AGENDA – SPECIAL MEETING
REDONDO BEACH RECREATION AND PARKS COMMISSION
WEDNESDAY, JANUARY 20, 2016
REDONDO BEACH CITY COUNCIL CHAMBERS
415 DIAMOND STREET
7:00PM

Call Meeting to Order
Roll Call
Salute to the Flag

A. APPROVAL OF ORDER OF AGENDA

B. CONSENT CALENDAR

Business items, except those formally noticed for public hearing, or those pulled for discussion are assigned to the Consent Calendar. The Commission Members may request that any Consent Calendar item(s) be removed, discussed, and acted upon separately. Items removed from the Consent Calendar will be taken up under the "Excluded Consent Calendar" section below. Those items remaining on the Consent Calendar will be approved in one motion following Oral Communications.

B1. APPROVAL OF AFFIDAVIT OF POSTING for the Recreation & Parks Commission special meeting of January 20, 2016
B2. APPROVAL OF THE FOLLOWING MINUTES: November 18, 2015
B3. STRATEGIC PLAN UPDATE

C. EXCLUDED CONSENT CALENDAR

D. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

This section is intended to provide members of the public with the opportunity to comment on any subject that does not appear on this agenda for action. This section is limited to 30 minutes. Each speaker will be afforded three minutes to address the Commission. Each speaker will be permitted to speak only once. Written requests, if any, will be considered first under this section.

E. ITEMS FOR DISCUSSION PRIOR TO ACTION

E1. LA COUNTY PARKS ASSESSMENT WORKSHOP

Receive and file a verbal report on the LA County Parks Assessment Workshop held on January 13, 2016.

E2. LEADERSHIP REDONDO CLASS OF 2015 PROJECT AT AVIATION PARK

Provide input and a recommendation regarding the class project of the Leadership Redondo Class of 2015 to place a water fountain and mural at the field house of Aviation Park.

E3. METRO BIKESHARE RACKS

Receive and file a report on the fiscal impact for Metro's Bikeshare racks.

E4. ACCESSING BIKE SHARE AND LIVING STREETS MASTER PLANS

Receive and file a report regarding access to archival reports for the Bike Share Master Plan and the Living Streets Master Plan via the City's public website.

E5. DRAFT ENVIRONMENTAL IMPACT REPORT FOR WATERFRONT DEVELOPMENT

Receive and file a report on the draft EIR for the Waterfront development and its potential impacts to the Seaside Lagoon and water craft launch facilities.

F. COMMISSIONER REFERRALS TO STAFF
Referrals to staff are service requests that will be entered in the City's Customer Service Center for action.

ADJOURNMENT
The next meeting of the Recreation & Parks Commission of the City of Redondo Beach will be a regular meeting to be held at 7:00pm p.m. on Wednesday, March 9, 2016, in the Redondo Beach City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California.

It is the intention of the City of Redondo Beach to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting you will need special assistance beyond what is normally provided, the City will attempt to accommodate you in every reasonable manner. Please contact the City Clerk's Office at (310) 318-0656 at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible. Please advise us at that time if you will need accommodations to attend or participate in meetings on a regular basis. An Agenda Packet is available 24 hours a day at the Redondo Beach Police Department and at www.redondo.org under the City Clerk. Agenda packets are available during Library hours, at the Reference Desk at both the Redondo Beach Main Library and North Branch Library. During City Hall hours, Agenda Packets are also available for review in the Office of the City Clerk.

Any writings or documents provided to a majority of the members of the Public Art Commission regarding any item on this agenda will be made available for public

inspection at the City Clerk's Counter at City Hall located at 415 Diamond Street during normal business hours.

AFFIDAVIT OF POSTING

Margareet Wood declares:

I certify that I am over the age of 18 years and am employed at the City of Redondo Beach, 415 Diamond Street, Redondo Beach, California.

On January 11, 2016 at 6:30 p.m. I posted the following:

Notice of special meeting of the Recreation and Parks Commission scheduled for January 20, 2016

at Door A, 415 Diamond Street, Redondo Beach.

I declare under penalty of perjury that the foregoing is true and correct and that this declaration was executed on January 12, 2016 at Redondo Beach, California.

Margareet Wood

MINUTES OF THE
REDONDO BEACH RECREATION AND PARKS COMMISSION MEETING
NOVEMBER 18, 2015

CALL TO ORDER

A special meeting of the Recreation and Parks Commission was called to order by Commissioner Michael at 7:00 p.m. in the City Hall Council Chambers, 415 Diamond Street.

ROLL CALL

Commissioners Present:	Bardin, Elder, Mallen, Michael, Slane, Thomas
Commissioners Absent:	Mortillaro
Officials Present:	Maureen Lull, Construction Engineer
	Chuck Prestia, Police Sergeant
	Dan Smith, Interim Community Services Director
	Wayne Windman, Police Lieutenant
	Margareet Wood, Recording Secretary

SALUTE TO THE FLAG

The members joined in the salute to the flag.

PRESENTATIONS/ANNOUNCEMENTS

Incoming Commissioner Bardin provided a brief autobiography.

APPROVAL OF ORDER OF AGENDA

The motion by Commissioner Elder and seconded by Chairperson Michael to approve the Order of Agenda was unanimously approved.

CONSENT CALENDAR ITEMS

1. Approve affidavit of posting for the Recreation and Parks Commission meeting of November 18, 2015
2. Approve minutes from the Recreation and Parks Commission meeting of September 9, 2015

The motion by Commissioner Elder and seconded by Commissioner Slane to approve the Consent Calendar was unanimously approved.

EXCLUDED CONSENT CALENDAR

None.

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

None.

ITEMS CONTINUED FROM PREVIOUS AGENDAS

None.

ITEMS FOR DISCUSSION PRIOR TO ACTION

Election of Officers

The motion by Commissioner Elder and seconded by Commissioner Slane to re-elect Chairperson Michael to the position of Chairperson was unanimously approved.

The motion by Commissioner Slane and seconded by Commissioner Thomas to elect Commissioner Elder to the position of Vice Chairperson was unanimously approved.

Metro Countywide Bike Share Program Overview

Highlights from the Metro presentation by Avital Shavit and Lia Yim include:

What is Bike Share?

- Bike share is open to the public and designed for point-to-point local trips
- Riders may obtain bikes at one station and return to another
- Bike share is a first/last mile solution and expands transit areas up to 3 miles

LA County is Bike Share Ready

- Bicycling is on the increase in LA County, 3-4% of bus riders use bikes
- Metro has installed additional bike parking spaces
- The Open Streets Program and bicycle skills classes support increased cycling

Countywide Bike Share Program

- Bicycle Transit Systems, Inc. to install Metro Countywide Bike Share Program
- Metro will contribute up to 50% of capital costs and up to 35% of O&M costs
- Redondo Beach is considered suitable for bike share

Countywide Bikeshare Expansion

- Includes 4,000 bikes Countywide with unified look and fare structure
- Coordinates with cities using a different vendor

Next Steps

- Fall 2015 fare structure and TAP integration
- Summer 2016 launch for DTLA pilot program

In response to Commissioner Elder, Ms. Shavit stated that bike sharing has been shown to result in an increase in bike store sales.

In response to Commissioner Bardin, Ms. Yim said the bike rental time is not limited; however charges continue to accrue until returned. She confirmed that California law requires minors to wear helmets, and Metro promotes use of helmets for all. She said that bicycle skills classes will increase education and awareness.

In response to Commissioner Mallen who asked about the potential for future smart racks and smart bikes, Ms. Shavit answered that BCycle is considering a hybrid system for the future. She said that rebalancing is a little easier with the current smart rack system.

In response to Commissioner Mallen, Ms. Yim said the TAP fare system will be coordinated with adjacent systems. She also answered that Metro staff would assist with securing grant funds.

In response to Commissioner Slane, Ms. Yim explained a smart bike has a GPS unit on the rear. She said the Metro bikes have enclosed chains and 3 speeds.

In response to Commissioner Elder, Ms. Yim estimated a cost of $60,000-80,000 per station depending on the size. She did not foresee immediate plans for motorized bikes.

In response to Commissioner Mallen, Ms. Yim said the racks will be located on public rights-of-way, street parking spaces, and Metro property.

Ms. Shavit said an advantage of the Metro bike sharing system is that Metro staff will assist with grants. Ms. Yim added that each Metro kiosk has advertising space for the City.

In response to Commissioner Mallen, Ms. Yim said she will forward information on the cost per bike rack. She estimated an 80% fare box recovery.

Commissioner Bardin asked about the program's impact on bike rentals and public transportation and how the CenterCal development will affect the bike share program.

Ms. Yim said the bike share system and fare system are designed to integrate with the existing transit system.

In response to Chairperson Michael, Ms. Yim said the Metro staff and CycleHop staff are meeting regularly to coordinate efforts. She also said the South Bay Bike Coalition advocates for bike share.

In response to Chairperson Michael, Ms. Yim said the Metro Board is currently working with communities to begin pilot projects.

Ms. Shavit said that typically staff requires direction from elected officials.

Interim Director Smith suggested the Commission may begin the process with a letter to City Council requesting to include the topic in the upcoming April strategic plan.

Chairperson Michael spoke in support of the program.

The motion by Chairperson Michael and seconded by Commissioner Bardin, to receive and file the report was unanimously approved.

Update on the Redondo Beach Harbor Gateway and Bike Path Improvement Project

Maureen Lull, Construction Engineer, presented a recap of the Harbor Gateway Project and improvements since opening in May. She described the area before and after the project. Since opening, she said positive and negative feedback has been received and she separated the negative feedback into 2 areas: perception of safety and traffic concerns. She said the City Engineer designated staff to monitor the project and improvements include additional signage, striping, and removal of some sharrows. She explained further modifications at the intersection of Beryl Street/Harbor Drive including signage, curb paint, the addition of object markers; and she reported that vehicles no longer drive over the median. She said that improvements requiring additional design include signal timing adjustments at the intersection of Harbor Drive/Yacht Club Way and hardware improvements. She said that future improvements include modifying traffic signal phasing at the intersection of Harbor Drive/Yacht Club Way and installing an additional thru lane and right turn lane at the intersection of PCH/Herondo Street. She concluded by announcing the project was recently awarded the American Public Works Association project-of-the-year award.

In response to Commissioner Elder, Sergeant Prestia said the number of traffic accidents this year for the area is lower than for last year and he has seen no bike accidents. He said the number of traffic accidents on Herondo Street is about the same; however none have involved bicycles. He said overall things have slowed down a lot and bicycles no longer hit parked cars. He said the PD response to bicycles that fail to stop is to educate: 50 warning citations were issued during the summer months and more traditional citations have been issued since then. He said he has not seen cars in the path since the improvements. He said he has received no complaints about exiting from local businesses within the last month.

In response to Commissioner Elder, Engineer Lull confirmed that public parking requirements will be addressed upon removing the spaces to accommodate the right turn lane at the eastbound approach of PCH at Herondo Street. She also answered that the sharrow in the roadway conveys that bicycles are allowed to be there: she said State law determines the road must be shared.

Commissioner Thomas stressed the importance of maintaining the path and keeping it clean and painted.

In response to Commissioner Thomas regarding additional officer support for increased incoming pier traffic on holidays, Sergeant Prestia said that additional officers will be assigned to the harbor and pier area on Memorial Day and Labor Day.

In response to Commissioner Mallen regarding traffic engineering, Engineer Lull stressed the importance of bicyclist safety. She said all projects are in accordance with the approved master bicycle plan and living streets plan.

In response to Commissioner Bardin, Engineer Lull confirmed that some sharrows on Harbor Drive near driveways were removed to avoid confusion; and now the sharrows are midblock.

In response to Commissioner Bardin, Sergeant Prestia said the AES property will be used for boat parade event parking; and he did not anticipate a significant increase in traffic.

Interim Director Smith suggested the Commissioners may submit comments regarding traffic at the upcoming Harbor area EIR public meeting.

Mark Hansen, King Harbor Boaters Advisory Panel and King Harbor Yacht Club, announced the upcoming boat parade on December 12. He commended staff for listening to complaints about the Harbor Gateway Improvement Project. He said cyclists continue to run the stop light at Yacht Club Way. He said a higher level of control is necessary and he suggested a moving wooden gate. He mentioned the traffic congestion exiting the area on July 4 and the fact that drivers were prevented from driving north on Harbor Drive from Yacht Club Way.

Chairperson Michael said the intersection of Yacht Club Way/Harbor Drive is hazardous. He supported continued education. He supported the additional right turn lane at PCH/Herondo Street and he recommended further engineering study for that corner.

Engineer Lull said that improvements to traffic safety are carefully studied and incremental changes are implemented. She said monitoring continues as well as extensive collaboration with the police department.

Chairperson Michael said it seems as though drivers are going slower and drivers and cyclists are more certain about where to travel; however he did notice that vehicles back out into traffic on some right turn lanes.

Engineer Lull said the high peak hours can result in longer waiting; and that living streets result in narrower/fewer lanes with a limited length for the right lane.

Chairperson Michael requested periodic updates on the PCH/Herondo Street intersection right-turn lane and future improvements.

Commissioner Bardin said he frequently travels the intersection of Yacht Club Way and has not seen a problem.

The motion by Commissioner Thomas and seconded by Commissioner Mallen to receive and file the report was unanimously approved.

COMMISSIONER REFERRALS TO STAFF

Commissioner Elder requested a future agenda item to discuss Seaside Lagoon relative to the CenterCal proposal.

Chairperson Michael requested updates on the bike path improvements every other meeting or every 6 months. He also requested financial information for bike sharing for the next meeting.

Commissioner Mallen requested information for accessing a bike share master plan and living streets master plan.

Chairperson Michael appreciated Interim Director Smith's service to the Commission.

Interim Director Smith said the new Community Services Director will be appointed by January 1.

Chairperson Michael adjourned the meeting at 8:42 p.m.

Respectfully submitted,

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John La Rock
Community Services Director

CITY OF REDONDO BEACH ☼ SIX-MONTH STRATEGIC OBJECTIVES

October 14, 2015 – March 15, 2016

ACM=Assistant City Mgr CD=Community Development PW=Public Works WED=Waterfront and Economic Development CS=Community Services

THREE-YEAR GOAL: ***VITALIZE THE WATERFRONT, ARTESIA CORRIDOR, RIVIERA VILLAGE AND NORTH REDONDO INDUSTRIAL COMPLEX***

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By March 15, 2016	ACM and WED Director	Conduct Public Outreach meetings (Feb – March 2016) regarding alternative locations for installation of a new boat ramp including a meeting with Harbor Commission and present the results to the City Council.		X		
2. At the March 1, 2016 City Council meeting	WED and PW Director, working with regional agencies	Report on the status of the analysis of sea level rise and its potential impact on the Redondo Beach waterfront.		X		
3. At the February 16, 2016 City Council Meeting	PW Director	Present to the City Council for review the cost of fully implementing the Riviera Village sidewalk landscaping improvement plan along Catalina Avenue from Palos Verdes Boulevard to Avenue I.		X		
4. At the March 1, 2016 City Council Meeting	CD Director working with WED Director	Present to the City Council for consideration options for further modification of parking requirements Citywide to help encourage economic development.		X		
5. At the November 17, 2015 Council Meeting	City Manager	Agendize a report on the appointment of a Mayor/City Council Subcommittee to work with staff on issues that may arise during the time that AES is marketing the AES site for non-industrial uses.	X			
5.a. FUTURE OBJECTIVE between April 4, 2016 and June 15, 2016	City Manager with the CD Director and City Attorney	City and AES representatives to meet and confer as necessary and discuss implementation of the AES Task Force, its purpose, organization, and membership, and other details relevant to the formation of the AES Task Force prior to a City Council Report on July 5, 2016 for appointment of the Task Force		X		
5.b. FUTURE OBJECTIVE	City Manager with City Attorney and CD Director	City Council to select consulting services firms needed to support the Task Force following the RFP Process.				

5.c. FUTURE OBJECTIVE	Task Force, working with Consultants	Task Force/Consultants present findings and recommendations to the City Council.				
6. FUTURE OBJECTIVE	WED working with CD Director	Explore the feasibility and recommend to the City Council whether or not to create a Storefront Improvement Program in key business areas.				

THREE-YEAR GOAL: ***IMPROVE PUBLIC INFRASTRUCTURE AND FACILITIES IN AN ENVIRONMENTALLY RESPONSIBLE MANNER***

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By the January 19, 2016 City Council meeting	WED Director working with PW Director	Present to the City Council for review the fiscal impact for financing the construction of a replacement pier parking structure and other Harbor Area public infrastructure.		X		
2. By the March 15, 2016 City Council meeting	PW Director	Present to the City Council a report on the status of the Tri-City Aviation Boulevard Bikeability Plan Grant.		X		
3. At the March 1, 2016 City Council meeting	ACM working with PW Director, Finance Director, Police Chief and Fire Chief	Report on the status of the Major Facilities Repair Fund and the City's long-term major facilities needs list.		X		
4. At the February 2, 2016 City Council meeting	PW Director	Present to the City Council for consideration a Conceptual Plan for improvement of Anderson Park restrooms and the demolition of the Park's vacant Annex Building.		X		
5. By March 15, 2016	CS Director working with PW, Finance and CD Directors	Review and report to the City Council the City's park and open space inventory and funding sources for acquisition and rehabilitation of parks and open space.		X		

THREE-YEAR GOAL: ***INCREASE ORGANIZATIONAL EFFECTIVENESS AND EFFICIENCY***						
WHEN	**WHO**	**WHAT**	**STATUS**			**COMMENTS**
			DONE	ON TARGET	REVISED	
1. By March 15, 2016	City Attorney, working with the CD Director	Present to the City Council for direction options for the restructuring of the Redondo Beach Sister City Committee as a separate non-profit 501(c)(3) and/or an official city committee or commission.		X		
2. By March 15, 2016	IT Director working with City Manager, City Attorney and other Department Heads	Report the results to the City Council of a social media pilot project that explores additional methods of public outreach (social media e.g., Facebook, Twitter) through launch of the City's new webpage.		X		
3. At the January 5, 2016 City Council meeting	PW Director	Review the Administrative Policy and Procedure (APP) regarding purchase and replacement of zero emission vehicles and present the results to the City Council.		X		
4. By March 15, 2016	PW Director working with IT Director	Explore and recommend to the City Council for consideration the potential use of technology to better regulate pedestrian and bicycle traffic crossing where the beach bike path meets the south end of the pier for improved safety and traffic flow.		X		
5. Prior to March 1, 2016	City Manager, HR Director and all City Departments	Implement a Customer Service Training Program for applicable City employees on a city-wide basis.		X		Contract for training awarded by City Council on Dec 1, 2015

THREE-YEAR GOAL: ***BUILD AN ECONOMICALLY VITAL AND FINANCIALLY SUSTAINABLE CITY***						
WHEN	**WHO**	**WHAT**	**STATUS**			**COMMENTS**
			DONE	ON TARGET	REVISED	
1. By the January 19, 2016 City Council meeting	WED Director	Research and report to the City Council on the new State tax increment financing law to fund public infrastructure and other projects.		X		
2. By the February 1, 2016 City Council meeting	CD Director working with Finance Director	Present a report to the City Council on current regulation of short-term rental activity and obtain direction, if any, from the City Council.		X		
3. At the March 15 2016 City Council meeting	Finance Director working with HR Director and all involved Departments	As part of the Mid-Year Budget Review, recommend to the City Council for consideration a budget modification to be able to hire or contract with a Grant Specialist to identify and apply for grants and coordinate with departments to facilitate implementation.		X		

THREE-YEAR GOAL: ***MAINTAIN A HIGH LEVEL OF PUBLIC SAFETY WITH PUBLIC ENGAGEMENT***						
WHEN	**WHO**	**WHAT**	**STATUS**			**COMMENTS**
			DONE	ON TARGET	REVISED	
1. By February 16,2016	PW Director and Police Chief	Develop plans and specifications for security fencing around the police station.		X		
2. By March 15, 2016	Police Chief, working with the PW Director and CS Director	Research and present to the City Council for direction options for construction of a canine training facility on an existing unused city parcel.		X		
3. By January 1, 2016	HR Director working with Police and Fire Chiefs	Create hiring and promotional lists to fill all vacancies as they arise within the Fire and Police Departments.	X			Ongoing recruitment process and eligibility lists in place for all PD and FD vacancies
4. At the March 15, 2016 City Council meeting	City Manager working with Fire Chief, ACM and Finance Director	As part of the Mid-Year Budget Review, explore and make a recommendation to the City Council for consideration the possible restoration of two Fire Prevention Inspectors and one Fire Training Officer in the Fire Department.		X		
5. By March 15, 2016	Police Chief	Increase Neighborhood Watch participation by 30%, and improve assistance from homeowners associations.		X		

THREE-YEAR GOAL: ***REVIEW AND IDENTIFY A PROCESS FOR UPDATING THE CITY'S GENERAL PLAN***						
WHEN	**WHO**	**WHAT**	**STATUS**			**COMMENTS**
			DONE	ON TARGET	REVISED	
1. At the February 16, 2016 City Council meeting	CD Director working with ACM and City Manager	Present to the City Council and community a General Plan 101 workshop(s) overview on the General Plan's current status and content including potential amendments to the mixed use zoning section of the municipal code.		X		
2. At the March 1, 2016 City Council meeting	CD Director working with ACM and City Manager	Present to the City Council a budget process and timeline for either a comprehensive or "living" (incremental) update of the General Plan.		X		
3. Consider in context of FY 2015-2016 Mid-Year Budget Review	CD Director working with Finance Director, ACM and City Manager	Present to the City Council for action a budget appropriation to conduct a community assessment and engagement process for updating the General Plan.		X		

Administrative Report

Commission Action Date: January 20, 2016

To: MEMBERS OF THE RECREATION AND PARKS COMMISSION

From: JOHN LA ROCK, COMMUNITY SERVICES DIRECTOR

Subject: LA COUNTY PARKS ASSESSMENT WORKSHOP

RECOMMENDATION

Receive and file a verbal report on the LA County Parks Assessment Workshop held on January 13, 2016.

EXECUTIVE SUMMARY

As part of an LA County effort to assess Countywide parks and recreation facilities and the potential need for developing park funding mechanisms, Redondo Beach held a community workshop at the Main Library on January 13, 2016, to solicit feedback from the community regarding existing park and recreation facilities, foreseeable needs for amenities, and issues regarding accessibility.

Submitted by:

John La Rock
Community Services Director

Attachments:

- LA County Parks Assessment Workshop flyer

WEDNESDAY
JANUARY 13, 2016
6:00 – 9:00 P.M.

PARKS COMMUNITY INPUT MEETING

Redondo Beach Public Library
Main Library – 2nd Floor Meeting Room
303 N Pacific Coast Hwy
Redondo Beach, CA 90277

Love your Parks?

Make your voice heard at our Community Input Meeting!

Discussion will focus on park improvements and the future of our parks!

Now is your chance to help shape the future of our parks.

FOR MORE INFORMATION CONTACT:

COMMUNITY SERVICES DEPARTMENT

1922 Artesia Blvd.
Redondo Beach, CA 90278
(310) 318-0650

More To Sea™ redondo BEACH

Parks Make Life Better!™

Administrative Report

Commission Action Date: January 20, 2016

To: **MEMBERS OF THE RECREATION AND PARKS COMMISSION**

From: **JOHN LA ROCK, COMMUNITY SERVICES DIRECTOR**

Subject: **LEADERSHIP REDONDO CLASS OF 2015 PROJECT AT AVIATION PARK**

RECOMMENDATION

Provide input and a recommendation regarding the class project of the Leadership Redondo Class of 2015 to place a water fountain and mural at the field house of Aviation Park.

EXECUTIVE SUMMARY

The Leadership Redondo Class of 2015 has identified a class project to enhance the Aviation Park field house located at 1935 Manhattan Beach Boulevard, adjacent to the Aviation track and field.

The proposed project is comprised of two parts. First, the Class proposes to install an exterior water fountain on the north wall of the field house. The Fountain is designed to accommodate those wishing to drink from the fountain as well as those choosing to fill a water container. The fountain is ADA compliant and rated for long-term outdoor use. This is an amenity that has been sought by City staff and the public users of the track and field. The second aspect is the installation of a mural on the north wall of the field house. The theme for the mural is based on the sports and recreation activities taking place at the Park. The proposed mural would fully cover the north wall of the field house and would be U/V coated for durability in the outdoor environment. The Class intends to seek locally based artists who specialize in murals to provide bids for the labor and materials to paint the mural.

Following input and a recommendation from the Recreation and Parks Commission, the Project would be presented to the Public Art Commission for input and a recommendation and then ultimately presented to City Council for approval. Provided the City Council approves the project as proposed, the Leadership Class would undertake a fund raising campaign to fund the project. It should be noted that this Leadership project will be funded entirely by donations. No City funding will be provided for this project.

Submitted by:

John La Rock
Community Services Director

Attachments:

- Leadership Redondo Class of 2015 project scope
- Public Art Mural rendering
- Power Point Presentation

LEADERSHIP REDONDO 2015 PROPOSED PROJECT SCOPE: ACTIVATE AVIATION

January 12, 2016

Overview

1. Project Description

The Leadership Redondo Class of 2015 chose enhancements to the Aviation Field House as their project to spotlight the importance of fresh drinking water and physical activity via participation in exercise and sports to good health. As a Blue Zones® Community, Redondo Beach has committed itself to these practices that facilitate and promote wellness.

Located at the south end of Aviation Track & Field, the Field House contains restrooms and storage. The Aviation Track & Field is one of the most heavily utilized recreation facilities in Redondo Beach and features a rubber, 440 yard five lane running track that surrounds a regulation size football/soccer field. On any given day, dozens of runners, walkers, soccer & football players and people performing exercise routines use this North Redondo Beach facility. The area is well lighted for use throughout the year and has ample free parking.

2. Project Scope

The Class will work with a general contractor and mural artist to enhance the Aviation Field House. The Class of 2015 will provide a necessary resource and inspiration to the community members that utilize this facility and attract more people to do so. Specifically, the Project will entail:

1. The installation of an ADA compliant, wall-mounted filling station for water bottles and a fresh drinking water fountain.

2. The painting of a sports-themed mural that mirrors activities taking place on the Aviation Track & Field.

3. Required Approvals

Leadership Redondo Steering Committee
City of Redondo Beach: Recreation & Parks and Public Arts Commissions, City Council

4. Affected Parties/Processes

The Recreation & Parks and Public Arts Commissions will weigh in on the proposed project prior to commencement of the Project. The City of Redondo Beach Public Works Department will assist in the determination of the exact location for the filling station/water fountain, offer suggestions and approve the final selection of a general contractor to perform the actual installation work. The Public Arts Commission will provide input on and approve the mural schematic.

The installation of the filling station/water fountain and mural painting will necessitate a limitation of access to the north face of the Field House. Work will take place during daytime hours and will not hinder access to the restroom facilities or storage.

5. Project Implementation

Fundraising efforts will begin once the necessary approvals are obtained; namely, those of the Steering Committee and the City. Campaigns to elicit contributions will take place at approved fundraising events, via social media, and directly from corporate, business and community level promotions; all fundraising will be conducted by LR 2015 Class members.

The installation of the filling station/water fountain will be done by a licensed, experienced general contractor, selected via the bid process. The mural artist will be selected by the LR 2015 Class members. Paint and related materials related to the mural will be provided by the muralist or purchased for a local vendor. LR 2015 Class members will be on location at the commencement of the Project and available throughout the Project work processes as needed.

6. Timeline

The timeline is subject to change due to unforeseen delays in approvals or events.

LR Steering Committee Project Approval	October 2015
Recreation & Parks Commission	January 2016
Public Arts Commission	January 2016
City Approval	February 2016
LR Steering Committee Budget Approval	February 2016
Raise Minimum Project Funds	June 2016
City Approval:MOU	June 2016
Order Fountain	June/July 2016
Fountain Installation	July/August 2016
Mural Completion	August 2016
Project Completion	September 2016
Dedication Ceremony	September 2016

7. Assignments

Project Leadership – Susan Anderson, Cristan Higa, Shawn Freeman
Financial/Treasurer – Sai Nanthavong
Purchasing Equipment/Procurement – Theresa Van Dusen, Maria Madrigal, Chris Hatanelas, Doug Pruss
Marketing/Special Events/Promotion – Arnette Travis, Cheryl Kahnamoui, Julie Coll, Anna Reyes
Fundraising – Jennifer Salvino, Colleen Schneider, Melissa DePaoli, Lupe Cazares, Goran Ljubinovic
Social / Meeting Planning-- Mariam Razzaghi, Laurie Glover
Policies & Guidelines/ City Liaison--Susan Anderson

8. Project Scalability

FOUNTAIN

Halsey Taylor HTHBHVR8-NF	$1,688.00
Installation: Preparation, Labor	$ 2,850.00
Donor Sign	$350.00
Subtotal	
20% cushion	$ 977.00
Total	$ 5865.00

FUNDRAISING/EVENTS

Fundraising events February – June	$1,500.00
Dedication Ceremony: Refreshments, water bottles, etc.	$1,000.00
Subtotal	$2,500.00
20% cushion	$500.00
Total	$3,000.00

FUNDING MILESTONE 1: $8865.00

MURAL

Mural Artist	$5,000.00
Materials/ Supplies	$850.00
Subtotal	$5850.00
20% cushion	$1170.00
Total	$7020.00

FUNDING MILESTONE 2: $15885.00

9. Specific Exclusions from Scope

Should the LR 2015 Class raise funds beyond those necessary to cover the Project, the scope would be expanded and the additional funds prioritized and applied as shown below.

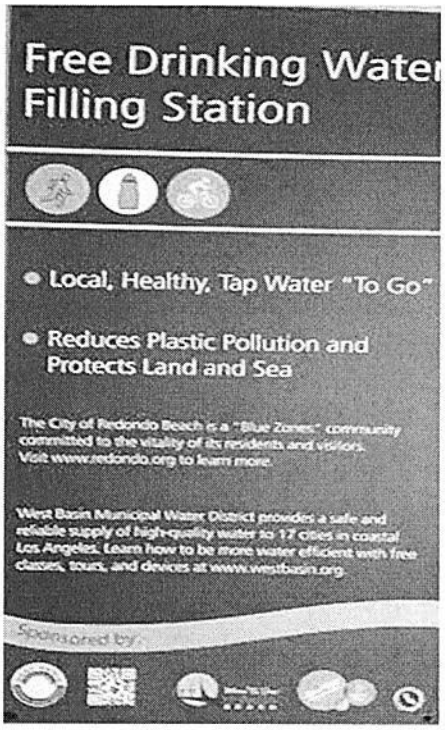
1. Additional refillable water bottles
2. Funds donated to the City for future maintenance and/or replacement
3. Painting of the entire Field House (materials & labor)

The Leadership Class of 2015 looks forward to the installation of the refillable bottle station/water fountain that will aid our environment through the reduction in the use of plastic water bottles and to creating an attractive mural that will enhance the esthetics of the Aviation Field House.

10. Addendum

Site of fountain and mural installation:

Donor plaque (to be modelled after the plaque at the Pier):



Water Bottle Refill Station:

Halsey Taylor.
Satisfying Thirsts Since 1912

Vandal-Resistant HYDROBOOST™

HVR Cooler with Bottle Filler

Rated For Indoor/Outdoor Use

Models: ☐ HTHBHVR8-NF
☐ HTHBHVR-NF

GENERAL
Complete water station including HydroBoost™ bottle filling station and HVR water cooler.

HVR WATER COOLER
Self-contained, stainless steel, wall mount single level water cooler. Model HTHBHVR8-NF delivers chilled water; HTHBHVR-NF delivers ambient drinking water. Vandal-resistant one-piece, chrome-plated bubbler with integral hood guard design to prevent tampering, airborne deposits and contamination. Automatic stream height regulator is located inside unit to prevent tampering. A constant stream height is automatically maintained under line pressures that vary from 20 to 105 psi. Includes self-closing vandal-resistant pushbutton which does not require grasping or twisting. Type 300 series stainless steel cooler top with satin finish to resist stains and corrosion. Basin includes anti-splash ridge and contoured to insure proper drainage.

HYDROBOOST™ BOTTLE FILLING STATION
Stainless steel design for tamper-resistance. Pushbutton activation enhanced with embossed user graphics. Quick fill rate is 1.1 gallons per minute on chilled model and 1.5 gpm on ambient model. Laminar flow provides a clean fill with minimal splash and easy maintenance. 30-second shut-off timer for water flow. Recessed orifice to prevent cross-contamination.

GREEN COUNTER™
Visually displays count of plastic water bottles saved from the landfills. Protected behind tempered glass.

INLET STRAINER
Easily cleaned in-line strainer screen traps particles of 140 microns or larger before they enter the waterway.

REFRIGERATION SYSTEM (Model HTHBHVR8-NF Only)
Unit provides 8GPH of 50°F drinking water at 90°F ambient air and 80°F inlet water. Hermetically sealed, positive start compressor with lifetime lubrication and built-in overload protection, efficient capillary sizing, large capacity dryer-strainer and self-lubricated fan cools copper/ aluminum condenser. R-134a refrigerant. Protected by Halsey Taylor's Limited Warranty.

TEMPERATURE CONTROL
Positive sensing thermostat for controlling temperature of storage tank water. Factory set at 50°F adjustable ± 5°F.

Trap and service stop not included.

SUGGESTED SPECIFICATION
Model HTHBHVR8-NF shall deliver 8GPH of 50°F drinking water at 90°F ambient air and 80°F inlet water. Model HTHBHVR-NF shall deliver non-chilled drinking water. Shall have stainless steel construction. Shall include vandal-resistant, one-piece bubbler with integral hood. Shall include vandal-resistant pushbutton activation with embossed user graphics. Shall include 30-second auto shut-off for water flow. Shall include Green Counter with tempered glass protective covering. Shall provide 1.1-1.5 gpm with laminar flow for minimal splash and recessed orifice to prevent cross-contamination. Cooler shall have stainless steel basin with anti-splash ridge and removeable drain strainer. Shall comply with ADA standards, UL399, CAN/CSA 22.2 No. 120, NSF/ANSI 61 and NSF/ANSI 372.

JOB NAME: _____

_____

_____

ENGINEER/CONTRACTOR NAME:

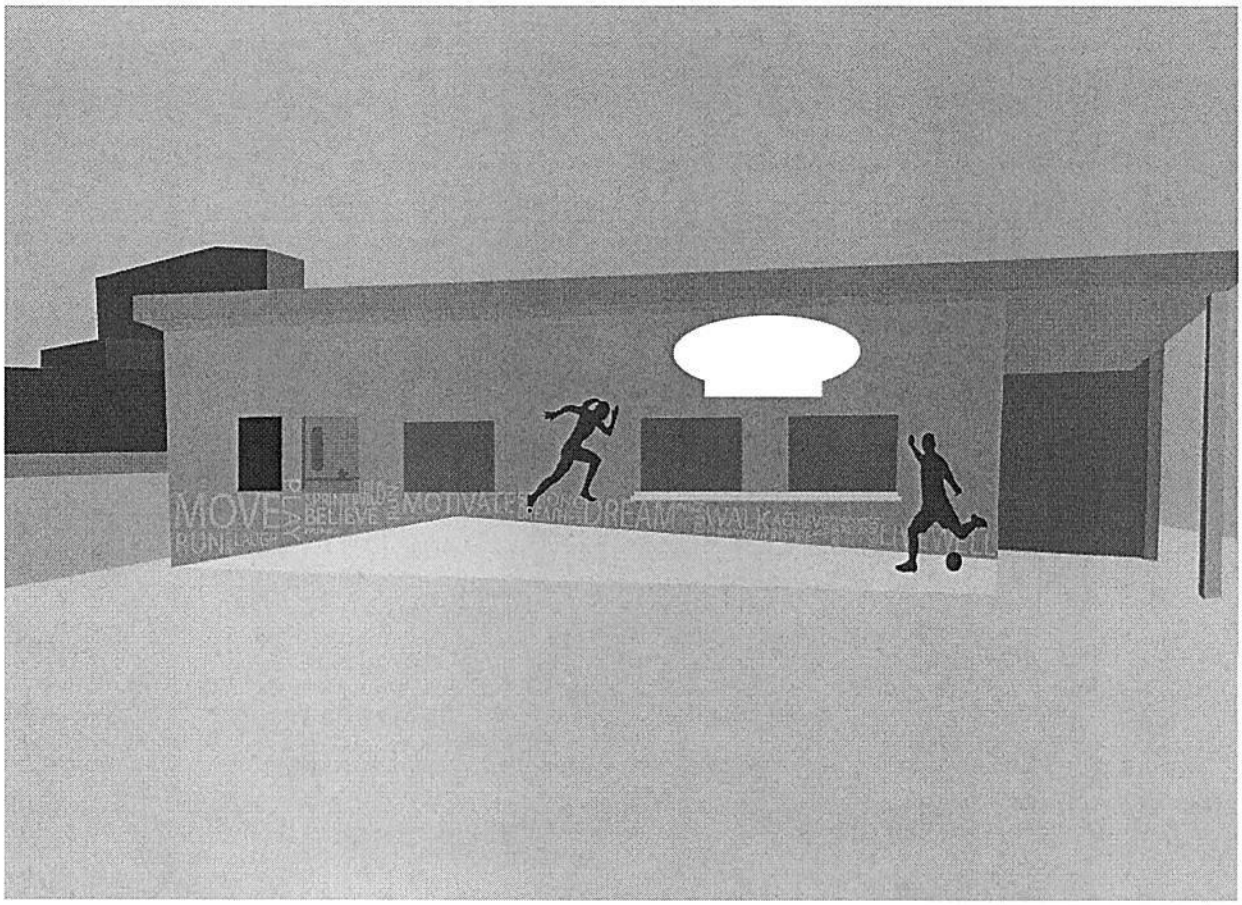
_____

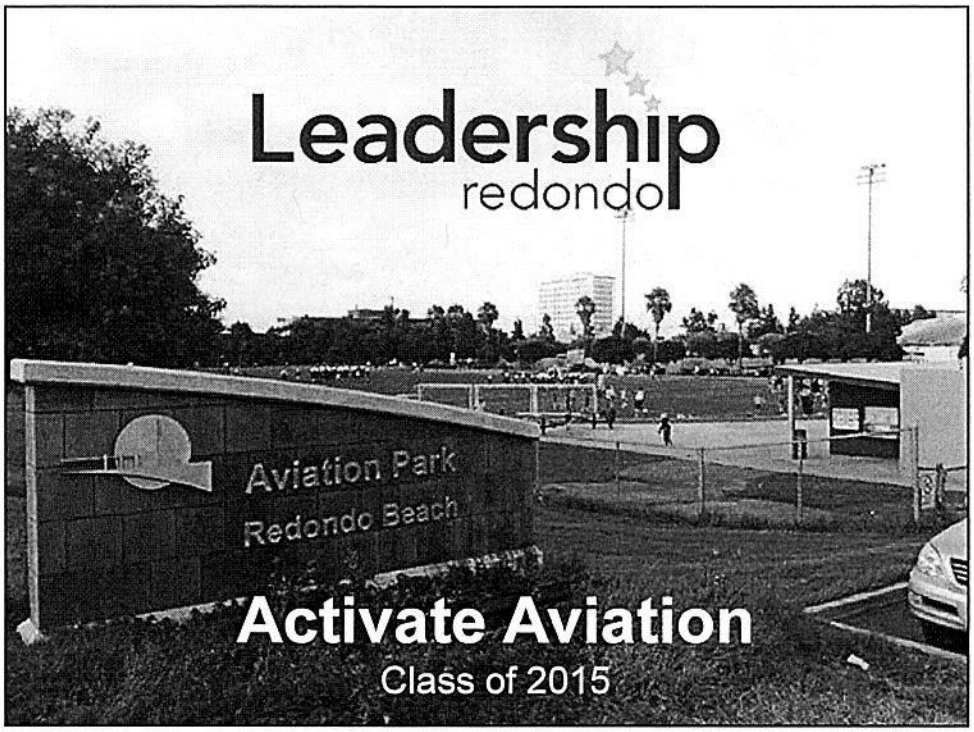
APPROVAL: _____

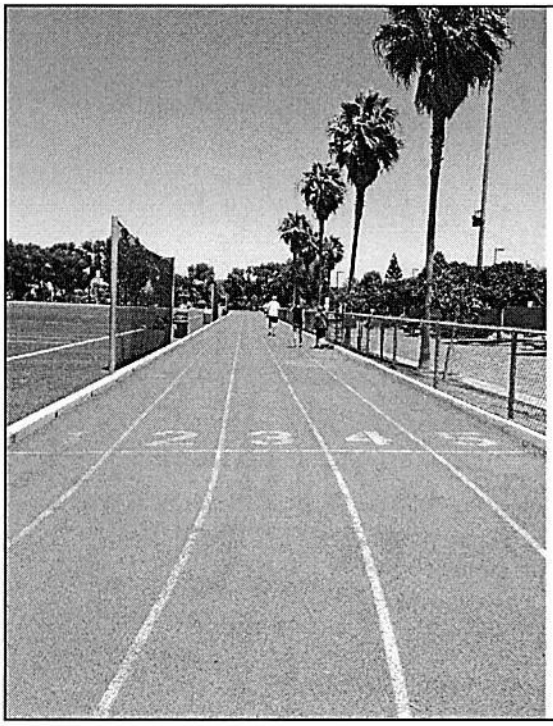
DATE: _____

NOTE: Continued product improvement makes specification sheets subject to change without notice.

Mural:







Activate Aviation

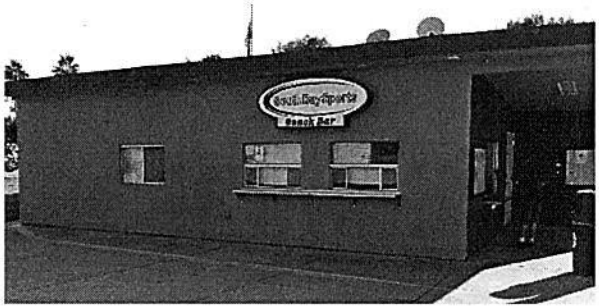
- Highlights the importance of fresh drinking water
- Encourages a healthy, active lifestyle
- Supports Redondo Beach's commitment as a Blue Zones Community

Leadership
redondo

Activate Aviation

Enhancements to the Aviation Field House

- Water Bottle Refill Station & Drinking Fountain
- Painted Mural



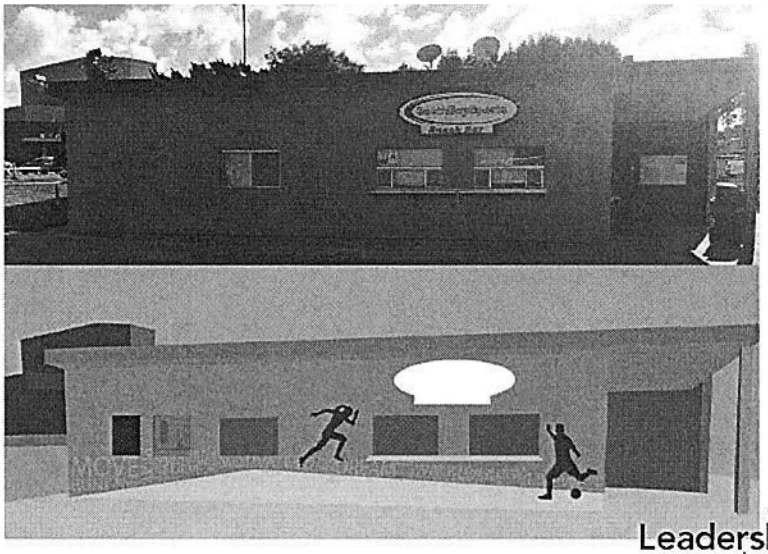
Leadership redondo

Water Bottle Refill Station and Drinking Fountain

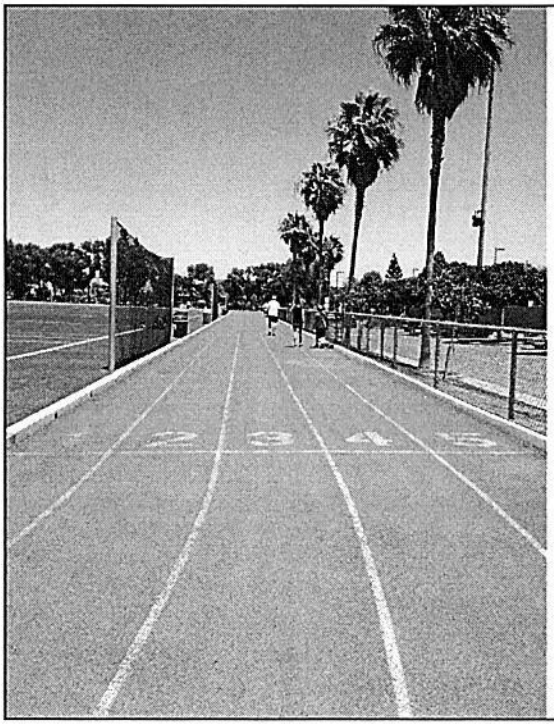
- Encourages the community to drink water
- Provide residents with safe, reliable tap water
- Promotes the use of refillable water bottles, while protecting the ocean from more discarded disposable bottles

Leadership redondo

Painted Mural



Leadership redondo



Activate Aviation

- Inspires
- Creates Change
- Positive Lasting Contribution

Leadership redondo

Administrative Report

Commission Action Date: January 20, 2016

To: MEMBERS OF THE RECREATION AND PARKS COMMISSION

From: JOHN LA ROCK, COMMUNITY SERVICES DIRECTOR

Subject: METRO BIKESHARE RACKS

RECOMMENDATION

Receive and file a report on the fiscal impact for Metro's Bikeshare racks.

EXECUTIVE SUMMARY

At their meeting on November 18, 2015, the Parks and Recreation Commission received an overview presentation from Metro regarding its Countywide Bikeshare program. During that presentation, additional information was requested regarding the fiscal impact of the program. Avital Shavit, Transportation Planning Manager for LACMTA Countywide Planning, has provided the following information:

The costs for Metro Bikeshare with our vendor BTS/B-Cycle range from $70 - $90K per station (approx. 22 docks per station / 2:1 docks to bikes ratio) and operation and maintenance costs range from $3K to $4K per bicycle annually including marketing, website/payment, processing/support, repairs, rebalancing and replacement of all equipment. The range of costs are dependent upon station size, scale of system and timeline of implementation.

Submitted by:

John La Rock
Community Services Director

Administrative Report

Commission Action Date: January 20, 2016

To: MEMBERS OF THE RECREATION AND PARKS COMMISSION

From: JOHN LA ROCK, COMMUNITY SERVICES DIRECTOR

Subject: ACCESSING BIKE SHARE AND LIVING STREETS MASTER PLANS

RECOMMENDATION

Receive and file a report regarding access to archival reports for the Bike Share Master Plan and the Living Streets Master Plan via the City's public website.

EXECUTIVE SUMMARY

At their meeting on November 18, 2015, the Parks and Recreation Commission requested information on accessing the Bike Share Master Plan and the Living Streets Master Plan.

The Bike Share Master Plan was presented to the City Council on October 18, 2011. The Living Streets Master Plan was presented to City Council on October 8, 2013. The agenda reports, attachments and minutes for these City Council meetings are available via the City's website at the City Clerk page by selecting the following: *Agenda & Minutes*; *Viewing agendas and minutes prior to 2014. To access agendas and minutes prior to 2014* (this selection is available by scrolling down from the current agenda section). From this point, members of the public may select to view agendas, staff reports, attachments and minutes by calendar year and date of meeting.

Submitted by:

John La Rock
Community Services Director

Administrative Report

Commission Action Date: January 20, 2016

To: **MEMBERS OF THE RECREATION AND PARKS COMMISSION**

From: **JOHN LA ROCK, COMMUNITY SERVICES DIRECTOR**

Subject: **DRAFT ENVIRONMENTAL IMPACT REPORT FOR WATERFRONT DEVELOPMENT**

RECOMMENDATION

Receive and file a report on the draft EIR for the Waterfront development and its potential impacts to the Seaside Lagoon and water craft launch facilities.

EXECUTIVE SUMMARY

At their meeting on November 18, 2015, the Parks and Recreation Commission requested information regarding the proposed Waterfront development and potential impacts to the Seaside Lagoon facility.

Pursuant to this request attached is Section 3.12 Recreation, of the draft Waterfront Environmental Impact Report (DEIR). As part of the whole DEIR, this section provides an assessment of the existing recreational facilities and practices of the project location, identifies potential impacts of project construction and implementation, and identifies mitigations for those impacts.

In advance of the January 20, 2016 Parks and Recreation Commission meeting, members may submit comments prior to the January 19, 2016 written public comment deadline. Written comments can be submitted by mail or email to the following:

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

Submitted by:

John La Rock

Community Services Director

Attachment:

- Waterfront Draft EIR, Section 3.12 Recreation

Section 3.12
Recreation

SECTION SUMMARY

This section identifies the existing public parks and recreational resources within the project site and immediate vicinity, and assesses how the construction and operation of the proposed project would potentially impact those resources and services. An analysis of potential impacts on recreation associated with the alternatives is detailed in Chapter 4 Analysis of Alternatives.

Section 3.12 Recreation provides the following:

- A description of existing recreational facilities at and near the project site;
- A description of existing regulations relative to recreation;
- A discussion of the methodology and thresholds used to determine whether the proposed project would result in a significant impact to recreational facilities;
- An analysis of the proposed project's impacts to recreational resources;
- A description of any Conditions of Approval that the City would impose, along with mitigation measures proposed to reduce any potential impacts and analysis of residual impacts (i.e., impacts remaining after mitigation), if applicable;
- An analysis of potential cumulative impacts associated with recreational resources;
- A summary of recreation impact determinations associated with the proposed project, cumulative growth, and mitigation measures; and,
- A description of significant unavoidable impacts associated with recreation resources.

Key Points of Section 3.12:

There are numerous passive and active land and water recreational amenities at and near the project site. The proposed project would not directly or indirectly result in population growth, which would increase demand for recreational services. Access to the waterfront and existing recreational facilities within the project site would be temporarily restricted during construction. Access to existing recreational facilities in the immediate vicinity but outside of the project site would still be available; however, project-related construction could result in indirect disruptions, such as construction traffic, noise, and air emissions (i.e., dust). Marine recreation opportunities would not be impacted significantly during construction because King Harbor would remain open for use by recreational watercraft. However, there would be a direct temporary loss of availability of on-site recreation during construction. Conditions of Approval that the City would impose (for approval of the proposed Conditional Use Permit) would require, prior to the construction, the following:

COA REC-1: Temporary Hand Launch and Dinghy Dock

The City would secure for temporary use a nearby location for use as a hand launch and dinghy dock during the construction of the proposed project. Possible nearby locations include: fuel dock at Portofino; Mole B (Outriggers' launch); and, King Harbor Yacht Club.

COA REC-2: Redondo Beach Marina in Basin 3 Slip Transition/Temporary Relocation Plan

A slip transition and/or temporary relocation plan would be established for vessels located with the Redondo Beach Marina/Basin 3 similar to the temporary relocation plan established for Portofino Marina (located within King Harbor to the north of the project site). The temporary transition/relocation plan is intended to provide temporary slips for displaced vessels during the reconstruction/redevelopment of the Redondo Beach Marina. The plan would include notifying tenants in advance of construction, finding temporary locations elsewhere in King Harbor for displaced vessels prior to the start of construction, and phasing construction to minimize the disruption to the degree feasible, including minimizing the number of times that vessels must be moved over the course of the construction. The transition/relocation plan would include measures to provide for continued operation of visitor-serving vessels (e.g., charter fishing operations, whale watching, glass bottom tours, harbor tours, etc.), such as use of transient moorings within the harbor and operating from other marinas within King Harbor. The temporary locations identified in the relocation plan would take into account the adequacy of the replacement locations, to ensure that adequate space and amenities (e.g., parking spaces) are available to accommodate the relocated uses and so as not to disrupt existing uses or result in substantial physical deterioration of the temporary location.

Upon completion of construction, operation of the proposed project would result in a beneficial impact relative to improved recreational facilities. The proposed project would not result in a substantial physical deterioration of existing parks and recreational facilities. The proposed project does not include the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the project.

3.12.1 Introduction

This section describes the affected environment and regulatory setting for recreation, as well as the impacts on existing parks or recreational resources that would result from the proposed project. Although this section describes the potential to impact coastal recreational resources and the public's right of access to the sea, the primary analysis of the compatibility of the proposed project with surrounding land uses and consistency to the pertinent land use plans, policies and regulations, such as the Local Coastal Plan (LCP), can be found in Section 3.9 Land Use and Planning of this Draft EIR. In addition, the potential for the implementation of the proposed project to impact pedestrian and bicycle access within the project site is further analyzed in the Section 3.13 Traffic and Transportation of this Draft EIR.

As part of the analysis, a Coastal Access Program was prepared and is included in Appendix K of this Draft EIR.

3.12.2 Environmental Setting

The City of Redondo Beach presently contains a total of 35 public parks, open space areas, and recreational sites, occupying approximately 155 acres of land, which represents approximately 3.8 percent of all land area within the City (City of Redondo Beach, 2004). Parkland and recreation facilities within the City is managed by the Redondo Beach Recreation and Community Services Department and maintained by the Redondo Beach Public Works Department.

The project site is located entirely within the Redondo Beach Harbor area (Harbor), with the exception of a small portion of the site at Torrance Circle. The Harbor is comprised of approximately 150 acres of City-owned or managed land and water developed with a variety of commercial and recreational uses, including marinas, hotels, retail, restaurants, office, beaches, and bicycle and pedestrian paths. The project site encompasses an approximately 36-acre portion of the harbor consisting of land and water situated along the Santa Monica Bay including many of the City's highly-valued recreational amenities, including waterfront facilities that provide water recreational opportunities, such as harbor access for watersports, and landside recreational opportunities, such as Seaside Lagoon and ocean viewing from piers and pathways. The public currently has access to approximately 84 percent (or approximately 3,500 linear feet) of the coastline contained within the project site; however, the quality of the experience of much of the access is low because of adjacent chain link fences and large surface parking lots.

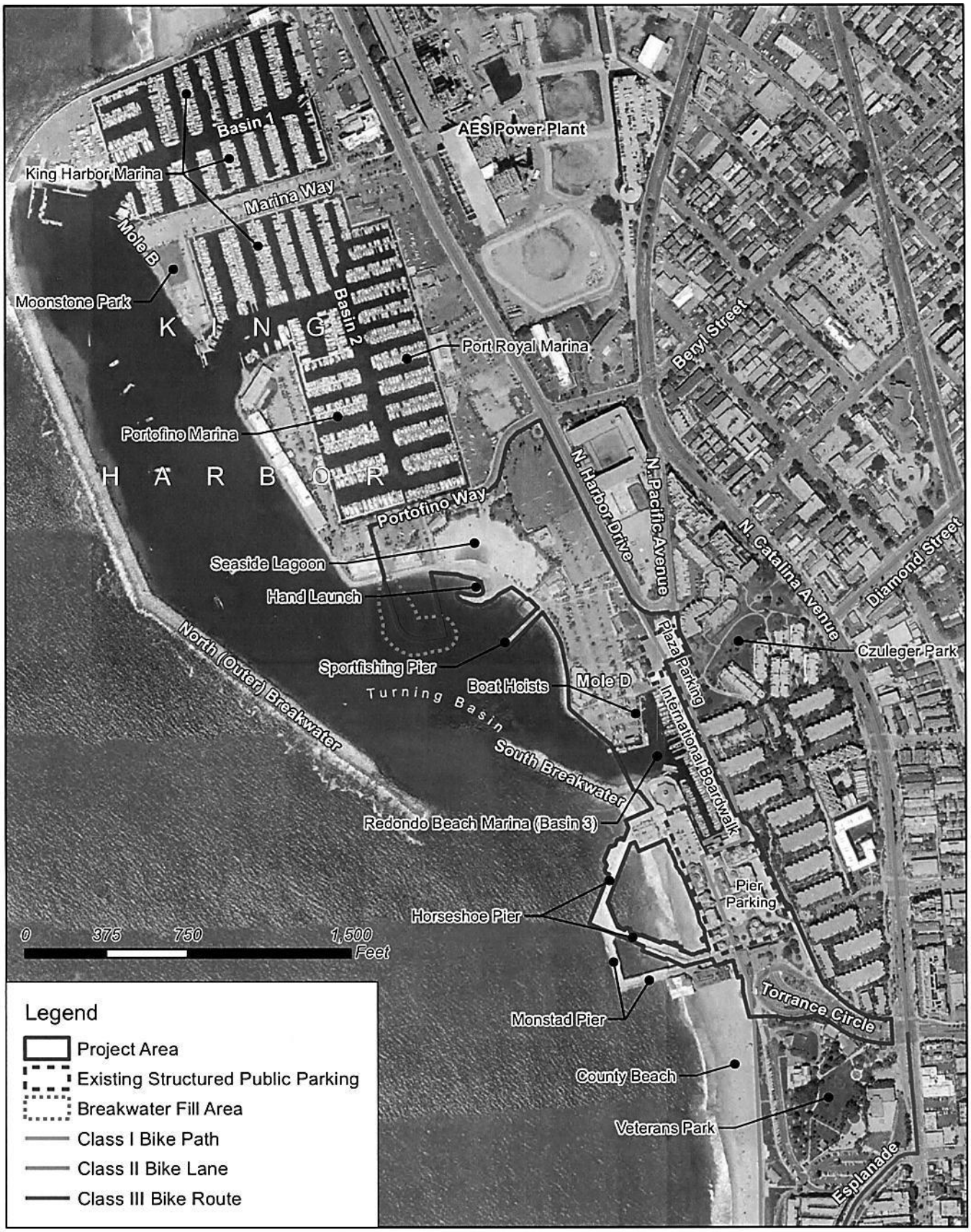
The following includes a discussion of the existing park and recreational facilities, shown in Figure 3.12-1, within the project site and immediate vicinity.

3.12.2.1 Existing Recreational Facilities within the Project Site

Northern Portion of the Project Site

The northern portion of the project site includes the following existing recreational facilities:

- Seaside Lagoon
- Hand launch/dinghy dock
- Sportfishing Pier
- Boat hoists



Source: City of Redondo Beach, 2008; South Bay Bicycle Coalition, 2014; Noble Consultants, Inc., 2015

Figure 3.12-1
Existing Park and Recreational Facilities

Seaside Lagoon

Seaside Lagoon is a 3.6-acre non-tidal saltwater, sand-bottom swimming facility, located along Portofino Way, west of Harbor Drive at King Harbor. Prior to reaching the lagoon, the water for the lagoon is pumped-in from the Pacific Ocean and used by the nearby AES Redondo Beach Generating Station (hereafter referred to as the AES power plant) to cool the superheated steam that propels the turbines to generate electricity. The heated water is then chlorinated before entering the lagoon in order to meet the requirements of the County of Los Angeles Department of Public Health for public swimming. In the final step, the water is de-chlorinated before being cycled back into the harbor (City of Redondo Beach, 2014).

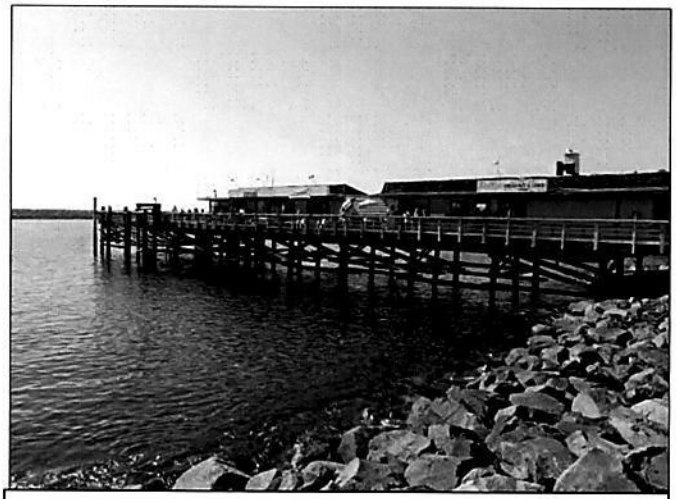
The Seaside Lagoon is a fenced facility that includes, in addition to the swimming area, a sand area, two volleyball courts, concession building, snack bar facilities provided by the adjacent Ruby's Restaurant, picnic area, barbeque pits (including stoves/sinks), beach shelter, children's play equipment (water slides), and a shower/restroom building (Photograph 3.12-1). A rock revetment and promenade separate the lagoon from the harbor waters. Trained lifeguards supervise the swimming area. Parking is provided at the adjacent City-owned three-acre parking lot. The lagoon is only open for public use (for a fee) throughout the summer months, beginning May 24th and open daily (10:00 AM to 5:45 PM) through September 1st (City of Redondo Beach, 2014). In 2014, the total summer attendance at the Seaside Lagoon was approximately 82,414 (City of Redondo Beach, 2014). In 2012, the restroom facilities building went through major renovation.

The site is periodically utilized for special public and private events. Special events include the Redondo Beach Lobster Festival (which includes dinner and live music), the Fourth of July Fireworks show (which includes live music and other recreational activities), International Surf Festival Medal of Valor Dinner (which includes cocktails and dinner), the Redondo Beach Chamber of Commerce Mixer, as well as other events.

Photograph 3.12-1: View of existing Seaside Lagoon taken from the southeast looking northwest

Sportfishing Pier

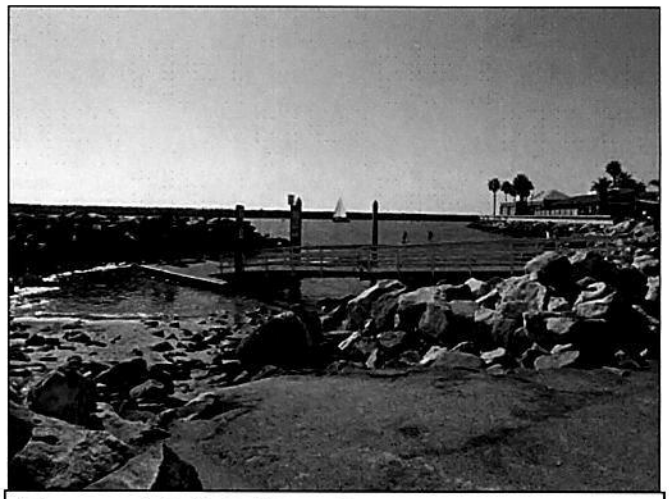
Constructed in 1969, the Sportfishing Pier is a 245-foot long and 30-foot wide wooden (timber) pier that sits over a sand-and-mud bottom, immediately south of Seaside Lagoon in King Harbor (Montoya, 2014) (Photograph 3.12-2). This pier is a popular destination for anglers (fishing from the pier and fishing charters), especially during the summer months. There are benches, restrooms, a fish cleaning station, restaurant, and sport fishing charter business. The southern ramp of the Sportfishing Pier is utilized daily for a half-day fishing charter. The Redondo Sportfishing building on the pier also sells and rents tackle and equipment, including rental rods and reels, and fishing licenses. Based on a visual survey conducted in 2015, the pier is currently suffering from deterioration, including damage of the piles and bracing.



Photograph 3.12-2: View of Sportfishing Pier (taken from southern side of the pier from the rock revetment/walkway; looking north/northwest)

Hand Launch/Dinghy Dock

A hand launch (hand-carried boats only) and dinghy dock is located in the northern portion of Mole D, off the rock revetment along Seaside Lagoon (Photograph 3.12-3). The hand launch is a floating dock west of a hook breakwall. The dinghy dock is located at the end of the hand launch and allows for the tendering of dinghy's (i.e., small boats that are often carried on or towed behind a larger boat) from transient moored vessels.



Photograph 3.12-3: View of hand launch and dinghy dock from rock revetment along the Seaside Lagoon

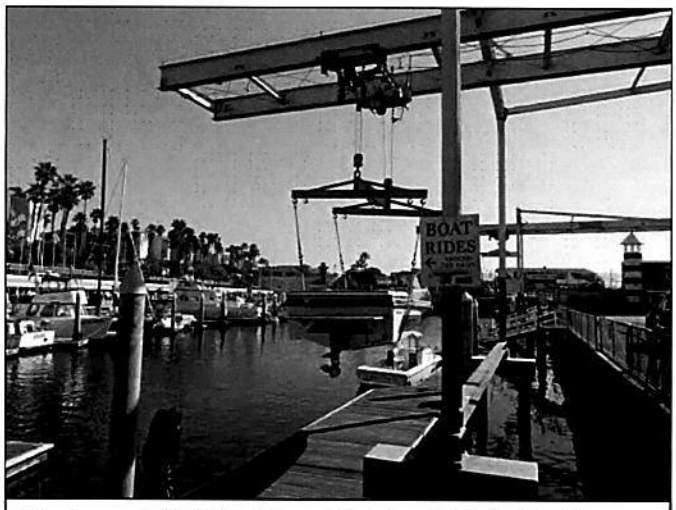
Boat Hoists

On Mole D, at the northern end of the Redondo Beach Marina/Basin 3, there are two 5-ton mechanical boat hoists available for public use (for a fee) during weekday (7:00 AM to 5:00 PM) and weekend hours (6:00 AM to 6:00 PM) (Photograph 3.12-4). In addition to watercraft, the boat hoists are used for lifting large fish caught and pulling up equipment and vessels so minor repairs can be made. This is the only public recreational boat hoist facility located within King Harbor.[1] From 2012 to 2014, the facility handled approximately 1,134 to 1,225 lifts per year[2] (Redondo Beach Marina, 2015). Most of the use associated with the hoists occurs during the five-month period of May through September.

Since late 2014, the boat hoists had been inactive and shut down for safety reasons following an inspection that determined that the hoists' were "noticeably deficient." The results of a structural engineering report completed in January 2015 found the south hoist to be beyond repair, while the north hoist was in better condition. The repair of the north hoist was completed and that hoist reopened in October 2015. During the year long closure of the hoists closure, the City directed the public to use alternative regional boat launch facilities, including those in Marina del Rey and Cabrillo Beach in San Pedro.

[1] The King Harbor yacht club operates two private hoists and the harbor has a heavy haul-out facility in association with the marine maintenance facility.

[2] Lifts are not identified by launches or retrievals and may include round trips or single use.



Photograph 3.12-4: View of the boat hoists (looking south)

Southern Portion of the Project Site

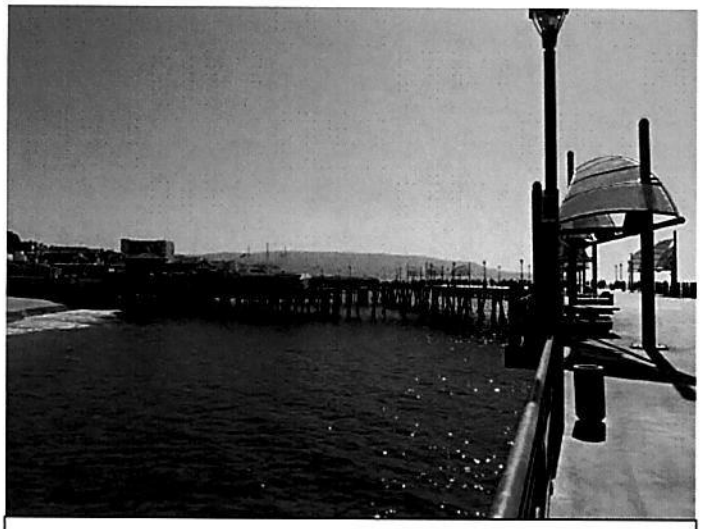
The southern portion of the project site includes the following existing recreational facility (see Figure 3.12-1):

- Horseshoe Pier

Horseshoe Pier

The Horseshoe Pier is a 1,550-foot long horseshoe-shaped concrete pier that, unlike many other Southern California piers, does not reach straight out into the Pacific Ocean, but rather loops back to the shore in a 'horseshoe' configuration (Photograph 3.12-5). Originally built in 1889, the landmark pier has been rebuilt and altered several times due to storm damage and redevelopment. A majority of the existing pier (northern and center section) was reconstructed in 1995 following storm and fire damage. The southern of the pier (area that survived the storms and fire) was built in 1928. There are several restaurants and shops located on the Horseshoe Pier as well as benches and picnic tables. The pier offers panoramic ocean and coastline views, and is a popular location for strolling, enjoying ocean views, and pier fishing. The pier is also utilized for special events, including the chalk art festival, car shows, music festivals, Taste of the Pier, an annual kite festival, Fourth of July at the Pier, and other events.

The 300-foot "L" shaped Monstad Pier extends from the southern end of the Horseshoe Pier. The Monstad Pier, also used for ocean viewing, walking and fishing, is not part of the project site.



Photograph 3.12-5: Looking south from the northern portion of the Horseshoe Pier

The piers, exclusive of commercial space and parking, represent approximately two acres of the City's recreational area (City of Redondo Beach, 2004).

Basin 3

Basin 3 of the project site includes the following existing recreational facility:

- Redondo Beach Marina

Redondo Beach Marina

The Redondo Beach Marina is located at Basin 3 within King Harbor (water portion of the project site) between the Seaside Lagoon to the north and Horseshoe Pier to the south (Photograph 3.12-6 and 3.12-7). It has 61 boat slips and can accommodate boats with a minimum and maximum length of 20 feet and 65 feet, respectively (Redondo Beach Marina Services, 2014).[3] The Redondo Beach Marina has an assortment of private facilities that provide opportunities for marine recreation (e.g., harbor cruises, ocean speedboat rides, sportfishing, sailing, diving, whale watching excursions, stand-up paddle boarding, charters, gondola rides, semi-submersible underwater viewing boats, and pedal boat and kayak rentals).

[3] The Redondo Beach Marina also has slips in Basin 2, to the north of the project site.

Photograph 3.12-6: Looking north at Redondo Beach Marina/Basin 3 from the Pier Parking Structure (Southern Portion of the Project Site)

Photograph 3.12-7: Looking west at the middle section of the Redondo Beach Marina/Basin 3 from the south breakwater area

3.12.2.2 Existing Recreational Facilities Located Partially within the Project Area

King Harbor

The Redondo Beach Marina (within Basin 3), described above, is one of four marinas located within King Harbor. Located at the north end of Redondo Beach, King Harbor is a small craft harbor devoted to recreational boating. King Harbor is approximately 48 acres of land area, protected by concrete bulkheads and boulder walls of the north outer breakwater. King Harbor is subdivided into three basins. Basin 1, located in the northern portion of King Harbor, is the site of King Harbor Marina, the SEA Lab and King Harbor Yacht Club. The SEA Lab is a non-profit facility operated by the LA Conservation Corps that focuses on environmental and marine life education, and includes outdoor aquarium, touch tanks, aquaculture facility, traveling education program, and beach access to tide pools. The King Harbor Yacht Club is a private sailing organization with racing and leisure fleets that offer youth boating programs and regional sailing races. Basin 2 is located south of Marina Way and consists of Port Royal Marina, Portofino Marina, and slips associated with a portion of the Redondo Beach Marina. Port Royal Marina includes the Port Royal Yacht Club and additional boat slips. The Portofino Marina includes a fueling facility, the Baleen Restaurant, Portofino Hotel and Yacht Club, and approximately 336 boat slips. Basin 3 is within the project site and consists of the majority of the Redondo Beach Marina, described above.

King Harbor provides approximately 1,433 vessel slips (approximately 1,392 are used for recreational vessel slips, while there are currently 41 commercial slips). Each of the four marinas in King Harbor accommodates various sized vessels: King Harbor Marina has 855 slips (842 recreational slips and 13 commercial slips used by Chevron) that range in size from 15 feet and 84 feet; Port Royal Marina has 336 slips (all recreational slips with 11 end ties) ranging in length from 20 feet to 50 feet; Portofino Marina has 181 recreational slips (no commercial slips) ranging in length from 20 feet and 110 feet; and, the Redondo Beach Marina has 61 slips (33 recreational slips and 28 commercial slips) ranging in length from 20 feet to 65 feet (King Harbor Marina, 2015; Portofino Marina pers. comm., 2015; Marina Recreation Association, 2015; Redondo Beach Marina, 2015). King Harbor also has approximately 29 transient vessel moorings. These moorings are intended to allow commercial and recreational boats to tie-up and dock on a first-come, first-served basis for a maximum of seven days' time in a 30-day period (City of Redondo Beach, 2015). The transient moorings serve vessels ranging in length from approximately 20 to 60 feet in length. The Office of Harbor Master operates the transient vessel moorings (City of Redondo Beach, 2015).

As of May 2014, there were approximately 151 liveaboards[4] in King Harbor (including approximately six within the project site at the Redondo Beach Marina/Basin 3), representing just over 10 percent of all slips (Short pers. comm., 2014).

Pathways and Trails

There is a network of pedestrian and bicycle pathways that extend from off-site through the project site, including an elevated walkway and bicycle path which extends above the International Boardwalk and non-contiguous/non-connected walkways that extend along the water's edge from the northern to the southern portions of the site, connected by the access

[4] Liveaboards are boats being used as residences. As of May 2014, King Harbor Marina has 95 liveaboards, Port Royal Marina has 36 liveaboards, Portofino Marina has 14 liveaboards, and Redondo Beach Marina has six liveaboards.

road fronting the International Boardwalk (along the eastern edge of the Redondo Beach Marina/Basin 3). Pathways within the project site that are designated as a portion of the California Coastal Trail and Beach Cities Health District's designated Scenic Walking Trails are described below.

Scenic Walking Trails

The Beach Cities Health District designated four scenic walking trails, all of which begin at the Redondo Beach Main Library, located outside of the project site at 303 N. Pacific Coast Highway. Portions of two of the four scenic walking trails described below are located within the project site (Redondo Beach Chamber of Commerce and Visitors Bureau, 2013).

- Seaside Lagoon/Moonstone Park Trail (approximately 2.2 miles) offers views of Redondo Beach Harbor and Seaside Lagoon, including a view of the "Whaling Wall" on the AES power plant building along Harbor Drive.

- Pier/Veterans Park Trail (approximately 1.56 miles) offers views of Redondo Beach Pier, Veterans Park, and the Pacific Ocean.

The trails outside the project area are the Esplanade/Rivera Trail and the Dominguez Park Trail.

Bikeways

The South Bay Bikeway (also known as Marvin Braude Bike Trail and The Strand) is a 27-mile paved path that follows the coastline of the Santa Monica Bay from the Will Rogers State Beach in Pacific Palisades (north of the project site) to Miramar Park in Torrance Beach (south of the project site) (Coastwalk, 2003).

The Redondo Beach portion of the South Bay Bikeway begins along Harbor Drive at Herondo Street, just north of the AES power plant, north of the project site. It is a newly opened cycle track located along the west side of Harbor Drive to approximately Pacific Avenue that connects the Hermosa Beach Strand to the Redondo Beach waterfront area. From there the bikeway extends south and traverses the project site along the elevated walkway above the International Boardwalk. The bike path then passes through the Pier Parking Structure. Under existing conditions, bicycles must be dismounted and walked through portions of the project site. The bike path continues south for approximately two miles along the County Beach coastline (Southern California Beaches, 2014; Hermosa Cyclery, 2014). The bikeway is designated as Class I (off-street bike path).

As shown on Figure 3.12-1, other bikeways within the vicinity of the project site include

- Class I (two-way cycle track) route along Catalina Avenue from Pacific Avenue to Torrance Circle/Boulevard, in front of the Village Condominiums;

- Class II (on-street marked bike lane) route along Catalina Avenue from Beryl Street to Torrance Circle/Boulevard (a portion is within the project site);

- Class II route along Diamond Street from Catalina Avenue to Prospect Avenue (extending northeast of the project site); and,

- Class II route along Esplanade from Torrance Circle/Boulevard to Knob Hill Avenue (south of the project site).

Special Events

As a community focal point, the project site and surrounding area serve as a location for community events and gatherings held throughout the year. Events held at or adjacent to the project site in 2014 include an outdoor summer concert series, chalk art festival, classic car show, Taste of the Pier, holiday concert, an annual kite festival, outdoor movie showings, Super Bowl 10k run/walk, and Fourth of July at the Pier.

3.12.2.3 Existing Recreational Facilities within the Immediate Project Vicinity

Czuleger Park

As shown on Figure 3.12-1, Czuleger Park is a 3.2-acre park situated between Catalina Avenue and Redondo Beach Marina/Basin 3. It is located immediately to the east of the northern portion of the project site, between Seascape One and Seascape Two of The Village apartments and condominiums, and between Catalina Avenue and a portion of the elevated walkway along the International Boardwalk. Czuleger Park includes passive recreation areas such as a vista point, grass area sloping towards the harbor, pathways, and benches. The lower portion of the park is a plaza area that is also the top level of the Plaza Parking Structure. The Plaza Parking Structure is included in the project area.

Veterans Park

Veterans Park is a 7.49-acre multi-use park south of the project site, opposite Torrance Circle (City of Redondo Beach, 2004). The park includes a community center, senior center, play equipment, a veteran's memorial, and a passive area with picnic tables, barbeque facilities, and pathways. It also features panoramic views of the ocean and harbor and is the site of many events, including holiday festivities and concerts.

Moonstone Park

Moonstone Park is a 1.64-acre undeveloped parcel designated as a park located north of the project site in the western terminus of Marina Way, known as Mole B (City of Redondo Beach, 2004). It is bordered by a breakwater, parking area, and driveway leading to Fire Station No. 3/Harbor Patrol at the end of Mole B and canoe clubs. The park is an open dirt/grassy area with minimal improvements.

County Beach

The Los Angeles County beach extends approximately two miles along the City of Redondo Beach coastline, beginning immediately to the south of the project site. The beach is approximately 36.2 acres in size and includes parking, restrooms, lifeguard facilities, volleyball courts, shower facilities, and other related beach facilities. It offers standard beach activities including surfing, snorkeling, swimming, diving, sunbathing, beach combing, walking, jogging, skating and roller blading. The County Beach is managed and maintained by the County of Los Angeles (City of Redondo Beach, 2004).

California Coastal Trail

The California Coastal Trail is a network of interconnecting public trails located along the California coast. Currently, the trail is approximately half-completed (California Coastal Commission, 2015). Once fully complete, the trail would provide a continuous walking and hiking trail stretching 1,200 miles along the California coastline from Oregon to Mexico (Coastwalk, 2014). The trail system accommodates a variety of user groups, such as

pedestrians, hikers, backpackers, bicyclists, wheelchair users, and equestrians. The trails are located on a variety of terrains, including the beach, bluff edges, hillsides providing scenic vantage points, and within the highway right-of-way. The trail takes many forms, including wilderness paths, informal foot-routes, and paved bicycle pathways. The California Coastal Trail is recognized as both a statewide and national resource.

In a comprehensive statewide study prepared by the Coastal Commission and State Parks Department entitled *Completing the California Coastal Trail*, the access along the project site is designated as "Needs Substantial Improvements." This designation is described as areas where "substantial public actions are needed to: (1) acquire and develop new rights-of-way to establish the location of the California Coastal Trail; or (2) increase accessibility through major new trail improvements on existing public lands." (California Coastal Conservancy, 2003). The "Needs Substantial Improvement" designation results from the current condition where the trail enters parking structures (the trail goes through both the Plaza Parking Structure and the Pier Parking Structure). The areas immediately to the north and south of the project site are designated as "Improvements Adequate," described as areas where "the location of the California Coastal Trail is well established and open to the public, and major improvements to increase accessibility are unnecessary or infeasible." (California Coastal Conservancy, 2003).

3.12.3 Regulatory Framework

3.12.3.1 General Bridge Act of 1946

The General Bridge Act of 1946, as amended, requires the location and plans for bridges over navigable waters of the U.S. to be approved by the U.S. Coast Guard (USCG) prior to commencing construction. The USCG approves the location, plans of bridges and causeways, and imposes any necessary conditions relating to the construction, maintenance, and operation of these bridges in the interest of public navigation. Any individual, partnership, corporation, or local, state, or federal legislative body, agency, or authority planning to construct or modify a bridge or causeway across a navigable waterway of the U.S. must apply for a Coast Guard Bridge Permit in accordance with 33 Code of Federal Regulations 115.50. King Harbor (including Basin 3) is considered a navigable waterway of the U.S.

3.12.3.2 California Coastal Act of 1976

The California Coastal Act of 1976 (as amended January 2006) is a comprehensive coastal protection program grounded in partnerships between the California Coastal Commission and local government jurisdictions (15 counties and 60 cities) within the coastal zone. The Coastal Act mandates the Commission to "protect, conserve, restore, and enhance" the state's coastal resources. Among the coastal resources specifically protected within the Coastal Act are: public access to the coastline, wetlands and other environmentally sensitive habitat areas, agriculture, low-cost visitor-serving recreational uses, visual resources, commercial and recreational fishing, and community character. The Coastal Act is implemented through the City's Local Coastal Program (which includes the Coastal Land Use Plan and Coastal Zoning (RBMC Title 10 Chapter 5).

The Coastal Act calls for the California State Coastal Conservancy to have a principal role in the implementation of a system of public access ways to and along the state coastline. The California State Coastal Conservancy also pursues this mandate in part by awarding grants to public agencies and *nonprofit* organizations to acquire land, or any interest therein, or to

develop, operate, or manage lands for public access purposes to and along the California coastline (City of Rancho Palos Verdes, 2012). The California Coastal Trail serves to promote non-motorized transportation and to foster appreciation and stewardship of the scenic and natural resources of the coast.

3.12.3.3 City of Redondo Beach Local Coastal Plan

Implementation of Coastal Act policies is accomplished primarily through the establishment of a Local Coastal Program, which is reviewed and approved by the California Coastal Commission. The Coastal Act requires all cities and counties along the California coast to prepare a LCP and a Coastal Zoning Ordinance (also known as a Land Use Implementation Plan) for the portion of their jurisdiction that falls within the coastal zone. The LCP must reflect the coastal issues and concerns of its specific area, and be consistent with the overall statewide goals, objectives, and policies of the Coastal Act.

The California Coastal Commission partially certified the City of Redondo Beach LCP on June 18, 1981. The City received full LCP certification in 2010, eliminating the geographic segmentation and bringing the City in to full compliance. The amended LCP was also approved the voters of Redondo Beach in 2010 (Measure G) (City of Redondo Beach, 2010).

As described in greater detail in Section 3.9 Land Use and Planning, the City's LCP sets development standards for the Local Coastal Zone. It contains two main components, (1) the Coastal Land Use Plan (LUP), and (2) the Coastal Land Use Plan Implementing Ordinance (also known as the Coastal Zoning). The LUP contains land use policies and designations that identify land uses and intensities to guide future development in the City's Local Coastal Zone. The LUP policies are designed to protect coastal access and coastal resources and to ensure that development is carried out in a manner consistent with the Coastal Act. The Coastal Zoning conforms to and carries out the provisions of the LUP. The Zoning Ordinance is Title 10, Chapter 5 of the Redondo Beach Municipal Code (RBMC), which governs land use through building standards and development restrictions.

3.12.3.4 City of Redondo Beach General Plan

Recreation and Parks Element

The Recreation and Parks Element of the City's General Plan contains policies and implementation measures related to the provision of parks and recreational services within the City that are aimed at enhancing the unique characteristics of the City and its coastline (City of Redondo Beach, 2004). The Recreation and Parks Element describes the coastal resources as invaluable and states that they should be maintained and improved to provide the maximum amount of recreational opportunities for both residents and visitors with an objective of maintaining and enhancing existing recreation resources, maximizing recreation opportunities, and improving accessibility to the coastline. The Recreation Element also states that there is a need to "Improve quality of concession facilit[ies]" in the Seaside Lagoon.

3.12.3.5 Redondo Beach Harbor/Civic Center Specific Plan

As described in greater detail in Section 3.9 Land Use, the proposed project is located within the boundaries of the Redondo Beach Harbor/Civic Center Specific Plan, which includes a goal to preserve, protect, maintain, and expand (where possible and financially feasible) public open space and recreational land and water areas and uses in the harbor area (City of Redondo Beach, 2008).

3.12.4 Impacts and Mitigation Measures

3.12.4.1 Methodology

An increased demand for, and/or use of, parks and recreational facilities is generally associated with the increase of housing or population into an area. The proposed project does not include residential uses; therefore, no increased demand for, or use of, recreational facilities associated with population growth would occur due to the implementation of the proposed project. Based on the nature and variety of coastal recreation resources and facilities available in the general area, the Redondo Beach waterfront attracts visitors who use the existing recreational facilities within or immediately adjacent to the project site (i.e., public beaches, pedestrian and bicycle paths, marinas, Seaside Lagoon, local parks, etc.). The revitalization of the waterfront area that is reflected in the project objectives would, by intent and design, bring more visitors to the local area, some of which will be for the specific purpose of using recreational facilities within the project site (i.e., Seaside Lagoon, piers, new small craft boat launch/ramp, marina) and others where the use of recreation facilities may be incidental to their visit to the project site (i.e., plan an all-day or multi-hour visit to shop at the market hall and other retail shops, see a movie at the cinema, dine at a waterfront restaurant, while also spending time at the Seaside Lagoon, taking a harbor cruise, and walking along the pedestrian promenade, or guests at the proposed boutique hotel may utilize nearby recreational facilities during their stay).

Increased patronage at the waterfront, with project implementation, would also include a certain amount of visitors that would not utilize any recreation facilities. The impacts analysis presented herein provides a qualitative comparison of the existing baseline conditions and the anticipated proposed project effects.

First, the analysis identifies the existing and proposed recreational facilities, and then analyzes whether the increase in park and recreational facility use would lead to the substantial physical deterioration or degradation of existing and proposed facilities not already addressed in the other chapters of this Draft EIR or result in the need for new or expanded facilities not already addressed as part of the proposed project. In addition to evaluating potential long-term impacts associated with operation of the proposed project, the impacts analysis below provides a discussion of temporary impacts to existing recreational facilities that may occur during construction of the project including direct impacts, such as the loss of, or inability to use, existing recreational facilities during construction, and indirect impacts, such as construction-related noise and dust impacts on nearby recreational facilities. The analysis also addressed the potential for the construction or expansion of recreational facilities not already addressed as part of the proposed project (e.g., located outside of the proposed project boundaries) to have adverse physical effect on the environment. As described within the analysis presented below, the construction and operation of recreational facilities within the project site is evaluated in context with other physical effects on the environment in applicable sections of this Draft EIR.

3.12.4.2 Thresholds of Significance

The proposed project would result in significant impacts to recreation if it would:

REC-1 Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or,

REC-2 Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the proposed project.

3.12.4.3 Impacts and Mitigation

3.12.4.3.1 Proposed Project

The proposed project is intended to revitalize approximately 36 acres of land and water by redeveloping and expanding local and visitor serving commercial uses, enhancing public access and recreational opportunities and facilities, and improving the aging support infrastructure and parking facilities. The proposed project also proposes substantial improvements in site connectivity, and public access and public views to and along the waterfront. The main components of the proposed project include the proposed demolition of approximately 207,402 square feet of existing structures, demolition/renovation of the existing Pier Parking Structure, and construction of up to approximately 511,460 square feet resulting in approximately 304,058 square feet of net new development (the proposed project includes renovation of approximately 12,479 square feet of existing structures), to include retail, restaurant, creative office, specialty cinema, a market hall, and a boutique hotel. Enhancements to public recreation and open space include a new small craft boat launch ramp, Redondo Beach Marina/Basin 3 reconstruction/redevelopment (including repair of bulkhead and cap within Basin 3), the opening of Seaside Lagoon to the harbor as a protected beach (currently the lagoon is not directly connected to the ocean), new and expanded pedestrian and bicycle pathways, as well as new open spaces. Site connectivity and coastal access would be increased by the establishment of a new pedestrian bridge across the Basin 3 entrance, a new pedestrian promenade along the water's edge from the base of the pier to Seaside Lagoon, and the Pacific Avenue Reconnection. Project elements also include water quality benefits, measures to accommodate sea level rise projections, and replacement or upgrades to aging infrastructure.

As discussed in detail in Section 3.9 Land Use and Planning, the proposed project has been designed to be consistent with the City's plans and policies pertaining to waterfront recreation. The proposed project would be consistent with the LCP. Specifically, it would enhance open space and public access to the waterfront and provide amenities such as enhanced pedestrian and bicycle boardwalks along the water's edge, maintain public fishing access at the Horseshoe Pier, and provide for a new boat launch ramp and reconstruction/redevelopment of the Redondo Beach Marina within Basin 3. Consistent with the City's General Plan Parks and Recreation Element and Circulation, the proposed project would maintain and enhance existing recreation resources, maximize recreation opportunities, improve accessibility to the harbor area, provide view corridors to harbor from the surrounding area, restore a sense of place in the Coastal Zone, and enhance links to the harbor with existing facilities and activity centers. The proposed project would also provide a missing link of the California Coastal Trail. The proposed project would be consistent with the Redondo Beach Harbor/Civic Center

Specific Plan goals applicable to recreation, including maintain public open space and recreational land and water areas in the harbor area, while allowing for a viable mix of commercial, recreational, and public open spaces. The proposed project would also be consistent with the Harbor and Pier Area Guiding Principles pertaining to recreation by enhancing boating, water recreation, entertainment and sports related activity and providing enhanced bicycle and pedestrian paths.

As shown in Figure 3.12-2, a conceptual site plan of the proposed project, the project components/elements associated with recreation are described in greater detail below in terms of three geographic areas presented above (northern portion of the project, southern portion of the project, and Basin 3) and other improvements, which include project elements that span two geographic areas and/or occur site-wide:

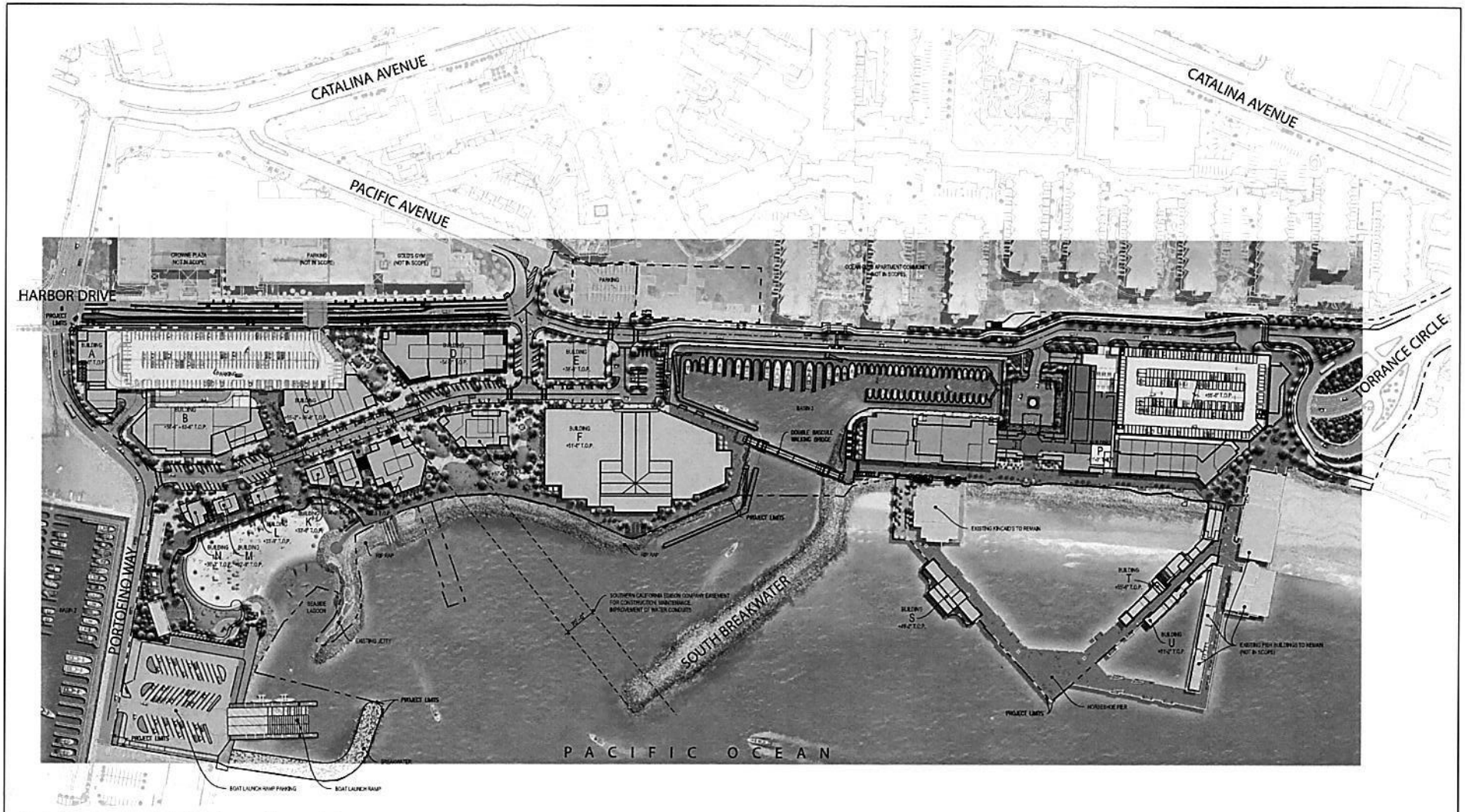
Proposed Recreation Facilities in Northern Portion of the Project Site

As illustrated in Figure 3.12-3, proposed recreational changes within the northern portion of the site would include a modified Seaside Lagoon (i.e., opening of the lagoon to tidal influences) with a new public beach for swimming and hand launch, replacement of the boat hoists with a new boat launch ramp, enhanced pedestrian and bicycle paths, and enhanced public open space. The proposed project includes two options related to the Sportfishing Pier: 1) replacement of the pier and building; and, 2) not replacing the pier and relocating the building square footage into the northern landside development. As part of the proposed project, a new main street flanked by commercial uses and wide public walkways (promenades) would traverse the northern portion of the project site from north to south, approximately parallel to Harbor Drive. Each of the proposed elements is described below.

Seaside Lagoon

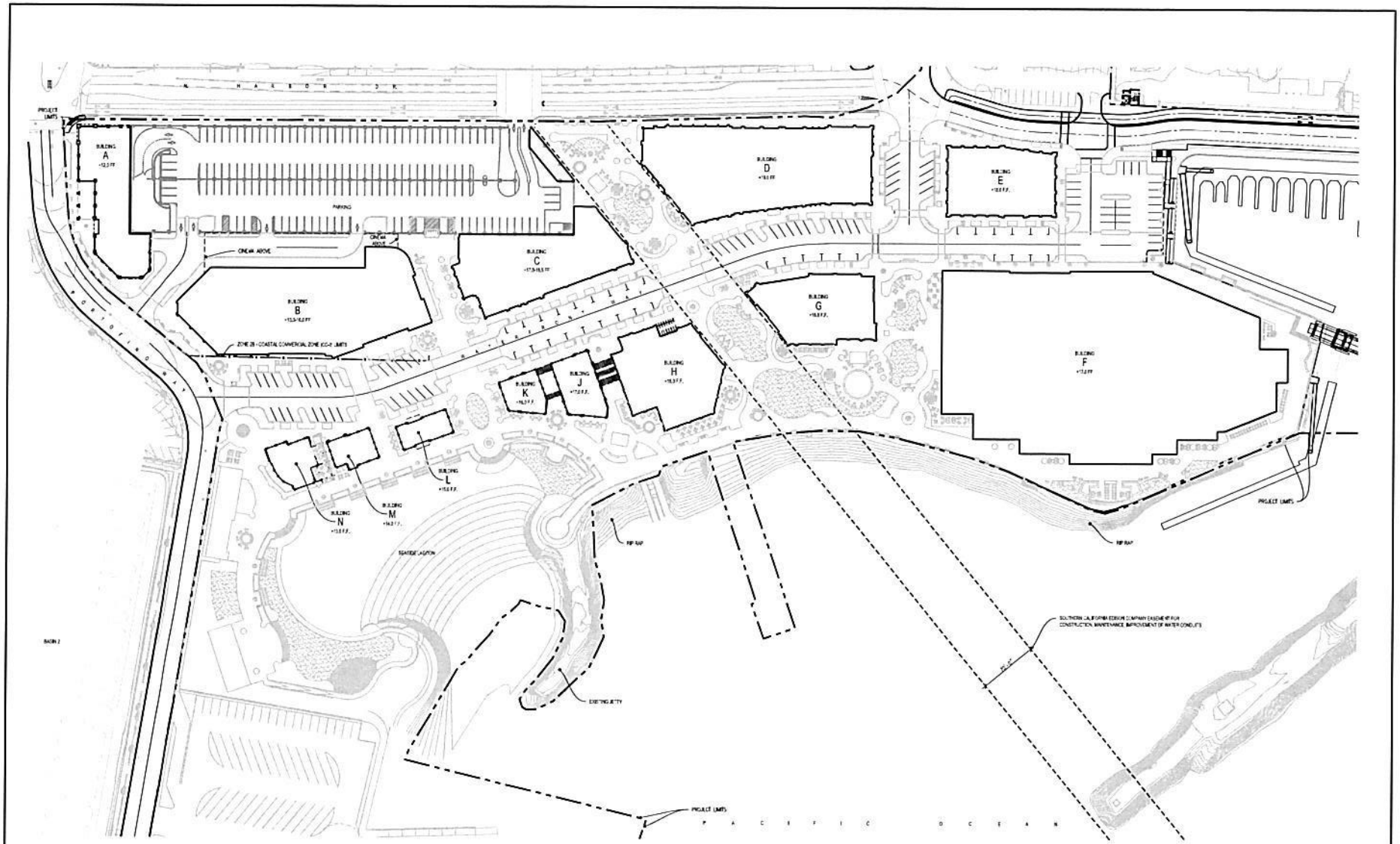
The area associated with the Seaside Lagoon would remain 3.6 acres in its current location. The lagoon would no longer be fenced off from the adjacent parcels, and the non-tidal saltwater, sand-bottom swimming facility that currently receives water from the AES power plant would be modified to become a tidally influenced saltwater, sand-bottom swimming facility open to King Harbor. The lagoon area would be enhanced by providing better access, adjacent parking and concessions. As described further in Section 3.8 Hydrology and Water Quality, the "open-system" lagoon would eliminate the need for a chlorination system required under the current closed system. By opening the lagoon to the waters of King Harbor, a tidally-influenced lagoon would be created that would be a sheltered natural beach that is open year-round with no admission fee. In order to create the new lagoon outlet, the existing hand launch dock (for launch of human-powered watercraft, such as stand-up paddleboards, kayaks, canoes, etc.) would be removed and access that was once from the hand launch would now be provided to King Harbor from within the lagoon.

As shown in Figure 3.12-4, a portion of the existing revetment and uplands would be excavated to create an approximately 150-foot wide bottom inlet opening to the harbor. Approximately two acres of interior area would be graded into a semi-circular sandy beach backed by new development, site amenities, and landscape improvements that support the lagoon site's recreational use. The interior area of the lagoon would be graded to a beach profile of 10 horizontal to one vertical slope and the basin bottom would be graded to -5 foot Mean Low Low Water (MLLW) to connect with the existing depths of the Outer Harbor. Slope protection for the lagoon inlet opening would be provided by placing new quarry stone and addressing the existing revetment slope.



Note: For discussion purposes only. Actual development and placement details may vary.

Source: Psomas; Callison, 2015

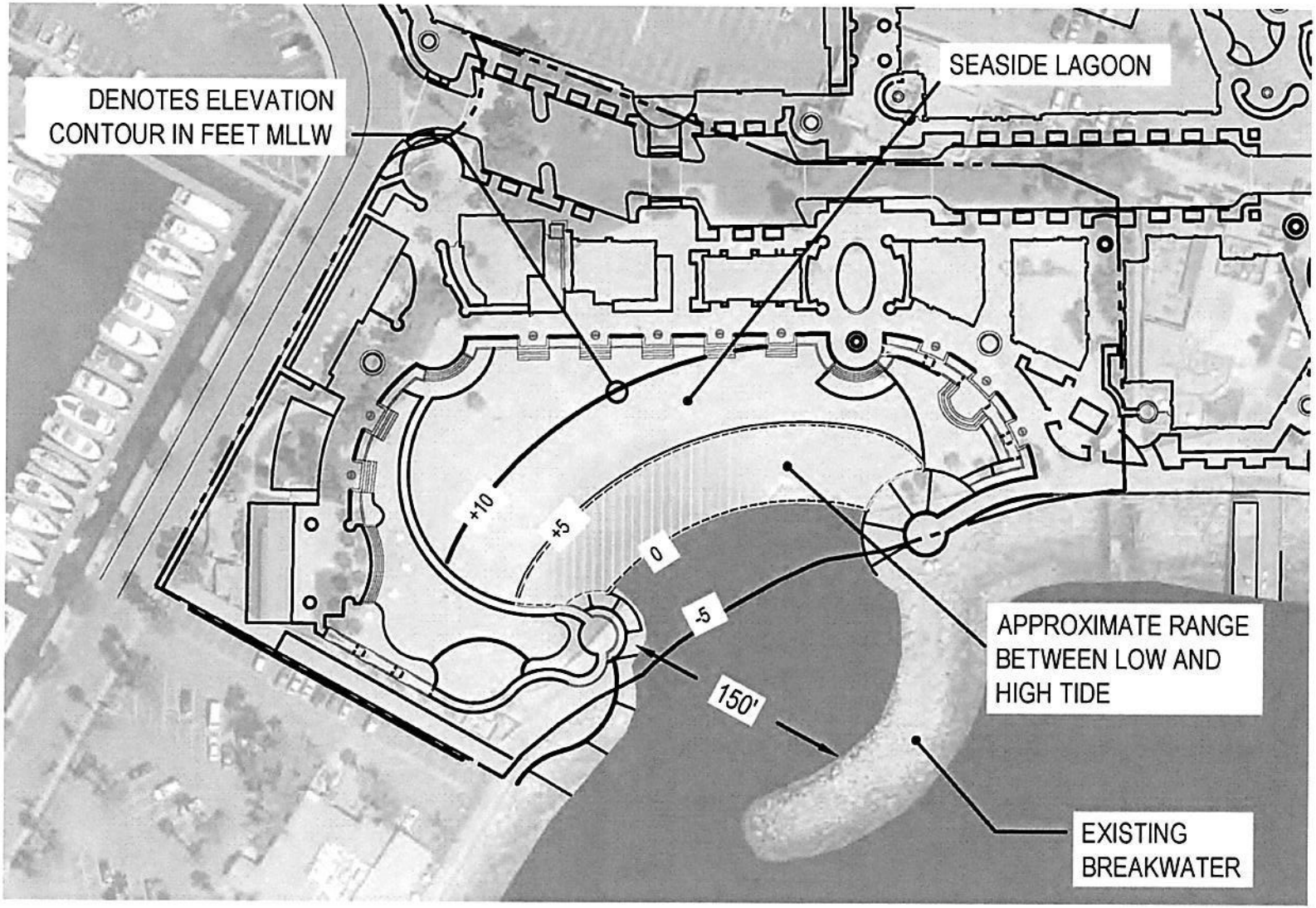


Note: For discussion purposes only. Actual development and placement details may vary.

Source: Callison, 2015

Figure 3.12-3

Conceptual Site Plan - Northern Portion of Project Site



Source: Noble Consultants Inc., 2015 Note: Elevations shown are in feet mean lower low water (MLLW)

The 2,113 square foot restroom/shower currently within the Seaside Lagoon area would be retained and open year-round. The existing restroom facilities were recently renovated and are currently in good condition. The proposed project would include additional public restroom facilities in close proximity to the lagoon (such as at the Market Hall and nearby commercial and retail opportunities). Also the proposed project includes the addition of new accessory/recreational uses, such as marine recreational products and sales/rentals (e.g., such as rental of kayaks, paddle boards, wetsuits), beach club, and concession designed to serve and cater to the recreational uses associated with Seaside Lagoon. These recreation-related concessions/accessory uses to cater to the waterside recreational uses would be maintained and managed through a concession or license agreement. Other proposed modifications include minor utility work, the enclosure of an existing pavilion, outdoor seating/tables, lawn area, landscaping and hardscaping. A new boardwalk would extend through the park and connect with the boardwalk extending along the water's edge and along the project boundary.

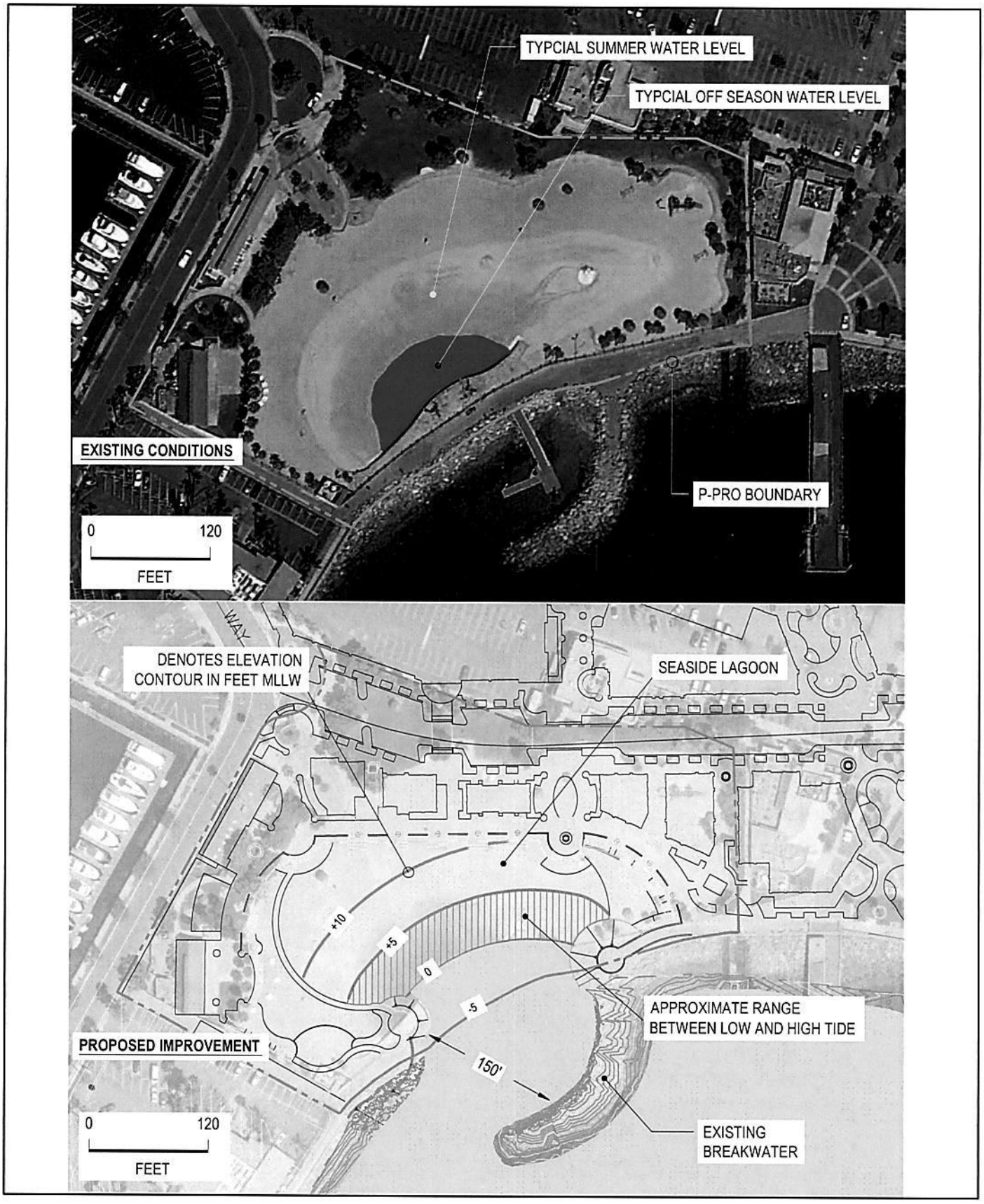
As shown on Figure 3.12-5, the alterations to the Seaside Lagoon would be designed within the footprint of the existing facility. While the exact configuration of the park, including inlet and the alignment and shape of the pedestrian walkways on top of the reconfigured revetment sections would be established during final planning studies and engineering design, the amount of sand, water, building, and hardscape/landscape area would change as shown on Figure 3.12-5. The sand and water area within the existing park boundaries would decrease; however, the opening of the lagoon expands the water recreational opportunities available from the park by providing open access to the Turning Basin and harbor as a whole. The beach slope would be designed to balance the amount of beach area with swim area. The slope could be re-graded in the future to address moderate sea level rise.

Sportfishing Pier

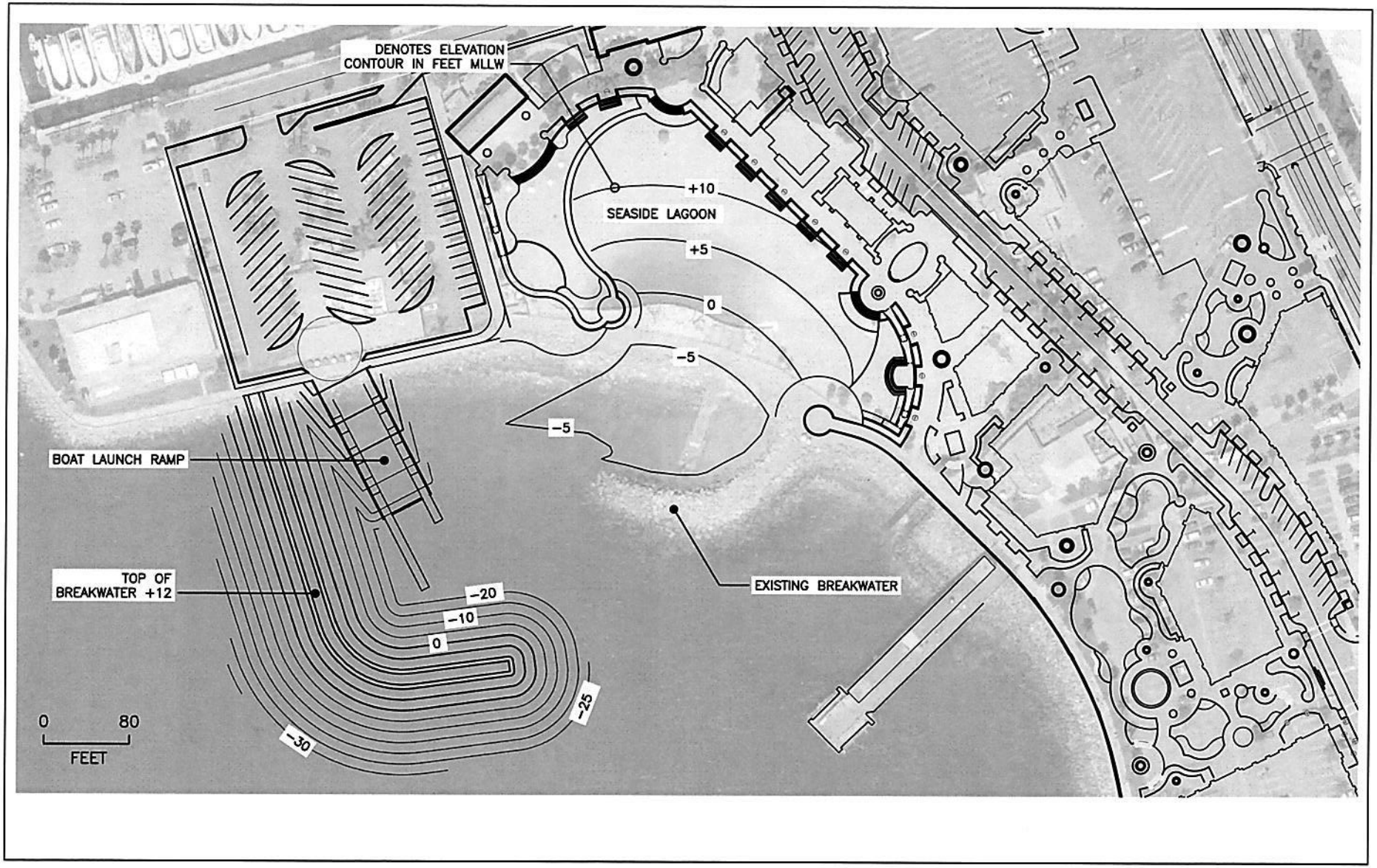
Given the deteriorating condition of the Sportfishing Pier, it would be demolished, and the proposed project includes two options related to its removal: 1) replacement of the pier and building; and, 2) not replacing the pier and relocating the building square footage into the northern landside development. If the pier is replaced, the proposed project includes the removal of the existing structure located at the Sportfishing Pier and replacement with a new building that would be a similar size and configuration as the existing structure. The new building would include commercial/retail and/or restaurant uses. If the pier were not replaced/reconstructed, the 3,415 square feet of building area would become part of the northern landside development. If the pier were replaced, features that may be included at the reconstructed pier are boat mooring and passenger loading ramps/gangways on each side of the pier to allow berthing of sportfishing and sightseeing boats. If the pier is not replaced, boat mooring and passenger loading could occur at the proposed new side ties planned at the entrance of Basin 3, just outside the reconstructed/redeveloped Redondo Beach Marina, west of the proposed pedestrian/bicycle bridge. Pier fishing would continue to be available from a portion of the Horseshoe Pier and the Monstad Pier.

Small Craft Boat Launch Ramp

Implementation of the proposed project would require removal of the two boat hoists presently located at the Redondo Beach Marina. The proposed project includes a new small craft boat launch ramp and accessory infrastructure (Figure 3.12-6). A recreational boat launch ramp has long been considered for the harbor and has been identified by the California Coastal Commission as a need in the Redondo Beach harbor area. A boat launch ramp is included as a requirement in the LCP, which states, "A public boat launch ramp shall be constructed in association with future development projects within the harbor area." (City of Redondo Beach, Coastal Land Use Plan, Land Use Policy 1, 1981 as amended).



Source: CDM Smith, 2015; Noble Consultants Inc., 2015 Note: Elevations shown are in feet mean lower low water (MLLW)



Source: Noble Consultants, Inc., 2015

For discussion purposes only. Actual development and placement details may vary.

Figure 3.12-6

Proposed Small Craft Boat Launch and Seaside Lagoon

As shown on Figure 3.12-6, the small craft boat launch ramp is proposed in the harbor's south turning basin adjacent to Joe's Crab Shack, to the west of the Seaside Lagoon. For the purposes of the environmental analysis, it is assumed that the small craft boat launch would consist of a two-lane concrete boat ramp approximately 50 feet wide (consisting of a two15-foot lanes) with two 10 feet wide boarding floats (one on each side of the ramp) restrained by guide piles (refer to Section 2.4.1.2 in Chapter 2 Project Description for additional details regarding the proposed small craft boat launch ramp). The ramp would be protected from wind and storm waves by a 420-foot long rubble-mound breakwater (refer to Figure 2-13 in Chapter 2 Project Description of this Draft EIR). Other improvements include a paved parking area for 20 vehicle/trailers (pull-through) and 20 single vehicles (40 total parking stalls); a paved parking lot, utilities, landscaping, and other miscellaneous site furnishings and improvements (such as a self-pay parking station; a boat wash-down area; and a water quality system).

Proposed Recreational Facilities in Southern Portion of the Project Site

Horseshoe Pier

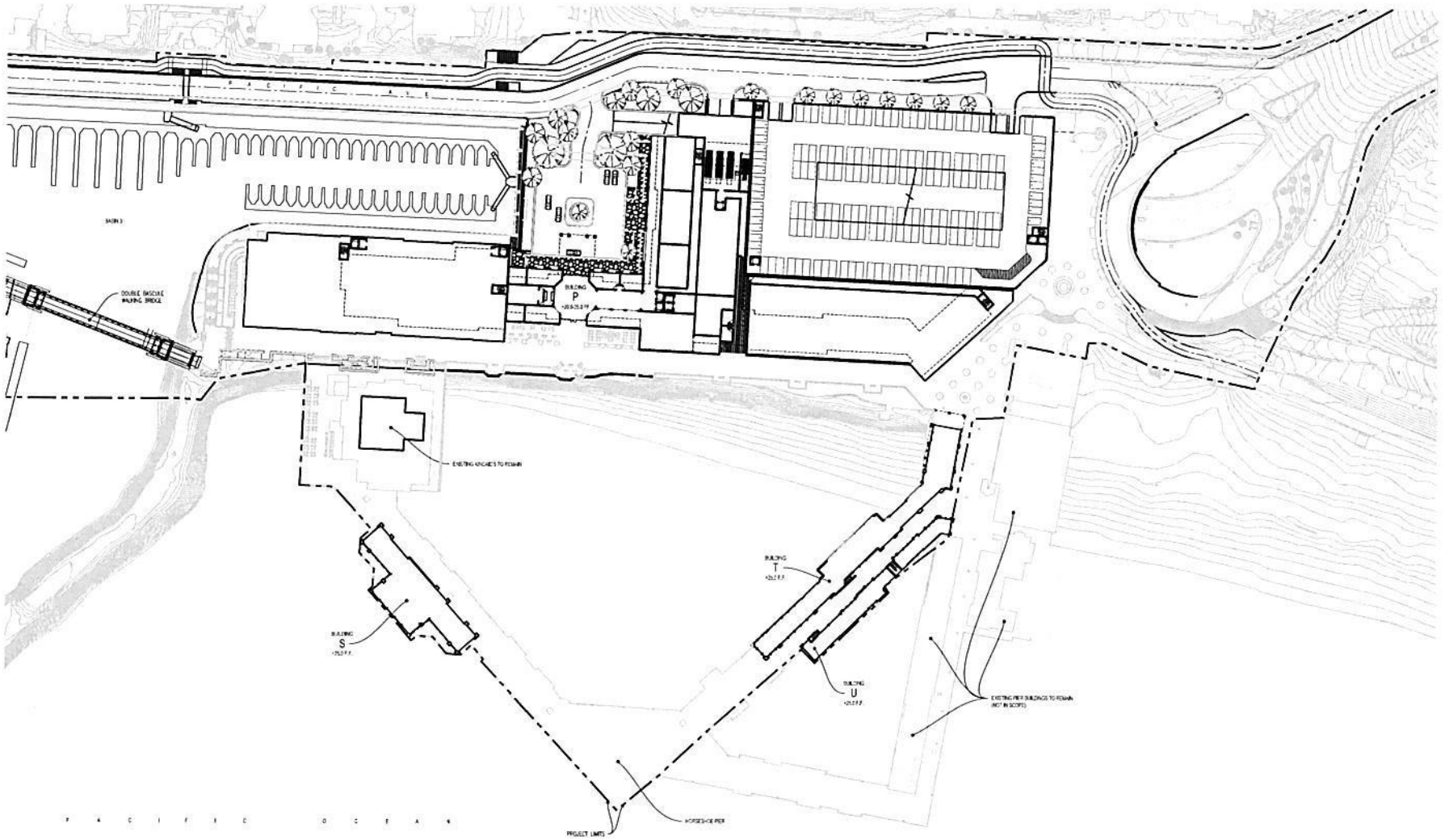
With the exception of the Kincaids restaurant, the existing structures located along the southern portion of the Horseshoe Pier would be demolished and replaced with new structures. The proposed development includes replacement of some of the existing and former retail and restaurant buildings on the Horseshoe Pier with similar footprints and square footage to existing buildings. As shown in Figure 3.12-7, a new 8,367 square foot building would be constructed on the empty building pad (Pad 2) located on the northern portion of the pier, seaward of Kincaid's. No reinforcement of the northern portion is required to support the new structure on Pad 2. To adequately support the new structures on the southern portion of the pier, the remaining timber/wooden portion of the pier would be entirely replaced. This entails removing the existing pier deck and pier piles, and replacing with a new concrete and steel structure (including concrete deck and coated pipe piles). The footprint of the pier would remain the same. The proposed project would not change the extent or location of the Horseshoe Pier, nor would the aforementioned buildings and improvements preclude or constrain the existing public use of Horseshoe Pier for strolling, enjoying ocean views, and pier fishing after completion of construction.

The proposed project also includes the development of a new two-story boutique hotel with commercial uses on the ground floor and replacement parking structure in the area adjacent to (to the east) of Horseshoe Pier. A boardwalk proposed along the length of the project site would extend between the hotel/commercial complex and Horseshoe Pier, which would maintain public assess at both the northern and southern ends of the pier. The hotel rooms would be configured so each has a view of the Santa Monica Bay or Redondo Beach Marina.

Proposed Recreational Facilities Related to the Basin 3

Redondo Beach Marina/Basin 3 Reconstruction/Redevelopment

The proposed project includes the reconstruction/redevelopment of the entire floating dock complex and appurtenant facilities within the Redondo Beach Marina/Basin 3. The number of slips being considered within the marina range from approximately 33-slips with eight side-ties (approximately 1,740 linear feet of space) to a maximum of 60-slips with eight side-ties (approximately 2,200 linear feet of space), and would be various sizes. The replacement facilities would be in a similar layout/configuration to the existing marina. Timber docks would be replaced with concrete docks. The new facilities would include concrete docks, concrete guide piles (approximately forty 16-inch diameter concrete piles), dock utilities and furnishings, aluminum gangways and concrete gangway landings, and aluminum security gate



Note: For discussion purposes only. Actual development and placement details may vary.

Source: Callison, 2015

Figure 3.12-7

Conceptual Site Plan - Southern Portion of Project Site

enclosures. In addition, additional gangways would be constructed within the marina and entrance to Basin 3 for side ties for transient mooring of vessels, including dinghy docking, and passenger loading/unloading. American with Disabilities Act (ADA) access would be improved for the entire marina. See Figure 2-16 for conceptual plans associated with the redevelopment of the Redondo Beach Marina/Basin 3. As part of the proposed project, some of the existing recreational uses are expected to be relocated to other locations within the project site or King Harbor, such as the relocation of the rental of kayaks and paddleboards to the area within the Seaside Lagoon area, and sightseeing, whale watching, and fishing charter boats to end of the Sportfishing Pier if the pier is rebuilt, or to the new gangways and side tie area proposed within the marina and entrance to Basin 3 (west of the proposed pedestrian/bicycle bridge). Some of the existing recreational activities, such as the rental of pedal boats and gondola rides, could continue within the reconfigured Basin 3.

Since all the vessels from the Redondo Beach Marina would be relocated during construction, those vessels wishing to relocate back to the Redondo Beach Marina after construction would be required to meet new lease requirements, which are expected to be similar to lease requirements of the other marinas in King Harbor. In addition, there is sufficient vacancies within the three other King Harbor marinas (Portofino, Port Royal and King Harbor), in addition to the availability of deep water moorings, to accommodate all the existing vessels within King Harbor from the Redondo Beach Marina in Basin 3.

While the specific design and particular uses associated with the existing Redondo Beach Marina/Basin 3 facility would be modified in conjunction with the proposed project, the basic function of the facility to support marine recreational opportunities would remain and new docks and facilities would enhance the utility of the basin for coastal dependent recreational activities.

Pedestrian/Bicycle Bridge

The proposed project includes construction of a bridge to be shared by pedestrians and bicyclist that would span the approximately 250-foot Basin 3 entrance. The pedestrian/bicycle bridge would provide a shorter direct connection between the northern and southern portions of the project site than what currently exists (along the eastern boundary of the site), which would enhance site connectivity. From the northern portion of the site, the bridge would be accessed via the waterfront promenade south of the market hall (Building F) and from southern portion of the project site, the bridge would be accessed via the waterfront promenade north of the Pier. The bridge would be designed to meet ADA accessibility requirements. The bridge would be a movable steel structure that has a 12-foot wide pathway with two-foot shoulders (for a total of 16 feet wide pathway), which would allow for a mix of uses (e.g., bicycles, pedestrians, skaters, etc.). It would be a bascule bridge (commonly referred to as a drawbridge) with two approximately 79-foot lift (or bascule) sections with two fixed approaches that would clear a 120-foot width within the entrance of Basin 3 (see Figure 2-17 in Chapter 2 Project Description of this Draft EIR). The vertical clearance of the bridge when closed would be up to 19.7 feet at MLLW. A control booth would be stationed on land at one or both ends of the bridge and be manned during hours of operation of the bridge. In order to maintain access to the Redondo Beach Marina to vessels taller than the vertical clearance associated with the proposed bridge in a closed position, a schedule of operational assumptions for the bridge, including details on when at regularly scheduled intervals the bridge would be opened to maintain waterway access and navigation of the marina, would be posted and become part of the new lease requirements associated with the redeveloped marina. As the proposed bridge is across a navigable waterway of the U.S. (i.e., Basin 3 of King Harbor), the proposed project would require a Coast Guard Bridge Permit, which includes maintaining public access to navigable waters.

Other Improvements

The proposed project includes other components that are not specific to any of the three portions of the site described above, but rather would generally modify and enhance recreational use of the project site as a whole. These other improvements include the reconnection of Pacific Avenue, other circulation enhancements, and enhanced high-quality public open spaces.

Pacific Avenue Reconnection

The International Boardwalk and elevated walkway would be demolished to accommodate the Pacific Avenue Reconnection. The Pacific Avenue Reconnection would be a new limited throughway that would provide vehicular, bicycle, and pedestrian traffic connectivity between the northern and southern portion of the project site, providing a direct link between Pacific Avenue/Harbor Drive and Torrance Circle. Operation of the modified intersection at Pacific Avenue/Harbor Drive and new intersection at Torrance Circle and the Pacific Avenue Reconnection would be via stop signs.

The Pacific Avenue Reconnection would consist of a two-lane roadway, landscaped median and 8-foot walkway to the west of the roadway, and a 12-foot bicycle path east of the roadway. Along Basin 3, the walkway typically would be approximately four feet lower than the roadway elevation, and the bicycle path would be seven feet above the roadway elevation. The walkway and bicycle path elevations would gradually level off to match the roadway elevations at the parking structure on the southern portion of the project site (Figure 3.12-8). At locations where the elevations of the three travel-ways vary, decorative railings and low walls would separate the travel modes. At locations where the elevation is the same, a landscaped median would provide a separation.

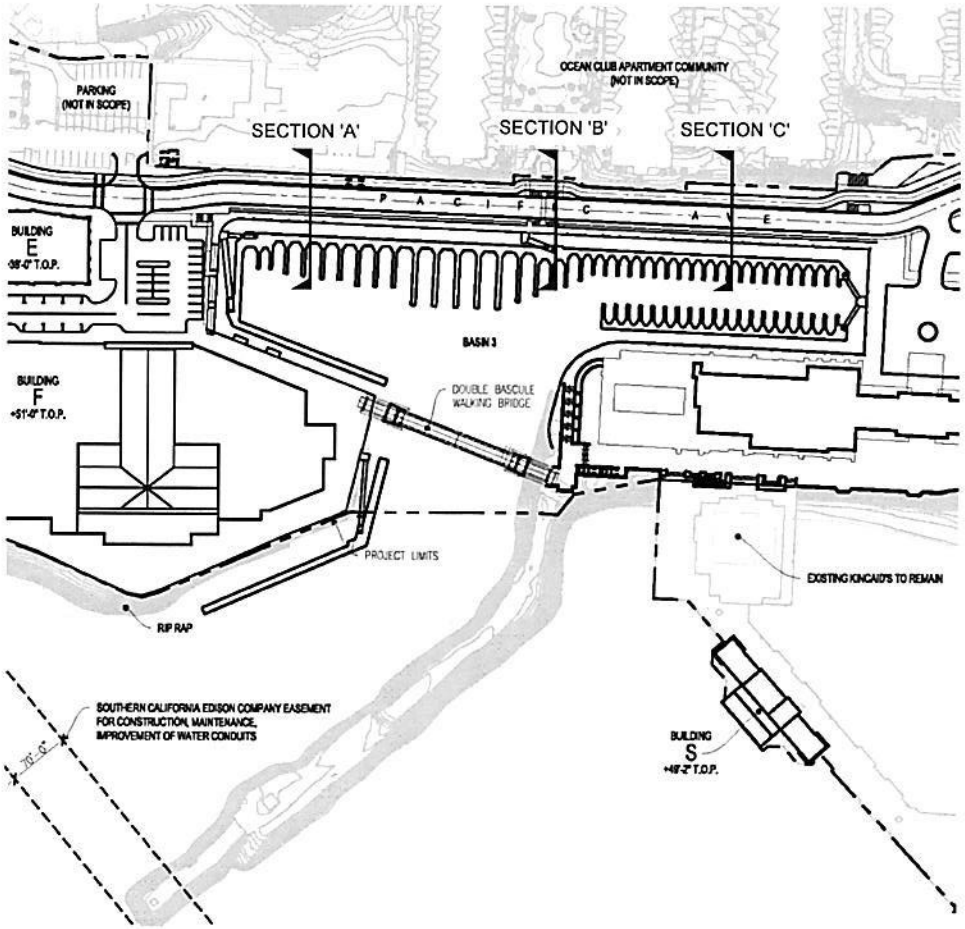
Bicycle Paths

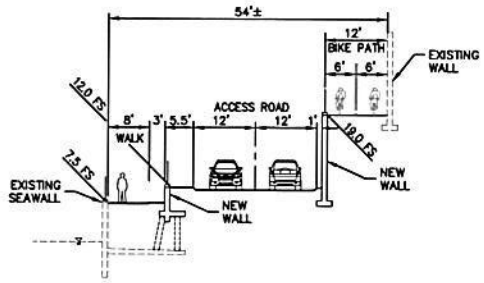
As shown on Figure 3.12-9, the designated bicycle path located along the Pacific Avenue Reconnection would be an extension of the Herondo-Harbor Gateway cycle track. The bicycle path would connect to the cycle track located on the west side of the Harbor Drive. At the existing Pacific Avenue, the bicycle path would cross to the east, and extend along the east side of the Pacific Avenue Reconnection as discussed above. To the north of the Pacific Avenue Reconnection/Torrance Circle intersection, the bicycle path would cross to the west and extend to the west of Torrance Circle to connect with the existing bicycle path along the beachfront to the south of the project site, as shown on Figure 3.12-9.

Two enclosed bicycle locker facilities (bicycle depots) would be established, that provide bicycle lockers intended for secure temporary bicycle storage and other self-service amenities such as a drinking fountains. One bicycle depot would be located at the northern portion of the site and one would be located on the southern portion. As shown on Figure 3.12-9, each bicycle depot would be located adjacent to the bicycle path, to the south of the northern and southern parking structures. There would also be bicycle racks located throughout the site.

Pedestrian Pathways

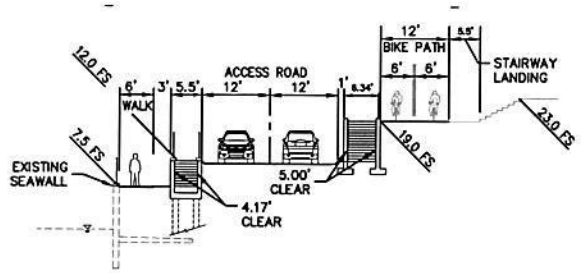
As shown on Figure 3.12-10, the proposed project includes new designated bicycle and pedestrian pathways throughout the project site, including a promenade along the water's edge on the rock breakwater and marina bulkheads. The promenade would extend from the base of the pier, across the pedestrian/bicycle bridge to Seaside Lagoon and the Pacific Avenue Reconnection. The promenade would have a paved or wood surface and meet ADA accessibility requirements. The existing promenade along Horseshoe Beach (i.e., the shore





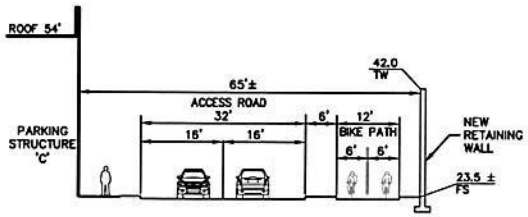
SECTION 'A'

Pacific Avenue Reconnection Through Basin 3 — Typical Section



SECTION 'B'

Pacific Avenue Reconnection Through Basin 3 — Apartment Staircase Section



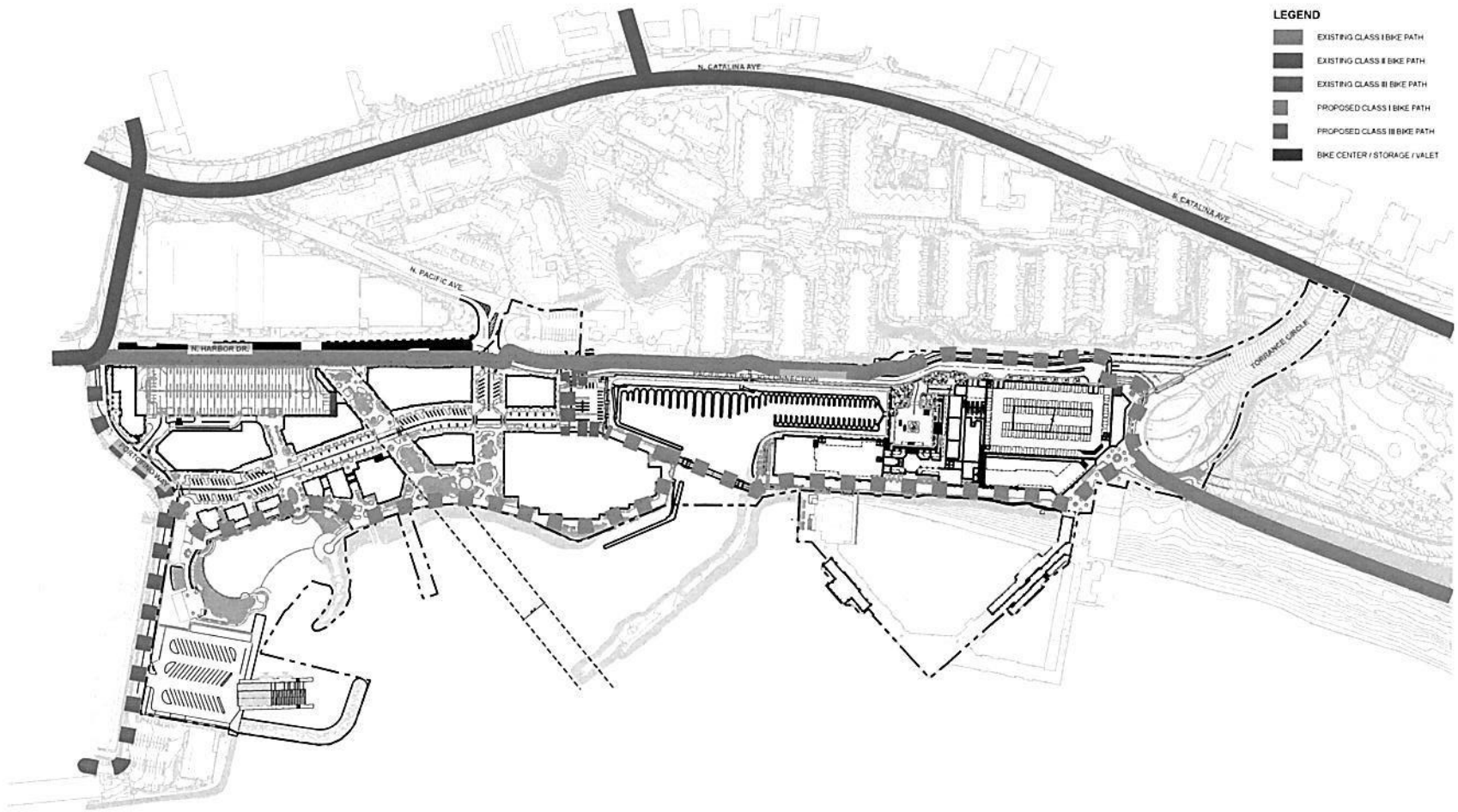
Pacific Avenue Reconnection at South Side — Parking Structure 'C' Typical Section

For discussion purposes only. Actual development and placement details may vary.

Source: Psomas, 2015

Figure 3.12-8

Conceptual Cross Section of Pacific Avenue Reconnection

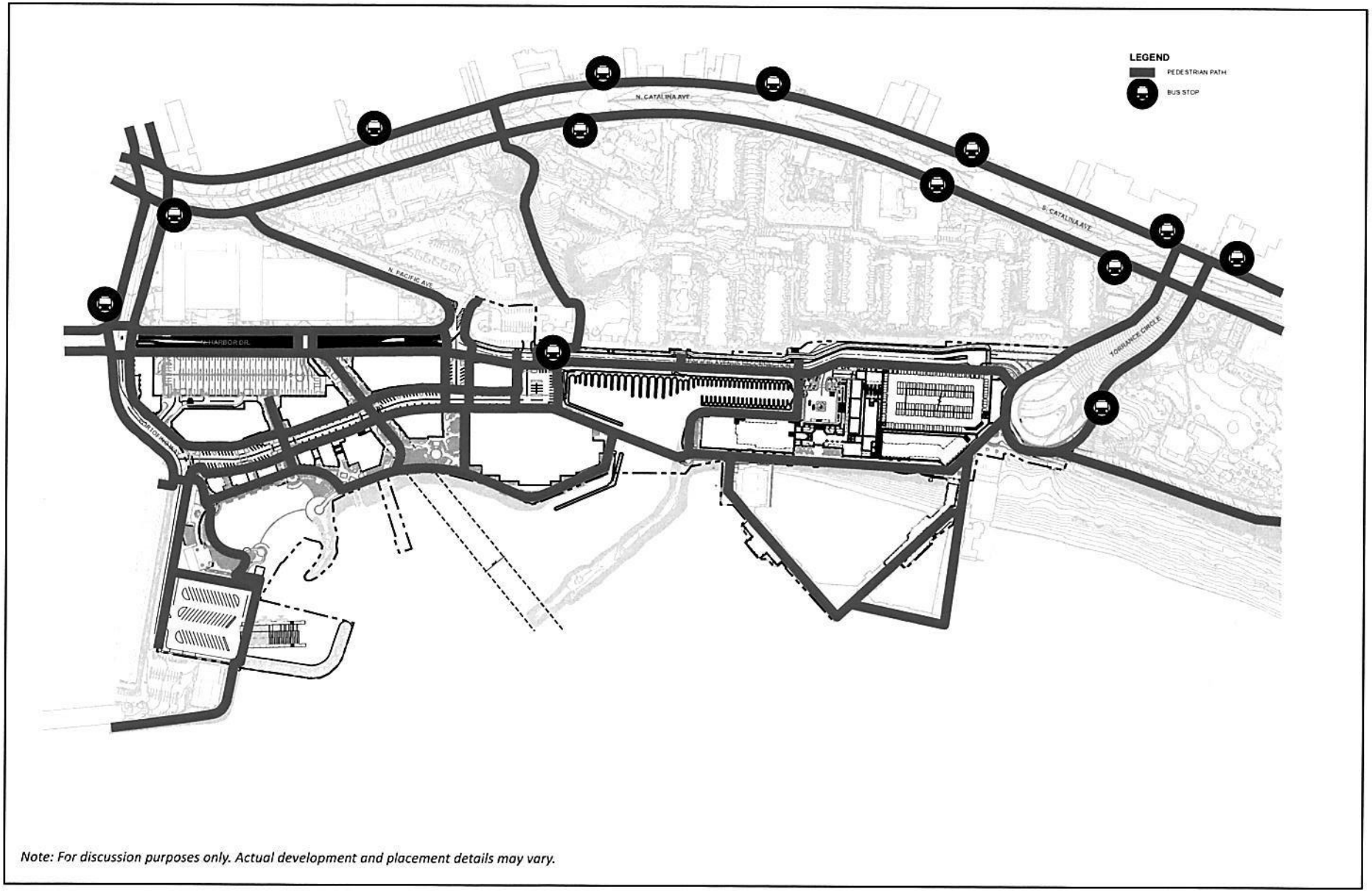


Note: For discussion purposes only. Actual development and placement details may vary.

Source: PSOMAS, 2015

Figure 3.12-9

Bicycle Circulation Conceptual Plan



Note: For discussion purposes only. Actual development and placement details may vary.

Source: PSOMAS, 2015

area east of Horseshoe Pier) would be replaced and existing rocks may be re-arranged. The existing sloped walkway along the northern half of Horseshoe Beach would be rebuilt on piles driven through rocks, similar to the current configuration.

Open Space

The proposed project includes the removal of large expanses of asphalt surface parking areas and the development and enhancement of high-quality public open space throughout the project site, including providing public seating, gathering, and passive and active recreational spaces (refer to Figures 2-7 and 2-21 in Chapter 2 Project Description of this Draft EIR, for existing and conceptual open space plans, respectively). Such areas include, but are not limited to, landscaped public spaces along the promenade adjacent to Horseshoe Beach, to the north of the market hall (Building F), and the public utilities easement that extends from Harbor Drive to the waterfront on the northern portion of the project site, south of the proposed parking structure, and the Plaza at the entry of Seaside Lagoon at the intersection of the new main street. In addition, the proposed promenades and paths would enhance high-quality public open space.

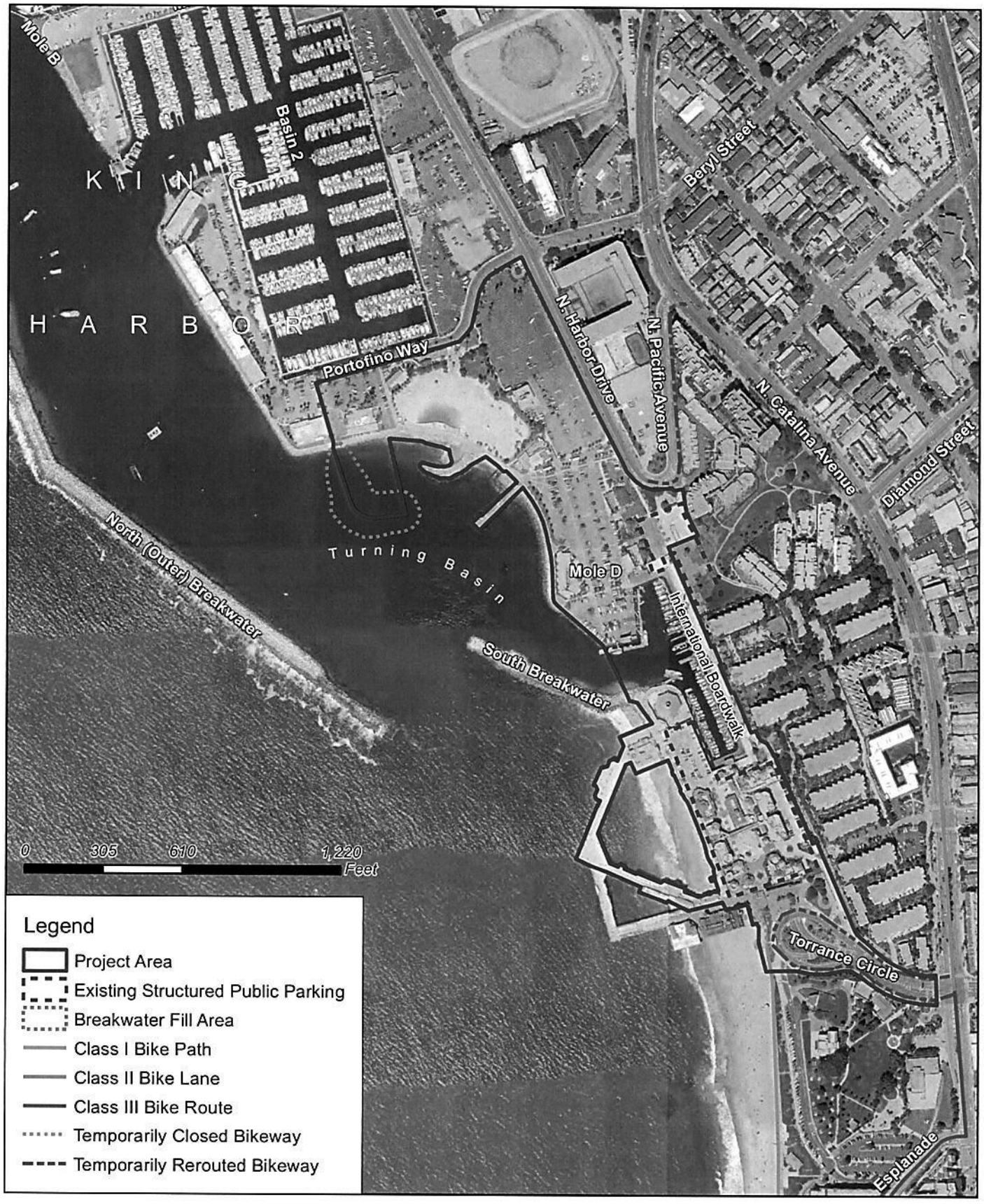
The modified Seaside Lagoon would include public beach and lagoon area, as well as landscaped area for seating and picnicking. While overall the amount of public open space within the site boundaries would remain similar to the existing conditions, the quality of the open space would be enhanced by the addition of features such as new landscaping, lighting, benches, decorative fountain and centrally located public gathering spaces. Further, the new open spaces are integrated into the overall site design to provide more useable and visually pleasing spaces promoting high quality design to enhance active and passive use and enjoyment of the outdoor environment and complement the natural beauty of the harbor and Santa Monica Bay.

3.12.4.3.2 Impact Determination

Impact REC-1: The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Construction

During the approximately 27 to 30 months (2.25 to 2.5 years) construction period, access to existing recreational facilities within the project site would not be available as the entire project site would be closed to the public, with the exception of some limited access to facilities on, and near, the Horseshoe Pier (i.e., access to Kincaid's restaurant at the northern segment of the Horseshoe Pier and the Monstad Pier). More specifically, construction of the proposed project would result in temporary closure of existing on-site recreational facilities including the Seaside Lagoon, Sportfishing Pier, Redondo Beach Marina, boat launch facilities (boat hoists and hand launch), a majority of the Horseshoe Pier, and on-site walkways and bike paths within the project site. The Redondo Beach segment of the South Bay Bikeway would be temporarily rerouted along Pacific Avenue, Catalina Avenue, and Torrance Circle/Boulevard as shown in Figure 3.12-11. This would allow continued bicycle connection to the north and south of the project site.



Source: Psomas, 2014; Noble Consultants, Inc., 2015

Figure 3.12-11
Temporary Reroute of Redondo Beach Segment of the South Bay Bikeway

Limited access to portions of the Horseshoe Pier would be retained to the degree feasible. A temporary access route from Torrance Circle providing access to Kincaid's and facilities outside the project site (i.e., Monstad Pier) would be designated. The Monstad Pier and associated recreation (i.e., ocean viewing and pier fishing) would remain open throughout the construction period as safety permits. Construction activities in the immediate vicinity (e.g., demolition of the Pier Parking Structure, modifications to the Torrance Circle, and potential replacement or removal of Horseshoe Pier) could result in some small modifications to portions of the Monstad Pier where the two piers converge, and may require temporary access restrictions, including closing portions of the Monstad Pier (i.e., at the northern and eastern ends of Monstad Pier where it connects to the Horseshoe Pier). Any full closures of the Monstad Pier, such as if needed to maintain public safety during construction activities nearby at Horseshoe Pier, would be minimized to the degree feasible, and would be anticipated to be of limited duration. As possible, closures would be timed to avoid weekends and holidays.

As a result of the temporary closures of on-site facilities during the construction phase of the proposed project, there could be a temporary increase in the use of other existing recreational facilities during proposed project construction, to the extent users seek alternative facilities/locations for such recreation. However, the recreational users would not all visit the same alternate location, as the project site is within a region that has a wide variety of recreational opportunities available, both within a short distance of the project site and throughout Los Angeles County and the whole Southern California region. The types of recreational opportunities currently available at the project site are generally representative of the types of coastal recreation uses found throughout Southern California. In addition to pedestrian paths and bicycle paths readily available throughout Los Angeles, including coastal areas, the following provides a summary listing of the general types of coastal recreational opportunities currently available at the project site that are also available elsewhere in Los Angeles County or as otherwise noted.

Free Pier Fishing[5]

- Monstad Pier, Redondo Beach (adjacent to project site)
- Belmont Pier, Belmont Shore
- Burton Chase Fishing Platform, Marina del Rey
- Hermosa Beach Pier, Hermosa Beach
- Malibu Pier, Malibu
- Manhattan Beach Pier, Manhattan Beach
- San Pedro Pier, San Pedro
- Santa Monica Pier, Santa Monica
- Venice Pier, Venice

5 Source: http://www.beachcalifornia.com/free-fishing-california.html. Last accessed on November 10, 2014.

Sportfishing Boat Charters[6]

- Malibu Pier Sportfishing, Malibu
- 22nd Street Sportfishing, San Pedro
- Long Beach Sportfishing, Long Beach
- Marina del Rey Sportfishing, Marina del Rey
- LA Harbor Sportfishing, San Pedro
- Pierpoint Landing, Long Beach
- Long Beach Marina Sportfishing, Long Beach

Public Boat Launch Ramps[7]

North of the Project Site

- Marina del Rey (two facilities)
- South of Marina del Rey

South of the Project Site

- Cabrillo Beach (San Pedro)
- Queensway Bay (two facilities – Long Beach)
- Belmont Shores (Long Beach)
- Alamitos Bay (three facilities – Long Beach)

Construction of the proposed project would modify the Seaside Lagoon. Seaside Lagoon, normally open during daytime hours from May 24th through September 1st, would be closed during the entire construction period. Someone who wishes to swim may choose to visit the adjacent or nearby County beach or a public swimming pool as an alternative to Seaside Lagoon.

Construction of the proposed project would eliminate the existing boat hoists, hand launch and dinghy dock adjacent to the Seaside Lagoon and would temporarily displace the use of the project site for those activities during construction. In late 2014, the boat hoists were inactive and shut down for safety reasons following an inspection that determined that the hoists' beams were "noticeably deficient." The results of a structural engineering report completed in January 2015 found the south hoist to be beyond repair, while the north hoist was in better condition. The boat hoists had been closed since late 2014, with repair of the north hoist completed and reopened in October 2015. During the hoists closure, the City directed the public to use alternative regional boat launch facilities, including those in Marina del Rey and Cabrillo Beach in San Pedro.

In addition, construction would temporarily displace the recreational activities that currently operate out of the Redondo Beach Marina/Basin 3, such as the rental of kayaks, paddleboards,

6 Source: biteson.com/newlandings.html. Last accessed on November 10, 2014.

7 Source: http://www.boatrampslocator.com/california-los-angeles-county-boat-ramps-information.htm. Last accessed on May 25, 2015.

pedal boats, as well as gondola rides, sightseeing, whale watching, and fishing charter boats. These activities may be temporarily relocated to other locations within King Harbor, additionally, these types of activities are generally available at other waterfront communities with in the vicinity, such as Marina del Rey and San Pedro. Construction associated with the reconstruction/redevelopment of the Redondo Beach Marina and bulkhead and cap repairs would also require all the vessels from within the marina/Basin 3 to be relocated during construction.

Currently, approximately 53 of the 61 slips in the Redondo Beach Marina/Basin 3 are leased. As of May 2015, approximately 99 slip vacancies of various sizes exist within the three other King Harbor marinas (Portofino, Port Royal and King Harbor) (City of Redondo Beach, per. comm. 2015x). Therefore, the proposed project would be accommodated by existing King Harbor marinas, no vessels would be displaced and the construction of the proposed project would not cause an increase in these existing recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Construction associated with the modifications to the Seaside Lagoon and the new boat launch ramp could require construction from the water. Because construction at the proposed project would close the project site to the public (with the exception of Kincaid's on the Horseshoe Pier), the majority of waterside construction would be confined to the immediate project area, such as in front of the Seaside Lagoon, Joe's Crab Shack, and Basin 3. As the project site is near the entrance to King Harbor (near the outer breakwater), the transport of construction materials would be performed in a manner that does not conflict with ongoing navigation or boating activities.

As described previously, a variety of special events occur throughout the year at the project site such as concerts, festivals, and outdoor movie showings. During construction, the project site would not be available for special events. It is anticipated that existing events occurring within the project site (particularly those that occur at Seaside Lagoon and on the Horseshoe Pier) would be temporarily relocated to other venues nearby that have adequate capacity and amenities to meet the event needs, such as Veterans Park and the beach immediately south of the project site, or to other areas of the City (such as Riviera Village), or cancelled during construction of the proposed project. The events would require a special event permit issued by the City, and would occur temporarily and sporadically. Further, temporarily relocated special events would likely occur at various venues located throughout the City rather than all occurring at one alternative location. Thus, temporary relocation of special events would occur infrequently at each possible alternative location and as such is not expected to result in deterioration of or increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Recreational facilities located outside of the project site (e.g., King Harbor, Veterans Park, bike path to the north and south, and County Beach) would remain open to the public throughout the construction period. However, some temporary disruption that would reduce enjoyment of such facilities could occur during construction, such as no parking on the project site being available for use by those facilities. Construction impacts are addressed throughout this Draft EIR, including Section 3.1 Aesthetics and Visual Resources, Section 3.2 Air Quality, Section 3.10 Noise, and Section 3.13 Traffic and Transportation. The lower portion of Czuleger Park consisting of a plaza and seating area is located above the Plaza Parking Structure, which would be modified as part of the proposed project. Given the proximity of the lower portion of the park to the construction activities, the lower portion of the park may be closed for safety reasons. However, the upper portion of the park, including viewing

platform, open lawn area and public pathways would remain open to the public. No construction within the park or other modification is anticipated.

This disruption to neighboring parks and other recreational facilities would be temporary in nature and would not prevent use of such facilities, nor would it cause deterioration of the facilities. However, should recreational users decide to visit alternative recreational facilities, as discussed above for recreational facilities at the project site, a variety of alternative recreational facilities are available throughout the South Bay area, such as Alta Vista Park and Vincent Park (Redondo Beach) and Bi-Centennial Park and South Park in Hermosa Beach, and any increase use of alternate facilities is expected to be dispersed throughout the area and not concentrate in any specific location such that substantial physical deterioration or degradation could be caused or accelerated.

In summary, visitors coming to the project site are offered a variety of coastal recreational opportunities and selection of an alternative site to seek such opportunities while the project site is closed to public access during construction would vary by the type(s) of activity each user is seeking. For example, someone who wishes to swim may choose to visit the adjacent or nearby County beach or a public swimming pool as an alternative to Seaside Lagoon, whereas someone wishing to enjoy a stroll and ocean view may choose to visit another pier located along the coast, while someone wishing to paddle board may choose to visit Basin 1 or 2 within King Harbor (located north of the project site).

While there are two local parks immediately adjacent to the project site, specifically, Czuleger Park[8] and Veterans Park, it is not anticipated that a substantial number of visitors that would normally utilize the recreational facilities within the project site would instead use those two parks. The types of recreational facilities within the project site that draw many visitors to the site are primarily marine-oriented, such as fishing, boating, swimming, beach sports, etc., in which case it is more likely that visitors seeking that type of recreation would select other alternative locations from the wide variety of such facilities available elsewhere in the local area or region. As such, the recreational users that are temporarily displaced during project construction would not cause a substantial increase in use at any particular recreational facility, but would instead be expected to disperse throughout the area. Therefore, construction of the proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated and impacts would less than significant.

Furthermore, as part of the Conditional Use Permit process, the City is proposing Conditions of Approval, which would require, prior to the construction, the temporary relocation of hand launch and dinghy facilities during the construction associated with opening the Seaside Lagoon to the harbor, as well as slip transition assistance for those vessels currently within the Redondo Beach Marina/Basin 3. The Conditions of Approval would be applied to the implementation of the project through the project plans and the building permit process. The City is proposing the following Conditions of Approval as part of its Conditional Use Permit procedures:

[8] As discussed above, the lower portion of Czuleger Park would likely be closed during construction, but the upper portion would remain open.

Conditions of Approval:

COA REC-1: Temporary Hand Launch and Dinghy Dock

The City would secure for temporary use a nearby location for use as a hand launch and dinghy dock during the construction of the proposed project. Possible nearby locations include: fuel dock at Portofino; Mole B (Outriggers' launch); and, King Harbor Yacht Club.

COA REC-2: Redondo Beach Marina in Basin 3 Slip Transition/Temporary Relocation Plan

A slip transition and/or temporary relocation plan would be established for vessels located with the Redondo Beach Marina/Basin 3 similar to the temporary relocation plan established for Portofino Marina (located within King Harbor to the north of the project site). The temporary transition/relocation plan is intended to provide temporary slips for displaced vessels during the reconstruction/redevelopment of the Redondo Beach Marina. The plan would include notifying tenants in advance of construction, finding temporary locations elsewhere in King Harbor for displaced vessels prior to the start of construction, and phasing construction to minimize the disruption to the degree feasible, including minimizing the number of times that vessels must be moved over the course of the construction. The transition/relocation plan would include measures to provide for continued operation of visitor-serving vessels (e.g., charter fishing operations, whale watching, glass bottom tours, harbor tours, etc.), such as use of transient moorings within the harbor and operating from other marinas within King Harbor. The temporary locations identified in the relocation plan would take into account the adequacy of the replacement locations, to ensure that adequate space and amenities (e.g., parking spaces) are available to accommodate the relocated uses and so as not to disrupt existing uses or result in substantial physical deterioration of the temporary location.

Operation

As discussed above and in Chapter 2 Project Description of this Draft EIR, and in Section 3.12.4.3.1, the proposed project would include various new or enhanced recreational amenities such as modified Seaside Lagoon, new small craft boat launch ramp, improved site connectivity with new pedestrian and bicycle paths, and high quality open space (e.g., waterfront promenade, public seating, landscaped areas, gathering spaces, and pathways). This would result in enhanced recreational facilities available to the community and visitors. The accessible shoreline throughout the project site would grow from approximately 3,500 linear feet to approximately 4,450 linear feet, which is a 27 percent increase in accessibility (for a 100 percent accessibility of the project site). For example, the modified network of pedestrian and bike pathways would improve connections to off-site trails and pathways, including a link of the California Coastal Trail, and would also enhance the bicycle and pedestrian experience within the site, thereby increasing the recreational enjoyment of coastal resources.

The opening of Seaside Lagoon to tidal influence would allow the public park to be open year-round. With the exception of the occasional special event, the lagoon would be open at no fee to the public. This would increase the site's availability and accessibility to the public. The modifications would be designed to balance the recreational beach area with swim area. The

breakwall would be designed to protect the opening of the lagoon to reduce wave action and thus continue to provide for a safe swimming area that is not subject to strong wave action during typical weather conditions. As discussed further in Section 3.3 Biological Resources, the potential use of the open lagoon by pinnipeds is not expected such that its use as a recreational amenity would be degraded.

The remaining restroom/shower facility and new improvements at the lagoon site (i.e., boardwalk, cabanas, outdoor public furniture, beach, concessions, enclosure of an existing pavilion, etc.) would be maintained as part of long-term implementation of the proposed project. Therefore, with the new facilities that are proposed and new funding for enhanced maintenance of the facilities that would remain the proposed project would not result in substantial deterioration from year-round use.

As shown on Figure 3.12-5, although the modified lagoon would have a water area that would vary with the tide, and some features, such as the volleyball courts would be eliminated, the tidally-influenced lagoon would provide for other amenities, including a boardwalk, landscaping, and seating areas. Accessory uses, including concessions and recreational sales/rentals would be available on-site to provide services to enhance the recreational use of the lagoon, including access to the water area not previously available for a variety of sports and activities.

The proposed project would also enhance access to the water area for a variety of sports and water recreational activities by providing hand launching, including a small craft boat launch ramp, which would accommodate a larger number of boat launches than the existing boat hoists. Hand launches would be available at Seaside Lagoon. The dinghy dock would be within or adjacent to Basin 3, which would also include other transient side ties for guest docking.

The proposed project includes two options related to the Sportfishing Pier (replacement of the pier and building or not replacing the pier and relocating the building square footage into the northern landside development). If the pier is replaced, the proposed project includes the reconstruction of the pier and building in a similar size and configuration as the existing structure and would include similar uses. Replacement of the pier would include a new fender system, boat mooring, and passenger loading ramps installed on each side of pier at the end to allow berthing of sportfishing and sightseeing boats. If the pier is not replaced, boat mooring and passenger loading could occur at the proposed new side ties planned at the entrance of Basin 3, just outside the reconstructed/redeveloped Redondo Beach Marina, west of the proposed pedestrian/bicycle bridge. Fishing from the Horseshoe Pier (within the project site) and adjacent Monstad Pier would continue to be available if the Sportfishing Pier is not replaced.

The proposed project includes the reconstruction/redevelopment of the entire floating dock complex and appurtenant facilities within the Redondo Beach Marina/Basin 3. The number of slips being considered within the marina range from approximately 33-slips and eight side-ties (approximately 1,740 linear feet of space) to a maximum of 60-slips and eight side-ties (approximately 2,200 linear feet of space), and would be various sizes. The option with fewer slips would accommodate a greater number of larger vessels (30 feet in length and above). The number of vessel slips would be based on market demand at the time the proposed project has gone through final design (e.g., market demand for larger slip sizes exceeds need for smaller boat slips shown by vacancies in adjacent marinas). The replacement facilities would be in a similar layout/configuration to the existing marina. In addition, additional gangways would be constructed within the marina and entrance to Basin 3 for side ties for transient mooring of vessels (i.e., guest docks), including dinghy docking, and passenger

loading/unloading. Once the proposed project is operational, the on-site marina manager would work with those vessels displaced during construction who wish to return to the Redondo Beach Marina in Basin 3, and are within the operational requirements of the reconfigured marina and can meet the lease requirements (which are expected to be similar to those requirements at other marinas in King Harbor). While the specific design and particular uses associated with the existing Redondo Beach Marina/Basin 3 would be modified in conjunction with the proposed project, the basic function of the facility to support marine recreational opportunities would remain and new docks and facilities would enhance the utility of the basin for coastal dependent recreational activities. Should the proposed project include a marina with fewer small boat slips (and hence fewer slips), this would not be considered a significant impact as other small boat slips are available within King Harbor marinas. As of May 2015, in the King Harbor Marina alone, approximately 53 slips under 27 feet in length are vacant, which is about six percent of all slips in that marina (Short, per. comm. 2015). Therefore, should the proposed redeveloped marina have fewer boat slips, there are several nearby existing local and regional marinas with vacancies such that the proposed project would not cause an increase in these recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

The proposed pedestrian/bicycle bridge would be a bascule bridge (commonly referred to as a drawbridge) that would open at regularly scheduled intervals. At a closed position, the vertical clearance of the bridge would be 19 to 19.7 feet at MLLW, allowing small boats to pass underneath. Vessels too tall to pass under the bridge could enter and exit the marina when the bridge is open. The bridge would be manned during hours of operation. A schedule of operational assumptions for the bridge, including details on when at regularly scheduled intervals the bridge would be opened to maintain waterway access and navigation of the marina and safety procedures for pedestrians and bicyclists using the bridge, would be posted and become part of the new lease requirements associated with the redeveloped marina. The regularly scheduled and posted openings of the proposed bridge would balance the need of maintaining navigation while also providing connectivity between the northern and southern portions of the project site for pedestrians and bicyclists.

As noted earlier in this section, the demand for parks, recreational facilities, and open space is generally associated with the increase of housing or population growth in an area. The proposed project would not result in any residential development or generate any additional population. Therefore, no increased demand for recreational facilities associated with population growth would occur.

It is anticipated that the proposed project could increase the number of local and regional visitors to project site, and therefore, the use of recreational facilities within and near the project site could increase. However, the enhanced and expanded recreational features, including pedestrian and bicycle pathways, would provide a variety of enhanced recreational opportunities, with newly constructed or renovated facilities throughout the project site, which, in turn, would help disperse visitors. In addition, such new activity at the project site would provide long-term funding for enhanced operation and maintenance of the recreational facilities at the project site.

Although it is anticipated that the proposed project could increase the number of local and regional visitors to the project site, with the exception of the County Beach and bike paths to the north and south of the site, it is not anticipated that recreational facilities located outside of the project site (e.g., Czuleger Park, King Harbor and Veterans Park) would be substantially impacted due to the enhanced recreational opportunities created as part of the proposed project in comparison to these adjacent facilities. An increased number of visitors to the project site

may create additional use of the County Beach to the south due to visitors wishing to enjoy the beach while visiting the commercial offerings at the site, as well as an increase in the use of the bike paths to the north and south of the project site due to the increased accessibility to and through the project site. The proposed project would complement and enhance a visitors experience to the beach or a bicyclist's connectivity along the waterfront and is not expected to cause a substantial increase in beach-going or bicycle traffic that would create a significant impact on these adjacent recreational facilities (i.e., would not result in substantial physical deterioration of existing facilities). In addition to the continuous pedestrian and multi-use paths throughout the project site, the proposed project offers many plazas, paseos and site amenities (e.g., benches, chairs, umbrellas, tables, water features, public art, and shade and child play areas) to create a more enjoyable coastal experience.

Users of recreational facilities are typically residents from the local area and, for regional recreational facilities such as proposed project, those who come to a site specifically to take advantage of the unique or specific opportunities available. The proposed project would not increase population within the region that could increase the number of recreational users, but it would provide approximately 1,438 new jobs. This increase in the number of workers employed at the project site would not substantially increase the anticipated use of recreational facilities at or near the site such that physical deterioration or degradation would occur. While employees associated with the commercial component of the proposed project at the site may make use of the recreational facilities within and near the project site during the work day (e.g., before or after work and/or during breaks), this type of use is anticipated to be small in proportion to other uses and would not represent a substantial increase in new recreational facility users. In addition, due to the majority of the type of jobs that the proposed project would result in (i.e., service industry positions that do not require extensive training or specific education), most new employees are expected to come from local sources in the Los Angeles area and are likely to reside in proximity to the project area and thus already be using recreational facilities in the area, instead of representing a substantial increase in new recreational facility users. Thus, the increase in employees at the project site would not lead to substantial physical deterioration or degradation of recreational facilities, nor would it result in the need for new or expanded facilities.

The proposed project would provide and enhance no and low-cost visitor-serving recreational uses, commercial and recreational fishing, and community character. The proposed project would provide and enhance passive and active recreation compatible within a coastal area (such as water-oriented recreational activities). Overall, the amount of recreational facilities provided within the project area is expected to remain similar to existing conditions; however, it is anticipated that the enhanced pedestrian and bicycle paths and high-quality public open space would increase the utility and enjoyment of such features, and the accessibility of Seaside Lagoon would be increased by opening the facility year around and eliminating the admission fee. Examples of enhanced public recreation at the Seaside Lagoon as part of the proposed project includes hand launch and paddle sports from the lagoons edge, diving, snorkeling, as well as swimming.

Operation of the proposed project would help with the local and regional demand for recreation and park services by improving and expanding existing recreational resources; thereby providing a benefit to the local community and region as a whole. Therefore, the proposed project would not result in an increased demand on existing parks and recreational facilities such that substantial physical deterioration would occur or be accelerated. As such, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact REC-2: The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the proposed project.

Construction

The proposed project would not include construction of any parks or recreational facilities beyond those already described under the proposed project (i.e., modified Seaside Lagoon, new boat launch ramp, new pedestrian and bicycle paths, and enhanced high-quality public open space). The construction-related impacts associated with these recreational facilities has been evaluated in context with other physical effects on the environment in applicable sections of this Draft EIR, including Section 3.1 Aesthetics and Visual Resources, Section 3.2 Air Quality; Section 3.4 Cultural Resources; Section 3.7 Hazards and Hazardous Materials; Section 3.8 Hydrology and Water Quality; Section 3.10 Noise; and, Section 3.13 Traffic and Transportation. Applicable rules and regulations and mitigation measures identified in those sections would also apply to the construction of recreational features.

No construction or expansion of recreational facilities not already addressed as part of the proposed project would be required (e.g., no construction or expansion of recreational facilities outside the project boundary would occur as part of, or because of, the proposed project). The proposed project would not result in population growth that would increase the demand for new or expanded recreational facilities; therefore, the proposed project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the proposed project and thus no impacts would occur.

Operation

The proposed project would not involve the operation of recreational facilities not already addressed as part of the proposed project (e.g., no construction or expansion of recreational facilities outside the project boundary would occur because of the proposed project that would involve operation of those facilities). The operational-related impacts associated with these recreational facilities has been evaluated in context with other physical effects on the environment in applicable sections of this Draft EIR, including Section 3.1 Aesthetics and Visual Resources, Section 3.2 Air Quality; Section 3.4 Cultural Resources; Section 3.7 Hazards and Hazardous Materials; Section 3.8 Hydrology and Water Quality; Section 3.10 Noise; and, Section 3.13 Traffic and Transportation. Applicable rules, regulations, Conditions of Approval, and mitigation measures identified in those sections would also apply to the operation of recreational features, as applicable.

Therefore, the proposed project would not include operation of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the proposed project and thus no impacts would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

No impacts would occur.

3.12.4.4 Cumulative Impacts

The context for assessing cumulative environmental impacts associated with the accelerated deterioration of existing regional parks or recreational facilities is the extent of the jurisdiction providing the service. The project site lies within the jurisdiction of the City of Redondo Beach, at which public parks within the City are maintained by the Redondo Beach Public Works Department, while the other facilities in the area are located within the County of Los Angeles, and various cities within the County. Cumulative impacts could occur if growth within the City causes an increased use of existing facilities such that substantial physical deterioration of those facilities would occur. SCAG growth projections used as the basis of the cumulative impacts analysis in this Draft EIR take into consideration the future growth anticipated in local general plans, such as that of the City of Redondo Beach. The Recreation and Parks Element of the Redondo Beach General Plan provides an inventory of existing recreation and parks facilities within the City, acknowledges the future growth anticipated to occur within the City through the year 2020, and identifies the recreation and parks facilities and improvements that would be needed to accommodate that future growth (City of Redondo Beach, 2004). Based on such acknowledgement of, and planning for, future growth within Redondo Beach, and the attendant recreation and park needs, significant cumulative impacts related to substantial physical deterioration of recreational facilities are not expected to occur. Notwithstanding that significant cumulative impacts associated with future growth are not expected to occur, plus the fact that implementation of the proposed project does not involve growth, it should also be noted that operation of the proposed project is anticipated to enhance the quality of recreational opportunities available at the project site.

Relative to the potential for construction activities to result in significant cumulative impacts to recreational facilities, the impacts analysis presented above indicates that closure of the project site to public access during the construction period may result in the visitors having to use alternative recreational facilities in other areas both locally and perhaps regionally. It is unlikely that there would be a combined cumulative effect at any one alternative facility such that there would be a substantial physical deterioration of the facility, especially given the extent and variety of recreational facilities available both locally and regionally (see Section 3.12.4.3.2 for additional recreational facilities). The same holds true relative to the potential for significant cumulative indirect impacts associated with construction, such as noise, dust, traffic, and the like, to occur at any particular alternative recreational facility. In summary, implementation of the proposed project would not result in a cumulatively considerable contribution to impacts relative to recreational resources because the proposed project would not: (1) increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, and (2) would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the proposed project.

Cumulative Mitigation Measures

No mitigation is required.

Cumulative Residual Impacts

Impacts would be less than significant.

3.12.4.5 Summary of Impact Determinations

The following Table 3.12-1 summarizes the impact determinations of the proposed project and proposed project in addition to adopted growth projections (i.e., potential cumulative impacts) related to recreation, as described in the detailed discussion above.

Table 3.12-1: Summary Matrix of Potential Impacts and Mitigation Measures for Recreation Associated with the Proposed Project and Cumulative Growth

Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
REC-1: The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	Proposed Project: Less than significant	Proposed Project: No mitigation is required	Proposed Project: Less than significant
	Cumulative: Less than significant (no cumulatively considerable contribution)	Cumulative: No mitigation is required	Cumulative: Less than significant (not cumulatively considerable)
REC-2: The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the proposed project.	Proposed Project: No impact	Proposed Project: No mitigation is required	Proposed Project: No impact
	Cumulative: No impact (no cumulatively considerable contribution)	Cumulative: No mitigation is required	Cumulative: No impact (not cumulatively considerable)

3.12.4.6 Summary of Mitigation Measures

In the absence of significant impacts, mitigation measures are not required.

3.12.5 Significant Unavoidable Impacts

No significant unavoidable impacts to recreational resources would occur as a result of construction or operation of the proposed project.