

Coastal Access Program



THE WATERFRONT
REDONDO BEACH, CA

COASTAL ACCESS PROGRAM
OCTOBER 2015

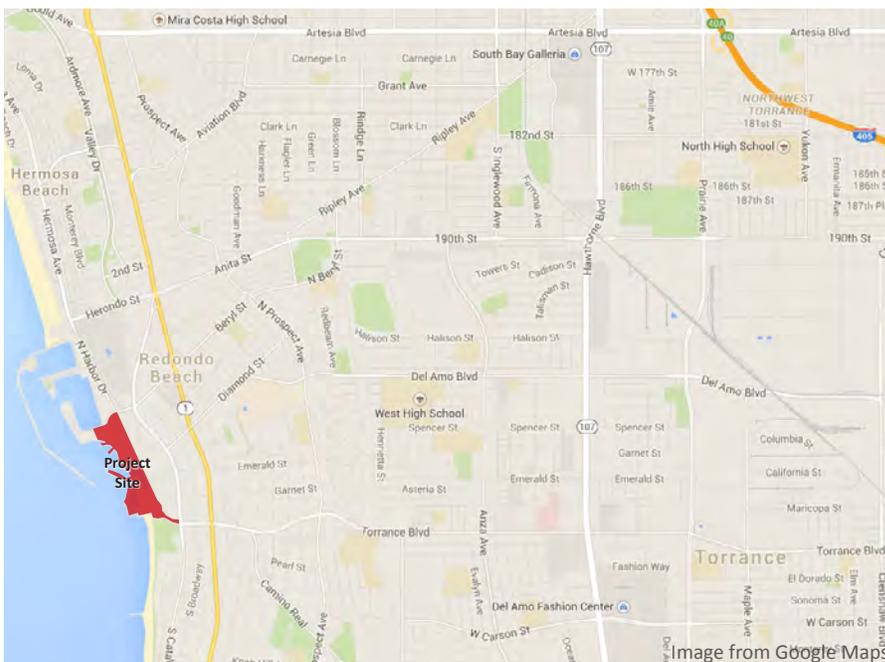
Coastal Access Program (CAP) for Redondo Waterfront

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1. Introduction and Statement of Purpose

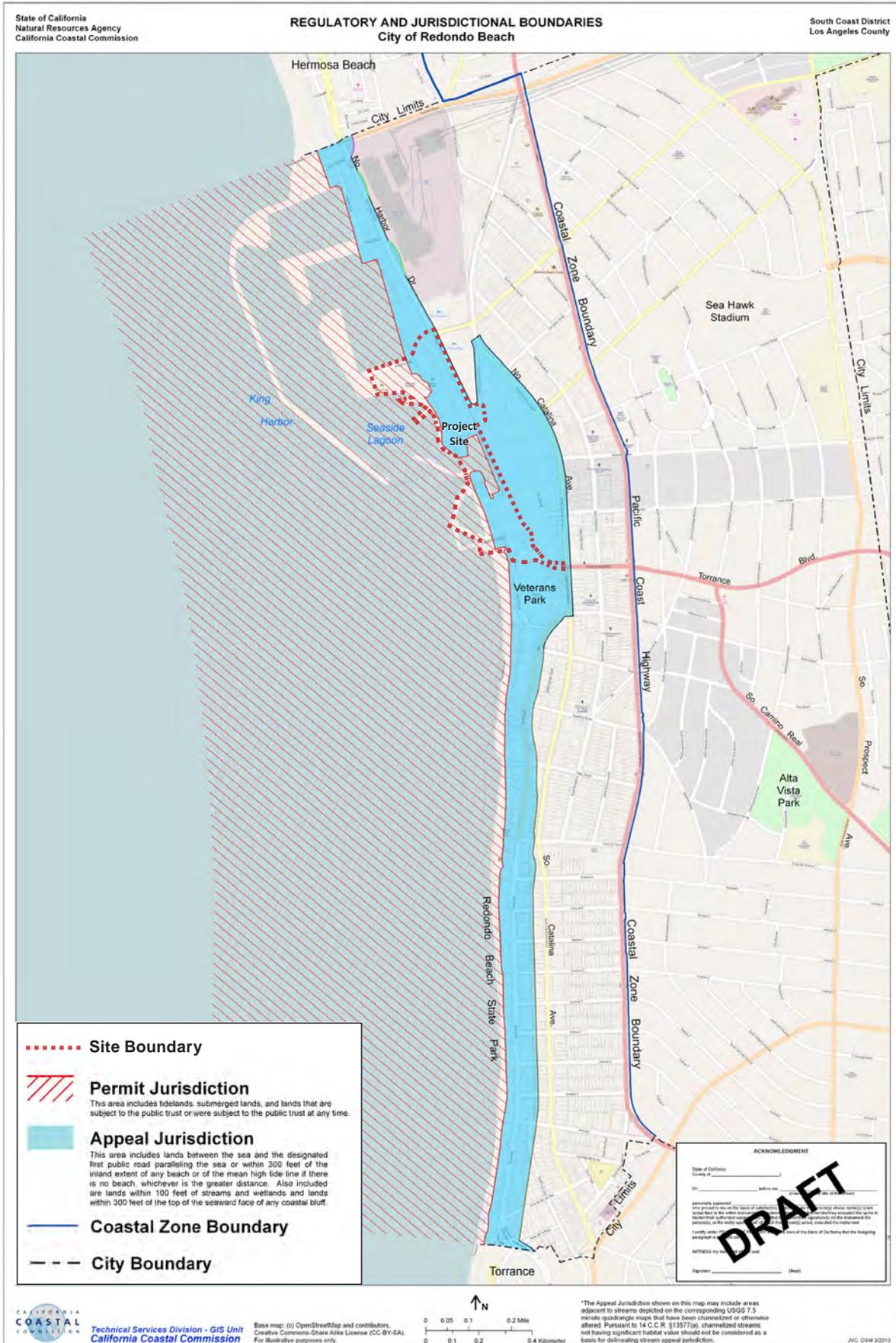
The California Coastal Act of 1976 focuses on the protection and maximization of public access to California’s shoreline for all people. With this goal in mind, the project, The Waterfront: Redondo Beach (TWRB), will implement a Coastal Access Program (CAP) that ensures, enhances, and increases public access to and along the shoreline and waterfront at multiple points. The TWRB CAP proposes to create, enhance and connect an extensive multi-modal pedestrian, bicycle, and vehicular circulation system that provides a variety of free and low-cost access to the Redondo Beach waterfront. These improvements



would be available for public recreation for residents and visitors alike. The CAP is a supplemental document to the project Environmental Impact Report (EIR). The proposed project improves the quality and quantity of access to the shoreline for the public by increasing pedestrian and bikeway connections, removing large obstacles such as the restricted access Seaside Lagoon, expansive surface parking lots and reconnecting Pacific Avenue, thereby enhancing the quality of the public experience to and along the water and improving multi-modal circulation to and through the site. All of these improvements are intended to allow more public access to the shoreline and enhance the lifestyle and atmosphere in Redondo Beach for all.

The project lies within the Redondo Beach Coastal Zone (see Exhibit 1, Redondo Beach Coastal Zone), an area totaling approximately 1,709 acres of which the project comprises approximately 36 acres.

EXHIBIT 1



2. Public Access – Current Conditions

Currently the public access to the shoreline is disjointed, confusing and not of a high quality. There is access along the Horseshoe Pier (reconstructed in 1995), a boardwalk on the south half of the project, a Sport-fishing Pier (constructed in 1970) and boardwalk on the north half; however, the two sides do not easily connect today. There is a marina that splits the project into two halves with limited access and interconnection because the site is essentially bisected. Vehicles currently must circulate back out to S. Catalina Avenue when moving between the two sides. In addition to the marina in the middle, the north side is largely older surface parking lots and has three restaurants near the water which create an unfriendly pedestrian experience. However, the biggest impediment to the public enjoyment of the shoreline is the Seaside Lagoon which takes up approximately 1.2 acres of land area. This fee-based area is only open in the summer months and inhibits access to the water for over half of the year. The southern portion of the project area has a boardwalk along most of the frontage and two piers for the public to enjoy. However, the current boardwalk is adjacent to a parking structure and does not create a pedestrian friendly experience. There are no shops, services, parks, open spaces, or other features of interest along the landward side of this boardwalk.



Existing boardwalk adjacent to the Pier Parking Garage

The public currently has pedestrian walkways on approximately 84% of the coastline contained in this project, but the quality of the experience is separated (See Exhibit 2A). Some of the shoreline access is on an drive isle adjacent to a chain link fence or next to a parking lot and does not encourage a continuous relaxing stroll along the shoreline for residents and visitors to enjoy all that the harbor has to offer. The quality of this existing experience also affects the California Coastal Trail (CCT), a trail that stretches the full 1,200 miles from Oregon to Mexico, and the proposed improvements to the shoreline experience will enhance the CCT as well.



Existing buildings above parking garage. Existing quality of the buildings.



Existing drive isle near Seaside Lagoon



Existing drive isle near Seaside Lagoon



City updated Class I Bike Path along N. Harbor Dr.



Existing connection around the marina



Existing panorama of the pier showing oceanfront parking structure

3. Circulation Improvements

Summary of Circulation Improvements

- 100% access to the coastline
- Over 4,450 feet of continuous shoreline pedestrian paths. (See Exhibit 2B)
- Increased amount and quality of bicycle paths
- Pedestrian and bicycle bridge linking both halves of the site
- Vehicular street re-connecting both halves of the site
- Parking is located for easy access to TWRB and the shoreline
- Completion & enhancement of the California Coastal Trail



Private Seaside Lagoon



Existing bike path near Pier Parking

One of the primary goals of TWRB project is to increase pedestrian access to and along the shoreline and better connect the two halves of the site for pedestrians, bicycles, and vehicles. The pedestrian connections are enhanced with better paving, lighting, landscaping, more interesting buildings and sites to walk along, increased pedestrian activities and gathering places, and most importantly, a pedestrian bridge that connects the north and south sides of the project along the boardwalk that lines the shoreline. There will be over 4,450 feet of continuous pedestrian walkways directly adjacent to the water's edge, significantly more footage than existing. This project also increases the places for pedestrians to walk by turning surface parking lots into a pedestrian oriented Harbor Village. This dynamic environment will draw more people to the Waterfront and give them additional reasons

to enjoy and circulate throughout The Waterfront. There will be over 12,820 linear feet for pedestrians to experience including all of the pedestrian dominated walkways, sidewalks, plazas, paseos, boardwalks and paths (See Exhibit 2C). These walkways will be constructed concurrently with adjoining or adjacent development within the north and south halves, and will be open with occupancy of the first use within each area. These features will also connect with the existing pedestrian circulation network within Redondo Beach and create an expansive, continuous pedestrian access



Existing pedestrian boardwalk along the Pier Parking Garage

adjacent to water's edge and linkage to the entire waterfront. The accessible shoreline will grow from approximately 3,500 linear feet to approximately 4,450 linear feet (a 27% increase) and will be 100% accessible to the public (compare Exhibits 2A & 2B). The increased pathways also resolve long-standing deficiencies in this California Coastal Trail (CCT) segment and better complete this important connection. The Harbor/Civic Center Specific Plan specifies as a goal to complete and enhance the CCT through Redondo Beach and connect the harbor area. The proposed project connects the trail with the pedestrian bridge, enhanced paving, clear pedestrian and bike designations and improving access to the pier, sea and public-serving amenities.

Pedestrian circulation areas will also generally allow for bicycles, as described below. The specific design of multi-use paths will depend on public safety issues, land use adjacency issues and other factors. Depending on the goals for each path appropriate materials (i.e. pavement, decomposed granite, etc) will be



Proposed view from the water

determined and whether bicycles and other wheeled transportation items, such as skateboards, will be allowed as well. This may mean, for safety consideration, at certain times bicycles cannot be ridden, but walked only. In pedestrian plazas



Proposed view of boardwalk

and stairs, skate deterrents will be used to discourage abuse. It is anticipated that reasonable use restrictions will be established and adjusted as necessary to provide for maximum use and enjoyment by all.

In addition to the continuous pedestrian and multi-use paths throughout the site, many plazas, paseos and site amenities are designed into the

project to create a much richer pedestrian experience and provide areas of respite as visitors enjoy the coastline. These areas include appropriate plantings for this climate zone as well as benches, chairs, umbrellas, tables, water features, lighting, public art, areas for shade and child play areas.

Another significant improvement to site circulation and public access is the vehicular circulation improvements. Currently the parking is very confusing and guests cannot travel directly from the north side to the south side or vice versa without being forced to take a mile excursion east of the project site. The TWRB reintroduces a historic connection that allows passenger vehicles, buses, bicycles and emergency vehicle access and circulation across the site. This is a major improvement from today where this traffic has to go back out on to S. Catalina Avenue to get from one side of the project to the next. In addition to this connection, there will be other vehicular circulation improvements such as an additional parking garage added on the north side and the existing parking garage on the south side. The southern parking will be re-designed and rebuilt to improve access, visibility and signage. These improvements are not to encourage more vehicular trips to the site, rather the goal to get visitors into parking quickly and easily at the perimeter and then out of their cars and into the pedestrian experience.

The TWRB project will improve the quality and quantity of public access to the waterfront and better connect the site for all modes of transportation. Walking will be encouraged with the creation of a pedestrian bridge that connects to paths along the waterfront, docks, promenades and courtyards; bicycle routes will be enhanced and expanded to better connect to the South Bay Bike Master Plan; and improved vehicular circulation through the site.



Proposed view of pedestrian boardwalk

EXHIBIT 2A, PEDESTRIAN CIRCULATION - EXISTING



EXHIBIT 2B, PEDESTRIAN CIRCULATION - PROPOSED



EXHIBIT 2C, PEDESTRIAN CIRCULATION - PROPOSED



— PEDESTRIAN PATH

- - - SITE BOUNDARY



50ft 200ft
0ft 100ft 400ft
SCALE 1:500

EXHIBIT 2D, PEDESTRIAN CIRCULATION - EXISTING



-  BUS STOP
-  PEDESTRIAN PATH
-  SITE BOUNDARY

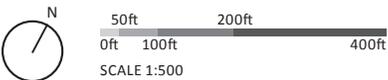


EXHIBIT 2E, PEDESTRIAN CIRCULATION - PROPOSED



4. Integration of Bikeway

The adopted South Bay Bicycle Master Plan (SBBMP) is the result of a coordinated plan for seven different jurisdictions, including Redondo Beach. “The vision of the SBBMP is to create a bicycle-oriented South Bay region in which bicycling is safe, convenient, attractive, and viable transportation option for all levels of bicycling abilities.” (South Bay Bike Master Plan, August 2011) It is the intention of TWRB to continue and enhance the work of the SBBMP by creating safe bike paths, lanes and shared roads to and through the project and create a more complete bicycle network for Redondo Beach and the South Bay. This connection is especially important as the north end of the project is only a half mile away from Hermosa Beach and interconnections are an important goal.



Existing Class I Bike Path inside Pier Parking



Existing Class I Bike Path along the beach

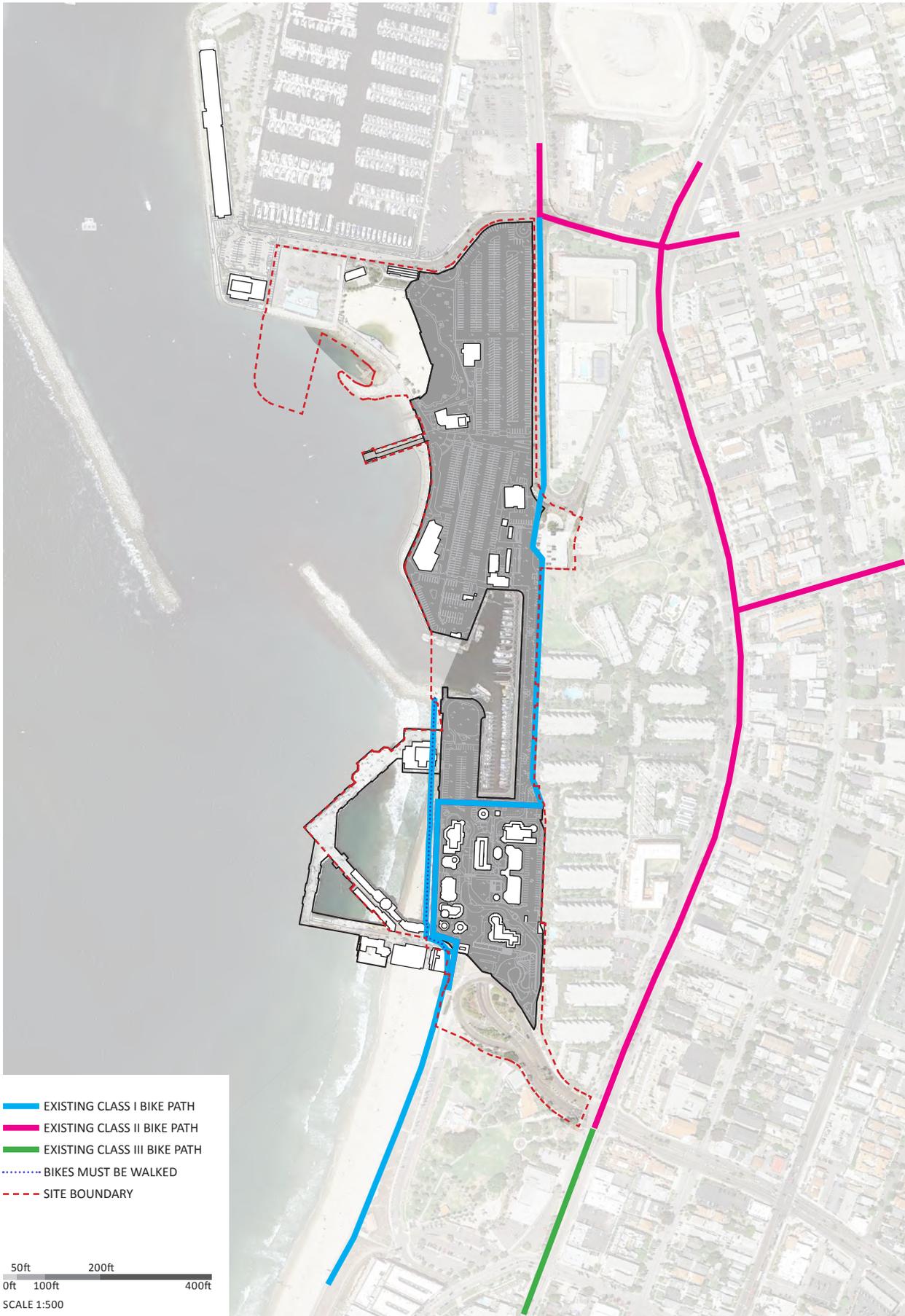
The City has recently upgraded (see Exhibit 3A, Bicycle Circulation - Existing) the Class 2 bike lane along N. Harbor Dr. to a Class1. There is also a Class 1 bike path along the residences and Czuleger Park that then turns the Pier Parking Garage and continues through the garage. There is also a Class 1 bike path along the water via the boardwalk on the south half of the project that connects to the more extensive promenade along the beach that reaches to the south end of Redondo Beach and beyond. Bicyclists currently have to walk in this segment.

TWRB is proposing to connect the newly upgraded city Class 1 bike lane (12' wide bike traffic in both directions) along N. Harbor Dr and continue it to the southern end of the project, where it would connect to the beach promenade as it heads south. (See Exhibit 3B, Bicycle Circulation – Proposed) This will be a significant improvement from what is functioning today. The proposed path would allow and encourage north-south bike travel in a Class I path across the entire project. TWRB is also proposing to extend the Class 1 bike path along the water’s edge to the northern property line, with no vehicular road crossings. The proposed path would also include a pedestrian bridge, a significant improvement that connects the two halves of the site, as bikes will also be



Example of proposed Class 1 bike lane

EXHIBIT 3A, BICYCLE CIRCULATION, EXISTING



- EXISTING CLASS I BIKE PATH
- EXISTING CLASS II BIKE PATH
- EXISTING CLASS III BIKE PATH
- ⋯ BIKES MUST BE WALKED
- - - SITE BOUNDARY

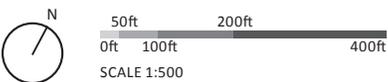
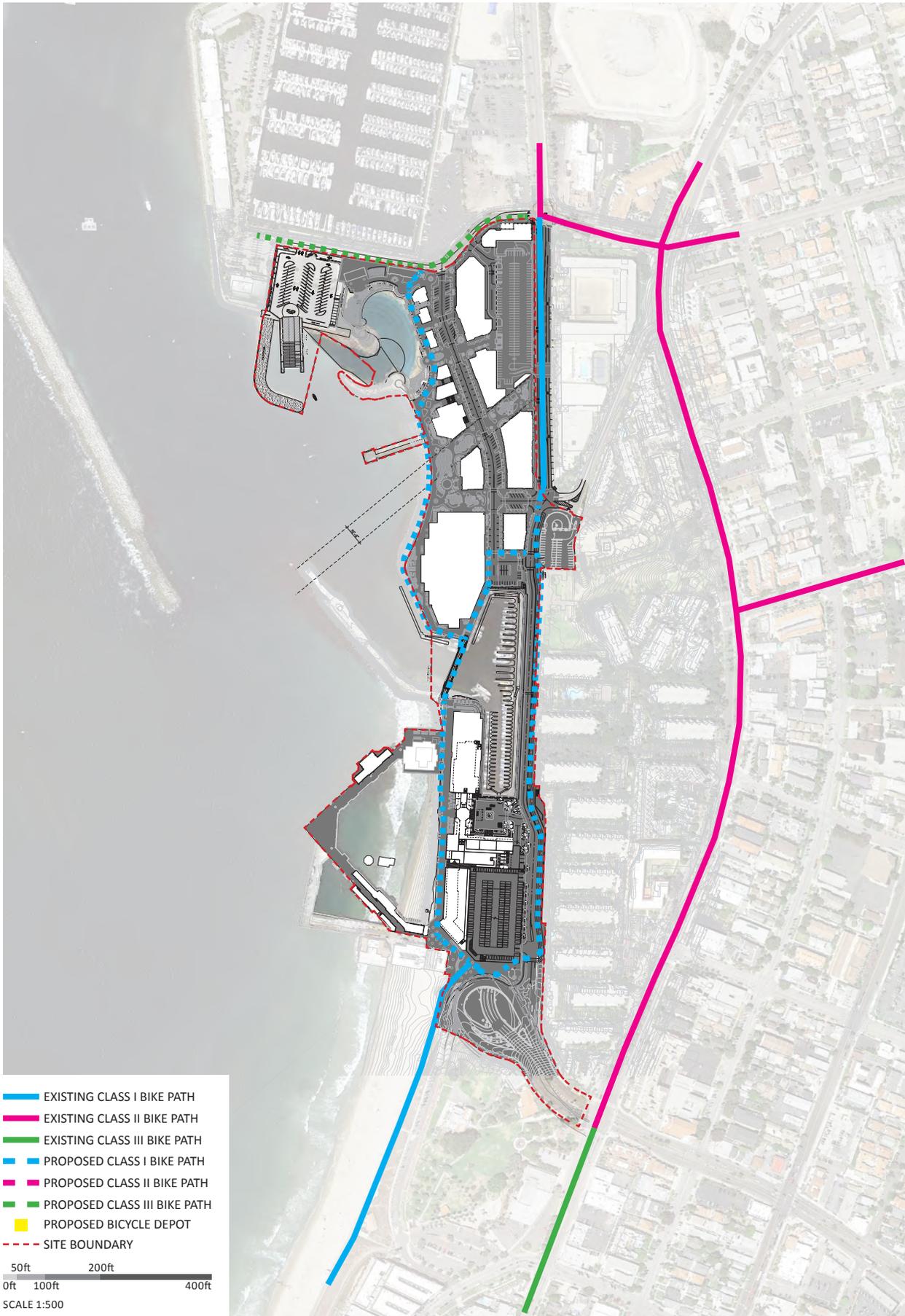
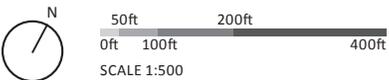


EXHIBIT 3B, BICYCLE CIRCULATION, PROPOSED



- EXISTING CLASS I BIKE PATH
- EXISTING CLASS II BIKE PATH
- EXISTING CLASS III BIKE PATH
- PROPOSED CLASS I BIKE PATH
- PROPOSED CLASS II BIKE PATH
- PROPOSED CLASS III BIKE PATH
- PROPOSED BICYCLE DEPOT
- SITE BOUNDARY



permitted to cross the bridge, but may need to be walked at times. The proposed bicycle upgrades and extensions are intended to encourage residents and visitors alike to enjoy the ocean and use a form of transportation other than a car to access the California coast. The Herondo Gateway project opened in June of 2015 and has further connected the bicycle circulation throughout the South Bay.



Proposed view of pedestrian bridge

These paths will be constructed as the TWRB roadway and circulation improvements are constructed and will also connect to S. Catalina Ave and the Class 2 bike lanes on that roadway, accessing the larger Redondo Beach bicycle network.



Proposed view of pier and boardwalk

5. Public Transit Improvements

In addition to the pedestrian and bikeway improvements discussed above, TWRB intends to make use of the existing public transit along S. Catalina Ave, Harbor Drive and Torrance Blvd. Within a ¼ mile (or 5 minute walk) of the project there are four different bus lines that include both local service and commuter service to Downtown Los Angeles with 15 stops. The project is well served and as additional bus lines or stops are added by LA DOT, Beach Cities Transit, Torrance Transit, and Metro TWRB will continue to encourage mass-transit use to access the site and the water. (See Exhibit 2B, Pedestrian Circulation Plan and Bus Stop Location – Proposed)



Existing bus stop at the Redondo Pier

6. Roadway Improvements

The number one priority roadway improvement proposed for TWRB is the Pacific Ave Reconnection. For much of the twentieth Century Harbor and Torrance connected by Pacific and El Paseo. El Paseo was removed on the construction of Basin 3 and Pacific Avenue was removed in the early 1970s when the condominiums on Catalina were constructed. (See Exhibit 4A, Parking - Existing) This makes it extremely difficult for emergency vehicles, residents and visitors to



Proposed view of reconnection to south side

navigate the site and enjoy the coast. Today, in order to get from one half of the project to the other, a vehicle must go back out on to S. Catalina Ave and then back into the project which is an inconvenience and generates higher vehicle miles traveled than necessary. With the proposed Pacific Ave. Reconnection, (see Exhibit 4B, Parking - Proposed) this is no longer a problem; vehicles will be able to travel easily in the north-south direction within the project boundaries on a two lane road, grade separated from the bike path and pedestrian walk. This reconnection will also reduce the confusion about where a person is in the project and how to find their car if they explore the different portions of the site, as is common today.

In addition to the Pacific Ave Reconnection, TWRB is creating a new main street experience, Waterfront Way, to the north half of the site. Waterfront Way will turn a surface parking lot into a vibrant pedestrian friendly street accommodating multiple uses and set in a beautiful, climate appropriate, landscaped environment. There will be parallel and perpendicular street parking spots yards from the harbor. The central focus will be open space, plazas and people spaces close to the opened up lagoon and the shoreline. Waterfront Way is proposed to be one lane of traffic in each direction, have parallel parking on each side, wide sidewalks, easy access to and from parking, and visible crosswalks. The roadway will enable visitors to see the harbor and ocean from this street and bring visitors and residents closer to the water by 100'-300' than they are currently on N. Harbor Dr.



Existing condition where the Pacific Ave Reconnection is proposed



Existing condition of surface parking where Waterfront Way is proposed



Proposed view of Waterfront Way

7. Parking Allocations

Even with the improvements to pedestrian, bicycle and mass-transit options, access to parking is an important planning issue to allow the public an access to the shoreline. TWRB seeks to encourage the public to enjoy the ocean by providing adequate parking that is distributed appropriately throughout the project. This distributed approach allows the public to park close to the given activity that they want to enjoy and feel comfortable and safe to explore the project.

Currently, the site dedicates over 530,000 square feet (or over 12 acres) to surface and structured parking footprints (See Exhibit 4A). On the north half of the site the public can be as much as 700' away from the ocean and has to walk through a parking lot (#1 on Exhibit 4A) before reaching any of the destinations. TWRB proposes to consolidate parking in a deck (#1 on Exhibit 4B) that allow the public immediate access to Waterfront Way, only 250 feet from the Seaside Lagoon and a more pleasant walk to the shoreline. This also reduces the parking footprint to less than 160,000 square feet (or less than 4 acres) (See Exhibit 4B) for the project and reusing that area for experiential public uses.



Existing entrance to the Pier Parking Garage

The existing parking deck known as the Plaza Parking (#2 on Exhibits 4A & 4B) is located near the middle of the site and is accessed off of N. Harbor Dr. It is proposed that this parking garage be upgraded as related to the Pacific Ave Reconnection and will remain in the same general location and stall count.

The existing parking deck known as the Pier Parking (#3 on Exhibits 4A & 4B) is located on the south half of the site and is proposed to be taken down and completely reconstructed. This parking deck is old and has significant structural and user issues, it is difficult to navigate and feels unsafe. TWRB proposes to rebuild this structure and front it with retail and other amenities along the boardwalk to enhance the pedestrian experience.

All three of the parking decks will be better lit, well signed, easier to access and navigate, be more inviting, bring the public closer to uses, and utilize enhanced security measures as well as parking availability signage to create an enhanced experience.



Existing entrance to the Plaza Parking Garage

EXHIBIT 4A, PARKING - EXISTING



EXHIBIT 4B, PARKING - PROPOSED



8. Summary

The Waterfront: Redondo Beach (TWRB) intends to implement an extensive multi-modal circulation strategy that will bring pedestrians, bicyclists, transit-users and vehicles into the project and to the shoreline in an effective and efficient manner that is also enjoyable. TWRB proposes to reconnect the north and south halves of the site for pedestrian, bicycles and cars with the new bridge along the water's edge and the Pacific Ave Reconnection. The project will open



Aerial view of project

up the north half of the site by opening up the Seaside Lagoon for all of the public and turn a vast surface parking lot into a vibrant Waterfront Village, thereby bringing more people closer to the shoreline with easier access. Overall, TWRB strengthens a vibrant ocean boardwalk promenade and adds an updated mix of uses along it that encourages visitors and residents to stroll in a continuous path along the shoreline in whichever mode of transportation they choose.



Proposed view from harbor