structure, and retail shops that would only benefit the developer, not the general public. The plan obliterates much of the open space and parkland that is there now, blocking the views and feeling of freedom of movement that exists today. There are too many structures in too small of a space. This plan creates a feeling of claustrophobia by just looking at the drawings.

Residents of Redondo Beach and visitors enjoy the pier and waterfront very much at this time, as evidenced by high daily and weekend usage. There is no reason for the City of Redondo Beach to:

Remove the waterfront from the public domain and gift it to a private, for profit corporation, especially a corporation who deals in deception and is not a decent, honest partner with the people of Redondo Beach

Deny the public a choice and a voice by vetoing the motion to put the question on the November ballot

Ignore the efforts of the participants during a series of eight "public meetings" and using this form of fraud in order to pretend the public had input. The public clearly said that this type of land use was not appropriate and therefore these meetings should not be used to demonstrate that the public was involved.

Deny the public the opportunity to explore other ways of funding and revitalizing the Waterfront

Ruin the aesthetics of the Waterfront through overcrowding and overbuilding

Seriously impair views and open space and reduce available public parkland and recreation space

Compromise air quality

Compromise safety on many levels

Compromise free public access

Compromise the quality of life that now exists, introducing noise and traffic at the waterfront and surrounding neighborhoods

We conclude that the agreement between the Redondo Beach City Council majority be withdrawn and a truly democratic process, made up of residents, be formed to work on a new plan to renew the Waterfront as the special place that it is, and will be in the future. As retired public school educators we have deep backgrounds in American history and the ideals of the Founders and the Constitution, and American political thought. We have benefitted greatly from travel to all parts of the United States and the world, and have seen what makes a place special. Redondo Beach can also be one of those special places, not the site of yet another mall.

July 19, 2014

To: Miss Katie Owston, Project Planner

Subject: Notice of Preparation of Draft Environmental Impact Report, Public Review

From: Barbara and Jack Epstein, Residents of Redondo Beach
justbarb56@gmail.com

We are writing to formally notify the City of Redondo Beach, The County of Los Angeles, and the State of California that we object to the proposed taking of the Redondo Beach Waterfront from the people of Redondo Beach and gifting this valuable, rare, and treasured land and all its contents to a private shopping center development company against the will and wishes of the people of Redondo Beach and neighboring beach cities. This contract has a life span of ninety nine years, spanning generations that the public must give up its voice concerning its waterfront, which to these citizens, constitutes a gift to CenterCal by the City.

On Tuesday, July 15, 2014, the Mayor of Redondo Beach, Steve Aspel, and two councilmen, Councilman Aust and Councilman Ginsburg conspired to deprive the citizens of Redondo Beach of their rights by vetoing and voting down the chance for the said citizens of their democratic rights of self determination and due process by removing the possibility of the public's chance of voting on the CenterCal project in the coming November election. We view the actions of Aspel, Aust, and Ginsburg at that council meeting during the past week as an obstruction of justice, political mischief, and a violation of the people's right to due process, and request that a public inquiry be initiated by the State of California, and possibly, if appropriate, departments in the County of Los Angeles. For this reason, and for reasons to follow below, we request that this EIR and the project itself be cancelled pending a public investigation into this immoral, undemocratic, and illegal obstruction of justice and violation of the people's constitutional rights to due process.

Our objections to the Waterfront project began last year when it became clear that the City of Redondo Beach and the CenterCal Corporation had conspired to entice the public into a series of "public planning meetings" in order to market the CenterCal Mall project to the community. They may have wanted to put on these false community meetings in order to pretend that they had included the public in the planning process for this project. Last July, 2013, the developer suddenly, without public notice, substituted a new drawing that included several elements that the public had clearly opposed during the "public planning sessions". During that city council meeting many members of the public, who had given up their time, energy, and personal resources over a period of several months in order to present their vision for revitalizing the waterfront, testified against the changed plan, but the council majority ignored their citizens' concerns and quickly voted for this new, unacceptable, plan.

These city officials told the audience at that time, July, 2013, that this agreement was not binding, merely a vote to go forward with the process, which does not appear to be true today. See the Summer, 2014 edition of the city newsletter, page 2, stating: "CenterCal Properties would like to say "thank you" to the citizens of Redondo Beach for allowing us to become a part of the community," The reality is that the community did **not** allow this role in the community for CenterCal; CenterCal assumed this role by fraud, deception and collusion with the City Council majority and members of the city staff, against the will of the citizens.

The City initially claimed that there was no other choice than to contract with CenterCal for a period of ninety nine years, removing prime coastal ownership from the public and gifting it to a private corporation, in order to provide necessary upgrades to the waterfront. This represents another example of fraud perpetrated by the City. We know that there are many other choices available to the citizens of Redondo Beach. One that comes to mind is to explore a partnership with organizations such as The Trust For Public Land. This organization has a proven track record of preservation and revitalization of public lands through creative and innovative partnering with communities across America. One example is Roswell Riverwalk, in Georgia, a seven mile park and trail along the Chattahoochee River, providing people opportunities to jog, hike, boat, fish, and enjoy one of Georgia's most vital natural resources. This is the type of land use and revitalization that the local people envisioned last year at the "public planning meetings" in which they participated. The citizens made it very clear then, that they did not want a movie theater, retail building density, giant parking structures, and loss of views and open recreation space, which this project, unfortunately, displays in the present plan.

Demolition of the existing structures will cause unnecessary harm to nearby residents in terms of noise, air pollution, and stress. Demolishing perfectly serviceable structures makes no environmental or practical sense. All the present structures can be retrofitted and Pier Plaza could be re-designed to become the new boutique hotel, using the same footprint, with a little imagination. This would mitigate the environmental impact on the site, save money, and be a "greener" project by re-using existing structures and materials. Preservation of the structures would also help avoid the de-stabilization of the adjacent condominium grounds above the proposed project.

Construction of a new public street below the condominiums would provide new health, access and safety hazards:

- provide new sources of dangerous, toxic vehicle exhaust, including particulates, blowing into residents' homes on the prevailing winds, damaging the good air quality that exists today.
- could well undermine the local geology and compromise the safety of residential structures immediately above.
- would create a new physical barrier between the adjoining neighborhood and the water, causing safety hazards for those, of all ages, attempting to reach the waterfront by foot or bicycle.

- would only benefit this development's motor vehicle access, limiting full use and enjoyment for residents, pedestrians and cyclists. The citizen participants at the "planning meetings" made it very clear that this area was to be exclusively off limits to general motorists use. The participants suggested, instead, an electric trolley to move people from one side of the waterfront to the other. Motor vehicles would be incompatible with pedestrians and cyclists for health, space, and safety reasons.

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*Barbara Epstein
260 The Village #305
Redondo Beach, 90777*

comment on Center Cal project

tpart2@aol.com

Sent: Wednesday, July 09, 2014 10:59 PM

To: Katie Owston

To whom it may concern:

I wanted to be at the meeting tonight, but was not able to make it.

After the fact I would like to make a comment in any case. This project and the terms are not good for Redondo Beach. We do not need another mall and this is what the project looks like. Looking at the malls along Hawthorne Blvd we see that they are in constant (for lack of a better word) turmoil. Reconstruction and multiple spaces for lease. Empty parking lots.

The terms for the project are not favorable to Redondo. Yes, we need the business and tax revenue, but the developer is not contributing unless they make a 10% profit. That is unfair to us.

We need a project that will fit in with the waterfront. Movies and parking structures are not what I think of when I go to the beach. Please, we need some common sense. A mix of outdoor friendly venues with restaurants and maybe even residences would in my opinion make more sense. Yes, parking would be needed, but not a 3 story structure please.

Sincerely,

Thomas Etsten

Redondo Beach

Input on Harbor Plan EIR

Lisa Falk [kaholo@earthlink.net]

Sent: Thursday, July 10, 2014 8:45 AM

To: Katie Owston

Please have them study the parking situation VERY carefully....it's already not good on crowded days!

Also, for the boat ramp, please have them address how many double spaces (for vehicle & trailer) will be needed.

In addition - the turning basin (currently south of the Crab Shack) is the location for larger sailboats to drop their sails in calm water - please ensure there will remain ROOM, between the new transient moorings and a new boat ramp (and the paddle boats, paddle boarders and kayakers) to continue to do so. This is a very important safety consideration, as those pretty sailboats must turn their bows into the wind for long enough to drop and secure their sails!

I look forward to the results - I am hopeful that THIS TIME the developers will stick with us through the process instead of abandoning it due to the vocal minority of anti-development activists!

Lisa Falk

120 S. Juanita Ave. #5

(Voter, property owner & KHM boat slip leasee....)

Redondo Harbor Revitalization
Wednesday, July 9th, 6-8pm, at the Redondo Beach Performing Arts
Center at Aviation Blvd. and Manhattan Beach Blvd

The question for me was what CenterCal has in mind for Redondo, so I looked at their website to find out. Here is how they describe what they build:

- major retail projects
- fashion and lifestyle shopping centers
- open-air, specialty retail centers
- premier shopping destinations

CenterCal describes the size of its projects with words like:

- hundreds of tenants
- hundreds of thousands of square footage

Therefore, I conclude that CenterCal's focus, which is very reasonable, is to build large facilities to bring buyers and sellers together.

Reportedly, the dozens of shopping centers CenterCal has built have been spectacular successes. But that was THEN and this is NOW! The shopping world is rapidly changing. Oh, oh! We may have a problem Houston. Hang on!

To repeat: But THAT was THEN, and THIS is NOW. The THEN was pre-Internet and pre-online-shopping. The NOW is a time when brick and mortar stores are starting to feel a loss of foot traffic to on-line shoppers.

Just this morning, the Wall Street Journal featured the plight of WalMart, the grand-daddy of all big-store shopping successes. Currently, WalMart is said to be planning to refocus its empire toward neighborhood drive-through delivery services — using repurposed brick-and-mortar buildings. You shop online, your purchase comes to your neighborhood drive-through. The truth is, that the multi-million dollar malls that you and I were thrilled to visit in the sixties are more and more sitting idle.

The question I have, is how CenterCal plans to stem the on-line shopping tsunami that is now just off shore if it builds thousands of square feet of new shopping space in Redondo. It might start off well, but in a short time all that could be left are derelict buildings. In Redondo we have already been there and done that. Let's not do it again.

Part of the answer might be for CenterCal to expand its focus on facilities for non-shopping activities like the little theater they propose, up-scale restaurants and the boutique hotel. Moreover, they should all be ocean themed. Why? Because such a theme would be linked to our beaches and harbor. Moreover, to me it makes sense to orient most of the harbor revitalization toward family activities — boating, fishing, swimming, which means constructing, boat ramps, toddlers' beaches, canoeing clubs, surf-board rentals, sail boat rentals, etc.

But there is something else too that is important to consider. Just as the Internet is making brick-and-mortar stores less valuable, conversely, through the Internet the whole world of science, literature, and learning of all kinds is opening up to all comers. Now everyone has ridden the high seas, fished for crab in Alaska and swum with the dolphins via the TV. But electronic devices can never substitute for really being at the sea, going fishing yourself, watching whales, and even swimming with the sea life for real. So, finally, I think that we should all recognize that living at the edge of the sea, as we do, is a special privilege, and we should strive to make it possible for as many people as we can to also enjoy it. It is up to us who love Redondo, to insure that the needed harbor revitalization creates opportunities for families where all member from young to old can participate in activities that can best be enjoyed at the edge of the sea.

robertfreeman@mac.com, 7/9/14

Redondo Beach Waterfront Development Project

Leslie Fiske [fiske-vg@cox.net]

Sent: Monday, July 21, 2014 1:42 PM

To: Katie Owston

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

Dear Ms. Owston,

It is apparent from the Environmental Impact Report that the proposed Redondo Beach waterfront development project will have a significant negative impact on the quality of life of many Redondo Beach residents. Shouldn't the Redondo Beach mayor and city council be acting to protect the quality of life of Redondo Beach residents?

Leslie Fiske
620 The Village #317
Redondo Beach, CA 90277

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The message was checked by ESET Smart Security.

<http://www.eset.com>

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

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

Redondo Beach Harbor EIR Comments

Hank Folson [hankfolson@gmail.com]

Sent: Monday, July 21, 2014 1:14 PM

To: Katie Owston

Attachments: REDONDO BEACH EIR COMMENTS.pdf (38 KB)

July 21, 2014

Katie Owston, Project Planner
Community Development Department

REDONDO BEACH HARBOR EIR COMMENTS

BIG PICTURE & LONG TERM CONSIDERATIONS

ENVIRONMENTAL FACTORS:

- Global Warming is real, and happening too fast to be ignored!
- Climate Change is increasing ocean levels worldwide.
 - The only argument is by how many feet?
- The Power Plant is scheduled for closure in 2022 by California Law.
- Redondo Beach is well below the California average for Parks & Open Space. The 53 acre Power Plant site offers an opportunity to improve our community.
 - A new power plant would have to be amortized over 3 or 4 decades.
 - The world will run out of affordable oil & gas long before then.
 - While oil & gas have to go up in cost, Solar Energy costs are going down. The cost curves are going to cross, and AES knows it.
 - The petroleum industry is experiencing rising costs for oil & gas exploration & development. A side effect has been to force reductions in their spending on alternative energy sources.
- The City has limited the focus of the Harbor renewal to West of Harbor Drive.
 - This decision completely ignores the negative effects of the Proposal to the whole area East of Harbor Drive.
 - The soon to be removed Power Plant was built over a natural Salt Marsh. This is the last opportunity to restore this small portion of our shrinking Coastal Wetlands.
 - With the rise of the oceans, the removal of manmade structures near and at water level will need to be addressed. This is an opportunity for preemptive action to make the best of the rising oceans caused by humans.
 - If Redondo acts now, the whole Coast of California can use this as an example of how to restore the Wetlands and wildlife along our Coast.

CenterCal HARBOR MALL

- The biggest failing of this Project as proposed is the total lack of consideration of what this Project will have on the environment inland.
 - This Mall will make any retail or restaurant use on the soon to be available AES property uneconomic. And, if a project were attempted there, both projects would suffer financially.
- CenterCal's 9 properties all have plenty of surface parking surrounded by their new buildings. There is little evidence that they are experienced in dealing with space & environmental limitations, and their Harbor Plan shows it.
- Everything the Mall proposes to sell is already available elsewhere in Redondo, or nearby.
 - A realistic evaluation of the congestion & parking problems will show that when some shoppers wish to look beyond the Galleria, they will choose to drive South on Hawthorne to the Del Amo Mall.
 - CenterCal's Mall cannibalizes the Galleria. As the Galleria gets weaker, more shoppers will be drawn to the larger & growing Del Amo Mall.
 - The Revival of "HEART OF THE CITY" (HOC) on the AES Property?
- HOC, as planned, was very profitable for AES: They would be the sole landowner, developer, builder, manager, and realtor for 3,000 Condos
 - The completed Project would bring in \$900,000,000 to AES. (3,000 Condos at \$300,000)

- It took 3 Petition drives (that each received over 5,000 signatures) to block the City Council legislation that approved HOC in 2001.
- Had the citizens not acted, AES had planned to begin building along Harbor Drive at the highest allowed density. The unsold condos built in time for the 2008 economic collapse would have destroyed property values West of PCH.

- Whenever the City of Redondo Beach gotten into a financial bind, there has only been one solution: INCREASE BUILDING HEIGHTS & DENSITY!
 - The proposed doubling of the density in the harbor Plan is a classic example.
 - The problem that is never addressed in any Redondo Beach EIR is the long term consequences of increased density.
 - It is only a matter of time until we run out of room or marketability.
 - The EIR must consider other alternatives!

- Consider this: Had the HOC Plan that Mayor Aspel (then a Planning Commissioner) supported began as scheduled, it would have ground to a halt in 2008.
 - Even without the HOC, Condo sales stalled for several years.
 - With HOC, existing Condos located West of PCH in District 1 would have dramatically lost value, due to the competition, long before 2008. Condo sales and values would have plummeted after the 2008 crash directly reducing the City's income.
 - Had this played out, the City's response would have been to dramatically increase building heights and densities West of PCH — at a terrible cost to our citizens and environment.
 - The downside of a failed CenterCal Plan is that we will be left with a doubled density of expensive buildings with no money in our coffers to fix the problems the Plan created.
 - There is every reason to believe that Mayor Aspel and some Council Members will try to revive the HOC, under a new name, but with the high density intact. It won't work.

- Saving Seaside Lagoon:
 - The Lagoon exists because heated wastewater from the Power Plant could heat the pool. Simple Solar water heating panels built to also shade ground level parking spaces can supply heated water through insulated underground piping to the pool. This will extend the swimming season. There would be no need to reduce the Lagoon area. The cost to save the Lagoon could be less than the moving costs CenterCal imposes.

- There is no public access to the water's edge from the North end of the Boat Harbor at Hermosa Beach to the South side of the Redondo Pier, a distance of 9 city blocks!
 - The CenterCal Plan does not improve this.

Sincerely,

Henry James (Hank) Folson
704 Elvira Ave.
Redondo Beach

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

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

July 21, 2014
Katie Owston, Project Planner
Community Development Department

REDONDO BEACH HARBOR EIR COMMENTS

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Sincerely,

Henry James (Hank) Folsom
704 Elvira Ave.
Redondo Beach

Scoping Comments for the Waterfront Development-EIR from the Protectors of Public Ocean Views

Dean Francois [savethestrand@yahoo.com]

Sent: Friday, July 18, 2014 12:23 PM

To: Katie Owston

Subj: Scoping Comments for the EIR – Waterfront Development

Dear Katie Owston:

<Katie.Owston@redondo.org>:

I am a former Public Works Commissioner. I head up the environmental groups: the Protectors of Public Ocean Views and the Friends of the South Bay Bicycle Paths. I am also a member of the Sierra Club and the Sierra Club's Conservation Committee. As Protectors of Public Ocean Views, we have organized several appeals to the California coastal commission and stand to ensure that development does not interfere with public views and access to the ocean as required by the Coastal Act.

I support the comments from other environment groups that may include, Surfrider, VOICE, and groups and individuals opposing the large scope of development proposed.

SCOPING COMMENTS

A. THE EIR MUST INCLUDE ANALYSIS OF ALTERNATIVE PROPOSALS. According to State Environmental Law (CEQA), the EIR may be required to include analysis of alternative plans. A complete analysis of alternatives to this project should be completed including a scaled down version or no development at all.

B. AESTHETICS – There are clearly significant impacts and should be completely analyzed. The project must comply with the Coastal Act requirements for public views of the water. The development does not appear to have a waterfront type of theme which is badly needed.

Analysis should be complete to include other alternatives to make the project more aesthetic and specifically how the project needs to be modified so that no public view of the ocean is disrupted by the proposal.

Analysis should be done to ensure adherence to Section 30251 of the California Coastal Act. The act states that

“The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas...”

Also Section 10-5.102(b) of the RB Coastal Land Use Ordinance states that development should “...maximize public access to and public views of the coastline.”

It appears that the project impacts the public views of the water and public views of some scenic coastal areas from the public vantage point on streets such as Portofino Way, Beryl, Diamond, Catalina, Harbor Drive and PCH and from public parks such as Veterans Park.

We are particularly concerned about the view from Harbor Drive.

The development should not use their proposed improvements that claim to be enhanced public access to the water as a justification for blocking public water views. Such public access enhancements are required in any coastal development and that is a separate requirement. This additional access or enhancement can not be used to justify any blockage of a public ocean view. These views need to be maintained as they currently exist or enhanced, especially along Harbor Drive.

In a recent decision from the CA Coastal Commission regarding the 1000 Esplanade project, although the commission approved the project, they ruled that development must protect public views of the ocean even over private property.

C. TRANSPORTATION/CIRCULATION AND HEALTH/SAFETY - THE CURRENT PROPOSAL HAS A SIGNIFICANT ADVERSE IMPACT ON THE TRANSPORTATION SYSTEM AND THE HEALTH AND SAFETY OF THE COMMUNITY.

As a former public works commissioner and transportation commissioner, I personally know the implications that this will have on not only the effects of noise and traffic but the changes to the infrastructure and repaving and complete reconstruction of streets to handle the vehicles and traffic. The increased traffic will have an impact on cyclists traffic and the project does not go far enough to provide adequate safe space for cyclists and pedestrians to travel through the project area and visit the establishments. The 1-way cycle-track on one side of Harbor Drive will have devastating affects on cycling traffic and as a result that will cause more cyclists to get off that to avoid lengthy traffic signals and go through the development. The space allotted for pedestrian and cycling traffic must be increased. The developer knows this all too well and preferred to have 1-way cycle-tracks on both sides of Harbor Drive instead.

Section 30252 of the Ca Coastal Act states

“The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development”

Analysis should include whether this section is in compliance. It appears that not enough non-automobile circulation is provided and this should be enhanced with larger public walking and cycling areas.

D. AIR, NOISE, AND ENERGY RESOURCES (LONG TERM ENVIRONMENTAL GOALS) – THE PROPOSAL HAS AN ADVERSE IMPACT ON AIR QUALITY AND NOISE FROM INCREASED TRAFFIC, AND AN ADVERSE IMPACT ON ENERGY CONSUMPTION AND CONFLICTS WITH LONG TERM ENVIRONMENTAL GOALS.

E. WATER QUALITY, EARTH, GEOLOGY, AND SOILS – REDONDO BEACH MAY BE IN A LIQUEFACTION ZONE. Long Beach suffered a drop in their elevation since they started oil drilling. Hermosa Beach may drill for oil. Hermosa Beach has buildings densely close

together. In the Northridge earthquake in 1992, a parking lot in King Harbor and Docks were destroyed sinking many cars and boats due to Liquefaction. Also, the recent Shade Hotel development in King harbor had to be revised after approval because it was found after the fact that they could not dig as deep as proposed. We do not need this mistake again, so proper analysis is needed here. It appears that destruction could occur including the loss of life in an earthquake. A complete analysis is required on the liquefaction factor. And the affects of this development and its affects on water quality and geology.

F. CULTURAL RESOURCES – THE PROPOSAL SUGGESTS NOTHING TO BRING BACK SOME OF OUR PAST HISTORY OR CULTURAL RESOURCES.

As a former Redondo Beach Preservation Commissioner and a Historical Society board member, I appreciate the desire to add this to any development proposal.

G. MANDATORY FINDINGS OF SIGNIFICANCE – THE PROJECT IS ON A FAST TRACK AND HAS IGNORED THE MANY PUBLIC MEETING INPUTS ON WHAT PEOPLE WANT AND THUS CLEARLY HAS THE POTENTIAL Affect and DISADVANTAGE to LONG-TERM ENVIRONMENTAL GOALS. The actual Public scoping meeting did not allow people to provide oral input and could be in violation of CEQA. While all the potential adverse impacts may not be in the EIR, impacts could still be considered cumulatively considerable. The only way that the project can overcome these adverse impacts is to include as a mitigating factor TO REDUCE the size of the project and protect public views of the water.

Dean Francois
Protectors of Public Ocean Views
Friends of the South Bay Bicycle Path
www.SaveTheStrand.info
po box 1544; hermosa beach, ca 90254
310-938-2191

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_____ The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

Statement for the Harbor Revitalization Meeting

ROBERT FREEMAN [robertfreeman@mac.com]

Sent: Thursday, July 10, 2014 4:10 PM

To: Katie Owston

Dear Ms Owston,

I believe I have already submitted a copy of the statement I had prepared to read last night. It would have read OK, but thinking it needed a little rework, I have done so and I am hereby resubmitting it. I hope it will be useful in contributing to a harbor revitalization plan by focusing on the exciting possibilities that appear to be in our future. We all know that today we are starting to buy on-line. It must be true that tomorrow we will all be living on-line more and more, and that is the reality I am suggesting we embrace.

Robert Freeman, Redondo Beach, member of the Preservation Commission
611 Esplanade

Redondo Harbor Revitalization

Wednesday, July 9th, 6-8pm, at the Redondo Beach Performing Arts Center at Aviation Blvd. and Manhattan Beach Blvd

The question for me is what CenterCal has in mind for Redondo, so I looked at their website to find out. Here is how they describe what they build:

- major retail projects
- fashion and lifestyle shopping centers
- open-air, specialty retail centers
- premier shopping destinations

CenterCal describes the size of its projects with words like:

- hundreds of tenants
- hundreds of thousands of square footage

Therefore, I conclude that CenterCal's focus, which is very reasonable, is to build large facilities to bring a large number of buyers and sellers together. Reportedly, the dozens of shopping centers CenterCal has built have been spectacular successes. But that was THEN and this is NOW! The shopping world is rapidly changing. Oh, oh! We may have a problem Houston. Hang on!

To repeat: But THAT was THEN, and THIS is NOW. The THEN was pre-Internet and pre-online-shopping. The NOW is a time when brick and mortar stores are starting to feel a loss of foot traffic to on-line shoppers.

Just this morning, the Wall Street Journal featured the plight of WalMart, the grand-daddy of all big-store shopping successes. Currently, WalMart is said to be planning to refocus its empire toward neighborhood drive-through delivery services — using repurposed brick-and-mortar buildings. You shop online, your purchase come to your neighborhood drive-through. The truth is, that the multi-million dollar malls that you and I were thrilled to visit in the sixties are more and more sitting idle.

The question I have, is how CenterCal plans to stem the on-line shopping tsunami that is now just offshore by

building thousands of square feet of new shopping space in Redondo. It might start off well, but in a short time derelict buildings are all that could be left. In Redondo we have already been there and done that. Let's not do it again.

Part of the answer might be for CenterCal to expand its focus on facilities for non-shopping activities like the little theater they propose, up-scale restaurants and the boutique hotel. Moreover, they should all be ocean themed. Why? Because such a theme would be linked to our beaches and harbor. Moreover, to me it makes sense to orient most of the harbor revitalization toward family activities — boating, fishing, swimming, which means constructing, boat ramps, toddlers' beaches, canoeing clubs, surf-board rentals, sail boat rentals, etc.

But there is something else too that is important to consider. Just as the Internet is making brick-and-mortar stores less valuable, conversely, through the Internet the whole world of science, literature, and learning of all kinds is opening up to all comers. Now everyone has ridden the high seas, fished for crab in Alaska and swum with the dolphins via the TV. But electronic devices can never substitute for really being at the sea, going fishing yourself, watching whales, and even swimming with the sea life for real. So, finally, I think that we should all recognize that living at the edge of the sea, as we do, is a special privilege, and we should strive to make it possible for as many people as we can to also enjoy it. It is up to us who love Redondo, to insure that the needed harbor revitalization creates opportunities for families where all member from young to old can participate in activities that can best be enjoyed at the edge of the sea.

robertfreeman@mac.com, 7/9/14

Katie Owston

From: Hiroshi Fujii <hiroshifujii1@gmail.com>
Sent: Monday, July 14, 2014 1:49 PM
To: Katie Owston
Cc: Kelly Charles
Subject: Redonod Pier Development (Access Road)

Hello Ms. Owston,

I am the owner at 630 The Village #216 for the past 20+ years which directly overlooks the pier. The proposal to have a "Road" in between The Village/Seascape will increase noise, pollution, air quality (I have severe asthma) and will have a negative impact for the pier and surrounding residents.

Just the thought of having this road right in front of me (i.e. delivery trucks etc) is going to be a nightmare for our Village condo's. Everyone that I have spoke with is totally against this road. We all live at the Village for the peacefull ocean surroundings and we all want to maintain this peaceful beach front atmosphere. Maintaining the existing bike path and walkways is much preferred.

Any environmental impact study should clearly see how this road can be detrimental to our surroundings and health for many of the elderly in our complex. I hope you can understand our position.

Thank you,

Hiroshi Fujii CPA
310-415-3024 cell/text

Pursuant to the California Environmental Quality Act (CEQA), the City will prepare an Environmental Impact Report (EIR) for The Waterfront project.

Your comments on the environmental scope of the EIR are requested so that the EIR may

be prepared in light of the concerns of the community and surrounding areas.

The project would revitalize approximately 35.6 acres of land and water by redeveloping and expanding local and visitor serving commercial uses, enhancing public access and recreational opportunities and facilities, and improving the aging support infrastructure and parking facilities. The project also proposes substantial improvements in site connectivity, public access and public views to and along the waterfront.

The proposed project is specifically designed as a new waterfront village to reconnect the Pier and Harbor area with resident and visitor serving uses. It includes demolition of approximately 221,347 square feet of existing structures, demolition and renovation of the existing pier parking structure, and construction/renovation of up to approximately

523,732 square feet (289,906 square feet net new development) to include retail, restaurant, creative office, specialty cinema, a market hall, and a boutique hotel.

The proposed project includes public recreation enhancements such as a new boat launch ramp, improvements to Seaside Lagoon, new parking facilities, and pedestrian and bicycle pathways. Site connectivity would be improved by the establishment of a new pedestrian bridge across the Marina Basin 3 entrance and the reconnection of Pacific Avenue **(THIS IS THE ROAD THAT WOULD GO IN BELOW SEASCAPES AND THE VILLAGE CONDOS).**

The City has identified potential significant impacts for the following topics: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology/Water Quality, Noise, Public Services, Recreation, Transportation/Traffic and Utilities/Service Systems.

The Initial Study and NOP are posted at:
www.redondo.org/civica/inc/displayblobpdf2.asp?BlobID=27706

The NOP public review period is scheduled from June 19, 2014 to July 21, 5:30 pm
Please send responses to:
Katie Owston, Project Planner
415 Diamond St., Redondo Beach, CA 90277 or

katie.owston@redondo.org

For questions, contact Ms. Owston at [\(310\) 318-0637, x1-2895](tel:3103180637)

Re: Suggestions for considering for the Redondo Beach Pier

GEORGETTE GANTNER [georgette20@verizon.net]

Sent: Friday, July 18, 2014 12:21 AM

To: Katie Owston

Katie,

One more suggestion:

If Mr. Bruning hasn't done so, he may want to check out the shopping area that surrounds the Malibu Country Mart near Cross Creek Road and Highway 1 in Malibu. This center offers a few mid-sized stores as well as many smaller ones and the courtyard which includes playground equipment for children and many places to sit and socialize, while still surrounded by office and retail space is really enjoyable and well-planned. There are many mature trees where night herons and cormorants nested. The space was full of people when I visited last Sunday.

Georgette Gantner

On Monday, July 14, 2014 12:57 AM, GEORGETTE GANTNER <georgette20@verizon.net> wrote:

Dear Mr. Bruning and Ms. Owston,

Thank you for the opportunity to provide input into the upcoming development of the Pier in Redondo Beach. Quotes included are from the Easy Reader article dated June 26, 2014.

1) "The plans include a re-configuration of the Seaside Lagoon as a contiguous body of water sourced directly from the ocean."

This reminds me of Avalon bay in Catalina Island. I've visited Catalina for over 50 years and it has become one of the most polluted beaches in Southern California because of the lack of proper circulation in its harbor. If the Seaside Lagoon opens up, it will be to the breakwater, not to the open ocean, which is quite a distance away. I'm afraid that the potential lack of proper circulation might pose a similar threat as what is happening in Catalina. Careful study should be made before this is accomplished.

As far as the Lagoon accommodating small children, I think they are much better off playing on the existing sandy beaches. Because they have less access to the water, it won't be used as much as a bathroom. When our kids were small,

we took them to the Lagoon once and they found it boring; the pervasive smell of chlorine was offensive. They never had as much fun as they did at the beaches, where we could observe sea animals, build sand castles and dig holes that would fill with tidal ocean water. This is how my kids learned about the tides.

And when they wanted to go swimming, my husband and I took them in and taught them. This is where they learned to respect this great body of water.

I always thought we would be better off without the Lagoon, considering all the fines we've paid. If we really are updating the pier, the Lagoon should go; it really cheapens the area. Please don't consider keeping it just to appease a few sentimental complainers. We all need to move on.

2) The rendering in this article shows a hotel that feels so solid and looming, looking too large in proportion to the property. If the hotel is to be built where the existing parking structure and office building are now, that is a lot of area. Once it's all razed, think about designing the hotel and parking lot further back from the water to give walkers and cyclists and boardwalk and the ocean some breathing room; currently, the parking lot cramps this area and is so ugly. Think about creating visual corridors for people to see the ocean; create a space that can provide for outdoor weddings overlooking the water in the hotel, much the same as the SHADE HOTEL is doing in Redondo Beach.

3) The plans call for a 66,000 square foot area that will accommodate many vendors. That's a lot of vendors that need to commit to keep this development flush. Your plan reminds me of Fanuel Hall in Boston. Do you have that many vendors that are interested now? In 5+ years?? And, I don't care what the nay-sayers are worried about: there is nothing wrong with including a few medium scale businesses on the pier such as Trader Joe's or a smallish Whole Foods or Sprouts or Fresh and Easy or even Banana Republic or Gap or J. Crew or Barns and Noble or Anthropologie. Redondo Beach will have to make up for the loss of Nordstrom tax dollars in a year. SO WHAT if these stores occupy the pier? It won't make it into a mall and, let's be honest: almost anything is better than what we have now. These stores have proven success, so why shouldn't one of two of them bookend this development as a mainstay in addition to smaller vendors. These stores will attract an upscale crowd who will spend their dollars to RB.

It is ironic that the people who complain the most are the ones who live in the condos that were built in the place of beautiful historic homes that were ripped

out to build their homes.

It is ironic, that the adjacent park, Czuluger, is named after the mayor in charge when this development took place. Additionally ironic - this park is the most under-utilized and most beautiful piece of real estate in Redondo. WHY isn't it buzzing on the weekends to include food, music, dancing? (I know this is not part of your development, but just had to speak on this).

In addition, consider the restaurants that are successful in Manhattan and Hermosa Beaches like Tin Roof, MB Post, Rockefeller, Rock N Fish, others; they would update and bring youthful audiences to RB. Check out the micro-brew and gastro-pubs that are already successful in upscale communities such as Aspen or Carmel or San Francisco or Scottsdale who would pay a premium to own a piece of the So. Calif. coastline? It would be great to keep Tony's BUT Tony's really needs to fork over some \$ to fix their restaurant. They've been in the same location for 62 years and lately, I visited. It is disgusting. I would not return. Have they ever remodeled their space? They have no room to complain.

4) I don't love the movie theater at the pier ---- unless it's located someplace that does not block any of the views of the ocean. Otherwise, why visit the pier with the best view around and crawl inside of a black box? Torrance, Redondo, and PV already have a nice sharing of live and film theaters.

5) If you must install a road to help vendors deliver goods to their stores, I think that is helpful. The way the pier is configured now, trucks have to park on the far south side and dolly stuff in, which is a royal pain. However, can you limit the hours when the trucks deliver ---- like before 10AM on weekdays and before 9AM on weekends? This way, the road will remain a safe place for pedestrians and cyclists. Or construct this road so that it is far away from the ped walkways.

6) I hope that you intend to retain the Monstad Pier in terms of the wood floor planks and other parts - that is so historically beautiful.

I hope that you will not touch the "OCEAN STEPS" where, in 2009, mosaic artists Patti Linnett and Debbie Collette have meticulously crafted the mosaic stairs near the south end of the pier, near the fish market. This is now considered a Public Art piece listed by the Public Art Commission in Redondo Beach. You can't successfully move that kind of thing.

I hope that a concrete pads will be provided to accommodate future public art

such as sculptures and water features and other three-dimensional visions to enhance the pier's beautiful design.

I hope that fishing is banned on the pier. In light of the incident at the Manhattan pier recently, where young sharks are frequenting the area in the summer, we need nothing more to attract them. This is for the safety of people as well as the ocean creatures that live there, who should remain protected and left alone. In general, fishing on all piers is disgusting and unhealthy for those who partake. Don't the posted signs caution people of the hazards of consuming the local fish? Then why is it allowed? And, does the City really financially benefit from fishing licenses? Again, this activity cheapens what you are trying to accomplish.

I hope that we can walk our dogs on all parts of the Pier, that they will be allowed in the outdoor restaurants and that containers to dispense bags will be provided for their clean-up.

7) Please do not allow anyone try to convince you otherwise: WE NEED a sizable and new parking structure to accommodate the public who we are trying to attract to visit our pier so they can spend their money to keep the Pier alive. However the top story is to be configured, please consider doing a lot of landscaping!! Maybe a roof-top park? People love the green spaces but limited to full shrubs that don't grow too tall as to block the view of the living spaces behind.

IN CONCLUSION: Think green on ALL of the pier design, planting water tolerant trees that provide shade ----- hopefully NO palm trees, but lots of succulents and non-sticky cactus.

I have a drought tolerant garden and so does my daughter, and these plants bloom in the winter. Then, please make sure that these areas are well maintained and kept free of trash. Provide ample amounts of recycling containers and maintain a janitorial and gardening staff. It will be one thing to develop this area - it will be quite another to keep the community loving it. The water features you suggest are good too -- as long as the water effectively recirculates and doesn't require more water to operate. This development has to be extremely ecologically sound in consideration of our lack of rainfall. As long as you follow those rules, you will have fewer valid complaints which will pave the way for smoother construction.

The ongoing construction of the re-envisioned waterfront in Seattle (guided by artists), is an exciting inspiration for our own pier.

Thank you for all your workshops.

Thank you for your offer of an art gallery space of 2500 square feet.

Thank you for your patience.

If you can accomplish this design, you truly will perform a miracle, after so many decades.

A successful design on the Redondo Pier will uplift the spirit and morale of our community and bring people together, in many ways. If we are to be your first Waterfront Project, let us be the shining example for all others to emulate.

I really do love Redondo Beach. There is infinite potential and our artist community looks forward to the beauty and innovation that you will bring to our city.

Sincerely,
Georgette Gantner

Chair, Redondo Beach Art Group POWER OF ART, 2014 (2009, 2010)

Member, Redondo Beach Art Group since 2003

Public Art Commissioner since 2009

Chair, South Bay Hands on Art, 2003-2004

Member, 1995-2006

Member, Leadership Redondo, 2007-2008

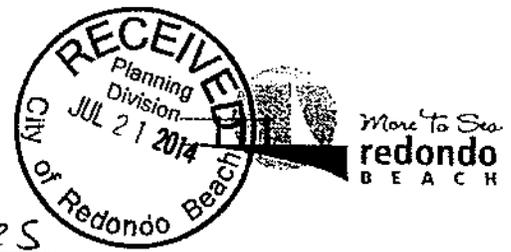
Artist (printmaker), writer, mom, progressive and community member since 1980

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Comments

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



Name: Demyce Giannosos
Organization (optional): _____
Address: 200 Avenue G #320
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 type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input 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 |
| <input checked="" type="checkbox"/> Population/Housing* | <input type="checkbox"/> Public Services | <input checked="" 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:

As an aspiring vitality city we need more nature trails and parks that a person can walk in and feel connected to trees and plants. I'd love to see and experience a trail and park with the feel of the "chip trail" in Hermosa beach. Majority of parking for the waterfront should be away from the shoreline, maybe in the dirt yard land. - with an electric shuttle or rail to and from the waterfront. Keep Redondo (South) quaint! We need outdoor activities at the beach, pier - not more shopping & movies. More businesses means more traffic and we're already congested.

(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.
All comments must be received no later than 5:30 p.m. on July 21, 2014.

Building out the harbor

Gigi [ggonzalez310@gmail.com]

Sent: Wednesday, July 09, 2014 7:29 PM

To: Katie Owston

I urge you to carefully visualize this project.

There won't be a do- over

Learn from mistakes made :

The remodel on top of the pier

The high rises - condos on the Esplanade

We have a beautiful community and with Shade coming soon, portofino and the renovated hotel on harbor.... Well all I can say is that it would be nice to see a project compliment what is there

Dana Point is a fine example...

I urge you to spend more time and effort on our future.

Sincerely ,

V. Gonzalez

108 Palos Verdes Blvd

Redondo Beach

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

Thomas Gray [tom@retirementpro.com]

Sent: Thursday, June 19, 2014 10:21 AM

To: Katie Owston

Katie: we urge you to move as quickly as possible to make this happen. We support this development!

- tom

Thomas A. Gray, MBA
Financial & Investment Consultant
Managing Partner
Retirement Protection Group
322 Vista Del Mar
Redondo Beach, CA 90277
310-375-1300 x 15
310-375-1391 Fax
www.retirementpro.com

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Triad Advisors, Inc., Member: FINRA, SIPC

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

Comment on Waterfront Revitalization Project

Grellmann Hans [pvegrellmann@dslextreme.com]

Sent:Friday, July 11, 2014 2:24 PM

To: Katie Owston

I am not a resident of Redondo Beach, but I am a boatowner with a sailboat at King Harbor.

I oppose the very large redevelopment project being planned for the harbor area. If built, I will boycott the development.

Hans Grellmann

Janet Miller Griswold
OWNER - voter in Residence
650 The Village #109
Redondo Beach, CA 90277
July 18, 2014

To those planning Redondo Redevelopment

1) Those attending preliminary planning meetings were in favor of:

1) bike path connecting Hermosa bike path to Redondo/Torance bike path south of Redondo Pier

2) Redondo Pier to Hermosa - a sidewalk for families.

No one spoke FAVORING a street for trucks and cars between Torrance Blvd and Redondo to Hermosa.

Because: to be viable it would have to be 4 lanes wide AND then bike lane & sidewalk

There simply is not ROOM.

Weekend/holiday traffic too slow - too congested, too polluting to residences above and too noisy!

2) All flat roofs. Peaked roofs UNNECESSARILY ENCRoACH INTO VIEWS.

Janet M. Griswold
650 The Village RB
7/18/14



Katie Owsen
Project Planner
415 Diamond
Redondo.

Re: Corrected Email Address for Comments

Frank Groark [frank.groark@hotmail.com]

Sent: Thursday, July 10, 2014 5:21 PM

To: Bill Brand [bbrand@earthlink.net]; Katie Owston

Due to an incorrect email I believe my comments my not have been included in the record for the Wednesday night meeting on the harbor development EIR. If possible please add my comments to the record. I am out of town and could not appear I'm person.

Thanks,
Frank Groark

My comments:

I am a 34 year resident of Redondo Beach. I have owned 3 boats and kept them in King Harbor. I frequent the Redondo Pier, I run on the beach and walk ways. I am a consistent user of much of the Redondo Beach water front area. I do not support the CenterCal vision for developing Redondo Beach water front. We do not need another hotel that will limit residents access to the water front. We do not need a movie theater on the beach front. We do not need retail shops catering to high end products on the beach front. We do not need a multi story parking structure that will block views of the ocean. We do not need a developer that does not understand the value of the beach front and harbor except for their vision of retail based income.

What we should strive for is a world class development based on positive environmental and ocean centric opportunities even if they do not provide the huge income payoffs that CenterCal and our city council desire. I can't define exactly what the harbor and beach front should look like, but I know that it is wrong minded to treat that precious area as another mall type retail centric development that benefits the developer much more than it benefits the residents of Redondo or our beach and ocean environment.

I adamantly oppose continuing the EIR on a project that is so diametrically opposed to creating a environmentally positive beach front and ocean centric environment. The developer that the city council has selected does not have the correct experience or capability to develop our unique beach, ocean and harbor areas.

Please stop this project now and consider what is best for the residents of Redondo and our unique environmental resource that the ocean front represents.

Frank Groark
[2500 Spreckels Lane](#)
[Redondo Beach](#)
[310-922-6234](#)

Sent from my iPhone

Sent from my iPhone

Sent from my iPhone

On Jul 9, 2014, at 6:39 PM, Bill Brand <bbrand@earthlink.net> wrote:

Hello Everyone,

Unfortunately, the email address for where to send your written comments for the record that I copied and pasted into my previous email was wrong. Below is the correct one. Please resend your comments and submit for the record. Even if you testify tonight, which is much better, please be certain to submit a written comment as well. CC me if you don't mind.

katie.owston@redondo.org

Thanks,

Bill
310-809-4405

Greetings Everyone,

Nothing could be more powerful and accurate than simply quoting one of the individuals most responsible for the overdevelopment plan slated for King Harbor.

Fred Bruning, CEO of CenterCal Properties, was quoted in the Easy Reader last week: "I believe a few people are really just looking for a way to stop any project, and are willing to bend the facts to suit their goals — a very 'lightheaded' approach to the truth."

There you have it! If you're against their plan that more than doubles development and guarantees them a 10% return before they pay a dime in rent to the City of Redondo, then you're 'lightheaded' and against 'any project.'

Come to the meeting this Wednesday, July 9th, 6-8pm, at the Redondo Beach Performing Arts Center at Aviation Blvd. and Manhattan Beach Blvd. This two hour window will be the public's only chance to make verbal comments on what issues the EIR (environmental impact report) should address. Two hours. That's it!

Speak up or forever hold your peace. See below where to send written comments if you can't make it. If you don't mind, please cc me so I can share your comments. Everything will be part of the public record regardless.

Call anytime,

Bill
310-809-4405

What is an EIR?

An Environmental Impact Report is a scientific study and reporting of a project's impact on the environment as required by the California Environmental Quality Act. Its purpose is to inform governmental agencies and the public of a project's environmental impacts, as well as identify mitigations and alternatives to the plan that would reduce or eliminate environmental harms. An EIR is required if there is substantial evidence that the project may have a significant effect on the environment. After a draft of the EIR is prepared, it enters a 45 day public review period. The EIR is then amended according to input and submitted as a final report at which point the developer decides if and how the project will proceed. Appeals and litigation are permitted at any point throughout the process.

How do I provide input?

Email: katie.owston@redondo.org corrected

Mail: Katie Owston, Project Planner

City of Redondo Beach

415 Diamond Street

Redondo Beach, CA 90277

Bill

310-809-4405

Katie Owston

From: Kathy Hamilton <kshamilton@cox.net>
Sent: Friday, June 20, 2014 10:40 PM
To: Katie Owston
Subject: Redondo Waterfront Project
Attachments: 108-0833_IMG.JPG; Redondo Waterfront Project.doc

Hello Ms. Owston,

My name is Michael Hamilton and I own a condominium at Seascape II and the exact address is 110 The Village #402, Redondo Beach. My condo faces the ocean and is located in the upper most corner of the building at the corner of North Catalina and North Pacific Avenues.

Today I received the Notice of Preparation/Notice of Initial Study/Notice of Scoping Meeting regarding the proposed Redondo Waterfront Project. Although I understand the need for revitalization of the waterfront area, I want to know if the proposed Redondo Waterfront Project will impact my oceanview from my condominium.

Currently, my view is partially impacted by the Crown Plaza directly across from me as you will see in the attached photo as well as the attached document.

How can I obtain information regarding this project with proposed drawings and the impact to the complex where my property is located?

I appreciate your response.

Kind regards,

Michael Hamilton
kshamilton@cox.net

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<http://www.eset.com>

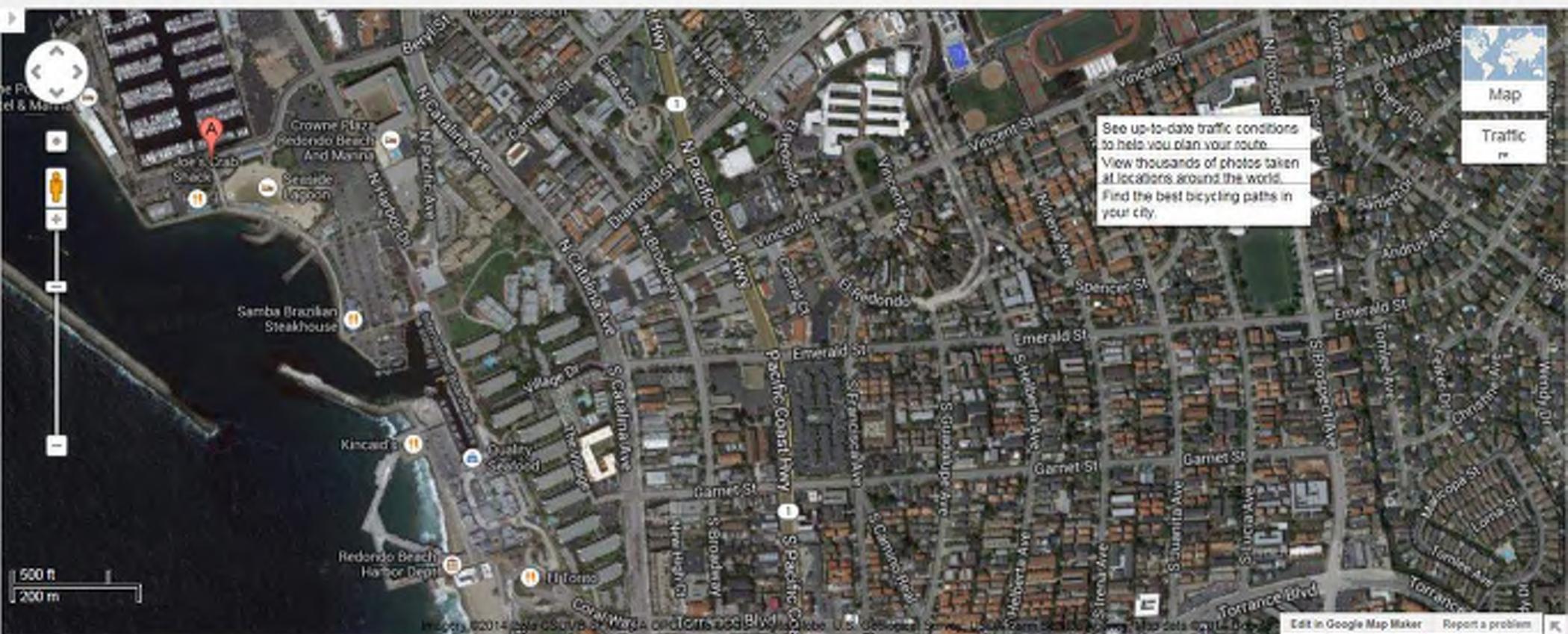




portofino way, redondo beach c



Sign in



Waterfront Revitalization comments

Bruce Hazelton [bruce.hazelton1@gmail.com]

Sent: Monday, July 21, 2014 4:32 PM

To: Katie Owston

Dear Ms. Owston,

Thank you for adding our comments and concerns regarding the proposed Waterfront project to our fellow residents' point of views.

Environmental Impact Report Concerns:

1. Building height. As proposed the two-story buildings will adversely impact neighbors in the condominiums to the east. The massive block of structural concrete will negatively harm citizens' right to light and ocean breeze.
2. The construction will also cause significant air, water and noise pollution. This is very concerning to both humans and animal/sea life. What will be done to make sure animals and humans are protected? Will you hire marine biologists? Noise abatement experts? Therapists?
3. The buildings themselves do NOT reflect the historic nature of the Pier. As indicated in the EIR, there is a significant concern that the development will destroy historic buildings, land. The current renderings do NOT reflect the charm and history of our city. They are generic office buildings that are fine inland, but DO NOT enhance the ocean setting. GENERIC. There needs to be open space that supports ocean health--not more shops. This is a prime location that can educate the public about responsibility. As is, this plan merely promotes consumerism.
4. The hotel: How will this help residents? Economically, yes. But the hotel will cater to affluent people. It isn't for residents. As is, at least the plaza can be utilized by residents. This needs to be a PUBLIC ACCESS area. Not a hotel. A concrete block, multistoried building, will hurt views and accessibility to residents.
5. The Seaside Lagoon: I would not want my grandson swimming in a sea water pond that emptied into the well-traveled marina. The boat launch is right next to the new Lagoon. Oils? Gas? Trash? No, this is not well planned and not healthy for children.
6. Mice, rats, dust will all end up in our neighborhoods to the east during demolition. What will be done to stop that? How will we be ensured that we will not be impacted?
7. We are very concerned about the proposed Pacific Avenue road. Back in the day, before the condominiums, there was room for a road. As is, the road will cause congestion/pollution/and hurt access to the waterfront for pedestrians. We live along the coast. People should be walking and biking, not driving their cars. I'm all for pedestrian and cycling paths--but no road. It takes up precious space.
8. Visual clutter: The current rendering shows a lot of buildings, a lot of visual clutter that will look old and dated in 10 years: Buildings with retail and shop space. What happens when they go out of business? Been there done that with the current waterfront. The buildings are too high and too crammed impacting the longing for nature, the desire to be outdoors, it's like Universal Walk or the Del Amo Mall. The density of the project will adversely impact the environment. The scale is environmentally dominating.

I have been a Redondo Beach resident for 58 years. I work here, all of my family has gone to school here. I shop here. Live in an historic home blocks from the Pier. I have every reason in the world to want change and improvement. I love this city, as do all members of my family. We hope that our concerns, along with the fears of neighbors, will be taken into account and acted upon accordingly. We are grateful for the opportunity to provide

feedback and pray it doesn't fall on deaf ears. Together, we're better.

Look forward to your response.

Sincerely,

Janet Barker, Bruce Hazelton, Katie Kwok

510 Garnet Street

Redondo Beach CA 90277

Wendy Barker and Beverly Nollner

714 Paulina Ave.

Redondo Beach CA 90277

Katie Owston

From: Maggie Healy <maggiethealy@aol.com>
Sent: Tuesday, July 01, 2014 2:15 PM
To: Katie Owston
Subject: Re: Waterfront Project

Katie,

Thank you so much for your response to my inquiry regarding the Waterfront Project. I did note that the EIR includes a "traffic impact analysis" but it seemed to address a very limited area, major intersections. Do you know if it will address the impacts on residential streets off of Torrance Blvd, East and West of PCH? Especially those used for egress. I also did not see where the EIR addresses parking.

Maggie

-----Original Message-----

From: Katie Owston <Katie.Owston@redondo.org>
To: 'Maggie Healy' <maggiethealy@aol.com>
Sent: Tue, Jul 1, 2014 11:32 am
Subject: RE: Waterfront Project

Thank you for your response to the Notice of Preparation for the Environmental Impact Report (EIR)/ Notice of Initial Study/Notice of Scoping Meeting for The Waterfront project. Your comments will be included as part of the public record with all comments received during the scoping process to help determine the scope and content of the EIR.

Please visit the City's website at www.redondo.org and follow the link to the Waterfront on the home page for more information. Also, I encourage you to attend the scoping meeting/open house to be held on July 9, 2014 from 6:00 p.m. – 8:00 p.m., at the Redondo Beach Performing Arts Center, 1935 Manhattan Beach Blvd., Redondo Beach, CA 90278. A short presentation will be given at 6:15 p.m.

As detailed in the Notice, if you have additional comments, they will be accepted at the scoping meeting and by email and mail through 5:30 p.m. on July 21, 2014.

Please note, the EIR will be including a traffic impact analysis and detailed information on parking.

Katie Owston
Project Planner
City of Redondo Beach
Community Development Department
415 Diamond Street
Redondo Beach, CA 90277
310-318-0637, 1-2895

From: Maggie Healy [<mailto:maggiethealy@aol.com>]
Sent: Friday, June 20, 2014 5:11 PM
To: Katie Owston
Subject: Waterfront Project

Hello Ms. Owston,

In scanning the online document (albeit a quick scan), I didn't see an indication of how many parking spaces will replace the current 1300 spaces, can you provide any details on parking plans? Also, the EIR does not appear to address traffic

and parking impacts in surrounding neighborhoods (especially those adjacent to Torrance Blvd and PCH.) Can you point me to any details that address or plans to study such impacts? or is it not part of the study?

Thank you for any information you can provide!

Maggie Healy

Redondo Beach resident and retired City employee

_____ Information from ESET Endpoint Antivirus, version of virus signature database 10028 (20140701)

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

The Waterfront Project

Ann Marie Hebert [hebertjvh@gmail.com]

Sent: Friday, July 11, 2014 1:52 PM

To: Katie Owston

Cc: Jay Hebert [hebertjvh@gmail.com]

Dear Katie—and everyone else concerned with this project—

My husband and I are very excited about the plan to renovate the pier area. We go to the pier at least 3-4 times a week and understand that it needs some upgrading. We are thrilled with the idea of a pedestrian bridge linking the pier and the marina. Right now you have to go through a couple of parking lots to do that. However, we would hate to see the area become too upscale; we have Manhattan Beach for that. The wonderful thing about the pier is that everyone, all kinds of people, feel comfortable going there. I would hate to lose this feeling.

Another concern is the construction period. Can you do it one segment at a time, so as not to impact too deeply the life that goes on there right now?

We will be watching and hoping that the plans maintain this openness to all kinds of people. I know that you plan on more open space—that is a wonderful goal. I hope it doesn't get compromised.

Sincerely,

Ann Marie and Jay Hebert

555 Esplanade #416

Redondo Beach, CA 90277

Harbor area redevelopment

Terry Hind [wilobe7462@yahoo.com]

Sent: Saturday, July 19, 2014 10:35 AM

To: Katie Owston

Hi Katie,

I was unable to attend the meeting concerning the redevelopment of the harbor area. I read about it in the paper and hence I am adding my comments.

I happen to think it is a great idea and concept!

Redondo has gone on for too long nursing its current facilities down at the pier and harbor. I have been in facilities work for over 30 years and I have seen the current buildings, parking structure, pier elevator and old escalator fall into disrepair and either be abandoned or become an eyesore.

It is high time Redondo Beach regained its glory from the early part of the 1900s when the Red Car used to bring people in and we were a destination to be proud of. Don't get me wrong, I'm not that old, but I know our city history.

Let me know if I can help in any way to achieve this goal.

Yes, there will be congestion, but there is today as well.

No pain, no gain. I think most of us in the City of Redondo Beach would put up with a little more traffic to ultimately gain such a beautiful pier area.

Sincerely,

Terry Hind

email: wilobe7462@yahoo.com

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

Development

Darlene Holy oak [darlene90277@gmail.com]

Sent: Monday, July 21, 2014 2:18 PM

To: Katie Owston

I agree that the harbor area needs to be revitalized. I am a longtime Redondo Beach resident .

I am concerned about the traffic control in the Center Cal development . What will be in place to prevent vehicles from joyriding on the proposed through road, creating pollution and noise, not more business? What will be the view from east looking west? Above ground parking structures are not a pretty sight. If those close to the development suffer property devaluation , who will move in to sustain the upscale retail?

Please consider the noise, congestion and view blocking of this proposed development . The last development on top of the pier garages failed.

If indeed more people will come from outside the city because of this project, consider the impact on city roads and the larger police force needed for public safety.

Thank you,

Darlene Holubiak

Lifelong resident

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

_____ The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

Fwd: Comments for Redondo Development

Surjit Hora [hora1@verizon.net]

Sent: Friday, July 11, 2014 4:51 PM

To: Katie Owston

Surjit S. Hora

-----Original Message-----

From: Surjit Hora

Date: Jul 11, 2014 4:49:21 PM

Subject: Comments for Redondo Development

To: Katie@redondo.org

My suggestion about the shopping mall is to open a store outlets. People come to store outlets from far distances for bargains. these outlets are for expensive items. ordinary stores will not bring business. Also next meeting there should be 3-d views of the development with elevations so a common person can understand it. 99.9 percent people do not understand the drawings with plan view only. Also I will like to have a aesthetics study for this project. I live in The village and have paid tons of money for the view. If my view is obstructed then my answer for this project is NO. Thanks.
Surjit S. Hora

Katie Owston

From: lesliejacobs@aol.com
Sent: Tuesday, June 24, 2014 7:23 AM
To: Katie Owston
Subject: Waterfront Revitalization Project

Dear Ms. Owston:

I am not a public agency, just a proud citizen of Redondo Beach -- who moved here years ago to escape the congestion of Los Angeles and the Westside. What concerns me, and what I hope will be addressed in EIR(s), is the effect this development and its future use as a business & tourist mecca will have on parking and traffic in adjacent areas.

Has an individual traffic/parking impact report been requested as part of the EIR?

We who live on either side of Torrance Boulevard, as well as north and south of Pacific Coast Highway are well aware of the traffic and parking impact during the summer, as well as key holidays like Memorial Day, Fourth of July and Labor Day. A few days out of the year is tolerable. My fear, however, is that those of us tax-paying citizens who call South Redondo Beach home, will end up in the type of maelstrom common to Santa Monica, Marina del Rey, and even Manhattan Beach.

If you would be so kind as to refer my concerns to the proper party or parties for response, I'd be grateful.

Yours truly with thanks,

Leslie G. Jacobs

Fw: King Harbor development

earthgirl7@earthlink.net

Sent: Wednesday, July 09, 2014 4:49 PM

To: Katie Owston

-----Forwarded Message-----

From: earthgirl7@earthlink.net

Sent: Jul 8, 2014 4:18 PM

To: katie.owston@redondobeach.org

Cc: bbrand@earthlink.net

Subject: King Harbor development

Here is my public comment on the King Harbor project.

This project should not happen. It will cause all kinds of traffic, vehicular and human, and add to the pollution already there. It is way too much for our small community, and it will ruin the essence of Redondo Beach. It will destroy the small businesses, and Harbor activities, like the summer concerts. Any money that comes from it is not worth the cost in the environment, ground, air and ocean.

Please reconsider and cancel this development, this overkill of development, now. It is not worth it.

Thank you,

Renee Jeska

Torrance resident, but a Redondo Beach-goer.

Comments



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

Name: Robert & Ronna Katz

Organization (optional): _____

Address: 622 N. Juanita Ave

Zip Code: RB 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"/> 3 Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources* | <input checked="" type="checkbox"/> 2 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 checked="" type="checkbox"/> 1 Noise |
| <input checked="" type="checkbox"/> 1 Population/Housing* | <input checked="" type="checkbox"/> 1 Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> 2 Transportation/Traffic | <input checked="" type="checkbox"/> 1 Utilities/Service Systems | |

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

Comments: We hope this is more than an empty ritual!

- 1 > Population/Housing: Should be considered because it directly & indirectly effect other considerations (i.e., traffic & transportation, noise & public services
- 2 > More TOURIST attractions in the area will inevitably mean MORE people, MORE cars (traffic & conjection) and MORE pollution
- 3 > The additional construction will deprive many residents of ~~structure~~ an ocean view
- 4 > creating a duplicate of Manhattan Beach will lower the quality of life of many Redondo Beach residents w/o any compensatory benefits

(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.
 All comments must be received no later than 5:30 p.m. on July 21, 2014.

Katie Owston

From: magicatte@gmail.com on behalf of Lorrie Kazan <lorrie@lorriekazan.com>
Sent: Monday, July 14, 2014 3:15 PM
To: Katie Owston
Subject: Waterfront Development

Dear Ms. Owston:

I understand that you're asking for more community response regarding the proposed mall that we're also supposed to call by another name but I can't remember what it is.

I'm for reinvigorating the pier area but in a conscious and sustainable way. I feel that we can be leaders into the future. I can't imagine how the EPA (or whatever body regulates this area) could possibly put through what the developer is proposing.

People are feeling defeated and as if all these meetings we've been attending are a sham. It's being pushed through as if it's a done deal. On a feeling level, I can't understand why our council people would sell us out like this...and I'm glad they weren't Kennedy's advisers during the Cuban Missile Crisis. I hope greater minds, with more complex thinking, (not based on immediate gratification or greed) will prevail.

Thank you,
Lorrie Kazan
Redondo Beach resident

EIR TONIGHT, 6-8 pm ! Waterfront Revitalization - RBPAC

Mark L Hansen [marklhansen@aol.com]

Sent: Wednesday, July 09, 2014 6:04 PM

To: Katie Owston

Attachments: Waterfront_EIR_Pkg_070914.pdf (2 MB)

Katie,

Here is what was distributed to the Boating and Harbor Community, to solicit inputs.

Mark

Mark Hansen

Chair

King Harbor Boater's Advisory Panel

310-601-0710 C

SEE ATTACHMENTS

Waterfront Revitalization Environmental Impact Report Public Scoping Meeting

July 9 – Wednesday

6:00 pm to 8:00 pm

RB Performing Arts Center
1935 Manhattan Beach Blvd.

Pursuant to the California Environmental Quality Act (CEQA), the City will prepare an Environmental Impact Report (EIR) for The Waterfront project. Excerpts from Notice follow.

Your comments on the environmental scope of the EIR are requested so that the EIR may be prepared in light of the concerns of the community and surrounding areas.

The project includes demolition of ~220k square feet of existing structures, including the pier parking structure, and the construction of ~524k square feet of new development, to include retail, restaurant, creative office, specialty cinema, a market hall, and a boutique hotel. The proposed project includes public recreation enhancements, such as a new boat launch ramp, improvements to Seaside Lagoon (opening up to harbor), new parking facilities, and pedestrian and bicycle pathways. Site connectivity would be improved by the establishment of a new pedestrian bridge across the Marina Basin 3 entrance and the reconnection of Pacific Avenue.

The Initial Study and NOP are posted at:

www.redondo.org/civica/inc/displayblobpdf2.asp?BlobID=27706

The NOP public review period is scheduled from June 19, 2014 to **July 21, 5:30 pm**

Please send responses to:

Katie Owston, Project Planner
415 Diamond St., Redondo Beach, CA 90277 or
katie.owston@redondo.org

For questions, contact Ms. Owston at (310) 318-0637, x1-2895

OVERFLOW PARKING - BOAT RAMP
REQUIRED TO MITIGATE IMPACTS ON
RECREATION AND TRAFFIC

[Boater Input Meeting on Boat Ramp - February 6 - KHBAP Report - Excerpts](#)

It was acknowledged that

the South Turning Basin is currently regularly used for the dropping of sails on larger boats, and for both youth and adult sailing instruction. The firm suggested that, in order to minimize the outward incursion into the Harbor, and to preserve the most navigable water in the Basin, the Boat Ramp could potentially be located within a “subtraction” into the land of the Mole. Of course, this would have some impact on the available parking space.

[Boater Input Meeting on Boat Ramp - February 27 – KHBAP Report - Excerpts](#)

Overflow Parking

Over time, demand will likely result in our contemplated two (2) lanes being very highly utilized. DBW directs: “The typical minimum parking requirement per launching lane is 20-30 car/trailer spaces.” In order to meet the expected demand on peak days, sixty (60) spaces may eventually be required. The marine engineering firm has indicated that the site can [only] accommodate forty-plus parking spaces.

In order to minimize incursion into the busy Turning Basin, the engineers have suggested that the ramp could potentially be set into a “subtraction” into the land. This concept has been favorably received by the boating community. However, this would obviously [further] reduce the space available for parking. If boaters wish to preserve navigable water in the basin, and meet the peak parking demand in the future, overflow parking outside of the site will be required.

The City and the Waterfront Developer can be engaged to help identify overflow-parking options.

[RB CITY COUNCIL - MARCH 18 - BOAT LAUNCH FACILITY - FEASIBILITY STUDY - Excerpts](#)

The public outreach included meetings on February 6 & 27 as well as two visits to the Harbor Commission. These meetings were attended primarily by members of the boating community who provided valuable input regarding the details of potential boat ramp configuration as well as insights related to water and land side traffic patterns and conditions in the Harbor.

During the brainstorming session, participants were broken into groups to consolidate preferences. Sailors [One Input] - Minimize encroachment of the boat ramp facility into the turning basin

Notice provided courtesy of the King Harbor Boater's Advisory Panel

**Waterfront Revitalization
Environmental Impact Report
Public Scoping Meeting**

**July 9 – Wednesday
6:00 pm to 8:00 pm**

RB Performing Arts Center
1935 Manhattan Beach Blvd.

Notice of Preparation (NOP) of Draft Environmental Impact Report, Notice of Public Review Period and Circulation of the Initial Study, & Notice of Scoping - *Excerpts follow.*

Pursuant to the California Environmental Quality Act (CEQA), the City will prepare an Environmental Impact Report (EIR) for The Waterfront project. The proposed project is located south of Portofino Way, north of Torrance Boulevard, and west of Harbor Drive/Catalina Avenue.

Your comments on the environmental scope of the EIR are requested so that the EIR may be prepared in light of the concerns of the community and surrounding areas.

The project would revitalize approximately 35.6 acres of land and water by redeveloping and expanding local and visitor serving commercial uses, enhancing public access and recreational opportunities and facilities, and improving the aging support infrastructure and parking facilities. The project also proposes substantial improvements in site connectivity, public access and public views to and along the waterfront. The proposed project is specifically designed as a new waterfront village to reconnect the Pier and Harbor area with resident and visitor serving uses.

It includes demolition of approximately 221,347 square feet of existing structures, demolition and renovation of the existing pier parking structure, and construction/renovation of up to approximately 523,732 square feet (289,906 square feet net new development) to include retail, restaurant, creative office, specialty cinema, a market hall, and a boutique hotel. The proposed project includes public recreation enhancements such as a new boat launch ramp, improvements to Seaside Lagoon, new parking facilities, and pedestrian and bicycle pathways. Site connectivity would be improved by the establishment of a new pedestrian bridge across the Marina Basin 3 entrance and the reconnection of Pacific Avenue.

The City has identified potential significant impacts for the following topics: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology/Water Quality, Noise, Public Services, Recreation, Transportation/Traffic and Utilities/Service Systems.

The Initial Study and NOP are posted at:
www.redondo.org/civica/inc/displayblobpdf2.asp?BlobID=27706

The NOP public review period is scheduled from June 19, 2014 to **July 21, 5:30 pm**

Please send responses to:

Katie Owston, Project Planner

415 Diamond St., Redondo Beach, CA 90277 or

katie.owston@redondo.org

For questions, contact Ms. Owston at (310) 318-0637, x1-2895



Legend

- Existing Underground Parking
- Project Area

Basemap Source: ESRI, 2010 and PSOMAS, 2014

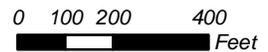


Figure 2
Local Vicinity and Existing Conditions Map
The Waterfront

OVERFLOW PARKING - BOAT RAMP **REQUIRED TO MITIGATE IMPACTS ON** **RECREATION AND TRAFFIC**

Based on the findings of the Initial Study prepared in conjunction with the NOP, the City has identified potential significant impacts for the following topics:

*Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology/Water Quality, Noise, Public Services, **Recreation, Transportation/Traffic** and Utilities/Service Systems.*

Boater Input Meeting on Boat Ramp - February 6 - KHBAP Report - Excerpt

It was acknowledged that

the South Turning Basin is currently regularly used for **the dropping of sails on larger boats, and for both youth and adult sailing instruction.** The firm suggested that, in order to minimize the outward incursion into the Harbor, and to preserve the most navigable water in the Basin, the Boat Ramp could potentially be located within a “subtraction” into the land of the Mole. Of course, this would have some impact on the available parking space.

Boater Input Meeting on Boat Ramp - February 27 – KHBAP Report - Excerpt

Overflow Parking

Boaters, located closer to King Harbor than Marina Del Rey or Long Beach, will prefer to use this ramp. The Long Beach area has two sand-launch facilities and four ramp-launch facilities. The ramp-launch facilities each have four lanes, for a total of sixteen (16) ramp-launch lanes. Marina de Rey has one sand-launch facility and one ramp-launch facility with eight (8) ramp-launch lanes. Over time, demand will likely result in our contemplated two (2) lanes being very highly utilized.

DBW directs: “The typical minimum parking requirement per launching lane is 20-30 car/trailer spaces.” In order to meet the expected demand on peak days, sixty (60) spaces may eventually be required.

The marine engineering firm has indicated that the site can accommodate forty-plus parking spaces.

In order to minimize incursion into the busy Turning Basin, the engineers have suggested that the ramp could potentially be set into a “subtraction” into the land. This concept has been favorably received by the boating community. However, this would obviously [further] reduce the space available for parking.

The engineers can certainly satisfy the scope of work, and design a ramp within the footprint of the site, including the minimalist forty parking spaces. However, **if boaters wish to preserve navigable water in the basin, and meet the peak parking demand in the future, overflow parking outside of the site will be required.**

The City and the Waterfront Developer can be engaged to help identify overflow-parking options.

RB CITY COUNCIL - MARCH 18 - BOAT LAUNCH FACILITY - FEASIBILITY STUDY - Excerpts

The public outreach to date has included meetings on February 6 and 27 as well as two visits to the Harbor Commission in January and February. These meetings were attended primarily by **members of the boating community who provided valuable input regarding** the details of potential boat ramp configuration as well as insights related to **water and land-side traffic patterns and conditions in the Harbor.**

During the brainstorming session, participants were broken into groups for purposes of consolidating preferences. [Fishing Club / Power Boaters / Sailors / Human-powered Group] **Sailors [Input] - Minimize encroachment of the boat ramp facility into the turning basin**



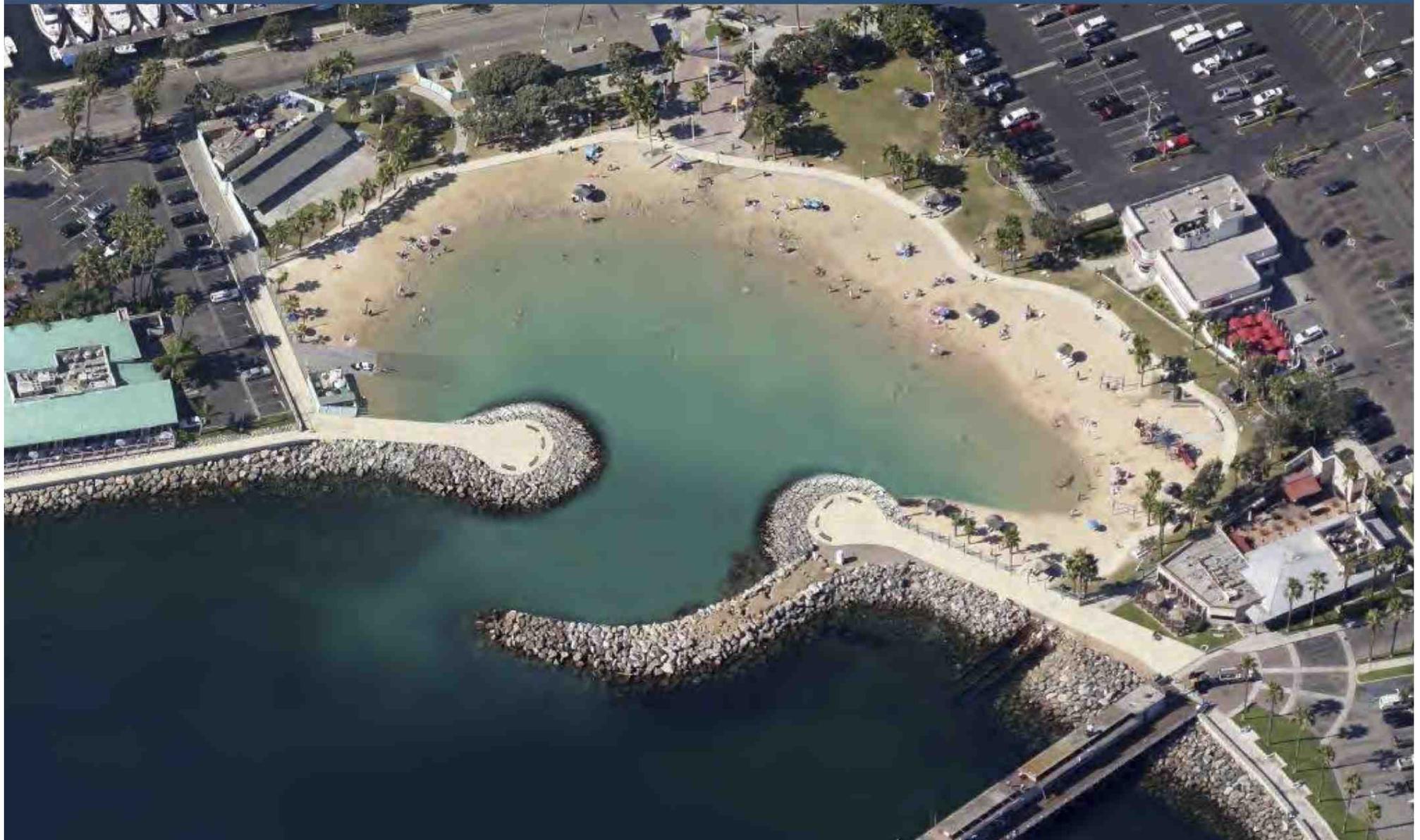
Public Boat
Launch Ramp

Waterfront Revitalization

Land Use Plan
REDONDO BEACH WATERFRONT

Proposal includes a new Public Boat Launch Ramp and Seaside Lagoon opened to the Harbor for Paddle Sports

Seaside Lagoon Rendering



"Written Comment" RE: Proposed King Harbor Development

Al Lay [al_lay@hotmail.com]

Sent: Sunday, July 13, 2014 3:38 PM

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

Importance:High

Members of the Redondo Beach City Council,

Redondo Beach does NOT need an over-developed "Mega Mall" on its water front... Period.

I have lived in the South Bay for 42 years, and I am personally sick & tired of all the "OVER-DEVELOPMENT"

done in the name of "progress" and "betterment" for our community.

Why must everything be so BIG? Why must everything that has been for so many years be DESTROYED to make way for something new & untested?

It seems to me that "Greed" must be the name of this old & tired game, and, as usual, the proponents of the "Mega Mall" insist that we swallow this bitterest of pills with a smile and listen to them because they know what's best for you & me.

In fact, Fred Bruning, CEO of CenterCal Properties, took a very disrespectful step further when he was quoted in the Easy Reader last week as saying: "I believe a few people are really just looking for a way to stop any project, and are willing to bend the facts to suit their goals — a very 'lightheaded' approach to the truth."

Who does Mr. Bruning think he is? He has some nerve to speak about the majority of the people who live & grew up here in such an arrogant & flippant manner.

He would like for all of us to just shut up, and take "what's best for us," which is a "Mega Mall" that will destroy our beloved King Harbor as we've known it, and replace it with something that will not benefit the community in the long-term, but will no doubt make him (and others) a lot of money in the short-term.

I emphatically repeat:

Redondo Beach does NOT need an over-developed "Mega Mall" on its water front... Period.

Sincerely,

Al Lay

Concerned Citizen, South Bay of L.A.

EIR**mark.levy@twc.com**

Sent: Monday, July 21, 2014 3:02 PM

To: Katie Owston

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

Dear Ms. Owston,

I'm a homeowner at the Village Condos and I'm very concerned about the Development project that is proposed for the RB Pier. I live here in South Redondo because I enjoy the Quality of Life and slower pace that the other beach cities. Having a Mall built can ONLY degrade the Quality of Life for everyone that lives nearby. Traffic can ONLY get worse, Traffic noise can ONLY get worse, Air pollution can ONLY get worse, and all of this can ONLY lead to a more STRESSFUL life living in South Redondo. The traffic is already bad enough in the area but adding a Mall will make Catalina ave. and PcH a parking lot. We DO NOT NEED This !!!!

I would rather pay more in taxes than raise my STRESS Level and lower my Quality of Life.

When is enough enough?? It's always about more. We DON'T need more, We need less, less traffic, less noise pollution, less stress, and a better Quality of Life!!

Sincerely,

Mark Levy

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

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

Waterfront Dev on Redondo Pier

Maureen Ferguson Lewis [bchrunrmaureen@yahoo.com]

Sent: Sunday, July 13, 2014 2:02 PM

To: Bill Brand; Katie Owston

To the city officials, Center Cal and South Bay neighbors-

As a Director of eCommerce and Retail Operations for an established (30+ years) local consumer electronics company and enjoying a very successful 25 year retail career including long stints at Macy's, Neiman Marcus and Virgin Megastores (entertainment retail), I was very interested in the development proposal that has been presented by CenterCal. I live retail, I know business and among other responsibilities, I have negotiated mall lease agreements. There are many red flags raised with this Waterfront Development Plan.

If you review Center Cal's Properties and prior projects, their core competencies include outlet mall, grocery store and big box shopping experiences. They have little experience in Waterfront development or boutiques. I am hoping that this will not prove detrimental and that they will keep this project in line with the culture of Redondo Beach.

If you have spent any time at the pier, it is evident that opening high end boutiques is very aspirational and not pragmatic. Count the storefront vacancies in Manhattan Beach, Redondo Beach and Hermosa Beach. 2 long-established boutiques that catered to the Manhattan Beach set – Magpies and Christie's – went out of business because of the lack of local support. Mysterious Galaxy Bookstore in Redondo couldn't make it work. And in case you aren't aware- brick & mortar businesses are slowly dying as more people transition to online retail.

Redondo's clientele is very different- which will take many years to change the shopping behavior. It took 15 years+ for Hermosa's Pier to evolve and many of the stores continue to rotate in & out of business. Please take that in consideration.

I would encourage honoring the established restaurants that currently drive locals to the pier. This would include Naja's that enjoys a great South Bay following, Old Tony's & Captain Kidd's.

Reach out to those local successful restaurants that you would want to

replicate at the Pier. Hudson House, The Standing Room (ooops- Hermosa Beach snagged them), Chez Melange, Eat at Joes, Original Pancake House, Riveria Mexican Grill, ortega120, Catalina Coffee and Good Stuff. Ask the owners of Fringe, Maison Luxe, Tabula Rasa why their businesses are thriving. Understand what they would need in order to open a location at the Pier. These local businesses would be able to give the council concise information on how to be successful at the new waterfront development. Residents would be thrilled as they want to maintain a local flavor on the Pier. People travel west to the beach to enjoy the view and experience nature. Building structures that block scenic ocean views and creates more vehicle traffic just replicates what most people are trying to escape inland. Visitors to the beach aren't interested in shopping and the movies- they want something that they can't get east of PCH- ocean breezes, a sunset cocktail, bike routes, and easy access to the water while creating great memories with their families. A shopping mall and parking structure won't provide these. It will just increase the traffic logjam on PCH and deter residents from spending their money locally.

We need to protect our waterfront and make that the centerpiece of the development. We don't need a movie theater (ask Del Amo & South Bay Galleria how a theater impacts crime statistics) at the beach. Those activities can be reserved for inland cities that don't have a spectacular waterfront and the history of sun, surf and sailing that we have in Redondo. We don't need fast food chains on the waterfront either. If Redondo Beach truly wants to be a blue zone city, then the leaders need to keep fast food off the pier and trade cars for a bike path that will allow residents from Torrance to Santa Monica make the Redondo Pier a destination.

Where there is no vision, the people perish. I expect our council to have a vision and demand that Center Cal will execute a well thought out blueprint that will enhance the quality of life for those who live, work, visit and play in our community. We deserve a project that Redondo can be proud of. You are the leaders. The citizens of Redondo Beach are asking you to lead. Thank you for your time.

Best, Maureen & Bill Lewis

Hermosa Beach, CA

FW: Waterfront Redevelopment EIR

Diane Liberman [dianeliberman@hotmail.com]

Sent: Wednesday, July 09, 2014 7:42 PM

To: Katie Owston

From: dianeliberman@hotmail.com

To: katie.owston@redondobeach.org; bbrand@earthlink.net

Subject: Waterfront Redevelopment EIR

Date: Wed, 9 Jul 2014 05:37:14 +0000

Dear Ms.Owston,

My family and I are gravely concerned about Center Cal's Mega-Development plan for King Harbor. Re: the Enviromental Impact, such a massive development will negatively impact our waterfront by 1) creating a new street bringing cars closer to the condominiums and harbor, 2) increasing the traffic several times over current traffic to the pier and 3) straining the city's sewage and utility systems.

Additionally, such a "mall" development will destroy the unique charm of the harbor/pier waterfront. (Cf: Hermosa Beach and Manhattan Beach-- neither beach town puts a mall on it's waterfront). Let the beach and harbor be the main attractions, not a multi-plex-Del Amo mall.

Moreover, this Center Cal development, with it's multi-storied buildings, will block the views of many homeowners, thereby lowering

property values and angering many voters, such as my family.

It is time to consider alternative, smaller development project designs, such as the two that Jim Light has offered. Modernization can be done but not over-scaled and shoe-horned into a small waterfront acreage.

Why should Center Cal be the only design that is considered?
Why should Center Cal decide the scale/size of the development?

Thank you.

Cordially,

Diane, Roberto, Natalie and Kathleen Liberman (4 Registered Voters)

101 South Guadalupe Ave.
Redondo Beach, CA 90277

Seaside Lagoon Park Shrinkage

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

Sent: Monday, July 14, 2014 12:02 PM

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

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

Attachments: Shrinking Seaside Lagoon.JPG (137 KB)

For the public record on the CenterCal Mall project.

The attached graphic overlays the current boundary of Seaside Lagoon Park and the boundary of the water area on the CenterCall Mall Plan submitted to City Council. This graphic very clearly shows the encroachment of retail/restaurant uses and the new internal street onto what is now public Seaside Lagoon park space... effectively and substantively decreasing the usable park space. Public testimony and documents show there is discussion about hand launching boats and SUP's from this site. The end result is coastal dependent recreational uses are being crammed together in a much, much smaller space, with no drop off or surface level parking allocated. This is a clear violation of the City's Local Coastal Plan and the California Coastal Act.

Why do residents have to show these inconsistencies? Why is City Staff and the City Council not correcting these blatant violations prior to an EIR?

Jim Light
310-989-3332



PARKING

RETAIL

LAGOON



Sea Lion Impacts

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

Sent: Monday, July 14, 2014 1:03 PM

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

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

For the Public record on the CenterCal Mall IES:

In addition to the other submissions by myself/BBR on behalf of the people of Redondo, the EIR should evaluate the potential and impacts of sea lions using the Seaside Lagoon once open. In La Jolla, sea lions began using Casa Beach, also called Children's Pool, to give birth, nurse their young, and train them. Sea Lions using shallow beach areas in harbors has been documented as well. Below is a photo of a Sea Lion suffering from domoic acid poisoning at Mothers Beach in Marina Del Rey.



The Marine Mammal Protection Act would likely prevent disturbing the sea lions if this were to occur in Seaside Lagoon and thus, we would lose the ability to effectively use the Seaside Lagoon beach area and waters.

Jim Light
310-989-3332

EIR / WATERFRONT DEVELOPMENT PROJECT

LJRLA@aol.com

Sent: Thursday, July 17, 2014 9:36 PM

To: Katie Owston

Ms. Owston...

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

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

EIR Comments

gretchen lloyd [gclloyd_2000@yahoo.com]

Sent: Monday, July 21, 2014 4:02 PM

To: Katie Owston

Cc: Matt Kilroy; Stephen Sammarco; Jeff Ginsburg; Bill Brand; Pat Aust; Kelly Charles [redondo.rad@hotmail.com]; Steve Aspel; Eleanor Manzano

Attachments: IMG_3694.MOV (2 MB)

My main concerns are:

How is this oversized, unneeded and mostly unwanted development going to affect the surrounding coastal areas and the near by inland cities.

Including:

Air pollution

Noise pollution

Access to and use of this area for ALL, not just the "upscale"

Plus all of the already listed environmental issues.

The Pier area is already over max occupation on holidays; as an example this past July 4th there was a fire at one of the restaurants, about in the middle of the straight pier, if it had been worst there could very well have been an unknown numbers of injuries and/or fatalities.

When the fireworks were over the entrance/exit out of the Pier and surrounding areas took about one and a half hours (1&1/2 hr) to return to normal light traffic out of the parking garage by the cars and pedestrians off the Pier. The road into the parking and around the upper Pier was blocked with about 5 to 7 fire engines and at least 8 police cars and maybe 1 EMS truck. Fortunately no one was hurt; the fire was small and contained, WHAT IF IT HAD NOT BEEN SO QUICKLY CONTAINED AND BECAME OUT-OF-CONTROL AND LARGER!!!. I was there and witnessed this myself. *

Even though there will be two entrances/exits to this area it will also be at least twice the buildings but many more people, cars and other vehicles, etc.

I feel the developer, the mayor and most of the city council are taking a big risk with our safety and our very lives.

PLEASE TAKE THE TIME TO INVESTIGATE THESE VERY REAL SAFETY ISSUES.

*See small attached picture, it is difficult to tell what is happening but take a good long look and image flames rising up above the buildings on the Pier or the Boardwalk area.

Gretchen Lloyd
310-376-5223

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

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

RB Waterfront

Marita Majka [maritapepe@aol.com]

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

To: Katie Owston

The entire project takes away what Redondo Beach is. We are not Manhattan Beach. All of us residents know a mall will fail. I believe the project will progress but I strongly feel the integrity of Redondo will be lost

Marita Majka

Sent from my iPhone

FW: EIR Scoping Process Comments

Diana Mann [dmann90277@hotmail.com]

Sent: Friday, July 11, 2014 6:39 PM

To: Katie Owston

Cc: jm_mann@hotmail.com

Dear Ms. Owston:

We are the owners of and reside at 230 The Village #302, Redondo Beach, CA 90277, a condominium in Seascape I. Our home tel. no. is 424-257-8542. Our comments are as follows:

Land Use/Planning and Recreation

People come to the ocean side at Redondo Beach to enjoy the ocean and ocean-related activities, not to shop or see movies.

Some improvements to the waterfront would be good, improvements that take advantage of its location next to the ocean. The Center Cal project would block access to and even sight of the ocean. It treats the waterfront as if it were a piece of open land in an inland suburb. Retail stores, offices, a cinema -- these have nothing to do with the ocean or ocean-related activities. The project should be scaled down substantially and tailored to take advantage of the great natural resource we are fortunate to have right on our doorstep -- the Pacific Ocean.

Furthermore, we encourage you to do a complete study of proposed sight lines. Czuleger Park views are supposed to be protected according to Measure G. When one sits in the park and looks down the hill at the ocean it is impossible to imagine those views not being completely obliterated by the "Market Hall" and all the retail and restaurant buildings they are proposing to build in that space. A 37 foot height limitation will completely remove the vistas of the water inlet, the boats, kayaks, crew teams, and paddle boards passing by, which is one of the most peaceful and beautiful experiences one can enjoy in Redondo Beach. This development will take that away completely according to the drawings.

Transportation/Traffic, Noise, and Hazards

A particularly objectionable feature of the project is the proposed "connecting" road. This will substantially impair the quality of life of local residents. Motorcycles, delivery trucks, and the constant hum of minivans, other recreational vehicles, and cars are what we can expect. The road makes access to Harbor drive a straight cut-through from Torrance Blvd. a perfect shortcut for north and southbound commuters trying to avoid traffic on PCH and Catalina. This would essentially enclose the entire Village community which would no longer be a beach front community and would instead become a condominium development surrounded by constant noise and traffic. Sound travels upward from the bottom of the hill. The noise would be deafening, would severely affect the quality of life and would reduce property values.

And there is no need for such a road. The distance it would go is just a short -- and pleasant -- walk (or bike ride)

for anyone moving north or south in the waterfront area. A road would be annoying even to the people the project aims to attract. Who wants to walk alongside traffic, or to have to cross a road? What about the families with young children or strollers? A promenade passing alongside the boats makes far more sense than a road.

Respectfully submitted,

John and Diana Mann

Katie Owston

From: MARTHA <marthamcbsh@aol.com>
Sent: Sunday, July 06, 2014 12:41 PM
To: Katie Owston
Subject: Redondo Pier Development

Hello Katie,

I have many concerns about the proposed extensive development for the Redondo Pier. Certainly, it needs to be revitalized, and the improvements that have been made so far are good. Redondo Beach's pier and beach area have always been wonderful for families of all ages and nationalities. Turning this area into a very upscale shopping and dining experience isn't appropriate. Rivera Village is close by which offers those facilities. Many families enjoy our pier and beach that couldn't afford expensive restaurants and shops. Are we going to take away this enjoyment for hundreds of people so a small majority can have a nice "out on the town".

Remember, the beach and pier area are for ALL the people, not just some of the people.

Martha Shaver
565 Esplanade #316
Redondo Beach, CA

Comments on Proposed Waterfront Project in Redondo Beach Harbor area

Mary McCulley [mermccla@gmail.com]

Sent: Monday, July 14, 2014 1:24 PM

To: Katie Owston

Hello,

I am a resident of Redondo Beach. I currently live at the Village complex, in building 660. I have been following the proposed CenterCal project carefully, as I would be directly affected by the proposal, but even more importantly, paying attention to the impact on the current community.

There is no question that the Redondo Pier and Harbor area could benefit from a "facelift." Some of this has already started and has seemed to make a difference in the number of people coming to the pier area. However, I have great concerns about the proposed CenterCal project and how it would impact our community. I think a much smaller scale, environmentally friendly project that seeks to maintain the focus on the natural ocean beauty, while providing a more walkable, neighborhood-friendly area, should be the current focus of this project.

I have been a resident of the South Bay since 1999. I have lived in Manhattan Beach, Hermosa, and Redondo. I have seen what new development has done to Manhattan and Hermosa, and while increasing business, has also contributed to traffic, pollution, difficult parking and access for residents, and increased crime. I have the same concerns for Redondo should the project as planned were to go forward. I do not understand the need for a movie theater at the beach (how about an outdoor concert area instead!!) or big-name retailers that just make this another generic place to shop. There is so much potential for charm and individuality in this area. The Redondo Riviera Village is a much better example of how independent stores and restaurants can thrive and contribute to the community and maintain a special, unique place that attracts people to shop there often.

My biggest concern is the road connection proposal between Torrance blvd (pier area) to the Marina, going behind the Village condominiums. Quite frankly, this would be a DISASTER. We enjoy peace, quiet and tranquility in walking behind this area now, between the pier and the condos. To put in a road that has constant traffic would increase noise, pollution, and frankly RUIN what is a beautiful peaceful area to live. I cannot think of a WORSE idea. It would be easy enough to build an underground parking structure that connects the areas, and that's close to what exists now. More important that a ROAD is to improve the WALKING access at the pier/marina/harbor area so that people can bike and stroll along the ocean (and not back along the parking garage as they do now). P

PLEASE listen to the residents of Redondo Beach on this issue. This is such a great opportunity to improve the neighborhood and bring in good businesses and the type of clientele that would improve the area. Please remember the people LIVING here who have invested money, time, and energy into the community, and want to have a beautiful PEACEFUL area to live in harmony with the pier and marina. The current CenterCal plan is truly a monstrosity and a huge disappointment to everyone.

Find a company that can create a vision in harmony with the environment and the people that live here. Then you will see people rally in huge numbers behind it.

Sincerely,

7/23/2014

Comments on Proposed Waterfront Project in Redondo Beach Harbor area

Mary McCulley
660 The Village,
#303
Redondo Beach, CA
90277

Pier Redevelopment.....

mcdermottv@aol.com

Sent: Monday, July 21, 2014 12:57 PM

To: Katie Owston

Dear Ms. Owston.....I'm extremely concerned about this proposed re-development of our Pier area as I can only imagine the increase in traffic congestion, air pollution and noise just to list a few....I've lived in the Village Condos since 1976 and I bought for the peace and quiet and the ocean view. When I look at the proposed plan all I see is a "horror story"....I'm not alone with this view and find it deplorable that the city will not allow us to vote upon this project....Sincerely, Ms. Vesta McDermott

King Harbor Development

Im2iris [im2iris@aol.com]

Sent: Wednesday, July 09, 2014 5:29 PM

To: Katie Owston

Mayor Aspel and City Council:

NO NO NO to CenterCal Properties.

Think small and beautiful for our city and our people. Think Catalina Island. Think Paris.

Iris McKinley

1400 EsplanadRedondo Beach, C310 792 0090

Comments

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



Name: Deacon Bonnie Naughton
Organization (optional): Christ Episcopal Church
Address: 408 South Broadway, R. Beach
Zip Code: 90277
Phone (optional): (701) 230-9900
E-mail (optional): bonnie3@cox.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 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 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 type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing* | <input type="checkbox"/> Public Services | <input 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: Concrete produces the second most amount of methane gas emissions. I believe it is more cost effective to restore and fortify the existing parking structures and to remodel the public bathrooms. It would be a travesty to demolish the lower level and construct a road. The bars, shops and fish market make this walk way unique, authentic and 'funky'. However, the public bathrooms on that level do need to be remodeled. Buying oysters and crab and eating them on the tables there has been our family tradition since the '60's. We don't need Disneyland at the Beach!

(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.
All comments must be received no later than 5:30 p.m. on July 21, 2014.

The Waterfront Project

mmcwredondo@aol.com

Sent: Saturday, July 12, 2014 9:37 PM

To: Katie Owston

Dear Council:

I am very concerned about the environmental impact the proposed expansion of the waterfront buildings will have on the city. There has been a high vacancy rate in the present buildings. To more than double the space almost certainly will result in an even greater number of vacancies, and this not only will look depressing, but also is likely to lead to a higher crime rate.

The proposal to put a street through the development is ill-advised because of the increased risk of pedestrian accidents when crossing the street. There is no problem now walking from one end to the other; it is only a block, and it is not necessary to dodge cars. The street means reduced space for enjoying the waterfront, contaminated air from car and truck emissions, and probable traffic and pedestrian accidents

The Seaside Lagoon has been a popular place for years and has the advantage of not fighting with the ocean. An open pathway invites considerable opportunity for serious problems of erosion.

The boutique hotel is not needed because another one is already being built at the other end of the project, and there are 3 other hotels already in the immediate vicinity.

The destruction of the entire existing pier stores and parking structure will result in a tremendous amount of dust and contamination and is wasteful of resources. Remodeling would be far less intrusive on the environment and much less disruptive of businesses.

Yours truly,

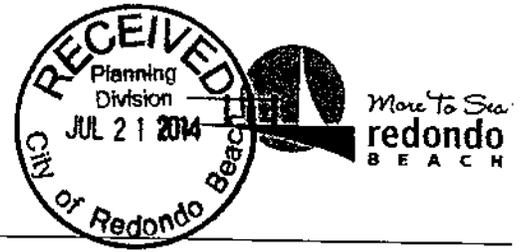
Margaret McWilliams, Ph.D., R.D.

114A S. Guadalupe

Redondo Beach, CA 90277

Comments

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



Name: Myra Mendoza
Organization (optional): _____
Address: 2615 Carnegie Lane, Redondo Beach
Zip Code: 90278
Phone (optional): (310) 738-5497
E-mail (optional): Kerani510@yahoo.com

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

- | | | |
|--|--|--|
| <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 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 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: Impedes/prevents access to coastal-dependent waterfront, commercial and recreational uses.

Impacts public safety and exposure to hazardous pollution. Traffic will exceed legal standards. Blocking of public views of the water from public accessible areas and aesthetically impacts public views.

Sincerely,
Myra Mendoza

(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.
All comments must be received no later than 5:30 p.m. on July 21, 2014.

FW: Redondo Beach King Harbor Development EIR Inputs

Jim Montgomery [jim.f.monty@gmail.com]

Sent: Monday, July 21, 2014 8:35 AM

To: Katie Owston

Hi Katie,

I sent this to the wrong address last time, not sure if you received it or not so resending. Please let me know that you received this.

Thanks,
Jim

From: James Montgomery <jim.f.monty@gmail.com>
Date: Wednesday, July 9, 2014 5:07 PM
To: <katie.owston@redondobeach.org>
Subject: Redondo Beach King Harbor Development EIR Inputs

Hi Katie,

Here are the comments I would like to submit.

My name is Jim Montgomery and I've lived in the South Bay since 1984. I lived in Redondo Beach for 20 years prior to moving to Torrance in 2008. My wife and I spend a fair amount of time and money in the harbor area so we have a desire in seeing a development that improves the quality of life for all instead of degrading it. I see this as a regional issue that concerns all of us that live, work and/or play in the South Bay. My general statement is that I am for smart development and revitalization of the harbor area but not for the densely built overdevelopment that is currently proposed. This development needs to be scaled back as I see that as the best way to mitigate the myriad of environmental issues I believe this overdevelopment will create.

Specifically, if the development is successful the increase in traffic will create gridlock that makes an already frustrating drive in the area even worse. Traffic will be at a standstill and the increase in air and noise pollution from all the vehicles will be an environmental hazard. If the development is not successful, it will be come a white elephant with empty buildings and a blight on the neighborhood that increases crime. Either way the residents and the environment of the South Bay will suffer. The development needs to be scaled to fit the traffic accessibility capabilities of the area.

The amount of development will more than double per the current plan and will destroy the character and livability of the region. The development should enhance the special nature of our harbor environment. The city should find a developer with experience developing in coastal areas, where there are special environmental factors to take into account, such as storm water runoff. Has provisions been made to deal with this? How much space will be hardscape versus areas where storm water can infiltrate instead of running off into the ocean? How will storm water be managed? The development will need to adhere to the federal Clean Water Act and how storm water is handled. They will have to obtain a National Pollutant Discharge Elimination System (NPDES) permit. The EIR needs to address how they plan to achieve this.

Also, do NOT replace the bike/walk path that currently goes between Harbor Drive and Torrance Blvd with a road. We need to be increasing bike and walking access for the public, not decreasing it. King Harbor is special in that we are shielded from traffic noise and air pollution when on the pier and in the harbor, please do not degrade the environment by building a road through the harbor.

In addition, I would like to see the EIR address the following:

- LEED certification requirements on the development, the stricter the better
- A solar energy requirement to offset the increased electricity and carbon footprint of the development
- Steps to limit fresh water usage via landscaping with drought tolerant plants, use of greywater for watering landscaping and water efficient facilities (low-flow water faucets, waterless urinals, etc). There needs to be an estimate of the environmental impact of the increased water usage. We are in a serious drought. How will this development impact water usage?
- What environmental credentials does the developer have? We need examples of how this developer stacks up against alternative developers that have a proven track record. Why didn't we choose a developer with coastal development experience?
- Why aren't there any alternative plans presented with less development with a small environmental footprint?
- A study of human factors needs to be addressed; increased noise/air pollution and stress due to traffic congestion, what about potential for increased crime in the area, large developments like this increase crime such as the South Bay Galleria
- Why doesn't the public get to vote on this development?
- What will it take to force a binding vote on this that the residents can weigh in on. You need to know you are developing what the people want
-

Bottom line, I believe the development is too large and needs to be reduced. Use the Redondo Beach Landing revitalization as a model. That part of the pier looks very nice and a local chain has been brought in (Barney's Beanery) which fits well with our beach culture and harbor feel. The last thing we need is a massive overdevelopment full of big-box chain stores that obliterates the harbor, inundates us in massive traffic gridlock and a lower quality of life for all. We have a chance to design a development that will enhance the harbor area while not destroying the harbor/ocean feel.

Thank you for taking my comments

Jim Montgomery

112 Via El Chico

Redondo Beach, CA 90277 (I live in the part of Torrance that has a Redondo Beach mailing address).

818.257.0879

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

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

Fw: Mall on the coast of Redondo Beach

Thelma Muzik [thelmam32@yahoo.com]

Sent: Wednesday, July 09, 2014 4:27 PM

To: Katie Owston

I am sending this a second time. It may have been sent to the wrong e-mail address

On Wednesday, July 9, 2014 4:23 PM, Thelma Muzik <thelmam32@yahoo.com> wrote:

it did not get kicked back

On Wednesday, July 9, 2014 4:07 PM, Bill Brand <bbrand@earthlink.net> wrote:

Hi Thelma,

Great to hear from you! Great email too! Unfortunately, the address of Katie Owston I copied from the Easy Reader article was wrong. Here is the correct one:

katie.owston@redondo.org

Please resend with corrected address. Did it get kicked back?

Bill
310-809-4405

On Jul 9, 2014, at 7:56 AM, Thelma Muzik <thelmam32@yahoo.com> wrote:

We oppose the proposed mall in Redondo Beach for the following reasons.

Since the proposed mall will be on the coast, the traffic arteries for access to the proposed mall are cut by 50% because the ocean is on the West side. If this mall attracts the amount of customers that is hoped for, the quality of life in Redondo Beach will be severely damaged by traffic and pollution. There are no easy access routes to the coast of Redondo. Thus, this mall would cause major traffic jams on Pacific Coast Highway and Torrance Blvd.

The City has tried different retail, restaurants and office spaces above the current parking structure.

They all failed. There are no guarantees if a mall is built that customers will come. If customers don't come, this mall will become a blight on the coast.

Redondo Beach already has one large mall, The Galleria South Bay shopping center. We don't need another.

As long time residents and home owners in Redondo Beach, we believe adding a mall to the Redondo Beach coast would lower our quality of life and all those who live here. The beach is the draw to Redondo and that is as it should remain.

Thelma J. Muzik and
Thomas L. Rooney
1201 Ynez Avenue
Redondo Beach, Ca 90277
310 543-3119

No overdevelopment of King Harbor

Tamara Namay [tnamay@roadrunner.com]

Sent: Wednesday, July 09, 2014 11:48 PM

To: Katie Owston

Cc: Bill Brand [bbrand@earthlink.net]

King Harbor should be granted historic status and preserved as is. No more development, no more traffic, no increased density – preserve the current quaint charm of the harbor, and do not sell our quality of life to the highest bidder.

Thank you,

Tamara Namay

Resident

This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

This is an addendum to my just form

Comments

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



Name: Linda Noel
Organization (optional): RRRR Redondo Residents for Responsible Re-development
Address: 1110 Yang Ave RB
Zip Code: 90277
Phone (optional): 310 316-9931
E-mail (optional): linda.noel@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 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 |
| <input type="checkbox"/> Population/Housing* | <input type="checkbox"/> Public Services | <input checked="" 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: less concrete, more open space - off-site parking
We need to appeal to our best selves, the Redondos
that is a Blue Zone, with lots of outdoor activity
space, less emphasis on shopping.

We need to think long-term, something that is unique
to the waterfront (yes expand the lagoon to the sea, yes to
areas for boat & kayak but paddle boat access, yes to
a plan to swim, plus to wave in nature with nature
People come to the ocean to fish, eat, wander, relax
enjoy outdoor sports - stroll, swim, surf, sail - not to shop.

(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.

All comments must be received no later than 5:30 p.m. on July 21, 2014.

We need to keep Redondo beachy, funky, quaint.
Not too much of a historic