
The Waterfront Scoping Summary
City of Redondo Beach
Attachment H

Individual and Organization Comment Letters

(Part 3 of 3)



Concerns & Comments re the EIR

REDONDOREDHEAD@aol.com

Sent: Monday, July 21, 2014 2:46 PM

To: Katie Owston

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

Hello Katie,

My concerns on the environmental scope of the EIR are.....

I want to know where all the delivery trucks are going to go. I want to know how much noise and pollution the enormous number of trucks needed to support this horror of a mall are going to add to the area. Our AIR QUALITY is going to be severely impacted.

I want to know where the accesses for the emergency vehicles are going to be. Would this fall under "PUBLIC SERVICES"?

I want to know how much pressure this massive mall is going to put on the water, gas, power, and sewage lines. Or are there plans to build a new infrastructure? Does this fall under UTILITIES/SERVICE SYSTEMS?

I want to know what amount of gridlock there's going to be from this and how far will it extend. Does this fall under TRANSPORTATION/TRAFFIC?

Do "view corridors" fall under "AESTHETICS"? They seem to have disappeared from this so called "Plan".

How is the present system of the buses using the horseshoe curve for parking going to be impacted? Does this fall under TRANSPORTATION/TRAFFIC?

Under which category does "green space" fall? Imagine my fury when I was told that the Pier is considered "green space" on the plans shown at that recent poor excuse of a public meeting held at the R B Performing Arts Center. Since when is concrete considered green space!!!!!!

Under which headings does Seaside Lagoon fall? I can come up with several. Take your Pick. Making it smaller....another dumb move.....opening it to the Ocean.....how can the quality of the water be kept safe?

All of the so called "Plans" so far are not going to impact my view but all of the "Plans" so far will sure as heck impact my QUALITY OF LIFE !!!!!!!

NOW.....TO MY COMMENTS

At the "meeting" at the R.B. P. A..C. in looking at the latest incarnation of the Development Plan.....each one is worse than the last.....it shows a miniscule amount of green space at the south end of the development. That's unacceptable. No matter what color you fill in on paper for it, the Pier it is NOT green space.

The change in the footprint of the hotel is scandalous and disgusting when the only real purpose is for the developer to cram even more retail down our throats by making the ENTIRE first floor RETAIL and the second floor the hotel. I was so enraged when I saw that I had to walk away from the drawings of the plans before I destroyed them.

Mr Bruning has extensive experience in building Malls but it is extremely evident that his Company has no experience in doing a true Waterfront Development. When doing that, his designers have proved themselves so inept they couldn't find their own fannies with both their own hands. His Company had the opportunity to design a World Class Waterfront and enhance their own reputation but rather than do the work that that entails he came up with another Mall and a terrible one at that. Half of our area to draw visitors from is Ocean and I don't know of any fish that have disposable income, do you?

The parking structures in the plans are ghastly. They are being built on some of the best "view" property on the

Waterfront. That's what I mean about being "inept". I sure if we were using a developer who had experience in Waterfronts they would have been much more sensitive to saving all the views possible and been much more creative.

Santa Monica Waterfront has just been put on a list as #4 of the top ten things to do in Los Angeles as they have a place to take a trapeze lesson !!!! Plus Santa Monica has their iconic Ferris Wheel that is famous world wide. Can you imagine how easy it is to market that Pier as a place to go? What have we been given in this monstrosity of a plan? Ugly concrete structures, box stores and a fountain. Really? A fountain? OMG..... That's suppose to make people want to come here?

WE NEED A WATERFRONT DEVELOPMENT THAT HAS THINGS TO DO AND THINGS TO SEE AND THINGS TO BUY THAT NO ONE ELSE HAS !!!!!!! What part of that does the City Council not understand. They are free to contact me at any time to explore my ideas & suggestions but I imagine that has as much chance of happening as ice water being served in Hades.

Sincerely, Joanne Newman
694 The Village
Redondo Beach, Ca.
33 Year 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: Comment on CenterCal Project Initial Environmental Study

Gerry O'Connor [gfoconnor@aol.com]

Sent: Monday, July 21, 2014 5:30 PM

To: Katie Owston

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

From: Gerry O'Connor <gfoconnor@aol.com>

To: katie.owsten <katie.owsten@redondo.org>

Sent: Mon, Jul 21, 2014 5:29 pm

Subject: Comment on CenterCal Project Initial Environmental Study

I fully support the 13 page document submitted to you on July 12, 2014 by Jim Light and Build a Better Redondo, that is also posted here:

<http://pdfcast.org/pdf/bbr-comments-to-centercal-mall-initial-environmental-study>

Gerry O'Connor
Manhattan Beach

[Upload PDF](#)

- [My Files](#)
- [Edit Profile](#)
- [Edit Password](#)
- [Upload PDF](#)
- [F.A.Q.](#)
- [Contact Us](#)
- [Facebook Connect](#)
- [Google Login](#)
- [Sign In](#)
- [Register](#)

This is not the document you are looking for? Use the search form below to find more!

[Report home](#) > [Environment](#)

BBR Comments to CenterCal Mall Initial Environmental Study

Poor (1) 0 131 people like this. [Sign Up](#) to see what your friends like.

0.00 (0 votes)

FREE PDF BOOKS	<p>Document Description BBR comments on the flawed Initial Environmental Study of the King Harbor CenterCal Mall Project</p> <p>File Details</p> <ul style="list-style-type: none"> • Added: July, 12th 2014 • Reads: 332 • Downloads: 4 • File size: 369.96kb • Pages: 13 • Tags: redondo beach, centercal, waterfront, harbor, king harbor, mall • content preview <p>Submitter</p> <ul style="list-style-type: none"> • Username: jim17 • Name: jim17 • Documents: 1 	<p>Share BBR Comments to CenterCal Mall Initial Environmental Study to:</p> <p>Download BBR Comments to CenterCal Mall Initial Environmental Study</p>
FREE EBOOK DOWNLOADS		
FREE PDF MANUALS		
PDF DOWNLOADS		
REPAIR MANUAL DOWNLOADS		
DOWNLOAD EBOOKS		
PDF CAR MANUALS		
AdChoices	Your download will begin in a moment.	

If it doesn't, [click here to try again](#).

Share BBR Comments to CenterCal Mall Initial Environmental Study to:

Insert your wordpress URL:

example:

<http://myblog.wordpress.com/>
 or
<http://myblog.com/>

[back](#)

Share BBR Comments to CenterCal Mall Initial Environmental Study as:



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.

5. 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 prevented 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/SDPiers who hand launch small craft, and boaters with slips in Redondo Marina?
- b. The project description is unclear. Some city documents say 25 acres the IES states that the land and water combined are more than 25 acres. How many acres of land/pier are included in the project? The description describes new bicycle and pedestrian walkways, but other than the pedestrian esplanade, there is no further description. "High quality public open space" is undefined.
- c. The project description says there will be a new small boat launch but it does not appear anywhere in the site drawing or project description. The following details are needed to fully assess the impacts of the proposed project. Where is it? How big is it? How is it accessed by small boat users?
- d. Will all boat slips be maintained in the Redondo marina? What is the height of the proposed pedestrian bridge above the high high tide line? Will the commercial boats fit

Embed Code:

```
<iframe width="420" height="490" frameborder="0" scrolling="no" marginhei
```

- [Online clothes shopping](#)
- [Online Shopping](#)
- [Make money from home](#)
- [Guide to making money online](#)
- [Ways to make money online](#)

infolinks

- Best Restaurant
- Top Rated Hybrids
- Best CD Rates
- Luxury SUVs
- Free Resume
- Best Dental Plans
- Best Health
- Equifax Free Credit
- New Car Prices
- High Yield Savings

From:

Name
Email Address

To:

Name
Email Address

NEXT

back

Share BBR Comments to CenterCal Mall Initial Environmental Study.

Enter two words as shown below. If you cannot read the words, click the refresh icon.



SEND

back

Share BBR Comments to CenterCal Mall Initial Environmental Study as:

Chitika | Opt out?

```
<a target="_blank" title="BBR Comments" /
```

Copy html code above and paste to your web page.

CLOSE

back

CAS PDFCast.org
 Like 7,920

DOWNLOAD SHARE

Comment is disabled by submitter.

Related Documents

How to write dissertation proposal case study

by: ryan, 1 pages

How to write dissertation proposal case study

Comments to study on the subject of kit houses

by: ricozebra0, 2 pages

Nowadays, with the surfacing of current technology and modern styles, the new-fangled line of assembled houses are very striking that certainly it have become the flanking way to reminiscing your ...



[When Unfamiliarity Matters : Changing Environmental Context Between Study and Test Affects Recognition Memory for Unfamiliar Stimuli](#)

by: [shinta](#), 12 pages

Performance in recognition memory has been shown to be relatively insensitive to the effect of environmental context changes between study and test. Recent evidence (P. Dalton, 1993) ...



[What Is A Focus Group And How Can You Make Money Participating In A Market Research Study](#)

by: [chan](#), 4 pages

What Is A Focus Group And How [Can You Make Money](#) Participating In A Market [Research Study](#)



[The things Everybody Dislikes Concerning spirit fm legazpi And The particular reason why](#)

by: [nail growth](#), 2 pages

Piece this article in this guide relates to a New [Island](#) information, numerous in the points are rel...



[A Practical Approach to Environmental Aspect Review](#)

by: [jian](#), 11 pages

One of the most difficult and misunderstood elements in the ISO 14001 EMS standards is 4.3.1 Environmental Aspects. Environmental Aspect review is critical for an organization to concentrate on ...



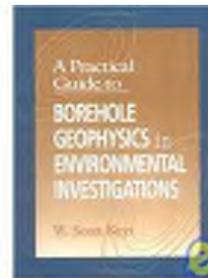
[Known and Potential Environmental Effects of Oil](#)

Paid (e)Books



[5 Steps to a 5 AP Environmental Science, 2014-2015 Edition \(5 Steps to a 5 on the Advanced Placement...](#)

\$10.18 - \$18.95



[A Practical Guide to Borehole Geophysics in Environmental Investigations](#)

\$67.25 - \$154.95



[City Center to Regional Mall: Architecture, the Automobile, and Retailing in Los Angeles, 1920-1950](#)

\$2.78 - \$40.00



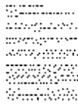
[DSST Here's to Your Health Exam Secrets Study Guide: DSST Test Review for the Dantes Subject Standar](#)

\$39.99

[and Gas Drilling ...](#)

by: [lyyli](#), 244 pages

The purpose of this study was to identify the potential effects that oil and gas exploration and production (E&P) might have on the Great Lakes Basin and its resources. The study reviewed and ...



[Learning To Study Published Music](#)

by: [popes1959892](#), 2 pages

The key is to discover a method to break the actual code , study audio , and also enjoy or



[Guidance note for Environmental Impact Assessment In respect of FEPA and CPA requirements](#)

by: [shintu](#), 48 pages

This Guidance Note has been prepared by the Centre for Environment, Fisheries and Aquaculture Science (CEFAS, an Agency of the Department for Environment, Food & Rural Affairs - Defra), ...



[Market Microstructure Changes and Time to Equilibrium \(TTE\)? Evidence Bursa Malaysia](#)

by: [samanta](#), 18 pages

The central idea of market microstructure changes is to gain market efficiency. Since 1990, Bursa Malaysia has made various changes to the market microstructure, including the introduction of ...

Content Preview

PDFCast is not affiliated with the authors of this page or responsible for its content. This HTML [preview](#) only show 10 first pages of the document. Please download to read full content.

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 the pedestrian esplanade, there is no further description.

"High quality public open space" is undefined.

c. The project description says there will be a new small boat launch but it does not appear

anywhere in the site drawing or project description. The following details are needed to fully assess the impacts of the proposed project. Where is it? How big is it? How is it accessed by small boat users?

d. Will all boat slips be maintained in the Redondo marina? What is the height of the proposed pedestrian bridge above the high high tide line? Will the commercial boats fit

1

CenterCal Mall Project IES Comments and Questions

Submitted by Jim Light and Building A Better Redondo

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

i. What is the calculation of total new square footage based on the cumulative development including the new Shade hotel?

2

CenterCal Mall Project IES Comments and Questions
Submitted by Jim Light and Building A Better Redondo
9 July 14

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

2. Comments/Concerns:

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

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

b. Hazards and hazardous materials: The plan as described may have significant impact on the ability to evacuate the area in the event of an earthquake, tidal surge, tsunami, fire, or other natural or man-made events. Also disturbance of the current fill and demolition of existing structures could expose the harbor to toxic substances. The water quality of the proposed opening of the Seaside Lagoon has not been assessed or considered in the IES. The small boat launch area today is a collecting point for harbor trash. Opening Seaside lagoon will likely create a large area of stagnant water and a large collector area for harbor trash. The lack of water exchange, the direction of the prevailing winds, and the use of this stagnant water by people, especially children, may make the water quality unsafe in and of itself. This would be exacerbated by the location of the new public boat ramp as the seaside lagoon may become a collecting area for oil and gas from the boat ramp area. The whole Seaside Lagoon may be rendered unusable.

3

CenterCal Mall Project IES Comments and Questions
Submitted by Jim Light and Building A Better Redondo
9 July 14

There are numerous safety hazards that also need to be analyzed as part of the EIR. The location of the Seaside Lagoon and proximity to the access road for the mall and parking structure creates a hazard that is not there today because of the fence that separates

Seaside Lagoon from the current parking lot. The flow of pedestrian traffic to and from the area, the reconfiguration of the bike path and increased bike use, combined with the change and increase in traffic flow create hazards and safety concerns between vehicular traffic and pedestrians and bicycles.

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

c. Hydrology: The water usage of this site will increase dramatically and could significantly increase demand for water despite a multi-year drought and increasing water shortages.

d. Land Use and Planning: The project plan shows a wall of development that will separate the community from and limit access to waterfront coastal dependent recreational uses. This is in conflict with the General Plan and the approved Local Coastal Plan. The access impacts could be significant.

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

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

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

4

CenterCal Mall Project IES Comments and Questions
Submitted by Jim Light and Building A Better Redondo
9 July 14

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

There will be a substantial impact on the public lands and waters of and around the harbor. The project as proposed eliminates Dedication Park and shrinks the publicly usable portion of the Seaside Lagoon beach/grass lawn area. What is left of the beach area has commercial development added to it, further decreasing the availability, usability, and desirability of the public parkland. Additionally, because the Seaside Lagoon must be dredged much deeper to open it up to the tidal waters of the harbor, the smaller beach will have to slope more, which may impact usability and erosion. Currently, the plan does not show any relocation of the small boat hand launch/dinghy dock which was recently expanded using state funds to accommodate boaters using the new mooring field in the harbor. If this dock is not replaced, the ability of mooring guests to come to shore is negatively impacted. And depending on placement safety may be impacted. It appears the swimming/wading area of the Seaside Lagoon is significantly smaller and will be even further negatively impacted if this smaller area is to be shared now by SUP'ers and other small craft users. As stated before, the poor water quality of an opened Seaside Lagoon may preclude its use by swimmers, waders, etc.

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

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

f

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

5

CenterCal Mall Project IES Comments and Questions
Submitted by Jim Light and Building A Better Redondo
9 July 14

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

Water quality of the opened lagoon is not addressed nor is periodic requirements for dredging. This area of the harbor already collects garbage and the open lagoon would create a large stagnant area. The location of the new boat ramp and dinghy dock also may cause gas and oil to collect in the open lagoon. All these combined may make the open lagoon waters unfit/unusable and or undesirable for swimming and wading. The project plan substantially reduces parking for trailer boaters, fishermen, small craft boaters, and SUP'ers, and those intending to swim at the Seaside Lagoon. Parking structure parking is not adequate for these users due to the equipment that must be transported to the use area. Additionally, the height of the parking structure floors may prevent kayakers and Stand Up Paddleboarders from being able to use the parking structure due to the combined height of their vehicle and the watercraft transported on the roof.

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

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

6

CenterCal Mall Project IES Comments and Questions
Submitted by Jim Light and Building A Better Redondo
9 July 14

harbor for boating activities.

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

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

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

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

7

CenterCal Mall Project IES Comments and Questions
Submitted by Jim Light and Building A Better Redondo
9 July 14

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

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

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

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

City standards specified in the General Plan Circulation Element.

With double the commercial development and the addition of a boat ramp, traffic will increase dramatically thus exacerbating the already gridlocked situations that exist today and likely creating new ones on Beryl, Harbor Dr., Portofino Way, Yacht Club Way

and Pacific Ave. Adding to the this dilemma the reconfiguration of the bike path to the west side of Harbor Drive and the increased use of the bike path by more bicyclists will increase the frequency and magnitude of overflowing turn queues into and out of Harbor Drive's unsignaled driveways. These overflowing turn queues will also impede through traffic and increase the hazard of bicycle car accidents. Likewise increased pedestrian traffic will only make the situation worse.

8

CenterCal Mall Project IES Comments and Questions
Submitted by Jim Light and Building A Better Redondo
9 July 14

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

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

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

h. Cumulative impacts: The IES does not assess known and predictable projects in the immediate vicinity. The new Shade Hotel guest, employee and delivery traffic combined with the valet parking to and from the Triton oil site will substantially impact traffic flow on Harbor Drive and Portofino Way. The new bike path project will impact the ability of vehicles to exit and return to harbor Drive in the project area using both roads and driveways. The Green Street development has been built but is not yet populated with tenants, which will impact traffic flows in the project area. The AES property will be undergoing extensive construction activities regardless of whether a new powerplant is constructed or not and will result, either way, in an increased intensity of land use...especially in light of current elected official statements about their opposition to
9

CenterCal Mall Project IES Comments and Questions
Submitted by Jim Light and Building A Better Redondo
9 July 14

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

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

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

impacted.

3. Applicable Coastal Act Sections

The following sections of the Coastal Act may or will be violated by the project as described in the IES

and as noted earlier in this submission:

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

10

DIY REPAIR

MANUALS

OWNERS

MANUAL PDF

DOCUMENT TO PDF

AUTO REPAIR MANUALS

FREE PDF PRINTERS

CONVERT PDF TO WORD

PDF TO EXCEL

PDF BOOKS ON KINDLE

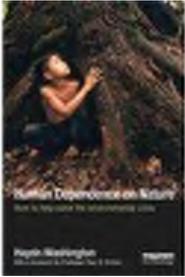
FREE PDF EDITOR

FREEWARE PDF

AdChoices

[How to Land a Top-Paying Study abroad advisors Job: Your Complete Guide to Opportunities, Resumes and...](#)

\$19.96



[Human Dependence on Nature : How to Help Solve the Environmental Crisis](#)

\$31.07 - \$42.95



[5 Steps to a 5 AP Environmental Science, 2010-2011 Edition \(5 Steps to a 5 on the Advanced Placement...](#)

\$11.38 - \$18.95



[Lord, I Want to Know You: A Devotional Study on the Names of God](#)

\$0.01 - \$14.99



[5 Steps to a 5 AP Environmental Science 2012-2013](#)

\$3.63 - \$18.95

[Browse](#) | [DMCA Guidelines](#) | [Terms of Use](#) | [Privacy Notice](#) | [Contact](#) | [Facebook](#)

© Copyright 2014 [PDFCast.org](#)

4.0022 - 5.17MB



Redondo's plan for development

Lois Olsen [olsenhoy@gmail.com]

Sent: Friday, July 11, 2014 8:44 AM

To: Katie Owston

The current plans for pier development under review by the Redondo Beach city government are out of control, far to big for a small area, and the traffic and parking problems it will create will cost the city in the need for more public services. Lois Olsen

Re: Questions on the EIR NOP

Jay Penn [jayppenn11@gmail.com]

Sent: Monday, July 21, 2014 3:44 PM

To: Katie Owston

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

Hi Katie,

One other question: What is the environmental impact of all of the vacant retail businesses in the waterfront area.. Del Amo is building something like a 130 retail stores and we already see lot's of vacancies in the mini-malls and malls in our community -as well as the pier. Don't folks get it -retail is dead! In the past year I have made almost all of my purchases on-line. Just look at the national statistics- what will the next 10 years be like(not good for retail). The on-line purchase transition is swiftly underway and will only lead to a dramatic increase in vacancies- so how will all of these vacant retail businesses affect the environment?

On Mon, Jul 21, 2014 at 3:30 PM, Jay Penn <jayppenn11@gmail.com> wrote:

Katie, I have a number of questions regarding the EIR NOP

- 1) Traffic and access: the proposed development is incredibly dense and appears to only have a negative impact on the access for auto traffic, pedestrians, emergency vehicles, and will cause overall gridlock- How will it be guaranteed that the already bad congestion won't get any worse under this development?
- 2) Pollution: I live on Beryl St. just up from the proposed development and the amount of soot from automobiles trying to make it up the steep hill currently leaves a tremendous layer of soot on my balcony and that of all of the residents in the area. We live in a nice area yet must breathe this stuff every day. Since this street is a major access corridor for the development and will only have increased traffic it will clearly exerbate the current situation with a great increase in pollution. How will the develepment make sure there will be no negative pollution consequences to the local neighborhood?
- 3) Parking : It is virtually impossible , particularly on street cleaning days, to find parking on Beryl and numbeous adjacent streets(Lucia, Maria, Juanita, etc.) - it seems this development will only compound this problem- how will this additional parking congestion be mitigated?
- 4)Waterfront usage: How will the Waterfront Development affect my ability to use the waterfront for recreation. It seems like the Seaside lagoon will decrease in size? how will the development affect my ability to park to use the boat ramp , the elimination of the hand launched boat ramp is currently a nice access point for small boats- it seems this will be eliminated?
- 5) The large amount of structures/development will degrade the view of the waterfront and the bike path astehetics will seem to be degraded? What will be done to not have a negative consequence on the public views of the harbor area?
- 6) City services and associated costs: It seems that with all of the additional visitors -we will have a need for increased city services: police, fire, trash, water,infrastructure maintenance, etc. How will this be accomplished without taxing city services?(As the developer will yield an average of 10 % average IRR before the city sees anything and it is increadibly easy to hide IRR (profits) thru salaries, how will this not degrade the overall

quality of life in the area(e.g. -what is the impact of rationed/redirected city services to accomodate the needs of the waterfront(without any realizable additional revenue to cover this cost)?

7) I love Redondo and have lived here for over 30 years and although I am is typically forward looking and positive for progress and development I just can't see any possible benefit for the residents of Redondo and surrounding cities of the currently proposed development -and on top of that no new revenue only additional drains on our local economy. Why is this even being considered? - we need an alternate plan with dramatically more recreational area and lower density. I know of at least one alternative that has been proposed but not taken seriously by the City Council. I thought the Mayor and the Redondo City Council are here for the residents - this project as it is proposed clearly proves this belief incorrect.

In closing, When will we receive responses to these questions that do affect a wide range of residents and visitors across a wide range of environmental impact areas?

Waterfront redevelopment Comment and questions

Fred Pinczuk [fredpinczuk@gmail.com]

Sent: Thursday, July 17, 2014 11:38 PM

To: Katie Owston

Dear Mrs Katies Owston,

The questions that I would like to have addressed are in regards to the increased traffic expected from the \$200M re-development. And what steps are being addressed to handle the additional parking required as the current structure is to be removed?

Thank you

Sincerely

Fred Pinczuk

400 Esplanade, Unit 3
Redondo Beach, CA
90277

Comments on scope of EIR for Redondo Beach Waterfront Project

Jeff Pool [jpool640@gmail.com]

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

To: Katie Owston

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

Hi Katie,

I am writing in response to the request for input from the public in determining the proper scope for the EIR on the proposed Redondo Beach Waterfront Project.

Let me start by saying that I am not opposed to revitalization of the Redondo Beach Pier and marina area, including the addition of some new structures and businesses there. The area is rundown and includes many functionally obsolete buildings and structures, and would benefit from revitalization and improvement. However, I am opposed to the project as it is currently proposed. I believe that the currently proposed project is too massive, dense and tall for the area, that it is poorly configured and proposes a number of land uses that are inappropriate for the location. Because of these factors, I believe the project would result in a multitude of adverse environmental impacts on the surrounding neighborhood, community and the South Bay region as a whole. I highlight a number of these potential impacts below.

In general, to have fewer environmental impacts, the new project should respect, complement and connect with the existing surrounding development in terms of scale, density and architectural style, not overwhelm and wall off the existing development from the waterfront.

The density of proposed new development is much greater than and is incompatible with the general density of development in the City of Redondo Beach and the South Bay beach cities as a whole. While some increase in density may be appropriate given that this is proposed to be a commercial center, this is way too dense and is totally incompatible with the surrounding development and area. This is the South Bay of Los Angeles County; it is not Manhattan, New York, Hong Kong, or even San Francisco. Let's try to propose a development that is at least moderately appropriate for and compatible with the area in which it will be built.

The project will generate significant traffic impacts. Even if the new development has sufficient on-site parking and driveway space to accommodate the traffic generated, trips to and from the waterfront will still have to pass through and be constricted by the existing street system through the surrounding neighborhoods, which is already congested much of the time. New and worsening traffic delays will further impact the residents and businesses of the surrounding neighborhoods, and would make traveling to the waterfront an unpleasant and frustrating experience for visitors, which will likely over time discourage many people from traveling to the waterfront, ultimately resulting in the failure of many businesses there, high vacancy rates, and empty and unused buildings and spaces in the waterfront.

The increase in commercial space, restaurants, stores and other development, and the attendant increase in traffic and number of pedestrians in the project and the surrounding area will create significant additional noise impacts on the surrounding residential neighborhood.

As proposed, the project will block ocean views of existing residents and businesses, as well as many public views of the ocean and marina from adjacent streets and sidewalks. Even if the City of Redondo Beach doesn't protect private views, it should acknowledge that many residents have invested their life savings in their homes and pay taxes to the City, and should seek to maintain those views as much as possible. Also some of the views of businesses, such as from the Crowne Plaza Hotel, may adversely affect those businesses' economic viability if they are ruined. Public views, such as from streets and sidewalks and public open space areas, are protected by the California Coastal Act of 1976.

One of the nice things about the existing marina is that as one drives south along Harbor Drive from Hermosa Beach, you start seeing the boats in anchorage in the marina through spaces between the current restaurants along the street, then upon crossing Beryl Street, drivers can see the water of the ocean and marina. That prompts many of them to pull into the parking lot there to enjoy the area, and they ultimately end up patronizing some of the restaurants and other businesses there. That will be lost when those views are blocked if the current plan is built. Overall, I believe this needs to be carefully considered, and the project should be rethought as a lower-rise, less dense development with more consideration given to preserving existing views in the area. With careful planning, it should be possible to refurbish or replace many existing buildings and add in new development in a manner to take advantage of the views and coastal environment of the location, while still preserving many of the treasured existing views in the area.

The project, as it has been proposed, will turn its back to and essentially wall off the existing neighborhood from the beach, pier and marina. This will negatively impact coastal access and quality of life for many existing residents and businesses in the area.

By blocking views and coastal access from existing nearby neighborhoods, the project is inconsistent with the provisions, spirit and intent of some existing land use and planning laws, including the California Coastal Act and the State Tidelands Trust Law. Even if some provisions of those laws may not legally apply to parts of the project, since the project is a waterfront, the spirit and intent of the laws should be carefully considered. As it is currently proposed, the project is inconsistent with the intent of these laws.

The project will impact air quality due to exhaust from vehicles in the traffic generated by the new development, as well as from restaurants and other businesses that will vent exhaust into the atmosphere. Smoke and cooking smells from the existing restaurants on the Redondo Beach Pier and the marina area and traffic fumes can already

be smelled many nights from the surrounding residential area, and this will no doubt get significantly worse with the addition of many new restaurants and development that will generate significantly more traffic than the existing waterfront draws to the area.

The project will also impact water quality through increased polluted runoff from the parking areas, restaurants and other businesses, and pedestrian areas, which would drain into the ocean further polluting Santa Monica Bay. In addition, the increased number of businesses and visitors will result in an increase in general litter that will ultimately find its way into the ocean.

In addition to operational impacts, the impacts of the construction phase of the project on both air and water quality must also be considered.

Some of the businesses and uses proposed, such as the movie theaters, are not waterfront oriented or related. Theaters, in particular, are a poor choice for an oceanside use, because they require very large bulky buildings that block views, and the high cost of land adjacent to the coast ensures that ticket prices would have to be too expensive for such a theater to compete successfully with the many existing theaters in the surrounding communities. People go to the waterfront to enjoy the ocean and water-related uses, not to watch movies. The theater project would be a disaster; it would soon go out of business and leave a huge bulky empty building blocking views and creating a nuisance in the area.

The proposed hotel is another poor land use choice. With the Portofino Inn, Crowne Plaza, Sunrise, and several other nearby motels, there is already a massive number of hotel rooms in the immediate vicinity of the Redondo Beach Pier and marina area, and most of these rooms sit vacant most nights of the year. Another hotel in the vicinity is simply not needed; there is an excess of empty rooms now. Even if the new development is successful in drawing additional visitors to the area, given the high land cost and the number of hotel rooms already existing, a new hotel will not be economically feasible. It too would soon be empty, just sitting there taking up space, blocking views and creating a nuisance. The poor land use choices currently proposed in the project that cannot realistically be successful will have an adverse economic impact on the area and create a nuisance that will worsen the physical environment and require additional police and fire protection resources.

Above-ground parking structures, like proposed in this project, are quite rare in beachfront areas. This is because by their very nature they are ugly structures that create a negative aesthetic impact on surrounding residents and businesses as well as blocking views from public streets in the area. The existing pier parking structure, which has most of its spaces below grade where they do not create negative aesthetic impacts, should be refurbished, modernized and retained in the new project to reduce the number of new parking spaces that will need to be constructed, thereby reducing the impacts of the parking on the fragile coastal environment and the surrounding area. And the new parking spaces constructed should be carefully planned in the same manner to

minimize impacts to the unique coastal environment.

The increased size, number of buildings and businesses and people will create the need for additional resources for police and fire protection. There will be increased potential for crime, and the number of people and places of assembly (such as restaurants, hotels, theaters, concerts/performances, etc.) create potential for fire hazard. The fire hazards of restaurants and other businesses in the pier area are well documented, including in 1988 when a large portion of the pier burned down, and just this past July 4 (2014) when there was a fire on the pier. Also, the proposed economic terms of the project, where the City of Redondo Beach would not make any revenue from this project until after and unless the developer has achieved a certain return on its investment raises additional doubt on the City's ability to successfully provide the increased police and fire protection resources that the new project would require.

The impact of the construction and the project's additional number of visitors, traffic, and related air and water quality impacts on the fragile marine ecosystem and ocean life must also be studied and considered.

Given the project's location, it is obviously subject to seismic impacts from earthquakes on the nearby Palos Verdes and Newport-Inglewood faults, as well as many other active faults in the region. And it would also be subject to possible tsunamis and tidal surges from the ocean. The project's safety and impacts relative to these factors need to be studied and considered.

While I'm not certain if all of the existing buildings are to be demolished, the ones that will should be evaluated to determine if they have any potential historic value that could result in cultural impacts if they were demolished. Some of the older structures may have potential historic value. For example, Tony's Restaurant on the pier has a facade, second-floor cupola and signs that are quite old, iconic and reminiscent of an older time period. Some of the storefronts on the lower level of the southerly basin of the marina are also quite old. The possible historic value of all improvements proposed for demolition or modification should be evaluated and considered.

These are some (though I'm sure not all) of the potential environmental impacts of this proposed project that need to be evaluated and considered. As you can see, it is a fairly lengthy list of possible impacts, and I'm sure I didn't think of them all. I certainly hope that all of these impacts are thoroughly studied and carefully considered before moving forward with this project. As I indicated throughout, I think many if not most of these impacts could be avoided or at least substantially reduced with a better thought out, less dense and more appropriate project. I really hope these factors are considered and this project revised into one that will benefit and enhance the existing neighborhood and the City, rather than destroy its environment and way of life. As I said at the outset, I am not opposed to the refurbishment and some expansion of the existing pier and waterfront. I just think it needs to be carefully planned at a proper nature and scale to complement and be compatible with the surrounding City and neighborhood, and make certain it will be a benefit, not a detriment, to the local community.

Thank you for your consideration, and please add me to the mailing list for this project.

Sincerely,

Jeff Pool

640 The Village #317

Redondo Beach, CA 90277

Katie Owston

From: Chad Proctor <cproctor80@hotmail.com>
Sent: Monday, July 14, 2014 8:16 PM
To: Bill Brand; Jeff Ginsburg; Pat Aust; Stephen Sammarco; Matt Kilroy; Steve Aspel; Eleanor Manzano; Katie Owston
Subject: Redondo Beach Pier Project

As a home owner and resident in Redondo Beach, I am all for revitalizing the Redondo Beach Pier; however, I don't see any necessity of creating a huge project and especially a new road by the pier. As it stands now, on every summer weekend, the volume of vehicles near the pier already exceeds the capacity of the area. Creating an elaborate shopping facility and a new road will only create more congestion, noise and pollution in what should be a pristine beach community. Do we really want our waterfront to look like Long Beach, CA? Thank you for listening to the residents of the city.

Sincerely,

Chad Proctor
650 The Village
Unit 215
Redondo Beach, CA 90277

_____ Information from ESET Endpoint Antivirus, version of virus signature database 10100 (20140715)

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

[S-P-A-M] Waterfront Development Project Comments on EIR Draft

J Riley [onebigbird3@gmail.com]

Sent: Sunday, July 20, 2014 3:19 PM

To: Katie Owston

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

Importance:Low

My primary **concern with** the EIR Draft is how the environment, including water, air, and ambient sound will be impacted permanently. The scope of the draft does not fully measure the impact of the **extension** road from Harbor Blvd, park and adjacent neighborhoods. I urge Redondo Beach City elected officials to revisit the project as stated and consider a lower density, downsized project to address environmental concerns.

Water: The ocean water quality in and around the Redondo Beach Pier and Harbor has consistently ranked poorly. The high bacteria levels, especially during the winter months, will be further impacted by the additional influx of development.

Air: While Redondo Beach enjoys good air quality today the proposed demolition and construction could jeopardize this resource. Further study of both short and long term effects of contaminants on both wildlife and residents are warranted.

Noise: The EIR draft does not adequately measure sound generated by natural and existing development w of Harbor Drive. Sound is significantly amplified by reflecting off elevated residential **properties and further exasperated by our existing dense marine climate**. The impact of noise is substantial and varies tremendously from site to site and neighborhoods within 1+miles area surrounding the Harbor. In addition, vibration noise from parking structures is not accounted for in this project, and its impact to the harbor and neighborhood.

Definition of Impacted Residents: The Draft Proposal needs to broaden the description of impacted **residential** areas East of Harbor Dr. to include a larger area. The ripple effect impacting area neighborhoods with additional traffic, that includes sensitive populations of Redondo Beach High School and multiple senior living facilities within half mile of the proposed project.

Land Use Conflict: The Draft does not address the land use conflict with Czueleger Park as a pedestrian entrance to the development.

The Quality of the City is reflected in the ability of Elected Officials to protect and preserve the environment for the future.

Sincerely,

Joan Riley

230 The Village #301

Redondo Beach, Ca 90277

Forgot to add these comments to my "comment sheet" from last nite's meeting...

Erika Robinson [redondobeachartist@gmail.com]

Sent: Thursday, July 10, 2014 9:55 AM

To: Katie Owston

Please include places for PUBLIC ART!

AND also, PLEASE PLEASE KEEP THE OCEAN STEPS (the mosaic steps just to the south of Naja's - OR please find a way to "move them" - THEY WERE A COMMUNITY EFFORT AND IT TOOK US AN ENTIRE SUMMER TO MAKE THEM! and they're beautiful!

--

Thanks y'all!

Erika Snow Robinson

www.redondobeachartist.com

310.946.5421

Re: Redondo Beach Water Front project

roger.e@verizon.net

Sent: Tuesday, July 15, 2014 10:09 PM

To: Katie Owston

Thank you for all of your hard work and concern for all. Have a great rest of the week. Sincerely,
Roger Everett

On Tuesday, July 15, 2014 2:07 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: roger.e@verizon.net [mailto:roger.e@verizon.net]

Sent: Thursday, July 10, 2014 3:55 PM

To: Katie Owston

Subject: Redondo Beach Water Front project

Dear Katie. Sorry that you got stuck with all of the work. My name is Roger and I have been a resident of the south bay since 1952 and redondo beach since 1967. I do not know what the council men are thinking or are they? Look

at the seaside lagoon and you will see the same people on the redondo pier and they are not residence of redondo or any other beach city, but from Los Angeles. The seaside lagoon from what I hear has lost money every single year it has been open and now we want to expand the lagoon which is senseless. Let's talk about the shops and boat ramp. My father, brother and I used to launch a boat in redondo and we would leave to fish, return and come home. We didn't shop anywhere and I hope that the council would realize that fishermen don't shop after being on the water. The clientele that you would have at the water front will not change and the traffic would be unbearable to say the least. I know that a few of the councilman think that this would be like it was years ago when there was a resemblance of a town by the water, but it won't be. I would be willing to sign a petition against the water front project the way it is presented to the public at this point. Thank you for listening; Sincerely; Roger P.S. Sorry Katie but I didn't read the part that we had to be at the council meeting on July 9th but I had to express my feelings in case asked.

_____ Information from ESET Endpoint Antivirus, version of virus signature database 10100 (20140715) _____

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

_____ Information from ESET Endpoint Antivirus, version of virus signature database 10101 (20140715) _____

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

resident opposed to king harbor plans

salvemundus@gmail.com

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

To: Katie Owston

Cc: Bill Brand [bbrand@earthlink.net]

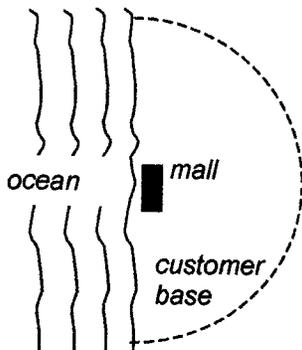
I'm a level headed South Bay resident and I am opposed to any over development plans for the harbor. I am a proponent if revitalizing the harbor without over-commercialization. I think we can beautify the harbor while maintaining it's allure, that had kept generations coming back to this beautiful seaside town.

Date: July 9th, 2014
To: Mayor, City Council and Staff, Redondo Beach, CA
From: Paul Schlichting – Resident on South Broadway, Redondo Beach
Re: Proposed Waterfront Development Plan by CenterCal Properties

Dear Mayor, City Council, Mayor and Staff,

I would like to express my position that I am *against* the currently proposed waterfront enhancement project. I don't think it is the right project for this area, the city, nor its citizens. The waterfront is Redondo's "crown Jewel" – and this area is the only area that has It appears to be much bigger than the shoreline build-out plan for even Heart of the City, and I oppose it for the following reasons:

1. **Wrong location for a large mall** in that, geographically, this location has the ocean on fully ½ - or 50% of the potential. Below is a graphic similar to that I had drawn up during the Heart of the City campaign. Besides having the ocean for half its base area, there are other Malls in the area that already tap much of the remaining customer base, including:
 - a. The Manhattan Village Shopping Center
 - b. Redondo's own South Bay Galleria
 - c. Del Amo Mall
 - d. The Shops at Palos Verdes
 - e. The Torrance Promenade
 - f. Plaza El Segundo *and looking little further,*
 - g. Rolling Hills Plaza
 - h. The Promenade at Howard Hughes Center (aka / formerly The Bridge) *and I may have even missed a few*
 - i. The Carson Mall



In the drawing to the left, the ocean takes up basically ½ of the geography of the potential customer base, hence a very large development here will have only ½ the customer base, and would be unlikely to survive, particularly when other competing malls in the area are considered.

2. **City losing 10% over 30 years.** The city should never guaranty a private enterprise a profit at potential cost to its residents, with possible further tax and/or fee implications. Why should the developer get sole rights over the city's "Crown Jewels" if they either couldn't guaranty a profit, or feel comfortable enough with their own business plan and investment that they need public-subsidized help? Further, how do we know that there might not be some creative accounting performed in order to avoid those payments? 30 years is a very long time, a generation and a half – crossing many Mayor and Council elections and participants – with the potential that all while the city loses money from this project. The possibility of losing all that money over that period of time – across all those administrations – would be very bad for the city. Also, would the city have any escape clauses?
3. **If this turns out to be a lemon** – all who approved and/or pushed this will have their names on it – for better or worse – most likely worse – forever. You need to be very, very sure that you are making the right decision for the people of Redondo Beach. Right now there is not sufficient information, presented in an understandable way, for a proper decision to be made. See the recently-received flyer and associated box below.

In addition, a couple of other points to bring up include:

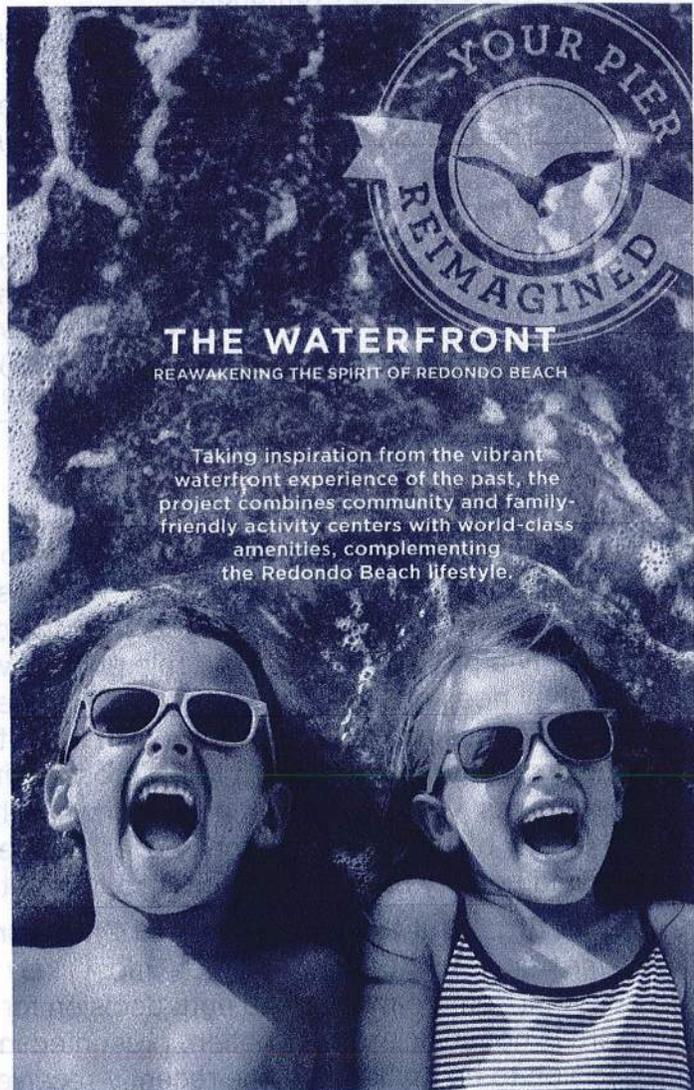
4. **High end hotels**, where all lodging near the beach is already and understandably relatively expensive, would put rooms out of reach for many of the locals who might have family and friends that periodically come for a visit. Also, Redondo should have no near-beach lodging that enjoys any kind of bed-tax break, since a high-end hotel is already going in (the Shade), cost is obviously not a concern for prospective customers.
5. **Too much, too fast** in that this is a **HUGE** project, and although there have been a few public meetings during the selection process, the public needs time to digest and give feedback on any plan and design, including a 3D model that can be visited by the public – such as at the Public Library, or other such venue. The public needs more time, and a real method of posting their feedback, and aggregate feedback is considered before any kind of go-forward should be considered.
6. **Look at the Riviera** – a bunch of cute, quaint shops – all across the affordability spectrum. This area obviously grew, over time, on its own, and is a very popular area of South Redondo. Maybe we don't want to afford the time, but maybe also one big solution for the whole waterfront is not to have one giant solution, but many smaller ones. Yes, we did have the segmented lease-holds for years, but that helped evolve the beachfront to its currently diverse state.

Thank you very much.

Paul Schlichting
South Broadway
Redondo Beach, CA 90277

I will submit it
more later. (Before
July 21st)
Thank
m

This is the front page of the flyer, recently sent by CenterCal Properties, that contains "sounds good, feels good" information, but no firm examples, drawings, nor layout for the plans. Even I would say this sounds great. However, I now know better, and want to know the details and see the models, as should everyone.



Our RB beachfront

c2pznapod@aol.com

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

To: Katie Owston

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

Katie Owston,

I have been a Redondo Beach homeowner since 1998. I have many serious concerns regarding CenterCal's huge over-sized waterfront/harbor development project that I feel need to be addressed in the EIR. They are as follows:

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

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

3) The CenterCal Plan creates navigation hazards in our harbor, decreases boating facilities, and eliminates much needed and well-used boater parking. It creates traffic

gridlock that will make it difficult to even access the harbor.

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

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

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

6) The City is claiming an estimate of net average revenues of \$2.8M per year from the CenterCal project, a paltry 3% of the City's annual revenues. But they have refused to give the public the details of their calculations. Does this include increased wear and tear on the roads? The increase in public safety costs? Regardless - to net just \$2.8M per year for doubling our density does not justify the significant impacts to our quality of life and our harbor recreational access. The City analysis does show that the City knows there is a potential negative cash flow if the project does not perform. In a scenario where revenues from the project are reduced 22% from their initial assumption, the project generates a loss of \$48M. This is a huge, negative financial impact that needs detailed analysis. The downside of this project could far exceed a \$48M loss; a downside that Redondo Beach cannot afford.

7) In the immediate vicinity (adjacent to and across the street from CenterCal's proposed plan) are two other projects whose impacts need to be considered: 1) the construction of the new Shade Hotel and, 2) demolition of the power plant and construction of what will take its place. Additionally, a possible 3rd project is looming

about 1/4 mile away, that being possible oil drilling in Hermosa Beach, with construction, congestion, noise and other negative impacts that could all be taking place simultaneously.

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

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

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

Sincerely,
D. Schaub, 640-The Village, Redondo Beach

Redondo Pier Development

MARTHA [marthamcbsh@aol.com]

Sent: Sunday, July 06, 2014 12:41 PM

To: Katie Owston

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

Redondo Beach Resident - comments to the Proposed CenterCal Project

Ryan Shea [r.d.shea@gmail.com]

Sent: Thursday, July 17, 2014 11:25 AM

To: Katie Owston

To Redondo Beach Staff:

With respect to the proposed CenterCal project--

As I understand the planned square footage for the project is roughly twice what is there today. I am a homeowner in the Beryl Heights area, which as you know is just up Beryl from the proposed project site. I am very concerned about the amount of new traffic that will be a result of the project/ and increased square footage. Particularly on Beryl and Diamond between PCH and Prospect which have schools on them. Also, I (like thousands of other Redondo residents) take PCH southbound in the afternoon/rush hour commute home from work. I'm concerned that this commute is going to get substantially longer for local residents due to this project and there is no alternative route to get home for local residents.

Before agreeing to a density / new square footage entitlement for this project, I hope that Staff looks very closely at the scope of work for the Traffic Study to see what effect this project will have on these streets. For example, if westbound Torrance Blvd gets jammed up with cars entering the project, will people start using Diamond and Beryl as a cut-thru / bypass? This has to be studied, as these are slow residential streets with schools on them. How many additional minutes will be added onto to the typical commuter's drive home in the evening around 6pm travelling south bound PCH?

I am happy that there is a re-investment planned for our harbor/waterfront and agree it is long over due, but I hope it doesn't come with traffic problems that cannot be mitigated and which change the quality of life of local residents.

I, like many other concerned residents, look forward to seeing the traffic study for this project and hope it is carefully considered by Staff, City Council, and Planning Commission before approving a density/square footage for CenterCal's project.

Regards,

Ryan Shea
434 N. Maria Ave
Redondo Beach, CA 90277

Waterfront Project EIR - Scoping Process

Nick Sherbin [nsherbin@verizon.net]

Sent: Sunday, July 20, 2014 9:26 PM

To: Katie Owston

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

COMMENTS

The Waterfront Project

Environmental Impact Report (EIR) – Scoping Process

To: Katie Owston, Project Planner

katie.owston@redondo.org

Name: Nick Sherbin
Address: 704 N. Lucia Avenue
City: Redondo Beach
Zip Code: 90277

The environmental issues I feel should be addressed in the EIR are:

1) Recreation, 2) Water Quality, 3) Exposure to Hazards and Hazardous Materials

Comments:

Opening of Seaside Lagoon to the waters of King Harbor. The Seaside Lagoon is utilized daily by hundreds of families for picnicking; swimming and water play and constitutes a significant source of recreation for the community. The Lagoon is completely enclosed by land. The water entering the Lagoon is filtered and circulated and bacteria is controlled by the addition of chlorine as necessary and chemically tested to ensure a bacterially safe, pollution-free swimming environment. If the Lagoon is altered by creating an opening into King Harbor raw sewage, oil, fuel, scum, and other toxic bilge discharges from boats as well bacteria and other contaminants from storm sewer outlets flowing directly into the Harbor, garbage and other floating debris which is present throughout King Harbor and Port Royal Marina will pass unabated into the Lagoon and will significantly degrade the quality of the water and create a potentially hazardous environment to the public that utilizes the Seaside Lagoon.

Additional considerations:

Any reduction in the size of the Seaside Lagoon including surrounding picnicking areas, impairment as a result of decreased access parking (making it harder to transport coolers, chairs, umbrellas and swimming gear) and as well as any increase in the cost of parking, are all factors that would negatively impact the public's recreational access to the Seaside Lagoon.

Thank you.

Nick Sherbin

EIR Redondo Beach Waterfront

Nick Sherbin [nsherbin@verizon.net]

Sent: Friday, July 18, 2014 5:25 AM

To: Katie Owston

July 13, 2014

Ms. Katie Owston
Community Development Department
415 Diamond Street
Redondo Beach, California 90277

Re: Environmental Impact Report for Proposed Redondo Beach Waterfront Redevelopment

Dear Ms. Owston:

Thank you for the opportunity to present my concerns about the environmental impact of CenterCal's tentative plan to develop the waterfront in Redondo Beach.

To give you some personal perspective, I reside in Redondo Beach, near the corner of Beryl Street and North Lucia Avenue in the house that my father built in 1945. As you are no doubt aware, Beryl Street to the South and 190th Street to the North form two of the major arteries into the proposed development. Traveling East on Beryl from this intersection are two elementary schools, a neighborhood shopping center and a hospital. Westbound traffic will impact a church and the senior center on the Salvation Army property.

We are concerned that what is currently proposed---a project 25% larger than Plaza El Segundo in less than half the space with projected 30,000 more daily weekend car trips---would represent a nightmare in terms of increased traffic and safety concerns especially with regard to not only nearby Beryl Heights Elementary but, also Towers Elementary in adjacent Torrance as well. Trucks transporting goods to supply the increased density of the proposed development present a particular problem for Beryl Street which runs entirely through a residential neighborhood.

Another issue is access to the ocean for the sailboats moored in King Harbor. The walkway, as presently proposed, would not allow sailboats to enter or leave the marina unless they had an expensive mast alteration in order to accommodate the walkway's low overhang.

A project of this magnitude will also increase demand for municipal services such as police and fire as well as requiring additional infrastructure. The citizens of Redondo Beach are expected to underwrite these requirements while allowing CenterCal's developers, who have no experience with coastal waterfront development, free rent for 30 years until their project receives a 10% profit on their investment each year.

CenterCal's plans for a movie theatre, a three story parking garage, and a 66,000 square foot market hall, may work for an inland mall but not for a waterfront community hoping to encourage an active, healthy, outdoor lifestyle.

Both Mayor Aspel and CenterCal's CEO Bruning state goals for our waterfront project as "happiness." A more desirable goal is to follow Santa Monica's Sustainable City Plan created to "enhance our resources, prevent harm to the natural environment and human health, and benefit the social and economic well-being of the community for the sake of current and future generations."

An alternate vision to the one proposed by CenterCal would be one with less retail, more dining, and an emphasis on the open space and recreational aspects of the harbor. This would preserve the character of the area incorporating a major facelift which we can all agree needs to be part of the master plan for the waterfront.

Sincerely,

Shannon Sherbin

Katie Owston

From: steve3 <steve3@redondo.com>
Sent: Tuesday, July 08, 2014 4:06 PM
To: Katie Owston
Subject: FW: CENTER CAL DEVELOPMENT

Do you get this?
Originally it went to redondobeach.org

From: steve3 [<mailto:steve3@redondo.com>]
Sent: Tuesday, July 08, 2014 4:02 PM
To: 'katie.owston@redondobeach.org'
Cc: Bill Brand (bbrand@earthlink.net)
Subject: CENTER CAL DEVELOPMENT

A very important issue is the removal of the Seaside Lagoon.

Proposition G was specific to keeping the Seaside Lagoon. In fact the initiative would probably not have passed if it were not for "Save the Seaside Lagoon".

By definition: AN INLET IS NOT A LAGOON.

There will be no separate clean safe area for families with children to play and swim. The area will be part of the dirty harbor and no one swims in the harbor now. How can the city possibly think that little children will swim and be safe next to a boat ramp.

Steve Shoemaker
140 The Village
Redondo Beach, California

_____ Information from ESET Endpoint Antivirus, version of virus signature database 10070 (20140709)

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

Katie Owston

From: steve3 <steve3@redondo.com>
Sent: Wednesday, July 09, 2014 11:22 AM
To: Katie Owston
Subject: RE: CENTER CAL DEVELOPMENT

Thanks, I plan to attend

From: Katie Owston [<mailto:Katie.Owston@redondo.org>]
Sent: Wednesday, July 09, 2014 11:15 AM
To: 'steve3'
Subject: RE: CENTER CAL DEVELOPMENT

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.

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

From: steve3 [<mailto:steve3@redondo.com>]
Sent: Tuesday, July 08, 2014 4:06 PM
To: Katie Owston
Subject: FW: CENTER CAL DEVELOPMENT

Do you get this?
Originally it went to redondobeach.org

From: steve3 [<mailto:steve3@redondo.com>]
Sent: Tuesday, July 08, 2014 4:02 PM
To: 'katie.owston@redondobeach.org'
Cc: Bill Brand (bbrand@earthlink.net)
Subject: CENTER CAL DEVELOPMENT

A very important issue is the removal of the Seaside Lagoon.

Proposition G was specific to keeping the Seaside Lagoon. In fact the initiative would probably not have passed if it were not for "Save the Seaside Lagoon".

By definition: AN INLET IS NOT A LAGOON.

There will be no separate clean safe area for families with children to play and swim. The area will be part of the dirty harbor and no one swims in the harbor now. How can the city possibly think that little children will swim and be safe next to a boat ramp.

Steve Shoemaker
140 The Village
Redondo Beach, California

_____ Information from ESET Endpoint Antivirus, version of virus signature database 10070 (20140709)

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

_____ Information from ESET Endpoint Antivirus, version of virus signature database 10070 (20140709)

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

_____ Information from ESET Endpoint Antivirus, version of virus signature database 10070 (20140709)

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

CENTER CAL BRIDGE**steve3 [steve3@redondo.com]**

Sent: Friday, July 11, 2014 9:00 AM

To: Katie Owston

Cc: Bill Brand [bbrand@earthlink.net]

I was going to talk about the pedestrian bridge in the project. If the bridge is too high people will not walk over it and if it is too low commercial fishing boats will not be able to pass. Is the bridge a lifting or separating bridge? What about the California Fish and Game and the harbor dedicated uses. I think commercial fishing is a guarantee.

Steve Shoemaker

The Village

Redondo Beach, California

ROADWAY

steve3 [steve3@redondo.com]

Sent: Friday, July 11, 2014 9:35 AM

To: Katie Owston

I'm sure that the roadway planned to connect the hotel with the north end of the project has been addressed numerous times. I would like to comment that the traffic will create smog, noise and disturbances for the residents of The Village, of which I am one. When the condo's were sold the buyers were told that no road would be there as the structure housing the International Boardwalk would not support a road. Czuleger Park was to connect Catalina with the ocean. Does the planned road remove the lower portion of this dedicated park? What about children playing in the park and running in front of a vehicle?

Steve Shoemaker
The Village
Redondo Beach

Gene Simon [Gsimon@rbusd.org]

Sent: Thursday, July 10, 2014 9:14 PM

To: Katie Owston

Ms. Owston,

I am a 21 year resident of Redondo Beach. I would like to see the plan for King Harbor's remodel adapted to not have an above ground 3 story parking structure. I hope this reduces the number of retail shops since parking will not be available for the current planned number.

E. Simon

Resident

Comments

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



More To See
redondo
BEACH

Name: Mary Simun
Organization (optional): _____
Address: 501 N. Paulina Ave., P.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* <i>N/A</i> | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources* | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing* | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input 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.

From an environmental standpoint, this is a bad idea.

Comments: shouldn't coastal access be the primary concern of redevelopment? In this proposal it seems to be an afterthought. I read the entire report. In the report it states "significant impact" predicted in areas of aesthetics, biological resources (species), air and water quality, wastewater treatment, cultural resources, paleo-geologic resources (including ground failure and liquefaction), hazardous materials. It does not mention water availability - we are in a severe drought.

(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.

Noise

- exceeding standards
- groundborne vibration
- permanent increase in ambient noise
- temporary / periodic noise increase

Public Services - negative impact on:

- police protection
- parks

Recreational

- increase use of parks
- construction / expansion of recreational resources

Transportation / Traffic

- conflict w/ existing transport plans / patterns
- conflict of congestion management

(over)

Utilities + Service Systems (3)

- exceed wastewater treatment requirements
- require construction of new wastewater treat. plant
- new stormwater/drainage facilities
- have significant water available

MANDATORY FINDINGS OF SIGNIFICANCE

- * degrade environment + harm native species
- * cumulatively considerable impact
- * adverse effects on humans

(Geology, cont.)

- topsoil erosion

Greenhouse Gas Emissions

- generate greenhouse gases that may have a significant impact on the environment
- conflict with plan to reduce greenhouse gases

Hazards and Hazardous Materials

- create hazard to public or environment through the release of hazardous materials
- located on a haz mat site

Hydrology / Water Quality

- violate water quality standards
- alter existing drainage pattern of the area
- create / contribute to runoff
- degrade water quality
- place housing w/in flood hazard area
 - flood
 - tsunami + natural disaster

(over)

* Project ^{may} ~~will~~ have a 2
SIGNIFICANT IMPACT on

- Aesthetics — scenic vista
- Air Quality
 - conflict w/ or obstruct air quality plan
 - violate air quality standard
 - net increase in pollutants
- Biological Resources
 - have substantial effects on native species (USESA)
 - have substantial effect on riparian habitat
 - interfere substantially with movement of native species
- Cultural Resources
 - cause or adversely change in significance of historical resources
 - destroy paleo or geological site
- Geology
 - seismic-related ground failure

- new storm~~water~~ drains
- addition of FILL MATERIAL
(for modified topography)
- high quality open ^(VI) space

Construction includes

- dredging
- filling
- rock placement
- in-water concrete placement
- sheetpile installation
- pile driving
- shoreline protection

Based on initial evaluation
(in report)

X "I find that the proposed project MAY have a signif. effect on the environment and an ENV. IMPACT RPT is required"

Aaron Jones, Comm. Dev. Dir

Notes (from proposal on ^{city's website} ①)
79 pages long!

1st round - to address residents' environmental concerns about the project.

last revitalization - 1970's

- minimum of 50% of buildings limited to 1 story
- replace parking structures
- enhance bike paths (😊)
- open seaside lagoon to beach (😊)
- improved access for boats
- more pedestrian promenade
- replace buildings on pier
- reinforce pier (maybe?)
- replace/refurbish boat slips
- demolish infernal boardwalk (over)

Fwd: Waterfront Revitalization Project

Jeanne & Barry Sinsheimer [sajb@aol.com]

Sent: Tuesday, July 15, 2014 7:09 PM

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

Cc: Pat Aust

Sent from my iPad

Begin forwarded message:

From: Jeanne & Barry Sinsheimer <sajb@aol.com>
Date: July 15, 2014 at 5:08:05 AM PDT
To: "pat.aust@redondo.org" <pat.aust@redondo.org>
Subject: Waterfront Revitalization Project

I live in your district and have been a resident of Redondo Beach since 1987. My employment is in the city of Redondo Beach and both of my children attended the public schools, participated in various sports programs growing up and graduated from Redondo High.

I have some questions regarding the new mall proposed at King Harbor.

1. I would like to understand why we are building another mall when we can not keep the current mall full of tenants?
 - a. With Nordstrom leaving and many of the other spaces empty shouldn't this be a first priority?
 - b. what will the impact be on Rivera Village?
2. Why would another movie theater be put in?
 - a. Who goes to the waterfront to be inside for 2 hours?
 - b. Why put a movie theater in when you have one at the Galleria that is approximately 2.5 miles away?
 - Would this not take away more business from the Galleria?
3. The parking at the marina on summer weekends in particular is a nightmare?
 - a. My daughter is currently an employee in the Marina. She can not drive to work on weekends as it takes her 45 minutes to get home with getting out of the parking lot then sitting in traffic trying to cross PCH. We are approximately one mile away from the Marina. How is a parking structure going to help the situation?
4. Why is this development getting the tax breaks?
 - a. Isn't that one of the complaints about AES?

Please reconsider this option. We need to have something that is water related not a bunch of

stores may impact other businesses in Redondo Beach. The Galleria needs attention with regard to revitalization.

Thank you for your time,

Jeanne Sinsheimer
1915 Spreckels Ln
Redondo Beach, CA 90278
310-376-4191

Sent from my iPad

Katie Owston

From: Brian Slagel <brian@metalbladerecords.com>
Sent: Tuesday, July 08, 2014 9:02 AM
To: Katie Owston
Subject: Re: Redondo pier

Hello Katie,

I just wanted to drop a note of support for the new Pier revitalization the city is trying to move forward. I am a relatively new resident of Redondo Beach, moving here about a year ago. I can see where the Pier needs a major make over and I am impressed with the layout the city and Center Cal have put out. I also love the Shade hotel that is being built as well.

Let me know if there is anything I can do to help this project move forward.

Thanks

Best Regards,

Brian Slagel
Chairman/CEO
Metal Blade Records Inc.
5737 Kanan Rd # 143
Agoura Hills, Ca 91301
<http://www.metalblade.com>

_____ Information from ESET Endpoint Antivirus, version of virus signature database 10070 (20140709)

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>



South Bay Parkland Conservancy

Environmental Impact Report- Scoping Process July 21st 2014

Comments:

The South Bay Parkland Conservancy's goal is the preservation of open space throughout the South Bay. The South Bay is park poor* with Redondo Beach averaging 2.35 acres per thousand people. This figure includes the beaches. National park land is 12.9 per acre and a recommended federal level of 10 acres. Parkland is important to the health and well-being of all residents. The Conservancy supports environmentally friendly causes that foster open space, clean air and reduction of greenhouse gases, and reduced and reclaimed water uses.

*per Federal and Trust for Public Land recommendations

The information currently available to evaluate this project is inadequate. There are no three dimensional renderings or even an architectural rendering to support this particular project. Based upon the information available, the South Bay Parkland Conservancy respectfully asks the following questions be addressed **fully** before any project may be considered:

1) Land Use/Planning :The plan does not give any information on what would be considered publicly delineated space for physical activities such as walking, running, gathering, sitting, biking. Will pedestrians and bikers alike be able to access the harbor and adjacent pier areas without restraint? Will there be any accommodation for a public gathering space or park as requested by Redondo Beach residents in the 2005 advisory vote? Will this development adhere to State Lands Commissions rules? How will the California Environmental Quality Act be impacted?

2) Air Quality: Based upon the size of the development for the project, up to 30,000 car trips per day could occur. How will this exceed Coastal (CEQA), State, and Federal Air Quality regulations for carbon and ozone emissions? How will this impact residents and visitors alike- especially the very young and old- who are adversely impacted by these gasses? The environmental issues of Greenhouse Gas Emissions, Transportation/Traffic and Noise will also be adversely impacted per this process.

3) Hydrology/Water Quality: What impact would this size development have on local groundwater issues?? What about water usage issues? How much water will be used when California suffers from **severe drought** impacting the residents and South Bay? What about sewer issues of runoff and overflow? How will this impact, residents, wildlife and the environment in general?? What about the **potential for** floods via extreme tides, tsunami or storm?

4) Biological Resources: How would the existing flora, fauna, fish and wildlife that currently accesses the Harbor and area be directly affected? How would the California Department of Fish and Game standards for wildlife or U.S. Fish and Game standards be impacted? What migratory birds and beasts would be affected?

5) Aesthetics: Views from project would be blocked** from several significant areas: Czelugar Park- from Catalina Avenue West to the current top floor of the Parking structure (See Figures 1- 3A)+

>Views from the Harbor Drive Parking Lot (See Figures 4 -7)

Several beautiful vistas will be lost due to the inclusion of 3 story buildings

>Beryl Street View West to North Harbor Drive (See Figures 8 and 9)

Creating a “concrete canyon” with a three story building on the SW corner of Beryl St and N Harbor Drive

** Per the State Coastal Commission Coastal Act protecting the public’s view of the coast, harbor and ocean.

Pictures are supplied separately+ I took the pictures with my Canon XD150.

6) Recreation: Will residents and visitors be able to continue to USE the Harbor without impingement of boating activities? According to the plan, the Seaside Lagoon size would be reduced, and then opened to the harbor. How will this be possible? Who will be responsible for the Seaside Lagoon's upkeep from tidal flow of waters and wildlife (seal and bird intrusion?)

7) The South Bay Parkland Conservancy supports the comments and questions submitted by Building a Better Redondo and Jim Light .

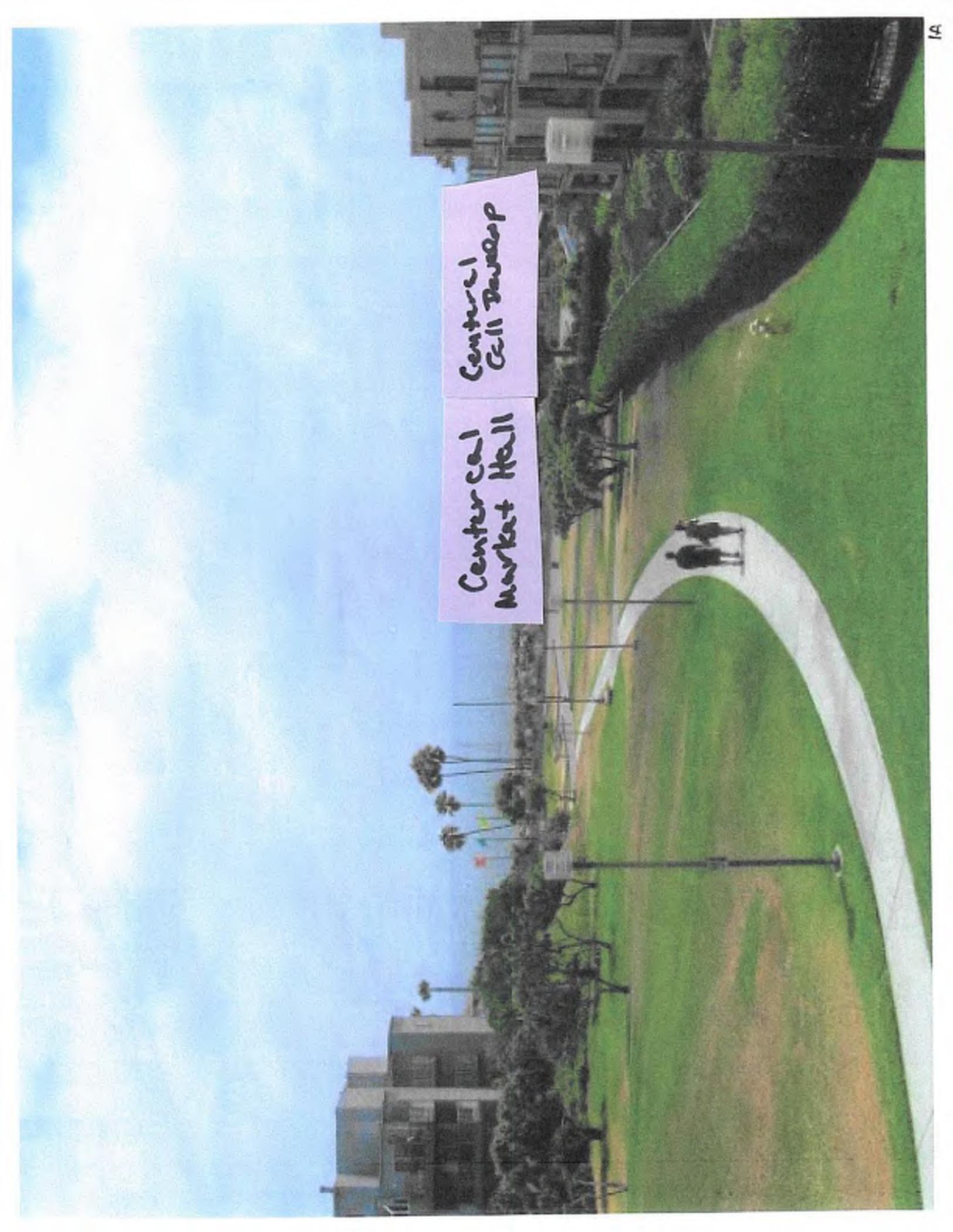
South Bay Parkland Conservancy would like to work alongside a development team that is open to help plan a harbor centric development that will allow for the intersection of harbor life and tourism in a manner that benefits all who would live, work and visit this beautiful area—redevelopment *not* overdevelopment.

Respectfully submitted:

A handwritten signature in black ink, appearing to read "Melanie L. Cohen". The signature is fluid and cursive, with a long horizontal stroke at the end.

Melanie L Cohen- President – South Bay Parkland Conservancy





Center Cal
Cell Building

Center Cal
Market Hall







Center for Market Hall

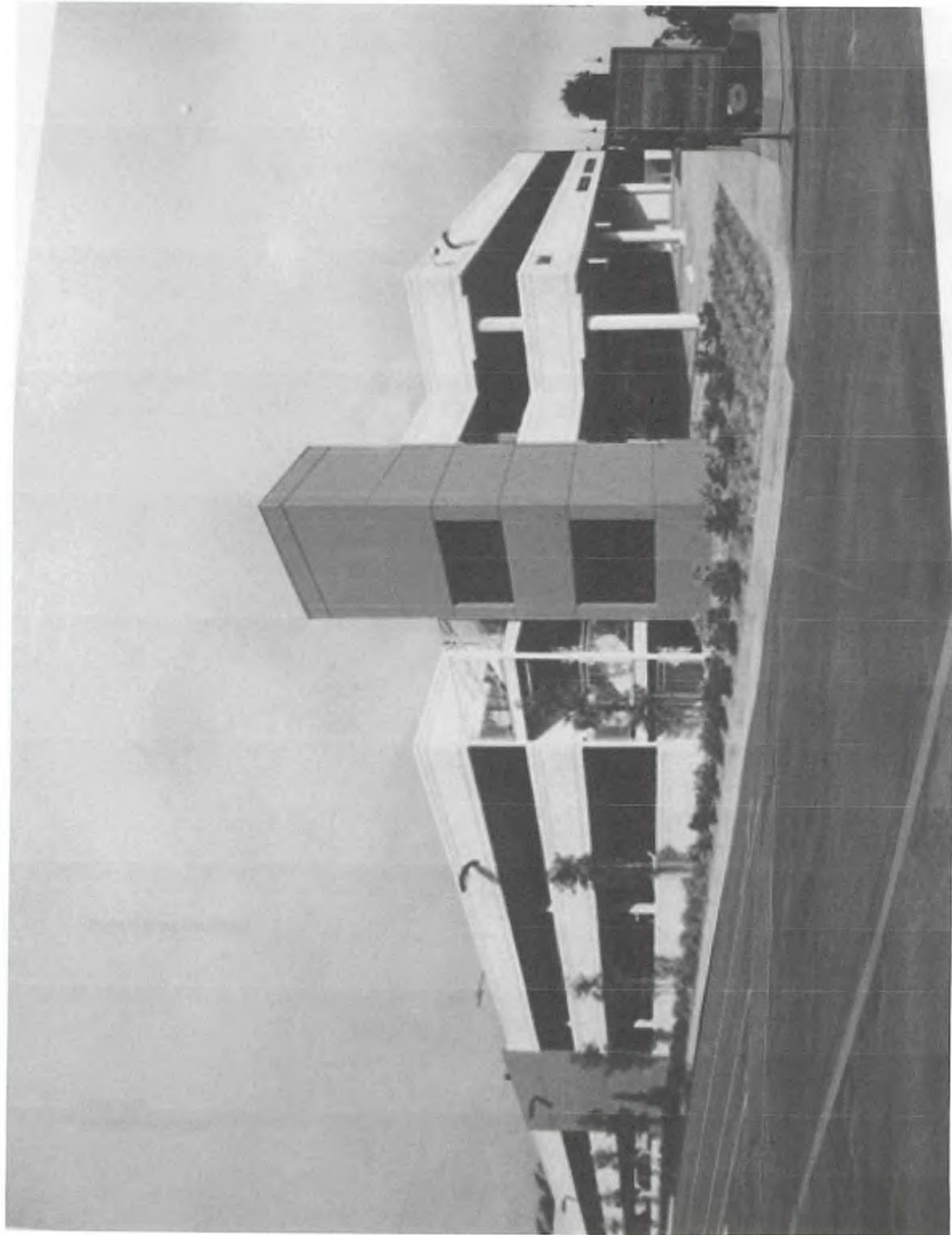












Comments on the Waterfront NOP

mleoweber@aol.com

Sent: Monday, July 21, 2014 4:40 AM

To: Katie Owston

Cc: steve.aspel@redonndo.org; Bill Brand; frances.weber@gmail.com

Attachments: MLW FSW comments on Water~1.docx (16 KB)

Good morning,

Please see the attached comments on the notice of preparation of an EIR regarding the Redondo waterfront.

Sincerely,

Michael Weber and Frances Spiwy-Weber
520 The Village Unit 109
Redondo Beach, CA 90277

July 21, 2014

Katie Owston
Project Planner
City of Redondo Beach, CA

Sent by email to Katie.Owston@redondo.org

Dear Ms. Owston,

We are submitting the following comments on the environmental scope of the Environmental Impact Review (EIR) that will be prepared regarding The Waterfront Project.

General Comments

Above all, the EIR should fully present and analyze a range of alternatives, including no action, the current proposal from CenterCal, and intermediate alternatives which reflect recent discussions in the community, among other things. The success of the EIR and the planning process will depend upon the degree to which the EIR informs the City Council of the impacts of these alternatives in an objective and balanced manner. Alternatives to the proposed project should not be tacit and should enable the City Council to select elements from different alternatives in order to develop a final preferred alternative reflecting a thoughtful review.

In describing the no-action alternative, the EIR should describe and evaluate the impact of future environmental conditions, including climate change, the deterioration of infrastructure, and continued operational impacts. As with all alternatives, the EIR should present both positive and negative impacts. The EIR should also explicitly discuss the selection of the geographical scope for analysis of different potentially affected environmental factors.

Comments on the Notice of Preparation

Page 14, Aesthetics: The EIR should include sketches and descriptions of site-lines in the immediate area of the project, at least as far east as Catalina Avenue. The lack of sketches has made it very difficult to evaluate the proposed project during the planning process so far. Sketches and description of sight-lines should be included for all alternatives and the aesthetic impacts compared.

Page 26, Cultural Resources: The NOP doesn't establish a need for the evaluation of archeological or paleontological resources given that previous reviews have found no evidence of either type of resource on the site.

Page 32, Greenhouse Gas Emissions: The EIR should describe current and project emissions under all alternatives, including the no-action alternative. At least one alternative should include state-of-the-art methods of reducing greenhouse gas emissions through low-impact transportation, building design, and other methods.

Page 40, Water Quality: The EIR should include both point and non-point sources as well as design features that affect discharges, such as impervious surfaces. At least one alternative should include design features that retain stormwater onsite, reduce contamination of water discharged from the site

through the use of state-of-the-art technology, such as waterless urinals and other green-building features, conservation, use of recycled water for outdoor irrigation.

Page 44, Flooding: The analysis should include the impact of catastrophic storm events, including storms whose impacts are aggravated by tide levels. The EIR should avail itself of the sea-level rise projections developed for the State of California by the National Academy of Sciences (citation?) and analyze impacts using the range of projections in that report.

Page 51, Population: The NOP dismisses the impact of the project on population growth by focusing solely upon potentially increased employment in the project. However, if the project does succeed in its aim of revitalizing the Waterfront so that it is more attractive, it stands to reason that more people will want to live in the area. That is not necessarily a bad thing, since increased demand will potentially increase property values in the vicinity—in contrast to the no-action alternative. In any event, the potential for population growth induced by project should be explored in the EIR.

Page 57, Traffic: The EIR should evaluate current and projected growth or changes in traffic patterns under all alternatives. We believe these projects should also be incorporated into other environmental factors such as greenhouse gas emissions.

Page 61, Stormwater: As suggested above, the EIR should include at least one alternative that retains stormwater on site.

Page 61, Water Supplies: The EIR should include an alternative that effectively reduces potential water use below current levels through conservation and enables the use of recycled water for landscaping for other such uses.

Page 64, Cumulative Impacts: The definitions of the environmental factors that the NOP suggests will not receive cumulative impact analysis are narrow, without any explanation of this narrowness. For example, the NOP confines aesthetic factors to scenic highways or physical features. It seems likely that in the immediate area of the project, there will be significant changes in esthetics in the coming years; for example, whether the AES powerplant is removed or downsized, the skyline will open up considerably.

We hope these comments are useful in preparing an EIR that can guide a thoughtful review of alternatives for the waterfront.

Sincerely,

Michael Weber and Frances Spivy-Weber
520 The Village Unit 109
Redondo Beach, CA 90277

cc. Mayor Steve Aspel
Councilman Bill Brand

Fwd: the harbor mall disaster area...

Sari Staggs [saristaggs@earthlink.net]

Sent: Wednesday, July 09, 2014 7:05 PM

To: Katie Owston

Begin forwarded message:

From: Sari Staggs <saristaggs@earthlink.net>**Date:** July 9, 2014 9:25:16 AM PDT**To:** katie.owston@redondobeach.org**Subject:** the harbor mall disaster area...

For city council member Bill Brand to read at meeting:

If one only takes into consideration the liquification factor that comes into play during an earthquake, that alone should be reason enough NOT to put in a mall down at the water's edge.

Doesn't anyone remember the earthquake and tsunami in Japan only a few years ago? Didn't anyone here watch as whole portions of that country were washed out to sea?

We live in earthquake country right here in REDONDO BEACH, along the same PACIFIC RIM as Japan's. Debris from that catastrophe is still washing up on OUR shores.

Do we want to put all this investment of money and time and energy into something that at any second could be washed out to sea?

Doesn't anyone remember when the PORTOFINO INN was all but destroyed by heavy winter storms only a few years back?

Money and income and profit go out the window when improper planning builds projects that are inherently flawed and should have been scrapped from their first moments on the drawing board.

PAY ATTENTION PEOPLE! I KNOW WHERE OF I SPEAK. THIS PROJECT IS A DISASTER WAITING TO HAPPEN. GET A GRIP!

Thank you for your time,

Sari Staggs, voter and concerned citizen

Redondo Beach resident since 2006,
Southern California Beach Resident since 1949

waterfront project EIR

Barry Stark [barrystark@verizon.net]

Sent: Monday, July 21, 2014 11:28 AM

To: Katie Owston

It truly continues to amaze me that most of our city leaders still really think that most Redondo Beach residents/landowners want some big gargantuan development down at the harbor. I really don't believe that they are that stupid so the only thing left is it makes me to believe that those that are pushing this agenda are in bed with the developers for their own aggrandizement. These people should be ashamed with themselves. I believe that these people took an oath to follow the people's will and were supposed to have the residents best interests in mind not their own visions of glory and power. Most everyone that I have talked to about this ridiculous "Mall" like plan thinks that it is ill conceived, over the top, unnecessary, and in fact is truly detrimental to our city and its' residents. We don't want another Las Vegas here. If they must knuckle under to the developers how about at least keeping it more reasonable. Politicians and their greedy power grabs in league with developers will be the death of us all. Thank God that we have one councilman that has some idea of what the people really want. This is a great little city and I love living here but the politics sucks!

Barry Stark
517 N. Lucia Ave

Public comment on Harbor Development plans

Alexander [astarr66@yahoo.com]

Sent: Monday, July 21, 2014 1:28 PM

To: Katie Owston

Cc: Dolores Starr [doloressstarr@yahoo.com]

To whom it may concern:

I am 100% opposed to the plans to build a huge development on our harbor. This plan will destroy our local harbor businesses, destroy ocean views, and create traffic gridlock. Who wants to go to huge Mall when we want to have access to the ocean activities, and actually enjoy the harbor for what it is!

Redondo already destroyed our downtown in the past, and now they want to destroy our quaint harbor! Ridiculous.

I support modernizing our harbor area, not replacing it with a huge mall.

Alexander L. Starr
1803 Pullman Lane
Redondo Beach, CA 90278
Tel. 310-406-0433

Sent from my iPad

Katie Owston

From: Gary Stephenson <gary.stephenson@gmail.com>
Sent: Saturday, July 05, 2014 6:08 PM
To: Katie Owston
Cc: Gary (work) Stephenson; Gossett, Nancy; Nancy Gossett
Subject: Redondo Beach planning process and EIR process

Katie,

I read that you are the focal for the EIR for the RB pier. From what I've seen of the plans for the pier I am not sure this plan is in the best interest of Redondo Beach. I think that a mix of higher density development with more open space and view corridors would be more acceptable not only to developers but also to the public at large. Same thing goes for the power plant property.

I am wondering how we converged on this particular solution without considering other options. This raises questions surrounding the city planning process. In order to be as constructive as possible, I wanted to share my thoughts on the planning process, not so much to criticize but just to be helpful.

Here are my thoughts:

My observations:

- Redondo Beach has an aversion to spending money on city planning, driven in part by a conservative anti-growth mindset by a vocal minority of local voters.
- Weak city planning results in a poor track record of uneven and incoherent growth.
- The non-existence of a centralized city growth plan makes the city vulnerable to the self-serving ad hoc interests of developers.
- Redondo Beach is in a reactive mode of subsidizing and justifying developer suggestions, versus a pro-active mode of developing a plan with public engagement independent of developers, conforming to a plan, and measuring developer suggestions against their city plan.
- The city is locked into small minded thinking on growth, unconsciously ruling out growth alternatives that may be the best route in the long run, but don't make the quickest buck for developers.

My views of what should be done:

- Undertake a city planning process that engages the public in its development and permits measured growth in a coherent, controlled, and consistent manner.
- Hire a firm to be an independent arbiter that runs a planning process for the city without representing any developer interests.
- Task this independent firm with publishing and routinely updating and maintaining a city growth management plan on behalf of the city council.

- Planned growth could actually improve the quality of life for all Redondo Beach residents. For example, most voters might favor a series of 20 story towers on the waterfront in exchange for 4/5ths new “open space” that opens up view corridors for the enjoyment of the rest of the community.

My vision for Redondo Beach is one with new view corridors, with a published city plan that is well understood by all, and supported by a majority. One where there is more sensible development, more open space, where developers pay for their own Environmental Impact Reports, and are held to a consistent coherent city plan. I hope you share this vision. My only vested interest is that I want to live here for a long time, and to continue to enjoy this vibrant, growing community.

Some links for your consideration:

General Links:

<http://www.useful-community-development.org/city-planning.html>

<http://www.useful-community-development.org/community-planning-process.html>

Standards ideas from the UK:

<http://www.communityplanningtoolkit.org/sites/default/files/Engagement.pdf>

Example Firm Parametrix Links:

<http://www.parametrix.com/what-we-do/community-building>

<http://www.parametrix.com/what-we-do/project-management>

Cc'ing my spouse Nancy who share some but not all of these views, just for her own information, as she is currently out of town. Nancy, feel free to chime in.

Best regards,
Yours sincerely,
Gary Stephenson

Katie Owston

From: Craig W. Cadwallader <chair@surfrider-southbay.org>
Sent: Tuesday, July 15, 2014 2:01 PM
To: Katie Owston
Cc: Aaron Jones
Subject: Re: The Waterfront Project

Hi Katie,

Thank you so much for your response to our request for The Waterfront Project application materials. I have successfully download the two files made available, which included the files titled “application final.pdf” and “Redondo Beach WF EAA Submission R04.pdf.” Should I have any questions regarding these materials, or other questions pertaining to The Waterfront Project, I will contact you.

Again, I very much appreciate your speedy response to our request.

Best regards,

Craig

On Jul 15, 2014, at 11:49 AM, Katie Owston <Katie.Owston@redondo.org> wrote:

Mr. Cadwallader,

Aaron Jones has asked me to send you the application files for The Waterfront project. Given the large size of the files, I will send them via secure file transfer from CDM Smith. You will be receiving an email with a link and password to access the files for download. Please let me know if you have any trouble receiving the email or accessing the files.

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

From: Aaron Jones
Sent: Tuesday, July 15, 2014 11:08 AM
To: Katie Owston
Subject: FW: The Waterfront Project

Katie,
Please follow up and see that he receives a copy of the application materials.

Aaron

From: Craig W. Cadwallader [<mailto:chair@surfrider-southbay.org>]
Sent: Monday, July 14, 2014 6:37 PM
To: Aaron Jones
Subject: The Waterfront Project

Hello Community Development Director Jones,

I enjoyed meeting and speaking with you last Wednesday at the Environmental Impact Report Notice of Preparation (NOP) Scoping Meeting for The Waterfront Project.

As we discussed, we are unclear how Surfrider would be able to provide meaningful and credible comments on the NOP with the minimal information contained in the NOP, that was communicated during the July 9, 2014 Scoping Meeting, or as currently available on the City of Redondo Beach Web site. As you and I further discussed, Surfrider very much would like to obtain a copy of the formal Application submitted for The Waterfront Project, including the specific project details that were used as the basis to create the formal NOP published for this project.

You mentioned to me then that you had The Waterfront Project Application materials available in digital form (PDFs) that you would provide to Surfrider, and we are very eager to obtain a copy of same in a timely manner as the remaining time to analyze these documents and submit comments on the NOP is rapidly diminishing. Given that the deadline to submit comments on the NOP is one week away as set for July 21, 2014 (5:30 p.m.), and we all are quite busy with other matters (as I'm certain you are as well), we again would very much appreciate it if you would please email those materials to us as soon as possible, so we can properly evaluate this project and submit worthwhile comments in a timely manner to meet this short deadline.

Please email these materials at your earliest possible convenience to: "Craig W. Cadwallader <chair@surfrider-southbay.org>"

Also, if you have questions or if there is some problem that has prevented these materials being emailed to me as I understood you would do following last Wednesday's meeting, please feel free to call me at 310-545-3094 so we can determine how else we might obtain these important materials.

Thank you very much for your consideration and anticipated timely response to our request, for which we are sincerely grateful.

Best regards,

Craig W. Cadwallader
Chair, Surfrider Foundation - South Bay Chapter

--

Craig W. Cadwallader
Surfrider Foundation - South Bay Chapter
Chapter Chair
Rise Above Plastics (RAP) Chair
<http://www.surfrider-southbay.org/>

Re: the Redondo Beach Redevelopment

Florence Swiger [flomurmer@gmail.com]

Sent: Wednesday, July 09, 2014 10:05 PM

To: Katie Owston

Cc: Bill Brand [bbrand@earthlink.net]

On Wed, Jul 9, 2014 at 7:19 PM, Florence Swiger <flomurmer@gmail.com> wrote:

I think this whole project needs to be rethought and revamped as it is entirely too large as now described for the area there is for it. The council and CenterCal would benefit from looking at the Dana Point recreation area as it has been very well done and thought out.

I do not believe this project should continue at the present area you have carved out as it is much too big for the area we have here and will cause traffic jams Redondo Beach manages to avoid most of the time.

For instance, Look at the traffic jam on July 4th this year. If there were more development than is already there, gridlock would be imminent.

Please send this project back to the planning Department and have more public meetings.

Florence Swiger

District 2

[310-381-9890](tel:310-381-9890)

Redondo Beach Waterfront Development Project

RRSykesVLG@aol.com

Sent: Monday, July 21, 2014 2:38 AM

To: Katie Owston

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

Attachments: Redondo Beach Waterfront D~1.pdf (10 KB)

Katie,

Attached is a letter that I submitted to the City Council on Wednesday, July 24, 2013. I also attended the City Council Meeting on Tuesday, July 30, 2013 to discuss the letter. Copies of the letter were also submitted to the The Beach Reporter, The Daily Breeze, and Easy Reader on Monday, July 22, 2013. All three newspapers published redacted versions of the letter. The Easy Reader published the letter in its entirety.

The letter describes the major problems that I see with the Waterfront Development Project proposed by CenterCal. In addition to the issues presented in the letter, I have serious concerns about the financial feasibility of this project. CenterCal seems to ignore the fact that conventional brick and mortar retail sales are on the decline. Many people today buy goods and services on the Internet. They go to a shopping mall only to look at products, not buy them. This trend will continue.

Even the movie theater business has become a victim of the Internet. NetFlix revenue has soared with more and more people watching movies at home with streaming video and high-speed Internet. The prospects for people attending a movie on The Pier do not look good.

Please take these issues into consideration when preparing your EIR (Environmental Impact Report). The downside potential of this project far exceeds the upside. Who will service the debt when the project falls short of its revenue goals? This project has the potential to bankrupt the City of Redondo Beach. That's why I strongly oppose it.

Thanks for your consideration.

Roy Sykes

640 The Village #217

Redondo Beach, CA 90277

310-372-2489

Redondo Beach Waterfront Development Letter

LETTER TO BE RECEIVED AND FILED FOR THE 7/30/13, City Council Meeting, Waterfront Development/CenterCal, Item No. N1 (558 WORDS)

REDONDO BEACH WATERFRONT DEVELOPMENT

Mayor & City Council,

Pave paradise and put up a parking lot? That seems to be the theme of CenterCal's latest site plan for the Redondo Beach waterfront published on May 11. Shown below are a number of issues that I have with the plan.

The Hotel

How did the boutique hotel morph into the behemoth that is now planned? What tourist wants a view of pier pilings during sunset? What happens to that fishing line and hooks anglers lose while pursuing their hobby? Wouldn't this be a risk to toddlers on the hotel beach? What happened to the underground parking? Isn't the roof parking a clever way to skirt the restrictions on maximum building height? What's to prevent a billboard-toting vehicle from parking on the roof for free advertising?

The Road

Why do we need a road connecting Harbor and Torrance Boulevards? Wouldn't it create congestion, noise, and pollution, and attract an unwelcome crowd to the neighborhood? On busy days, wouldn't it be a parking lot? Have you ever seen PCH in Malibu on the weekend? It's a zoo.

Wouldn't the road attract people cruising in their cars similar to Hollywood Boulevard, motorcycle gangs circling around the neighborhood using Catalina and the connecting roads as a circular track, drug dealers selling drugs from their cars, and rowdy drunk drivers looking for a party? Is this the family friendly environment that CenterCal envisions? Do we really need a road? What's wrong with electric people movers?

Westwood Village

Is there any doubt about what an unwelcome crowd can do to the commercial success of a project? Do you remember Westwood Village? During the 1970's and 80's Westwood Village was "The Place To Go" for dining, entertainment, nightlife, and shopping. What happened? As time

Redondo Beach Waterfront Development Letter

passed Westwood Village attracted a more unwelcome element of patrons. In 1988, an innocent bystander was shot and killed by rival gang members firing at each other. Patrons abandoned the area in droves. Do we really want The Road attracting such a crowd?

Torrance Circle

Torrance Circle traffic consists of three types (through traffic, visitors to the pier, and delivery trucks). Currently, each type is routed to a different location. Through traffic is routed to the top of the loop and circles around the loop and exits. Looky-loo traffic takes the same route. Visitors to the pier are routed down an entrance road to the underground parking. Delivery trucks are routed to a private entrance into the parking structure on the first level where all the retail businesses are located.

In CenterCal's latest design, it is not clear where delivery trucks would go, but they seem to be intermingled with all the other traffic. All three types of traffic (through traffic, visitors to the pier, and delivery trucks) would take the same route/destination and significantly increase congestion. The current design is much better than the new design.

Summary

I think Joni Mitchell's lyrics from Big Yellow Taxi, 1996, summarize it best.

Don't it always seem to go
That you don't know what you got 'til it's gone
They paved paradise
Put up a parking lot.

I hope the Mayor & City Council address these issues and insist upon a waterfront development that is more in line with the community's expectations.

Thanks,

Roy Sykes
640 The Village #217
Redondo Beach, CA 90277
310-372-2489

Katie Owston

From: Donald Szerlip <don@adwerx.net>
Sent: Tuesday, July 08, 2014 6:40 PM
To: Katie Owston
Subject: Comments Regarding Scope of EIR for Waterfront Development

Unfortunately, I will be unable to attend the public meeting on Jul 9, so I am submitting this email with my comments.

As the EIR process moves forward I would like to be certain that the following be included in the scope of the study:

1) Boat Ramp Location

The Waterfront development proposal includes the creation of a public boat ramp on the property where Joe's Crab Shack currently stands.

The ramp would be within feet of the Portofino Hotel catering facility and its outdoor wedding location. The plan does not include modifications

to the existing roadway serving both locations. Your study should include:

- 1) The impacts of the noise at the boat ramp on both the indoor and outdoor adjacent catering facilities
- 2) The impacts of traffic along Portofino Way on the hotel, the catering facilities and general public access to the marina
- 3) The impacts on parking for the hotel, the catering facility and the boat ramp patrons
- 4) The impact of cars with boat trailers to traffic flow including their limited ability to turn around and leave
- 5) The impacts to water traffic moving in and out of Basin 3
- 5) The practicality of boats entering the water at this location and the impact on the surrounding waterways
- 6) An evaluation of alternative locations for the boat ramp

2) Seaside Lagoon

The development proposes to open up Seaside Lagoon to the marina's waterways. Please include the following in your study:

- 1) The impacts of ocean wildlife on the lagoon - fish, sea lions (seals), crabs, birds, etc.
- 2) The possibility that sea lions will inhabit the lagoon and all the consequences
- 3) The impacts of oil and gasoline from outboard and inboard engines on the Lagoon's water quality
- 4) The impact on waterway traffic from land launched paddle boards, kayaks, canoes, etc. moving in and out of the Lagoon
- 5) Alternate possible futures for the Lagoon

Thank you for your consideration.

Donald Szerlip
1525 Aviation Blvd #161
Redondo Beach, CA 90278
310-798-2285

_____ Information from ESET Endpoint Antivirus, version of virus signature database 10070 (20140709)

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

EIR Scoping comments

Tommy Wilkinson [tommy.wilkinson@gmail.com]

Sent: Monday, July 21, 2014 2:59 PM

To: Katie Owston

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

I have been a resident of Redondo Beach for my entire life: 24 years, and I am concerned about the proposed CenterCal development for the pier area. I feel the proposed project has some unrealistic ideas in it: a movie theater at the beach, ANOTHER large hotel, and high end boutiques that I feel will not appeal to visitors of the pier.

First, before I mention what I feel should be addressed by the EIR let me define what I feel the pier should have/be. It is a waterside area for residents and visitors to our city alike to enjoy our beach and harbor areas. People arrive expecting a warm and inviting beach, a beautiful view of the ocean, and all the small comforts you get when you visit the beach area. Those small comforts are things like small snack stands with hot dogs, churros, french fries, and all the fun junk food we enjoy at the beach. We go to the beach to enjoy the sun, swim in the ocean, and enjoy the boats that go in and out of the harbor area. Maybe even go into a few small gift shops to buy a novelty to remember coming to this pier. These are all things that we already have on the pier. Yes, some of the buildings are fairly old and need to be remodeled or developed a bit. Attractions like the fun factory could be upgraded because that is a huge draw. How many arcades are there anymore, anywhere in this city? I feel like that should be the focus on upgrading the pier, and not throwing in things like a theater, or high end clothing/makeup/whatever stores that you would find in the Del Amo Mall.

This is all important in considering the EIR report because I feel the report should cover the extent to which the view of the ocean and beach will be blocked by new shops and stores. If people drive down to the pier will they still be able to watch the sunset from nearly any spot on the pier, or will they just see shops and a vague notion of the sunset behind them? What about the small strip of beach between Tony's and Kincaid's restaurants that is blocked from use by visitors? Will that ever be opened up so people can enjoy the beach instead of just looking at it?

Will all the new proposed shops allow for good clean movement of foot traffic on the pier? Any time there are shops crowds start to form from people entering an exiting. Put too many close together and good luck getting anywhere on the pier when the walkways are cluttered with crowds.

I feel all of this is important to consider with the scope of the EIR. I've noticed the normal response has been a sarcastic reply about how this EIR is not related to the development.. that what is being built has even been decided yet and this is just for determining the impact on traffic, noise, etc. That seems extremely paradoxical to me. How can you address the impact to the environment without knowing what you are going to build? The impact will be different if you are building or landfill versus a hospital, or a parking lot versus a library. Theaters are inherently large buildings due to the size of the screens, as are hotels due to their purpose. It seems ignorant to claim that the EIR can be performed but the proposed image CenterCal provided can change drastically later.

So please consider whatever you are planning to build while setting up this EIR. More shops will undoubtedly lead to more traffic congestion, more noise, less view of the ocean and beach, and much the citizens here who enjoy their pier, their beach, and their ocean.

Comments

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



Name: Cheryl Tahir
Organization (optional): _____
Address: 402 N. Lucia Ave. Redondo Beach
Zip Code: 90277
Phone (optional): 310 376-1728
E-mail (optional): _____

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

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources* | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input checked="" 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"/> 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:

Aesthetics Keep the view corridor at Czuleger Park; it's one of ^{only} 2 (other = Veterans Park) along the proposed waterfront.

Biological Pay close attention to ways to minimize adverse effects on the marine life - This is ^{next to} a prime spot for scuba diving (Redondo Canyon) and has become a key roosting site for brown pelicans & cormorants. Harbor seals & sea lions play here.

Transportation/Traffic If this development draws the hoped-for crowds, access seems insufficient (19th/Anita Lawrence Blvd.). Adding the reconnection of Pacific Ave. is a bad idea as it will bring traffic & car exhaust directly to the waterfront, degrading the

(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.

Comment continued:

experience of walking/biking alongside the ocean.

Air quality & noise Ensure that every possible measure be taken to reduce dust/equipment emissions during construction. Three senior citizens housing projects are right next to the site with many potential sensitive people. (Casa de 100 Amigos on Catalina, Seasons on PCH & Francisca, & The Salvation Army senior living apartments on Beryl - 1 block from the northern edge of the development. In addition, Vets Park regularly fills with preschool children - it's directly at the southern border of this project. And, of course, the ^{people in the} condos along the eastern edge will be impacted in a major way.

Geology Soils

I read that fill has been used in past construction and will be used again in this one. This is a dangerous choice to place parking structures & building on. In the January 1994 Northridge earthquake, the King Harbor Marina parking lot crumpled due to liquefaction ^{because of the} fill used there. Furthermore, the advent of fracking in southern California increases our risk of earthquakes. Major structures should not be built on land composed of 'fill'.

Comments regarding Redondo King Harbor Waterfront Project EIR

April Telles [afrosttelles@yahoo.com]

Sent: Monday, July 21, 2014 9:31 AM

To: Katie Owston

Katie Owston, Project Planner

415 Diamond Street, Redondo Beach, California 90277

katie.owston@redondo.org. (310) 318-0637, x1-2895.

To whom this may concern,

I lived in Redondo Beach from 1986 - 2010 on Avenue A and even now my husband and I live right over the border in Torrance. The Redondo Pier (and most notably Old Tony's) has been a favorite of ours for almost 30 years. Yes we have seen the pier through thick and thin. We are very concerned about this proposed development as it just seems like too much and I fear losing the character of the pier and Redondo itself. We often eat at the pier and entertain our out of town family and friends. If it becomes like "Pier Avenue" or "any mall" in America, if it becomes unbearable with car noise and nothing but concrete, if it becomes overdeveloped and overpriced we will be saddened to no longer frequent it.

First I would like to list the proposed development I do believe could be an improvement: 1) Rebuilding the existing parking structure at Redondo Pier if in fact it is structurally a necessity. 2) Addition of a pedestrian walkway bridge across the Redondo Beach Marina Basin 3 entrance, 3) A new pedestrian walkway along the water's edge from the base of the pier to seaside lagoon, 4) redirection of the current pedestrian/bike path to not weave through the parking garage, 5) accommodation for new projected sea levels, 6) construction of a new stormwater drainage system to address storm water quality requirements 7) new park and town greenspaces depending on what that would mean.

I would note here that any new green space has a potential Biological Resource impact: We are in a 3 year drought with no end in sight. I would implore the developers to look long and hard at 1) Any development that will require use of more water albeit a fountain, structure, or otherwise. 2) That in clearing land be cognizant of impact removing native plants as well as impact to native species of insects, animals, etc. and 3) Any new planting in green space, medians, etc be used as an opportunity to use drought tolerant, native plants to ensure as little water usage as possible in the future while creating habitat for native species and restoring Redondo Beach closer to what it once was.

What I believe to be detrimental in order of most detrimental:

1) The proposed Pacific Avenue reconnection due to the following environmental impacts:

An estimated additional 30,000 cars per day on this road where there is now a boardwalk: Aesthetics, Greenhouse Gas Emissions, Traffic, Noise, and Air Quality will all suffer tremendously. Currently walking on this boardwalk not a single car can be heard nor smelled. To me this is the biggest flaw in this plan and will have the largest negative impact to the waterfront again aesthetically as well as increase in air pollution, noise pollution, and overall quality of experiencing this special pier.

2) The mere size of the development 523,723 square feet due to the following environmental impacts:

- Aesthetics (Big Chain stores at the waterfront will degrade the unique character of the King Harbor waterfront to be like any other large scale mall development),
- Greenhouse Gas Emissions (created in the demolition and construction phases as well as water and electricity demand to operate)

3) Demolition of 221,347 square feet of current development including the entire international boardwalk and elevated walkway. This boardwalk is frequented both by local families as well as tourists in droves. Go there any weekend in the summer and witness this for yourself. Replacing this with a road will be a loss to both. Why would a tourist come to the new development if they could go to the same establishments anywhere? There is also an economic issue at play here. The establishments on the boardwalk including Quality Seafood and the Fun Factory are frequented by many for fun at low cost. These individuals and families I believe will be shut out of the new development due to cost alone besides the fact that it doesn't appear that the construction will be geared towards families with young children.

4) Much of the new development will be more than 1 story high including a new parking structure near Beryl and Harbor Drive. This is both an aesthetic and air space impact: It would be highly imposing to have any "higher than 1 story" development in this area. Just more concrete and potential for blockage of views. In fact the report says "building heights would vary from 1 to 3 stories with a minimum of 50% of the buildings south of Seaside Lagoon being limited to 1 story".

3 stories would again negatively impact aesthetics as well as views. And what does 50% of buildings mean? 50% of the number of structures or 50% of the total square footage? Those 2 could be very different. This needs to be clarified.

5) The proposed height of the new 2 story boutique hotel as well as new establishments on the horse shoe pier. The report says "1-2 stories as measured from the top of the current parking deck. The hotel would not exceed 30 feet from the grade of the current pier plaza office entry level." This has potential to be aesthetically displeasing, block views, and increase both noise, traffic, and air pollution.

It is actually difficult for me to picture these heights from these reference points as I am neither a civil engineer nor an architect. All drawings thus far have been 2-dimensional which is misleading at best. Models should be shown to the public making the new heights visible and easy to understand in reference to current surroundings. Better yet, why not put stakes and tape in place like the hillside overlay to let the citizens of Redondo Beach and those who frequent the waterfront see what is truly being proposed? It may surprise us all that some may have less impact than others. This way there will be no surprises later when it is too late to go back. If what is proposed is really such an improvement then why not give the public this view into the plan to buy into it as well?

I also believe that introduction of several businesses on the horseshoe would be detrimental aesthetically as well as polluting to the surrounding air and ocean. As much as I liked the earlier pier with Breakers, Cattlemens, and the Edge I think the city has done an amazing job with the new horseshoe design. It is so open and really puts the ocean and the sunsets at center stage, which is really why we all go there anyway. It should not be "cluttered" with structures which will block this "natural" view. Do not undo what the rebuilding of the new horseshoe had foresight to accentuate.

6) The northern part of the project may receive fill material range from 1 to 6

feet, in fact 150,000 cubic yards of fill on the land side. More worrisome to me is the water development to include: dredging, filling, rock placement, in-water concrete placement, sheetpile installation, and pile driving. This has obvious impacts to the plants and animals residing in this area as well as noise and possible water quality impacts.

Alternatives:

I am not against refurbishment as has been successfully done as of late with the Landing and the addition of Barney's Beanery. Something similar could be done with the existing "village" overlooking the Pier which has never been fully occupied. With the right design and establishments there is no reason this could not be successful.

I do also fear that current leasees will be forced out as rents rise. We need to be careful not to lose all continuity to our waterfront history. For instance Tony's and Polly's are long time establishments of more importance than the bottom \$ line. We need to not lose all unique character that has developed over the years and also all "memory places" that families go back to generation after generation. Again, it will be a sad day when The Redondo Pier and King Harbor are no different than any other overdeveloped waterfront "mall" in the country.

Sincerely , April F Telles

112 Via El Chico
Redondo Beach, CA 90277
afrosttelles@yahoo.com

Katie Owston

From: Ambrosia Brody <ambrosia@thelog.com>
Sent: Tuesday, July 08, 2014 10:06 AM
To: Katie Owston
Subject: The Log -- meeting on July 9

Hi Katie,

This is Ambrosia over at The Log. I'm unable to attend tomorrow night's meeting but would like to still write a short follow up for this next edition. Would it be possible to speak on Thursday or Friday?

Best,
Ambrosia

Ambrosia Brody

Managing Editor, The Log Newspaper
17782 Cowan, Suite C
Irvine, CA 92614
Office: (949) 660-6150, ext. 226
Cell: (323) 423-9952
ambrosia@thelog.com

_____ Information from ESET Endpoint Antivirus, version of virus signature database 10070 (20140709)

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

Waterfront Opposition Letter

Karen Thomson [karenmthomson@hotmail.com]

Sent: Monday, July 21, 2014 1:16 PM

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

Dear City Council,

I have been a resident and homeowner of Redondo Beach for the past 9 years and I am opposed to the proposed waterfront development. This is a beach city with waterfront property, the development need to use these resources to attract business. A mall or movie theater is not why people go to the beach. Adding busy congestion streets to our waterfront does not benefit anyone in the long run.

I am opposed to this proposed redevelopment project as it is proposed.

Thanks,

Karen Thomson

Redondo Beach Resident

EIR draft; resident comments

J Riley [onebigbird3@gmail.com]

Sent: Sunday, July 20, 2014 3:15 PM

To: Katie Owston

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

My main concern regarding the EIR draft is the impact to safety and security of both visitors and residents.

The addition of a road extending Harbor Drive South to Torrance Boulevard would negatively impact the quality of life, and security of visitors and residents.

The close proximity of the proposed road to the existing residential buildings, will negatively impact residents with additional noise, and air quality issues. One such building includes a senior living facility, whose impact must be taken into account.

Visitor's pedestrian area would be adjacent to proposed road, and put visitors at potential risk from distracted drivers. As we saw in the Santa Monica Farmer Market incident in 2003, there is both a risk of injury and legal action to city.

Resident:

Joyce Topping

230 The Village #230

Redondo Beach, Ca 90277

Waterfront Project

Robert Torres [rgtod@earthlink.net]

Sent: Wednesday, July 16, 2014 12:59 AM

To: Katie Owston

Dear City Council and Community Development Department,

The last thing that our city needs is a huge development project, bringing in more traffic, more accidents, more congestion, the blocking of harbor views, and adding more noise and pollution. I am very concerned about the impact on our environment, and quality of life. It will be very negative if the project goes through.

The politicians and developers need to look at alternatives that will not double the development of the existing area, as the CenterCal Waterfront plan will do. Furthermore, no developer must be allowed to conduct rent-free business on the site.

I favor a modest development increase, as proposed by Jim Light, and recommended by Councilman Bill Brand, where sensible revitalization without another huge mall will be the result. It will be better for the environment, and for the citizens in and around Redondo Beach for years to come.

Sincerely,

Robert Torres

116E So. Guadalupe Ave.

Redondo Beach, CA 90277

Waterfront Project EIR sScoping Process

JoAnn Tredick [wavyjo2@yahoo.com]

Sent: Sunday, July 20, 2014 3:59 PM

To: Katie Owston

JoAnn Tredick

150 The Village #3

Redondo Beach, CA 90277

(310) 376-4672

The main issues the EIR study should consider are:

NOISE: As it is now the noise from automobile alarms, motorcycles and fire/ambulance vehicles is on a daily basis and will increase if all goes as planned.

TRAFFIC: will also increase with planned retail and extension of Pacific Avenue. This will add Air Pollution as well.

AIR QUALITY: During construction, which will take a lengthy amount of time, we will be exposed to dirt, dust, noise. Our windows are open a minimum of 12 hours a day for air circulation. (Have you ever been in a closed up house near the beach?) It's stifling.

AESTHETICS: What exactly will we be looking at? The mockup was never prepared as promised. I hope is isn't a bunch of box type buildings. Most retail stores are not 30+ feet high.

CenterCal Pier Project on the Ballot.

Earl Turner [eeturn3@aol.com]

Sent: Monday, July 21, 2014 8:47 PM

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

Dear Mayor Aspel and City Council Members:

I am writing you in regards to the Pier Redevelopment. I am 100% in favor of redeveloping the Pier but not with CenterCals' over development plan. It is going to end up being a White Elephant Mall.

Mr. Aspel,

I am very displeased with your veto of Bill Brands motion, to put the Pier Redeveloping Project on the Ballot this November. I am more displeased that Councilman Aust and Ginsburg supported your decision. Considering the polling of the Voting citizens, for final approval makes more sense to me. Your decision to not allow the citizens a final vote on the project is inconsiderate to the Redondo Beach Citizens. I think that you three men think it will not pass in a citizens final vote.

The citizens deserve a final approval vote. We are all in this together and for three men to make a decision to move forward on a final approval plan without a vote of the citizens is unconscionable. You three men are giving CenterCal approval to move forward with out regards to the impact study. This White Elephant over development is jeopardizing the future of Redondo Beach. Redondo Beach and the investors will end up in Bankruptcy Court then lawsuits will fly in every direction. This Development needs to be downsized by 35%.

Mayor Aspel, Mr Ginsburg and Mr.Aust I am requesting that you three, separately, please write a letter to the Redondo Beach Citizens listings your credentials that qualify you to make a decision on a vast project like the Pier Development. I would like your response published in the three local Newspapers.

Is the failure of this huge project the legacy you three men want to leave at the door step of beautiful Redondo Beach?

Earl Turner
Redondo Beach

comments NOP

David Udewitz [udewitz@gmail.com]

Sent: Sunday, July 20, 2014 11:30 PM

To: Katie Owston

Attachments: waterfront response.docx (13 KB)

NOP RESPONSE.

Susan and David Udewitz

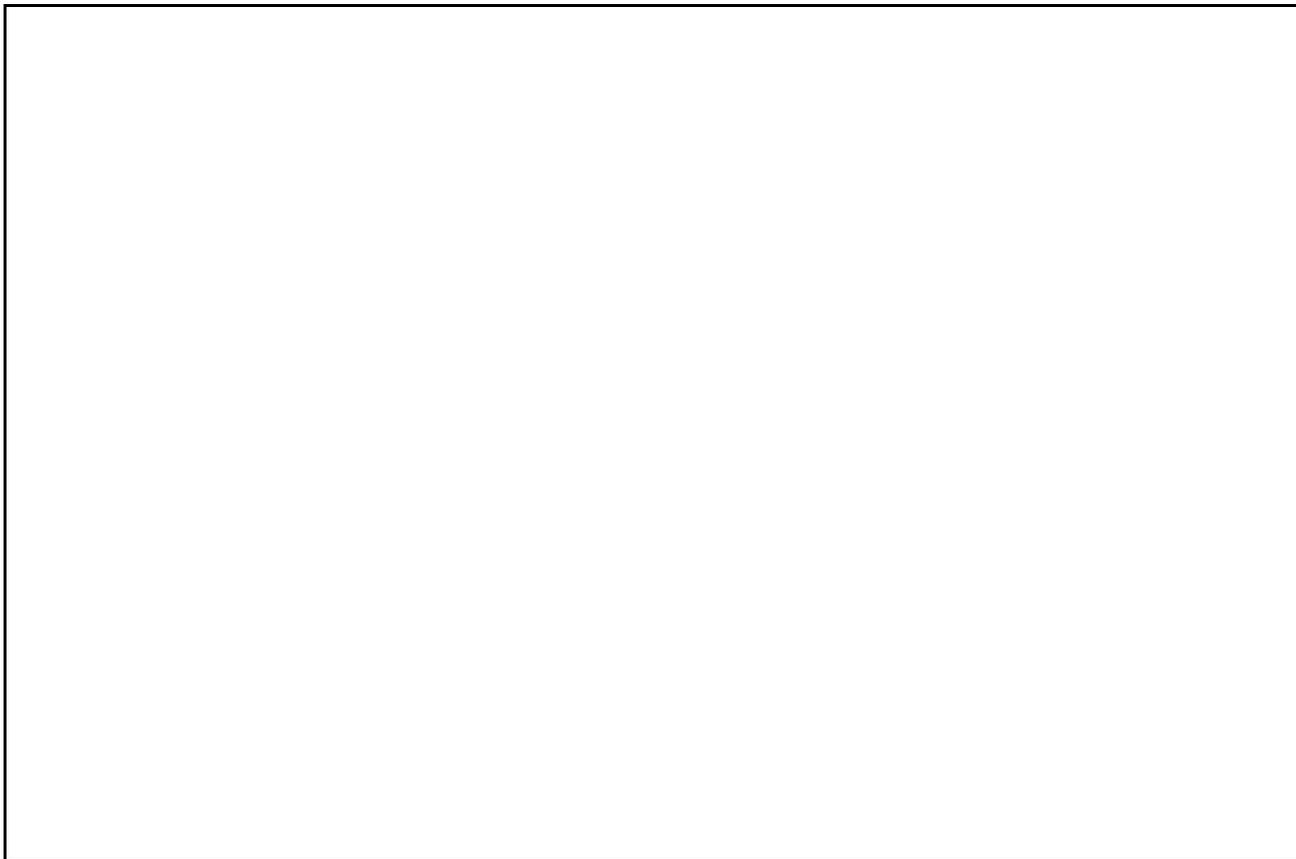
140 The Village #205

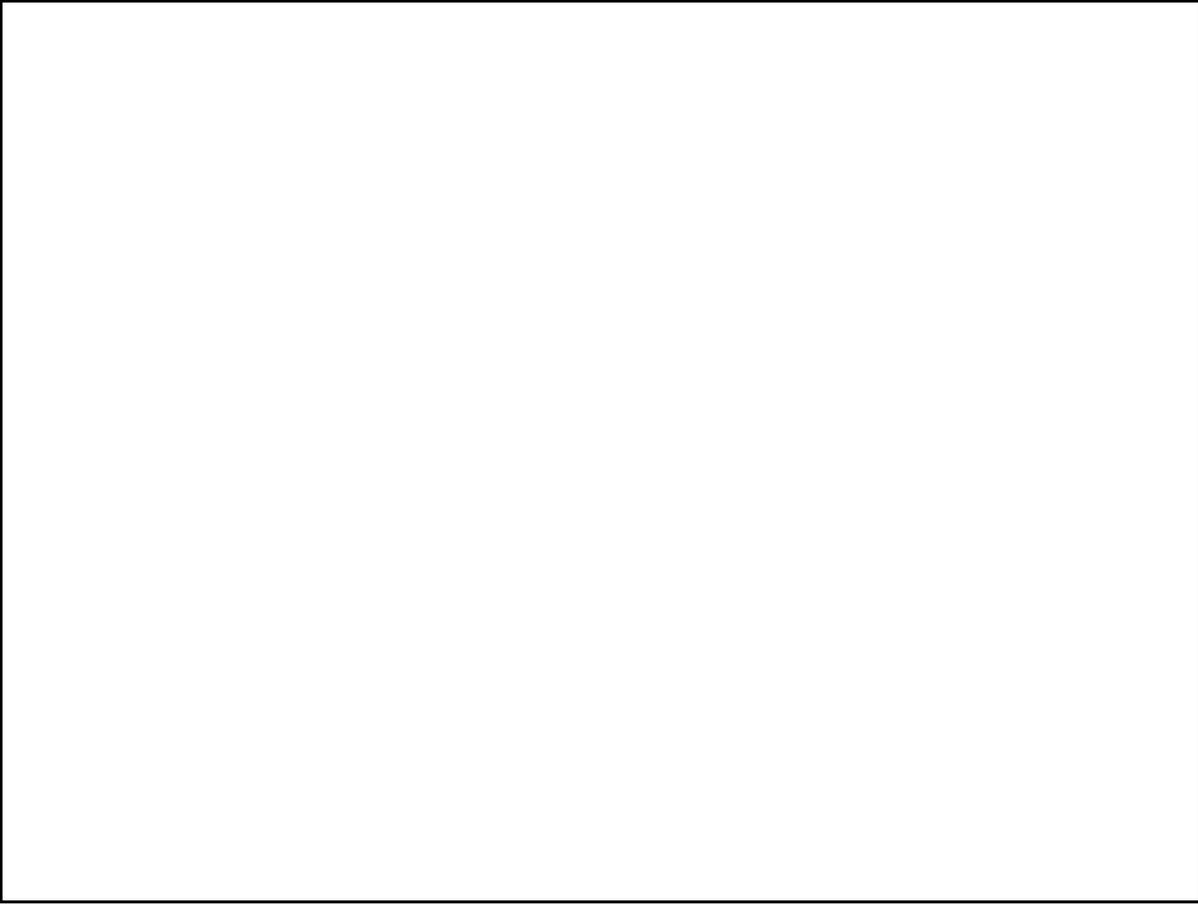
Redondo Beach, CA 90277

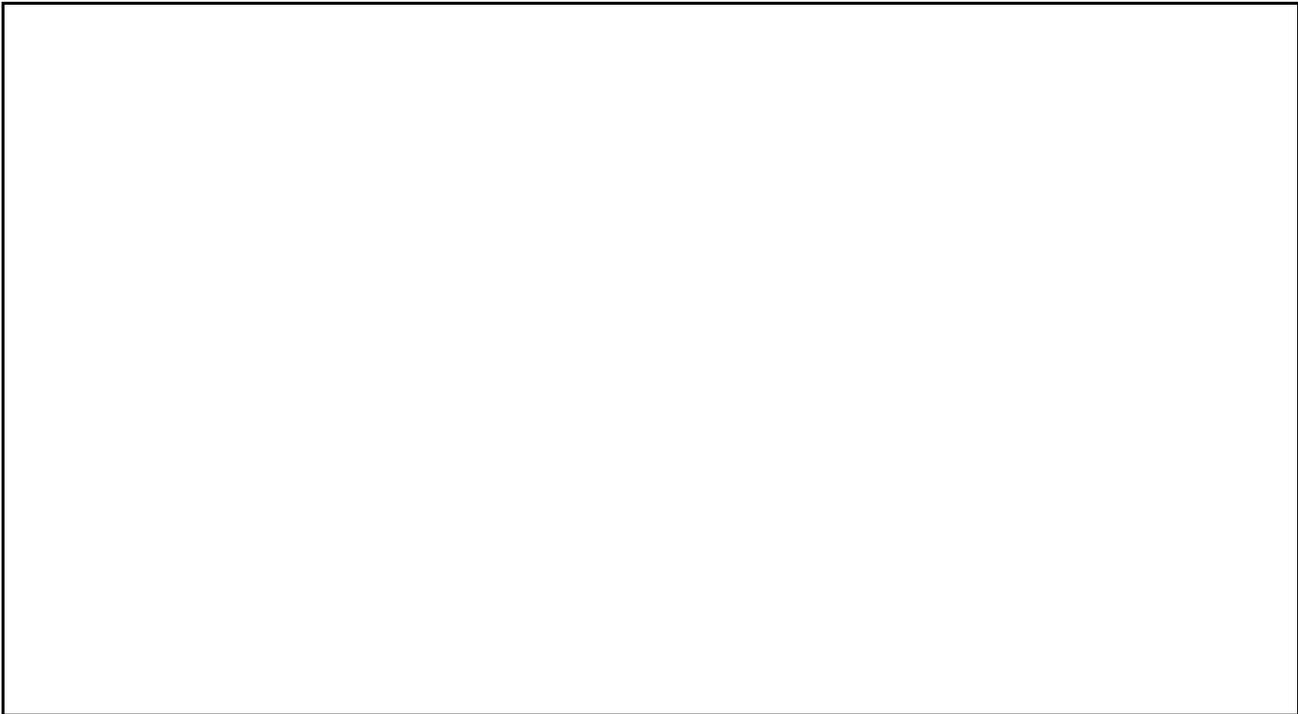
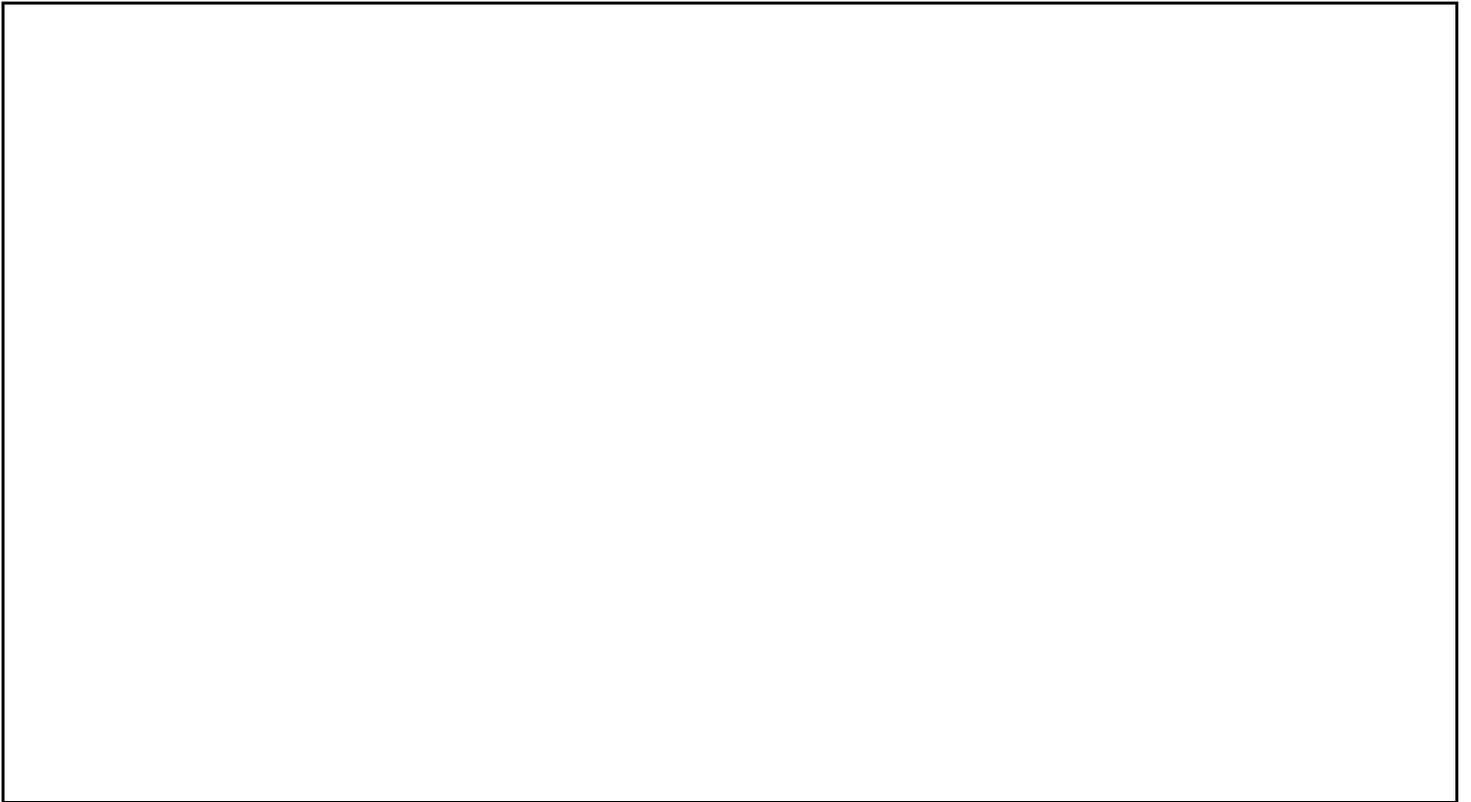
July 20, 2014

- Retail density of Northern portion is too high
- Northern portion proposed 3 story properties will make it look like a dense mall
- Not enough coastal park land
- None of the proposed retail looks like the Blackhawk Plaza Development, please increase the relationship between retail and the water front
- Bridge must be high enough for sail boats and commercial use boats to pass under
- Green space and bike bath should begin at Portofino Way and n harbor drive, current position of green space start is mid Portofino Way and has poor public access
- Buildings in northern portion including market hall and captain kids should be limited to one story as they significantly impact the views of The Village Condominiums
- Parking structure at north east corner height must be limited and is a concern. Proposed is 919 space structure, how much underground and how many levels above ground, current proposed is about 10 story parking structure. This is the physical north entrance and should not be a monster parking structure.
- Building heights should be limited to 1 story in north portion and as a result of less retail space; less parking should be a necessary requirement. The proposed plan appears to be too dense in terms of retail construction and too little incorporation of the retail with the waterfront.
- Retail should incorporate more waterfront in northern portion
- North east entrance of ingress/egress would be better suited with a combined bike and pedestrian entrance, currently the entrance is split between several places, one by the lagoon up the street and another by the old parking structure near Captain Kids.
- The two right angles in white for a street do not make sense near the entrance to Captain Kids.

- Three story buildings along N Harbor Drive and parking structure will significantly block views of North Marina by the condos at The Village.
- Silhouettes must be used prior actual construction to insure integrity of the building height once construction is begun.
- North portion has two very large proposed big box structures with large footprints, what type of retail is this for, big box can't compete at the beach as rent is too high, the north portion retail footprint should be reconfigured and eliminate large footprint or "big box" developments.
- Do they have any retail commitments from retailers that they want in the project, if so who and what does the community think, I would suggest an Apple Store as they bring lots of people and the area is so tech with all of the aerospace retirees. If Apple will not pay the extra rent, who will?
- Retail and walk way should be made to look more like Sea Port Village in San Diego, this is a great example of low density, "village", with many small shops and restaurants, plus marry go round, and walking along the water that attracts many tourists
-







--

David and Susan

NOP RESPONSE.

Susan and David Udewitz

140 The Village #205

Redondo Beach, CA 90277

July 20, 2014

- **Retail density of Northern portion is too high**
- **Northern portion proposed 3 story properties will make it look like a dense mall**
- **Not enough coastal park land**
- **None of the proposed retail looks like the Blackhawk Plaza Development, please increase the relationship between retail and the water front**
- **Bridge must be high enough for sail boats and commercial use boats to pass under**
- **Green space and bike bath should begin at Portofino Way and n harbor drive, current position of green space start is mid Portofino Way and has poor public access**
- **Buildings in northern portion including markethall and captain kids should be limited to one story as they significantly impact the views of The Village Condominiums**
- **Parking structure at north east corner height must be limited and is a concern. Proposed is 919 space structure, how much underground and how many levels above ground, current proposed is about 10 story parking structure. This is the physical north entrance and should not be a monster parking structure.**
- **Building heights should be limited to 1 story in north portion and as a result of less retail space; less parking should be a necessary**

requirement. The proposed plan appears to be too dense in terms of retail construction and too little incorporation of the retail with the waterfront.

- **Retail should incorporate more waterfront in northern portion**
- **North east entrance of ingress/egress would be better suited with a combined bike and pedestrian entrance, currently the entrance is split between several places, one by the lagoon up the street and another by the old parking structure near Captain Kids.**
- **The two right angles in white for a street do not make sense near the entrance to Captain Kids.**
- **Three story buildings along N Harbor Drive and parking structure will significantly block views of North Marina by the condos at The Village.**
- **Silhouettes must be used prior actual construction to insure integrity of the building height once construction is begun.**
- **North portion has two very large proposed big box structures with large footprints, what type of retail is this for, big box can't compete at the beach as rent is too high, the north portion retail footprint should be reconfigured and eliminate large footprint or "big box" developments.**
- **Do they have any retail commitments from retailers that they want in the project, if so who and what does the community think, I would suggest an Apple Store as they bring lots of people and the area is so tech with all of the aerospace retirees. If Apple will not pay the extra rent, who will?**

- RBMC, Title 10, Chapter 5, Article 2, Division 3.

Delia Vechi [pelu1917@yahoo.com]

Sent: Saturday, July 19, 2014 9:19 AM

To: Aaron Jones

Attachments: EIR Waterfront A-Jones 07~1.docx (18 KB) ; 1988 storm RBeach 2.jpg (2 MB) ; 1988 Storm RBeach.jpg (908 KB)

Please see attachments regarding my additional comments to my previous ones (July 10, 2014) to be included as part of the public record to help with the content of the EIR for the proposed Centercal Waterfront project.

Thank you,

Delia A. Vechi

District 2

310-372-8975

July 19, 2014

Aaron Jones
Community Development Director

City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

RE: Comments for inclusion into the EIR (Centercal waterfront project) as part of the Administrative Record.

Dear Mr. Jones:

This is an addition to my previous comments, submitted last July the 10th.

I am amending my previous comments to include quotations from studies done, by NOAA, the Pacific Institute, and University of Southern California regarding Climate Change affects to the California Coastal areas which includes the Redondo Beach waterfront.

“FUTURE DEVELOPMENT SHOULD BE LIMITED IN AREAS AT RISK FROM RISING SEAS.”

“According to the National Research Council (NRC), global sea level has risen at increasing rate since the late 19th / early 20th Century, when global temperatures first start to rise. Climate researches believe sea level rise will drive storm surge and wave run-up higher than current conditions, thereby causing more extensive and frequent coastal, **storm-driving flooding.**”

This is the best time **to remember** the Redondo Beach 1988 storm and its damages [see attachments], where the cost estimate for storm damage and clean-up was about \$16,000,000 in 1988 dollars. The beaches were heavily damaged by erosion; hotels and business were heavily flood damaged from the tidal surge [high tides] because the breakwater was not able to protect property.

The scientific researchers estimate that a catastrophic calamity can occur along the coast line in the next 20 to 30 years, and then this is another important point to be mentioned on the EIR in detail by the implications of future flood threat that can erase our harbor forever.

Page 1 of 2 (plus 2 attachments)

If the City is negotiating a deal with Centercal that will be them 30 years free rent; if Centercal cannot make a minimum 10% annual profit, if Centercal is proposing a project that cover every square foot developable, who will pay for any economic loss to business, or for repairs to damages resulting from natural disasters? Would the City be required to set aside money from its General Fund for future potential? It does not appear the City's Budget could take a hit from this yet unidentified amount? Furthermore, other city services would be impacted [reduced] if this is necessary set aside is necessary since NO income is being derived from the development to cover such events! This compounded disaster will mean our magnificent Waterfront is at risk and could disappear with a bankrupt city.

Clearly these issues identify that NOW is the time **to start planning the sustainable limits of sane development** in the Harbor. Planning should establish standards that will improve and "reduce future threats of life and property" and enhance the Quality of Life for the residents of Redondo Beach. This is urgently needed! Open spaces, parks and recreations centers, and restaurants, connected by wide friendly pedestrian promenades should be the answer to avoiding a loss of millions and millions of dollars and creation or a newer, more modern makeover, a form of the new urban blight.

I have come to the conclusion, I must stop or short of writing a book on this particular subject' i.e., the Company hired by the City to do the EIR, but if I should, you can expect it to be the most impartial book ever written; a tell all, and one that really exposes all the perils the Redondo Beach coast line is exposed to, yes, spelled out, one by one, to the last detail.

Please save tax payer's money and stop this project now just like the EIR demands!

Sincerely,

Delia A. Vechi
District 2
310.372.8975

CC: Katie Owston, Mayor and City Councilmen

January 1988 Storm Damage and Cleanup Cost Estimates

Locations	\$ Damage
Ventura	\$ 300,000
Malibu	
Zuma Beach	2,000
Manhattan Beach	1,500
Hermosa Beach	12,000
Redondo Beach	16,000,000
LA-Long Beach	
Seal Beach	25,000
Huntington Beach	4,500,000
Pacific Coast Highway	250,000
Laguna Beach	1,150,000
San Diego	6,700,000

- \$28 million in damages throughout S. California
- Largest concentration of property damage occurred at Redondo Beach, CA (near LA)

Storm damage: Redondo Beach

\$16 million in damages

Breakwater breached

Beaches to N and S were flooded and eroded

State of emergency declared on January 18, 1988



Photo: Daily Breeze

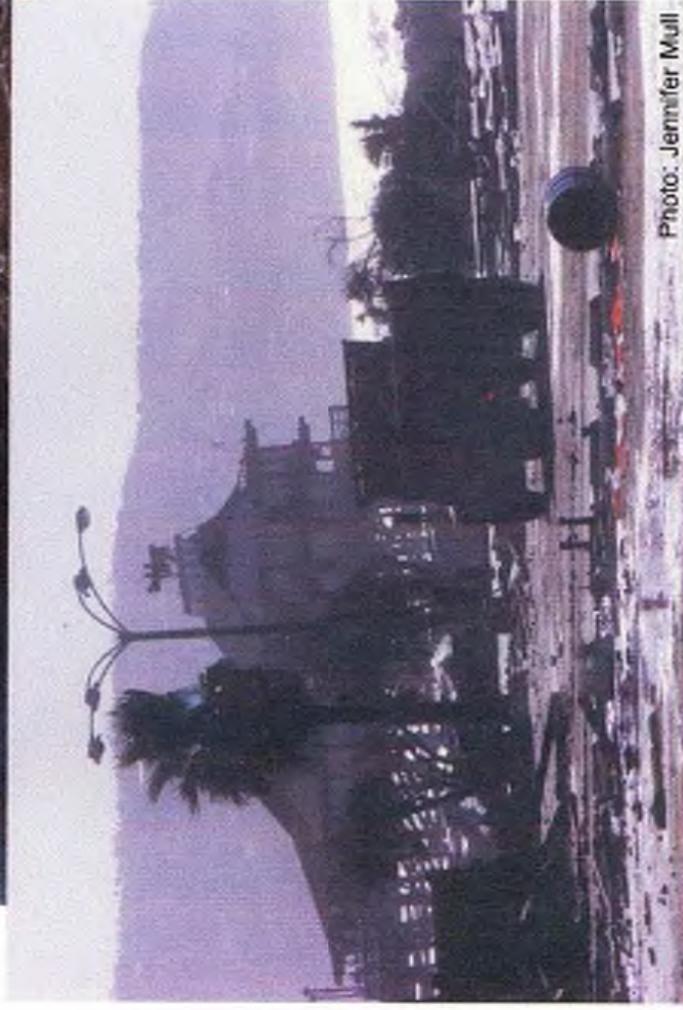


Photo: Jennifer Mull

Input for the Waterfront Project EIR

Delia Vechi [pelu1917@yahoo.com]

Sent: Thursday, July 10, 2014 4:16 PM

Attachments: EIR Waterfront A-Jones 07~1.docx (17 KB)

Please see attachment regarding my comments for inclusion into the EIR, Centercal project.

Thank you,

Delia A. Vechi

District 2

310-372-8975

July 10, 2014

Aaron Jones
Community Development Director

City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

RE: Comments for inclusion in to the EIR (Centercal waterfront project) as part of the Administrative Record.

Dear Aaron Jones:

You have been part of the city staff, in the City Planning Division for some years now. You have been an eye witness of many natural disasters that have occurred in our harbor; from the liquefaction, to the high tides, the storm surges, the US Corps of Engineers raising of the breakwater, the massive fish die off, the salt water damage to the concrete parking structures, the attempts to do away with Seaside Lagoon, the pier fires, the reconstruction of the pier, the problematic traffic flows and horrible parking, the many years of city hall fighting for the preservation and inclusion of a pedestrian orientation and recreation in the harbor, Moonstone Park, the Boat Launch, and so on and so on...including being an eyewitness of the now recognized fiasco of old development along the waterfront, i.e., Pier Plaza, which oddly, the City Planning Department promoted and was highly supportive of back then when it pushed for the Approvals approved by the City Council.

It would seem from your years of experience that NOW is time for you stand tall and to expose what will be a non-reversible and non-mitigated impact by the EIR process: **the changes in the sea level and the rising temperatures.**

The consequences of the slowly rising sea levels associated with Climate Change, is a potentially significant impact along the entire California coastline which includes Redondo Beach. This leads one to think it would be addressed as one of the permanent, most dangerous, environmental impacts in the EIR! Furthermore you would reason from common sense that each one should be **individually addressed.**

However, the fact of the matter is the seriousness of the threat in the Notice of Preparation (NOP) was **NOT** addressed, nor was it in a separate Chapter on it in events in the items on "Hydrology and water quality". Instead, it was only a one short paragraph at the bottom of the comments regarding tsunami, seiche, and

mudflow, which lumped together, are different kinds of natural phenomenon that may or may not happen.

This is a unique opportunity to show leadership and understanding of ALL the issues. You have an opportunity to recommend that our elected authorities put a limit on **excessive development** in our waterfront. You have an opportunity to educate them at the same time, and our community, about these potential threats to life and property. You know the City is part owner, in the cost of paying for any disaster repairs that may result from increases of the sea level along the coast or any natural disaster that would strike the harbor area.

We are in the early phase when we must estimate the sea level rise, and then incorporated it into the harbor urban planning development standards [criteria], as well as, include it in the design of all coastal buildings, because the waterfront is exposed directly. Furthermore, this phenomenon that is irreversible, consequently you should send what Centercal is proposing back to the drawing board until it truly reflects ALL the mitigated environmental issues.

Thank you for the time to read my concern and I wish you the best.
Sincerely,

Delia A. Vechi
3103728975

CC: Katie Owston, Mayor and City Councilmen

Redondo/CenterCal plans for the pier

Walters, Liz [WaltersE@dnb.com]

Sent: Wednesday, July 09, 2014 3:59 PM

To: Katie Owston

Hi Katie,

I am a 20+ year resident of Redondo Beach. I live within half a mile of the Redondo Pier. I am writing to express my extreme displeasure with the current CenterCal plan for the pier redevelopment.

The plan crams far too much stuff in a small area. Plaza El Segundo is a large development, and the CenterCal plan is larger than Plaza El Segundo, yet covers half the square footage. The plan includes a multi-story parking garage, but Mayor Aspel says the existing parking lot by Ruby's is ugly?

Can the South Bay support ALL of the new retail that is being proposed? 12 restaurants, dozens of new businesses – these stores will need a lot of traffic in order to generate the revenue necessary to keep their doors open. Can the support base for this commerce come from the existing South Bay? My guess is no, due in part to the large amount of commercial space that is currently vacant. (Vacancies currently at the Pier, and at the Technology Center by the Post Office to name a few.) In order to survive, these businesses will need to attract customers from outside the South Bay, which will increase traffic and hassle, and the plan does not address any changes to the current road structure.

If the new plan does not survive, the city is stuck with a lot of vacant retail spaces right along the waterfront.

This plan is just too much. The Pier can be revitalized without having so much STUFF jammed onto and around it.

- Liz Walters



SOUTH BAY PARKLAND CONSERVANCY

Greetings Members and Supporters:

The SOUTH BAY PARKLAND CONSERVANCY (SBPC) is dedicated to leaving a legacy of open space in the South Bay.

We are a 501(c) (3) non-profit organization that relies solely on volunteers, public assistance and donations to continue this rewarding work to enhance our quality of life in the South Bay. **Exciting times are ahead in 2014-2015 and we need your help.**

The current focus of the South Bay Parkland Conservancy projects *where we need your help* to continue are:

- Advocate for parkland on the AES power plant site and throughout the South Bay
- Participate in local community events to build awareness and support for SBPC goals
- Work with private donors, public agencies, corporations and foundations to acquire open space in the critically "park poor" South Bay
- We also need help from residents who can help us build relationships with local community groups and local government bodies to foster SBPC goals as well as improve communications to ensure that all participating are informed

Next up: June 28th and 29th: Redondo Beach Village Festival- SBPC booth Space 148 for a free water wise plant and information on open space struggles in the South Bay.

6-8
Coming in July: *Is the South Bay destined to have another power plant? Will the Redondo Beach pier become a large mall? Will condominiums be sanctioned for the AES property?* Join us on Wednesday, July 30th at the Redondo Beach Veteran's Park Library from ~~7:00p.m.-9:00p.m.~~ 7:00p.m. to meet, mingle, get answers to your questions, share your ideas, and learn how you can participate with like-minded community activists. Meet the SBPC board member at the first annual members and supporters meeting. ***Learn how you can help with issues that are important to you!***

*Please donate through our website: <http://www.southbayparks.org>, or mail to the address below. Your donation is tax deductible!

Melanie Cohen- President, Dawn Esser- Vice-President, Irene Kurata- Treasurer, Paula Tuckerman- Secretary, Jim Light-Board Member, Dave Wiggins-Board Member

115 So. Guadalupe Avenue • Unit H • Redondo Beach • CA • 90277 • (310) 374-4284 • www.southbayparks.org

Comments

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



Name: LUCRETIA A. WATKINS
Organization (optional): —
Address: 1204 S. GERTRUDA AV REDONDO BEACH
Zip Code: 90277-5124
Phone (optional): (310) 971-1803
E-mail (optional): NONE

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 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:

WHY ARE WE BLOCKING OUR OCEAN VIEWS WITH A PLAN THAT PUTS IN A HUGE NEW PARKING STRUCTURE? TO ACCOMMODATE A HUGE MALL WITH MORE CHAIN STORES THAT ALREADY HAVE MORE ACCESSIBLE LOCATIONS WITH FREE PARKING, NO LESS. PEOPLE COME TO THE COAST TO ENJOY OUR OCEAN VIEWS AND LOCAL BUSINESSES, NOT NATIONAL CHAINS. TOURIST DO CHECK PRICES AS WELL AS AVAILABILITY (LOOK AT ALL THE ADS ON TV, ONLINE, ETC.) A NEW HOTEL AND MALL AND HIGH-RISE PARKING WILL PRICE MOST VISITORS OUT OF THE MARKET. THAT WILL NOT BE HELPFUL FOR OUR LOCAL ECONOMY. MAKE OUR BEACHES MORE VISIBLE, NOT LESS. REQUIRE DEVELOPER TO HAVE EXPERIENCE IN HARBOR/COASTAL DEVELOPMENT. Lucretia A. Watkins

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.

Fwd: My EIR Concerns

Jody Wilkinson [jpoet@aol.com]

Sent: Monday, July 21, 2014 2:13 PM

To: Katie Owston

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

cc correction resend

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

From: Jody Wilkinson <jpoet@aol.com>

To: katie.owston <katie.owston@redondo.org>

Cc: ""bill.brand <bill.brand"" <"bill.brand <bill.brand""@redondo.org; ""jeff.ginsburg <jeff.ginsburg"" <"jeff.ginsburg <jeff.ginsburg""@redondo.org; ""pat.aust <pat.aust"" <"pat.aust <pat.aust""@redondo.org; ""stephen.sammarco <stephen.sammarco"" <"stephen.sammarco <stephen.sammarco""@redondo.org; ""matt.kilroy <matt.kilroy"" <"matt.kilroy <matt.kilroy""@redondo.org; ""steve.aspel <steve.aspel"" <"steve.aspel <steve.aspel""@redondo.org; ""eleanor.marzano <eleanor.marzano"" <"eleanor.marzano <eleanor.marzano""@redondo.org

Sent: Mon, Jul 21, 2014 2:07 pm

Subject: Fwd: My EIR Concerns

cc error resend

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

From: Jody Wilkinson <jpoet@aol.com>

To: katie.owston <katie.owston@redondo.org>

Cc: bill.brand <bill.brand@redondo.org>; jeff.ginsburg <jeff.ginsburg@redondo.org>; pat.aust <pat.aust@redondo.org>; stephen.sammarco <stephen.sammarco@redondo.org>; matt.kilroy <matt.kilroy@redondo.org>; steve.aspel <steve.aspel@redondo.org>; eleanor.marzano <eleanor.marzano@redondo.org>

Sent: Mon, Jul 21, 2014 2:02 pm

Subject: My EIR Concerns

To: Katie Owston, Project Planner

I am a 23 year resident of Redondo Beach and have raised a family herein. Consequently, Mayor Aspel and CenterCal's destructive and unethical approach to the excessive waterfront project proposed that will destroy and blight our pristine harbor and pier has me extremely concerned. Numerous residents that attended the final CenterCal meeting at the R B Performing Arts Center were appalled when they were not given the floor for comments and lack of accommodations by the city and CenterCal. Mayor Aspel seems to have conveniently tuned out the voices of those very residents who voted him into office and are taxpayers that support the city.

1. Traffic is a growing issue that will worsen on Torrance BL & Catalina and is presently a hazard

and out of control.

The RBPD does not have adequate personnel to consistently keep-it-flowing now or cite tour buses illegally parked, and monitor truck deliveries violating the rules posted. Can the city & RB taxpayer afford to pay more salaries for additional officers?

2. Blocking of public waterfront views from the pier, Harbor Drive, bike path and shrinking Seaside Lagoon is unconscionable and thoughtless planning relative to CenterCal's lack of experience developing coastal property.

3. What is CenterCal's logic behind preventing or impeding access to boaters and pedestrians by excessively limiting parking and creating traffic gridlock? Redondo Beach is a city known for waterfront recreational activities that don't include movies and shopping in upscale boutiques but do include hot dogs, ice cream, seafood dinners not overpriced restaurants in keeping with expectations of visitors and residents.

4. Why would Redondo Beach need another hotel? Crowne Plaza and Portofino have high vacancy rates same as the others located along the harbor and Pacific Coast Highway. The proposed parking structure and hotel would again severely block ocean views.

A huge concern is the proposed road connecting Torrance Bl. with Harbor Drive. Creating increased congestion, pollution, pedestrian hazards and noise resulting in injuries and potential lawsuits? Why would this risk be in the planning and justified by the mayor and large percent of city council members? We do need to put this waterfront proposal to public vote next November and listen to the voices of the non-profit organization Build a Better Redondo and revisit scaled down plans that will enhance our city and not ruin our pier and coastline with a huge white elephant.

Sincerely,
Jody Wilkinson
Redondo Beach Resident & Educator

Waterfront Revitalization Project - My Concerns

Suzanne Thibodeau-Woelke [suzie_woelke@yahoo.com]

Sent: Monday, July 21, 2014 4:28 PM

To: Katie Owston

Dear Ms. Owston,

I am so disappointed how the last meeting went with CenterCal at the Performing Arts building. No microphone to let our words be heard, no chairs (not even for the elderly) and only one City Council Member showed up. I'm not even sure why they had the meeting when they would not allow any interaction.

This Waterfront Revitalization project is all one sided and as an owner in The Village Condos for the past 15 years and a resident of Redondo Beach my entire life. I am discussed and disappointed in the majority of the Council for not allowing the people to vote on such an important project that effects so many people. This waterfront project has morphed into a monster and I find Mayor Aspel's action to veto and not allow the public to vote in November absolutely shameful. The Council Members should be looking out for the Redondo Beach rather than looking out for their own legacy.

I am already hearing several people stating they will never go the pier area if you put the CenterCal plans through how they are now.

Below is a list of some of my concerns on the project.

1. Road going all the way through North to South
2. 3-story parking structure
3. Traffic
4. Overbuilding of the entire project
5. Opening up of the Seaside Lagoon next to the boat ramp
6. View blockage
7. Deliver Trucks
8. Another hotel??
9. Revenues that CenterCal is getting from the project doesn't seem right
10. EIR was good information and the Council Members are just ignoring it

Thank you for your time.

Suzanne Thibodeau Woelke
640 The Village # 316
Redondo Beach

Cell 310-213-0507

Home 310-374-9955

comments :waterfront project EIR

marqyee@aol.com

Sent: Monday, July 21, 2014 10:29 AM

To: Katie Owston

Hi Katie Owston, project Planner

I am 15 year resident at The Village Condos, The proposed waterfront project at Redondo Beach is a severe concern of how it will impact the Health and well being to me and all the home owners.

Environment

1 Traffic . Torrance Blvd/Catalina Ave. On typical weekends from Spring, Summer And Autumn and on any days when the weather is warm. The line of traffic approaching Torrance Bld entering the circle into the municipal parking lots is a nightmare to visitors and resident. The roads always are clogged. We do not need more traffic congestion

2. Pacific Ave..the proposed access road, how many lanes 2 or 4. ?How much commercial traffic will this add to service the new tenants? At present there are large trucks making deliveries to the pier daily. Also the issue with garbage dumpsters line up 2 to 3 times of the week Are lined up at the end of Torrance Bld, this is an safety and traffic hazard ,as the dumpster are parked for long periods. So obviously you cannot have a new2 lane

This is a noise and pollution concern

3. Redondo Beach attracts families who come here to enjoy the beach, pinics at the park, fish, and shop at fast food places. Its a beach community And should be kept for that way for the enjoyment as a beach. Families are not here for boutique shopping....We have Riviera Village. Movie theatre..There are multiplexes nearby, people come here for the uniqueness of the ocean.

Upscale restaurants....so many have closed Maison Riz, Delzano, ..

4. Hotel: we have crown plaza and Portifino.. Do they have 100% occupany rates, that we need another hotel. ?The height of the prosposed hotel

Will block the ocean views of existing condos thus devaluing our ocean front residential properties.

Lastly, the EIR open house held July 9th at the Performing Arts Center was and insult to the community and for all the neighbors who attended. We were packed into the Lobby Area, like cattles waiting to be slaughtered. There were many elderly who had to stand up as there were no seats.

Standing we could not see and barely hear Mr Munchkinman reading off the charts.

There was no dialogue from attendees.

Sure, many questions were asked to during the breakout groups. With no answers.

I strongly feel the proposed water front development must be put on the Ballot during the next election. Let the community decide the future Of our coastal front and not a commercial enterprise.

Sincerely

7/21/2014

comments :waterfront project EIR

Susan yee
660 the village #215
Redondo Bch
Email:marqyee@aol.com

EIR

DrLoriZ [drloriz@aol.com]

Sent: Monday, July 21, 2014 12:35 PM

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

Hello,

I am writing to express my grave concerns regarding the extremely negative impacts of the proposed over development on the Redondo Beach coastline. My main concerns involve the restrictions on small boat and kayak launching, the limitations on public access to the beach, the blocking of the public view and most importantly the unsafe water conditions that will occur in the Seaside Lagoon where many small children play.

I was very disappointed with the EIR (supposedly) public meeting that was held at the Performing Arts Center. I hope my concerns will be addressed.

Sincerely,

Lori Zaremski
3221 Gibson Place
Redondo Beach
310 374 1221

Comments on The Waterfront Protect

JOE ZELIK [RTANQUE@VERIZON.NET]

Sent: Saturday, July 19, 2014 4:17 PM

To: Katie Owston

COMMENTS

The Waterfront Project

FROM:

Joe & Linda Zelik
19405 Linda Drive
Torrance, CA 90503

We live about 1 mile from Redondo Beach Pier and visit the pier several times a week. We believe the proposed King Harbor Mall is not an appropriate redevelopment of the harbor area. Our comments are:

EIR COMMENTS:

Transportation/traffic:

Putting a mall in the harbor area would greatly increase traffic and congestion around the harbor and neighboring areas, including through Torrance, to get to the harbor. This is obviously undesirable. There also will be significantly more traffic noise for extended periods every day.

A mall of any sort will also increase the incidents of crime at the harbor.

With all the major malls just 2 miles or so distant, why would a new mall be expected to be even marginally successful?

Aesthetics:

The appeal of the harbor area is its simplicity and quaintness -- it makes you feel that you are at the ocean at Redondo Beach. This ambiance should be preserved not changed to an expensive, sterile resort with pricey restaurants and shopping.

Land Use/Planning:

Redondo Beach surely must be able to increase revenues with a redevelopment that preserves the charm of the current harbor area, and maintains the current public ocean and harbor views.

Also, if the currently proposed developer can negotiate with RB to not pay rent if developer's profits are less than 10%/year, imagine how hard the developer will work to keep profits at 9.9%/year, even if that requires keeping the new development looking a bit shabby. This won't benefit RB residents, but who in city government does it benefit?

The CenterCAL project

Jianulla Zimmerman [jianulla322@yahoo.com]

Sent: Monday, July 14, 2014 12:36 PM

To: Katie Owston

I am a homeowner of 40 years, and love living here in Redondo. Our pier needs some repair, and rebuilding of the parking structure (because the last developer didn't protect the metal bars supporting the parking structure).

But we don't need a billion dollar makeover. We are a charming seaside town with a rich history. We are among the earliest beach towns in Southern California. Our City logo pictures the fishing pier, a boat and the date 1892 when we were incorporated.

We enjoy our pier and beach. CenterCAL specializes in creating malls - our beautiful location has a unique personality - it is NOT a mall. Keep our pier a place where families can celebrate the ocean and our pier.

Jianulla and Arnie Zimmerman

Information from ESET Endpoint Antivirus, version of virus signature database 10100 (20140715)

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

Waterfront Revitalization

Kristina Zorn [kzorn11@gmail.com]

Sent: Wednesday, July 16, 2014 6:30 PM

To: Katie Owston

Dear Ms. Owston,

Sadly, I was unable to attend last week's public comment meeting on the ongoing waterfront revitalization project.

As a resident, living 4 blocks from the Redondo Pier, I am very wary of the scope of this redevelopment.

Our home sits just off the intersection of Torrance Blvd & Guadalupe and the weekend traffic toward the pier is literally bumper to bumper. This pattern is consistent every weekend.

The intersection of Torrance & PCH is a constant traffic mess, no matter the day or time. During rush hours, our quiet street becomes a highway with speeding cars barreling through to cut the intersection of Torrance & PCH. This problem will only get worse if this redevelopment moves ahead as planned.

The existing roads cannot sustain vehicle traffic to a development that will be several times larger than what is currently at the Pier. This massive amount of retail space is unnecessary and opposes what many residents desire.

I absolutely want the waterfront to be revitalized and support this direction. It would be great to walk down to the pier for dinner and some unique shopping. However, the scope must to be scaled back.

This development, as currently proposed, will negatively effect traffic, noise, pollution and tax our city services. Our roads cannot support the traffic necessary to successfully support that much retail space.

I particularly oppose installing a movie theater. Theaters attract suspect crowds, no matter how upscale. The constant crime at the Galleria Mall is a prime example. Del Amo Mall also gets pretty sketchy at night now too. A \$25 movie ticket will not deter out of city gang type characters from coming and hanging out. We don't need a Galleria Mall on our waterfront and this is exactly what is proposed.

My hope is that the city will really consider its residents' opinions. We don't want a shopping mall on our waterfront!

Thanks for you time.

Sincerely,
Kristina Zorn

227 Camino Real
Redondo Beach

7/17/2014

Waterfront Revitalization

310-480-1266