comments to be included in DEIR

joan riley <onebigbird@earthlink.net>

Tue 1/19/2016 4:22 PM

To: Katie Owston <Katie.Owston@redondo.org>;

I have included my concerns over the results presented in the Draft DEIR. I have critiqued as well as offered suggestions to help reduce the severity of impacts on the environment and community by the proposed project.

Concerns:

1) The DEIR inadequately measured the impact of additional sound on residents and wildlife. Noise has a significant and unavoidable impact on the local environment, wildlife and the economy.

By ignoring the "acoustics of the existing environment," the findings are inaccurate and misrepresent the true impact more sound would create by the proposed development.

-The Topography of the environment, both artificial and natural, can greatly exaggerate and distort sound created near the Harbor. Sound is carried over the ocean; broadcast onto the adjacent hillside neighborhood which is composed of dense, angled, and multi-storied buildings. This western facing, sloped collection of buildings works to distort and echo sound within and through out the neighborhood. Composed of hundreds of households, the community is occupied by working professionals, and young families, and the retired. An elderly care facility is also part of the neighborhood. PC401-1

-The larger neighborhood, extending up and over a mile from the harbor to Prospect

Ave., is shaped as a natural amphitheater whereby sounds can be projected at remarkably loud levels. Sea lions are clearly heard at night.

<u>The proposed project will produce sound which will adversely impact the quantity and quality of what is "acceptable noise."</u>

-

From the Office of Noise Abatement and Control, E.P.A., United States, " Noise can cause regular and predictable stress in the human body. People do not get used to noise. The body continues to react even during sleep. Noise affects the quantity and quality of sleep. The elderly and sick are more sensitive disruptive noise. "

Suggestions for reducing the significant impact of noise:

a) This proposed project requires specialized expertise to evaluate the true impact of " noise" on this unique area adjacent to the waterfront.

b) Define acceptable noise within and outside the current waterfront neighborhood.

c) The project needs to be reduced in size and density with greater undeveloped spaces. Buildings need to be organized, oriented, and shaped to reduce noise. Building vents, windows, doors, outdoors and inside seating areas need to be set to minimize noise impacts on residents. Sound barriers cannot further block views.

d) Eliminate Pacific Ave. Many homes are extremely close to the proposed road. Residents will be unfairly impacted by noise and emissions.

e) Establish a method to monitor, report and immediately resolve excessive noise abuses.

2) The consequences of Pacific Ave cannot be mitigated. It is a public safety and pollution hazard.

PC401-1 cont'd

Traffic congestion, noise, and vehicle emissions are unhealthful and dangerous to the visitors and residents. Adding a road so close to the ocean is inconsistent with pedestrian recreation by the sea.

Suggestions: Restrict Pacific Ave to daytime hours and close completely on weekends.

3) Diminished ocean views from Harbor Blvd! Most of the pedestrian water views will be sacrificed for the proposed plan.

In addition, views of the Palos Verdes Peninsula, will no longer be enjoyed from Harbor Blvd. The proposed "Market Place" building at 2+ stories is too high and blocks ocean views from part of Czuleger Park.

Other previously accessible views of the ocean from the waterfront will be blocked by the project. Visitors will have to walk around and in front of the project to see their "public access " view of the water.

Suggestions: Don't allow standing views of the ocean to be blocked by the proposed project. Reduce heights of building, and create more open vista space within the project.

4) Impact on Czuleger Park is not identified. Czuleger Park is the central green pathway and largest open space next to the proposed project. The DEIR does not address "over-use" of the park by hundreds of visitors passing through to the proposed project. The increase in park use will affect the amount of noise, garbage, crowding etc., that will result in loss of use of a

community park. .

Suggestions: Physically restrict access to Czuleger park at sundown and monitor adherence. Add a different, primary pedestrian entrance to the project. PC401-1 cont'd

5) Improvement to Seaside Lagoon. Replace the natural lagoon with modern salt-water pools that are designed for both families and the elderly. We have a rapidly aging city with no facilities for seniors to recreate and exercise in therapeutic warm water. The pools can be open year round to maximize participation and success.

Joan Riley, resident and property owner, 230 The Village, Redondo Beach, 90277

Untitled

DOUG SAHARA <happyhookups@att.net>

Tue 1/19/2016 4:22 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Dear Katie
Why are you adding fuel the fire
regarding closing down of Redondo Sportfishing
Our economy is doing bad enough
you want to put more people and business
out
Doug Sahara

PC402-1

WATERFRONT DRAFT EIR

Eloise & Sam <sam.elder@verizon.net>

Tue 1/19/2016 4:32 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Cc: Laura Emdee <Laura.Emdee@redondo.org>;

1 attachment

Scan0127.pdf;

Dear Ms. Owston,

The Waterfront Draft includes only a boat ramp for boat access to the water. I am concerned that the plan does not include at least one hoist to accommodate the older and physically challenged. This boating population will no longer have usable access to the water. The boast ramp requires a physical ability that this population does not have.

I addressed this issue to the City Council when the hoists were not working and started a petition at that time. Once, one hoist was repaired and working some of the people, who had collected signatures, destroyed their petitions, not realizing the new Waterfront plans did not include a hoist. I again addressed the City Council on January 11, 2016 regarding the need for a hoist in the new plans. PC403-1

I have attached my address and the original petition with signatures. I have started collection signatures again on a new petition.

I am confident that the City of Redondo Beach will not forget the needs of the older and physically challenged boating population in the new Waterfront Development Plan. This is a great City the includes everyone. I have enjoyed living here for 40 years and would not live anywhere else.

Sincerely,
Sam Elder
2806 May Ave
Redondo Beach Ca
310-370-2238
sam.elder@verizon.net

January 11, 2016
Sam Elder
Letter in favor of retaining the Redondo Beach King Harbor Hoists

I am Sam Elder and I have been a resident of Redondo Beach for 40 years.

Mayor, Honorable City Council, I am here once again to speak to you on behalf of the all fisherman and boaters in the South Bay but especially the older and the physically challenged---- we are all concerned about possible plans to eliminate the hoists in King Harbor.

One is currently operational and I understand that the second hoist will not be repaired. Further I understand that both will be replaced by a one lane ramp which would not only be very congested but it would also be a nightmare to use for those of us who are elderly or physically challenged in one way or another. The two hoists are barely enough to keep up with the boat traffic now. PC403-2

There has been a line of 20 boats waiting to be launched at 4:30 am awaiting the opening time of 5:00 am when two hoists were operational. Imagine the delays and congestion with only one hoist or only a one-lane ramp.

I am concerned that the older and the physically challenged boating population will no longer have usable access to the water. It is my understanding that with the new development

change in King Harbor, the hoists will be eliminated.

And there seem to be no plans for a future hoist. This will be tremendously detrimental to an entire sector of the community. I have been using the King Harbor hoists for my boat since 1983. As so many other residents have. And many of us are seriously concerned.

The hoists have made it very easy to put our boats in and out of the water for an enjoyable day of fishing and boating. If you recall, I explained last time I spoke why the hoists are invaluable:

PC403-2 cont'd

1.It allows for the boat to enter the water without having to submerge boat trailers in salt water which destroys the equipment and more importantly;

2. Using a ramp rather than a hoist mean you must enter the water to physically launch a boat. It requires much more physical exertion and strength. This would leave no meaningful access to the water for those who cannot handle the exertion.

The one hoist that is now operational is in danger of closing. It is not even in the plans of the new development. Please do not forget us. Please restore the hoists and include them in the new development of the Harbor.

PC403

January 11, 2016
Sam Elder
Letter in favor of retaining the Redondo Beach King Harbor Hoists

We must retain the hoists to allow access to those physically challenged. Only the hoists afford this access. Ramps do not.

PC403-2 cont'd

This is a matter of immediate concern and I thank you on behalf of all those who rely on you. Thank you for your attention and consideration. I have copies of the petitions to hand out to you.

Petition to retain and rebuild the hoists at King Harbor

Petition summary and background	The City of Redondo Beach is determining whether King Harbor should exclusively use a boat ramp or should preserve the existing hoists as an alternative means to launch boats and bring them ashore. The City staff has determined that if ramps are built, they would dismantle and no longer use the hoists. By no longer having the hoists available, the elderly and the physically challenged will be without means to have access to a boat launch at King Harbor. The use of the ramp, without having accessible hoists as well, would violate the rights of those who do not have the physical capacity to endure the rigors that a boat ramp necessitates. This petition to the City of Redondo Beach and to the honorable City Council, respectfully requests that the hoists remain operational at King Harbor so that the rights of the physically challenged are protected. Cost may be defrayed as they are now: with a reduced rate for residents of Redondo Beach and a greater rate for nonresidents.
Action petitioned for:	We, the undersigned, are concerned citizens who urge our leaders to act now to protect the physically challenged and the elderly by retaining the hoists at Redondo Beach King Harbor.

Printed Name	Signature		Phone number	Date
Halle Lang Smolinsky	[illegible]		310-597-1602	5/12/15

PC403

Printed Name	Signature	Phone number	Date
Lewis Cantor	[signature]		5/13/15
Ian Souter	[signature]		5/13/15
MIKE HARRISON	[signature]		5/13/15
Michael Harrison	[signature]		5-13-15
DAN BURNS	[signature]		5-13-15
LARRY SITER	[signature]		5/13/15
MIKE JONES	[signature]		5/13/15
TRI TRAN	[signature]		
Jeff Woods	[signature]		5/13/15
Saori Minami	[signature]		5/13/15
Mike Carpenter	[signature]		5/13/15
DAVID CHANG	[signature]	3105429791	5-15-15
JIM GRAVE	[signature]		5/19
Tyler Keys	[signature]		5/19
SHARON KEYS	[signature]		5/19/15
Mike Kinninger	[signature]		5/19/15
Charles Deshuta	[signature]		5-19-15
Andrew Harrison	[signature]		5-20-15
Joel Chan	[signature]		5-20-15
Jose Fernandez	[signature]		5-23-15
Esai Castillo	[signature]		
Jonathan F	Jonathan F		

Printed Name	Signature	Phone number	Date
Jake Kiupelian	[signature]		5/23/15
JOHN A	[signature]		5/25/15
Doug A	[signature]		5/26/15
Justin Marquez	[signature]		5/26/15
TOBY KANEMAN	[signature]		5/26/15
ADAN CAOLE	[signature]	~~310-317-1~~	5/26/15
LEIN RESS	[signature]		5/29/15
Andrew Carrier	[signature]	del Rey, CA 248.762.9144	5/29/15
Brett Taylor	[signature]	310 991 3224	5/30/15
CHRIS NEUMEN	[signature]	(818) 270-5712	5/30/15
THI NEUMEN	[signature]		5/30/15
Vartan Akrabian	[signature]	310/327/8127	5/31/15
JOHNNY DOAN	[signature]	(562) ~~868-8234~~ 531-7002	5/31/15
Juana Garcia	[signature]	310)525-9604	5/31/15
MARLENE GONZALEZ	Marlene Gonzalez	562)531-7002	5/31/15
Amon Head	[signature]	323 2282158	5/31/15
DARRELL OKAMOTO	[signature]	310 330-6925	6/2/15
ROB WAIALAE	[signature]	(310)329-1277	6/10/15
Brett Okeefe	[signature]	(310) 210-2021	6/22/2015
Jimmy Purish	[signature]		
TOMMY NITAHARA	[signature]	310-324-4331	7/11/15
LANCE OISHI	[signature]	310 941-0525	7/17/15

Printed Name	Signature	Phone number	Date
Anne Lattice	AK Lattice	310 218 3145	7/27/2015
Bryce Carmen	[illegible]	429 777.5864	7-22 2015
LEONARD THORPE	Len Thorpe	310-529-9039	7/31
GARY BAKER	[illegible]	310-379-6238	7/31
DALE KIM	[illegible]	310 686 0991	9/18
Kerry Kline	[illegible]	310-947-7846	9/18
Jodean Kline	Jodean Kline	310-408-6749	9/18
Roberto Aguilar	[illegible]	(323) 784-7034	10/30
ELOISE ELDER	Eloise A Elder	310-370-2238	1-4-16
SAM ELDER	Samuel L Elder	310-370-2238	1-4-16

PC403

Printed Name	Signature	Phone number	Date
Kathy Zamora	K Zamora	(310) 675-1801	1/14/16
SCOTT BARNETT	S Barnett	(714) 566-1755	1/14/16
Tom Shaffer		(310) 312-5941	1/15/16
MIKE TOWNS		310-479-8398	1/15/16
John Ballotti	John Ballotti	310-995-3592	1/15/16
mike DEMKE		310-323-7175	1-19-16
JASON RAMOLOS		(323) 595-1640	1-19-16
LEO Ramolos		323-990-0572	1-19-16
VICTOR VALES		(310) 418-7698	1-19-16
Bret Matthews		(310) 749-3470	1-19-16

My Responses to the Waterfront DEIR

April Telles <afrosttelles@yahoo.com>

Tue 1/19/2016 4:37 PM

To: Katie Owston <Katie.Owston@redondo.org>;

To: katie.owston@redondo.org

Hello Katie,

Below are my comments on The Waterfront DEIR. Please let me know that you have received this and that this is now part of the public record for this DEIR.

Comments in response to "The Waterfront Draft Environmental Impact Report (DEIR)"

Date: January 19, 2016

Submitted by: April F. Telles
Address: 112 Via El Chico, Redondo Beach, CA 90277

To whom it may concern,

I have lived in the South Bay since 1986; first in Redondo Beach from 1986 to 2010 on Avenue A and Pacific Coast Highway and currently, my husband and I live right over the border in Torrance near the intersection of Palos Verdes Blvd and Pacific Coast Highway in the Lower Riviera. I have lived and played in the South Bay for 30 years and am concerned about the negative impacts the proposed overdevelopment at the Redondo Beach waterfront is going to have on our quality of life. This development, as proposed in the DEIR, is too much in too small an area and I fear losing the character of the pier and Redondo itself. We often eat at the pier and entertain our out of town family and friends there. If it becomes like "Pier Avenue" or "any mall" in America, if it becomes unbearable with car noise and nothing but concrete, if it becomes overdeveloped and overpriced we will be saddened to no longer frequent it. PC404-1

My husband and I attended the December 9, 2015 public workshop held by the City of Redondo Beach at the city's main library.

Below are a few of the major flaws I see in the Draft Environmental Impact Report for “The Waterfront” project in Redondo Beach.

Section 3.13 Traffic and Transportation

Per Table 3.13-11: Project Trip Generation Estimates, 12,550 additional car trips per day will be

generated. It is unclear if a true worst-case analysis has been performed or if only a worst-case analysis for weekdays as it appears based upon the footnotes in Table 3.13-11. (See footnotes [b] and [d] which both specify worst-case analysis for weekdays). In addition, it is not clear if the analysis was performed for summer peak usage or off-season usage when area utilization and therefore traffic, is much less. If the impact analysis was not performed for weekend, summer traffic, it is flawed, incomplete and therefore the DEIR is sorely lacking in this area and impacts underestimated. Further, mitigations measures will be insufficient and may even be impossible to fully mitigate impacts to less than significant. PC404-1 cont'd

3.13.2.3.7 Existing Parking

The amount of new parking spaces proposed is completely inadequate to support the amount of new development. The amount of development is proposed to increase from 219,881 sq ft to 523,939 sq ft (Table ES-1) (approximately 138% more development). The number of parking stalls is proposed to increase from 2,192 (Table 3.13-9) now to 2,363, (Table 3.13-21) (approximately 7% more parking). To increase development by 138% while only increasing parking by 7% will further exacerbate the traffic impacts described above as frustrated visitors circle around looking for locations to park. Either parking has to be increased significantly or the development has to be dramatically decreased to have a better match between size of development and parking needs. PC404-2

The proposed parking management plan (MM TRA-7: Parking Management Plan) is completely unrealistic and unworkable. Expecting employees and visitors to shuttle is completely contrary to human behavior. You might be able to require employees to do so, but many visitors will not bother if they have to leave their personal vehicles to shuttle to and from the development.

Here are some additional significant detrimental impacts from this development.

1) The proposed Pacific Avenue reconnection. An estimated additional 30,000 cars per day on this road where there is now a boardwalk: Aesthetics, Greenhouse Gas Emissions, Traffic, Noise, and Air Quality will all suffer tremendously. Even using the statistic of 12,550 additional car trips from the DEIR's Table 3.13-11: Project Trip Generation Estimates, these impacts will still exist and be significant. Currently walking on this boardwalk not a single car can be heard nor smelled. PC404-3

2) The size of the development at 523,939 square feet. It will impact:

- Aesthetics: Chain stores at the waterfront will degrade the unique character of the King Harbor waterfront to be like any other large scale mall development. Also has high potential of becoming a white elephant as the younger generation primarily shops online. PC404-4
- Greenhouse Gas Emissions: created in the demolition and construction phases as well as water and electricity demand to operate

3) Demolition of over 200,000 square feet of current development including the entire international boardwalk and elevated walkway. This boardwalk is frequented both by local families as well as tourists. Replacing this with a road will be a loss to both. Why would a tourist come to the new development if they could go to the same establishments anywhere? There is also an economic issue at play here. The establishments on the boardwalk including Quality Seafood and the Fun Factory are frequented by many for fun at low cost. These individuals and families I believe will be shut out of the new development due to cost alone besides the fact that it doesn't appear that the construction will be geared towards families with young children. PC404-5

4) Views: Much of the new development will be more than 1 story high including a new parking structure near Beryl and Harbor Drive. This is both an aesthetic and air space impact: It would be highly imposing to have any "higher than 1 story" development in this area. Just more concrete and potential for blockage of views. A four-level 757-stall parking garage is proposed at this northeast corner of the site. The parking garage would not exceed 45 ft in height as measured from the existing sidewalk elevation at Harbor Drive at the point nearest to the building or structure consistent with Zoning Code Section 10-5.814. Entrances and exits to the garage would be located on Harbor Drive and via a driveway accessible from Portofino Way and the new main street. This structure is sure to be an imposing eyesore again blocking views and also not user-friendly to those carrying recreational equipment such as surfboards/ SU paddle boards.

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

It is actually difficult for me to picture these heights from these reference points as I am neither a civil engineer nor an architect. All drawings thus far have been 2-dimensional which is misleading at best. PC404-6
Models should be shown to the public making the new heights visible and easy to understand in reference to current surroundings. Better yet, why not put stakes and tape in place like the hillside overlay to let the citizens of Redondo Beach and those who frequent the waterfront see what is truly being proposed? It may surprise us all that some may have less impact than others. This way there will be no surprises later when it is too late to go back. If what is proposed is really such an improvement then why not give the public this view into the plan to buy into it as well?

In general, from the DEIR it looks like along Harbor Drive we are going to be left with a few view corridors and that is all. Even the current construction of the Shade Hotel is obstructing what before was a pretty nice open view enjoyed traveling on Harbor Drive whether via car, bicycle, or on foot. The Shade construction is a mere fraction of what is being proposed in the waterfront development. We all live by the waterfront to see and enjoy it in our daily lives; not to have it blocked by a wall of development and shops.

I also believe that introduction of several businesses on the horseshoe would be detrimental aesthetically as well as polluting to the surrounding air and ocean. As much as I liked the earlier pier with Breakers, Cattlemens, and the Edge I think the city has done an amazing job with the new horseshoe design. It is so open and really puts the ocean and the sunsets at center stage, which is really why we all go there anyway. It should not be "cluttered" with structures which will block this "natural" view. Do not undo what the rebuilding of the new horseshoe had foresight to accentuate. PC404-7

6) Child safety and water quality. Water quality within the breakwater is already compromised in Redondo Beach. Opening up the Seaside Lagoon to the harbor for young children to be in while at the same time adding a nearby boat ramp seems like a recipe for health issues. My nieces and nephews have enjoyed the current seaside lagoon and their parents felt comfortable with their safety in the controlled environment. They would not allow their children to swim in the proposed configuration both due to safety from tide and boats as well as bacteria prevalent in the water. PC404-8

7) The northern part of the project may receive fill material range from 1 to 6 feet, in fact 150,000 cubic yards of fill on the land side. More worrisome to me is the water development to include: dredging, filling, rock placement, in-water concrete placement, sheetpile installation, and pile driving. This has PC404-9

PC404-9 cont'd

obvious impacts to the plants and animals residing in this area as well as noise and possible water quality impacts.

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

PC404-10

I do also fear that current leasees will be forced out as rents rise. We need to be careful not to lose all continuity to our waterfront history. For instance Tony's and Polly's are long time establishments of more importance to residence and users of the waterfront than the bottom $ line. We need to not lose all unique character that has developed over the years and also all "memory places" that families go back to generation after generation. The loss of the sport fishing pier is an impact to our waterfront history and to the current quality of life enjoyed by many. A movie theater or retail store is not an acceptable replacement. Again, it will be a sad day when The Redondo Pier and King Harbor are no different than any other overdeveloped waterfront "mall" in the country.

I would note here that any new green space has a potential Biological Resource impact. I would implore the developers to look long and hard at 1) Any development that will require use of more water albeit a fountain, structure, or otherwise. 2) That in clearing land be cognizant of impact removing native plants as well as impact to native species of insects, animals, etc. and 3) Any new planting in green space, medians, etc be used as an opportunity to use drought tolerant, native plants to ensure as little water usage as possible in the future while creating habitat for native species and restoring Redondo Beach closer to what it once was.

PC404-11

Lastly, at the Dec 9, 2015 meeting I heard that there was no significant impact to the resident species such as CA brown pelicans. Because the proposed footprint includes underwater coverage, marine life will definitely be impacted. In addition, to name a few, the Brown Pelican and Blue Heron are protected. This project will no doubt impact them given that the proposed construction will be for an extended period. Especially if construction occurs during the nesting period, these species could be significantly negatively impacted. As these species are protected, this is not acceptable. Their continued residence needs to be a criteria in any plan moving forward. I've included a list of protected species from your DEIR Appendix D1 - Biological Resources Assessment Table 5. Protected Species Expected to Occur Within the Study Area.

Common Name	Status	Occurrence at Study Area
California Brown Pelican	CDFW FP	Present
Double-crested Cormorant	CDFW WL	Present
California Least Tern	SE, FE	Likely*
Green Sea Turtle	FT	Infrequent
Broomtail Grouper	CDFW FP	Present
Bottlenose Dolphins	MMPA	Not expected
Harbor Seal	MMPA	Likely
Northern Elephant Seal	MMPA	Not expected
California Sea Lion	MMPA	Present

SE – State Endangered; FE- Federally Endangered; FT – Federally Threatened; CDFW SSC- CDFW Species of Special

Concern; CDFW-FP – CDFW Fully Protected Species; CDFW-WL- CDFW Watch List; MMPA – species protected by the Marine Mammal Protection Act PC404-11 cont'd

*Least terns are a migratory species found in the area from approximately April 1 through September 1 of each year.

Sincerely,

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

Comments on DEIR - Redondo Beach Waterfront Project

Jeff Pool <jpool640@gmail.com>

Tue 1/19/2016 4:38 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Hi Katie,

Please see my comments below.

Aesthetics

This project will adversely affect numerous scenic views, both public and private, of the ocean, harbor and pier area by partially or totally blocking those views. The project should be designed such that no structures are taller than the existing structures on the site and seek to avoid new higher development where there are currently no structures or only one-story development. The proposed four-level above ground parking structures are particularly an abomination. Parking should be on lower levels wherever possible, similar to the existing pier parking facility, to preserve views and allow them to be enjoyed by other uses. Also, refurbishment of the existing parking should be considered to minimize the number of new spaces that must be constructed. The DEIR, while evaluating certain specific "key views", does not mention many of the other scenic vistas in the area that would be adversely impacted, nor does it give any sense of the sheer number of scenic views that could potentially be impacted. PC405-1

Air Quality

PC405-2

The air quality in the adjacent neighborhood to the east will be adversely affected by vehicle exhaust from traffic trying to ingress and egress from the project, and from smells from restaurants and other businesses that are part of the project.

Land Use and Planning

Redondo Beach and its sister beach cities have always been characterized by smaller community-sized developments. This is not Century City, The Grove (in Wilshire Center) or even Santa Monica; all of those are in higher density, more populous areas that can better support higher density developments. Redondo Beach should insist on a development that will be more in scale with the surrounding community and preserve key businesses and features that are important to the residents and business community. The currently proposed project is too large and dense for the community and will adversely affect surrounding neighborhoods because of its excessive size and incompatibility. PC405-3

Noise PC405-4

PC405-4 cont'd

The project will result in increased noise from businesses within the project, and pedestrians and traffic coming and going.

Cultural/Historical

Some longstanding iconic businesses, such as "Tony's on the Pier" may have to be closed or relocated into more generic commercial suites in the proposed new development. This would take away important pieces of the City's history and culture. Any redevelopment of the pier and harbor area should take these concerns into consideration and preserve important features and businesses that are part of the area's history and cultural identity. A generic outdoor shopping mall similar to hundreds of others will not benefit the City or the local community. PC405-5

Traffic/Circulation

By substantially increasing the amount of commercial development in the vicinity, the proposed project will create significant traffic impacts on the surrounding community. The project site has relatively limited access as virtually all vehicular traffic must arrive via Torrance Boulevard, Harbor Drive, or Beryl Street. These streets are all relatively narrow (no more than two lanes in each direction) and are already significantly congested on weekend beach days and other high traffic times. Also, congestion on these streets adversely affects the traffic flow on the major arteries of Catalina Avenue and Pacific Coast Highway, which intersect those streets. PC405-6

The project's proposal to extend Harbor Drive south from Pacific Avenue to Torrance Boulevard will not reduce these traffic impacts because all traffic into that area must still arrive via the aforementioned three streets in order to reach the proposed new segment. The only thing this proposed extension will achieve is to create more congestion at the new intersection of Harbor Drive and Torrance Boulevard, and create substantial noise and air quality impacts to the residential area immediately east of the Horseshoe Pier.

Other Related Projects

The environmental impacts of the Waterfront Project will be exacerbated by other proposed projects in the vicinity. The City is considering the demolition of the existing AES power plant a short distance northeast of the project site, which will result in a substantial amount of new development nearby, which in conjunction with the Waterfront Project will result in even greater environmental impacts than either project would create by itself. One of the reasons Redondo Beach has some strange development patterns is that projects have historically often been planned and looked at "piecemeal" as if each one were an individual project on an island, rather than looking at them as a coordinated whole. Planning the Waterfront Project alone is a continuation of this trend. The waterfront should be planned in conjunction with the AES power plant site and other surrounding areas to develop a consistent and coordinated plan for the entire community, rather than planning these projects separately, each pretending that the other does not exist, which will ultimately result in a problematic pattern of development and greater environmental impacts for the entire area. PC405-7

Thank you for your assistance.

Sincerely,

Jeff Pool

640 The Village #317

Redondo Beach, CA 90277

Comments on CenterCal DEIR

Dennis Groat <creakytiki@gmail.com>

Tue 1/19/2016 4:38 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Cc: Denise Groat <denisegroat@gmail.com>; Dennis Groat <creakytiki@gmail.com>;

1 attachment

DRAFT EIR COMMENTS DG.docx;

Ms. Owston,

Please see the attachment for our comments on the CenterCal DEIR.

Thank you,

Denise and Dennis Groat

PC406-1

DRAFT EIR (DEIR) COMMENTS 01-18-16

SUBMITTED BY DENISE AND DENNIS GROAT, RESIDENTS AND BOATERS, REDONDO BEACH

Katie Owston, Project Planner
Planning Divisoibn
415 Diamond Street
Redondo Beach, CA 90277

katie.owston@redondo.org

Ms. Owston,

Please accept our comments and questions on the CenterCal Project DEIR.

The issue of the location of a public boat ramp for the launching of trailered vessels is one of the subjects presented in this DEIR. Ultimately, this documents presents Mole A as the "environmentally superior location" for this boat ramp. As long-time boaters and users of King Harbor, we were beyond surprised at this conclusion, and ask for responses to each of the following issues.

PC406-1 cont'd

Previous Studies: At least three previous studies addressed the issue of the public boat ramp – The 1989 DMJM study, and two subsequent engineering feasibility studies by Moffat-Nichol. These studies all led to the conclusion that the best location for this ramp is the south turning basin area on Mole C, approximately where the "Joe's Crab Shack" restaurant is currently located. Two subsequent community boat ramp design meetings looked at this issue in great detail and reached the same conclusion. Several design proposals evolved from these processes, with variations on design, and on the size/location/layout of a secondary small, interior breakwall to provide surge protection for the boat ramp. In the two community design meetings, in response to concerns of conflicts between trailer boaters and the users of Seaside Lagoon, the layout of this breakwall was "flipped" to provide a physical barrier between trailer launched boats and the users of the Seaside Lagoon.

The project proposes a two-lane boat ramp with a breakwall at the Mole C location. The DEIR for the Mole C location does not include the above-referenced breakwall, which provides not only a measure of safety and separation, but also a new area of habitat that would likely more than offset the losses of soft bottom under the new breakwall. Additionally, the DEIR acknowledges that in the one lane Mole C option, space for additional boat ramp parking could be provided, and states that the extra area at the Joes' Crab Shack site would be paved over with asphalt. Why was this breakwall excluded from this evaluation, why was the two-lane option at Mole C not included, and why were these exclusions directed by City staff?

SAFETY: The DEIR states that it will address safety related to wave action, storms, and surge in the evaluation of the proposed ramp locations, but other than "navigational safety", we cannot find any evaluation of wave, storm, and surge safety at the evaluated locations. Mole A presents significant inherent safety hazards that are not present at the other evaluated sites.

Mole A's location abuts the outer breakwater wall for the entire harbor. In the early 1960's, one of us and a friend were present when a set of rogue waves washed a fisherman we were acquainted with off of this outer breakwall and far into the inner harbor channel. Our screams to him to swim to the relative safety of Mole B apparently could not be heard. He tried desperately to swim back to the outer breakwall, fighting against the unusually large waves that continued to pound over it. These large waves and the tremendous weight of his wet, heavy clothing soon exhausted him, and we watched helplessly as he quickly became overwhelmed and drowned. A short time later, lifeguard divers located his lifeless body somewhere under the harbor waters. The sight of his lifeless body being unloaded from the swimstep of the lifeguard boat onto a dock at the King Harbor Yacht Club site is something that cannot be erased. The dangers of the outer breakwall continue to this day and into the future. Waves, rogue waves, and whitewater come over this outer breakwall on an unscheduled and not accurately predictable basis. Some recent examples include, but certainly are not limited to: The City was a defendant in a lawsuit that resulted from injuries from waves suddenly coming over the outer breakwall onto Mole A, in the same location where the boat ramp is proposed. This lawsuit resulted in a significant payout from the City to the injured persons. In 2014, members of King Harbor Yacht Club witnessed a man and his dog being washed off of the area of the proposed Mole A ramp into the harbor waters. Almost miraculously, this man and his dog were spared major injuries and survived this incident. El Nino events have also caused serious damage to facilities on Mole A, and often require that the road to Mole A and its facilities be closed. A boat ramp in this area would not only be subject to damage from waves, storms, and rogue waves, but also would be closed for large wave events, and for repairs for damages from these events.

PC406-1 cont'd

We also have concerns on the information depicted in Figures 4-4, 4-5a, 4-5b, and 4-5c. The DEIR repeatedly states that the existing hoists at King Harbor Yacht Club will remain under all three ramp proposals on Mole A. King harbor Yacht Club has two hoists that are both frequently used, but in Figures 4-5a, b, and c, only the "eastern-most" of these two hoists is depicted. The existing docks can be seen as white shadowy areas in these figures, and the interference between the use of King Harbor Yacht Club's existing "western" hoist and the hand-launch ramps in the proposals cannot be properly seen. It appears certain that boats hanging from the western King Harbor Yacht Club hoist would pass directly over the proposed hand launch ramp in Figure 4-5c, and likely would pass over the hand launch ramps in Figures 4-5 a and 4-5b. This would present an EXTREME safety hazard to anyone on the hand launch ramps, both from swinging boats and from a possible rigging failure on a boat hanging from the hoist. Additionally, the docks required for the use of these hoists has been

modified in these Figures, and it appears that there would not be adequate launch docks area for the hoists to be functional. The hand launch ramps also pass obliquely across the hoist launch dock area, likely interfering with the safe use of the hoists and their docks. Figures 4-5a, 4-5b, and 4-5c do not properly depict existing conditions and conditions under the three Mole A proposals as described in the DEIR, and thus present misleading information to the DEIR readers.

We spent many years as trailer boaters in the ocean, and we are not aware of any harbor in Southern California where the boat launch ramp is adjacent to an outer breakwall, or where it would be subject to the wave action that occurs on Mole A in King Harbor. In light of the preceding information under this Safety heading, why was the issue of wave action and safety to humans at the Mole A location not addressed in the DEIR, and why wasn't the relative safety of the alternative locations as compared to Mole A addressed?

NAVIOGATIONAL SAFETY: As experienced boaters, the conclusion that the mole a location provides more safety due to the lower amount of boat traffic at this location is troubling. King Harbor hosts not only large medium, and small boats, but also to a variety of dinghies and human-powered craft, including outrigger canoes of various sizes, rowing sculls, kayaks, stand-up paddle boards, rental boats, and rental peddle-powered craft. The harbor area adjacent to Mole A also is the site of many sailing instruction programs for both adults and youths. Rather than being remote and relatively low traffic, the many programs and activities occurring in the vicinity of Mole A cause it to be an extremely active area, and at times perhaps the busiest area of the harbor when one looks at all of the uses that are occurring. The City recently installed an extensive mooring field between the Mole C area and Mole A area. There are also large areas of shoaling adjacent to the outer breakwall on its interior side (both the mooring field and the shoal areas can be seen on DEIR Figure 4-4). Boats using a launch ramp on Mole A would have to transit the entire length of the harbor, and have to contend with all of the traffic and craft in the main channel area, as well as the mooring field and shoal areas. The South Turning Basin area is relatively close to the entrance/exit of the harbor, and does not involve the mooring field, shoals, and much of the main channel traffic. Why is the relatively remote Mole A location with the above described conditions considered safer for users and for trailer boaters who may be unfamiliar with the harbor than the south turning basin area, where boaters can easily see the proximate entry/exit to the harbor and avoid the mooring fields, shoal areas, and most water users?

PC406-1 cont'd

APPENDIX L2: Appendix L2 includes a section on demand for a ramp for trailered boats, and concludes that the demand for a boat ramp in King Harbor is actually decreasing. The data used to reach this conclusion come from City figures on the use of the two "crane"-type hoists that are in the Mole D basin. As former users of these hoists, we believe that the data obtained from their current use does not in any way accurately depict the demand and needs for an actual boat ramp. As compared to a functional boat ramp, these hoists are costly. The hoists have limited hours of

availability, and these hours do not coincide with many small boat uses such as diving, fishing, and transits to and from local islands and recreation areas. They also require an incredible amount of time and effort to use. Trailered boats must be jacked up off of the trailer "beds" on each end consecutively so that the lift straps can be put underneath the boat. If the straps are not properly placed for weight distribution, the process must be repeated. Making special modifications to our trailer lessened the time somewhat, but not to a point where it compared to ramp launching. The net result for the existing crane hoists is a costly, limited access, lengthy, complex operation that causes boaters in line to wait an inordinate amount of time to launch their vessel, as compared to a boat ramp. The parking for the existing crane hoists is also a major problem. Although specific spaces are marked and signed in the parking area as for tow vehicles and trailers only, these spaces are commingled with regular vehicle parking, and often times the trailer spaces are blocked with passenger vehicles using the harbor amenities, making it impossible to park a tow vehicle and trailer in this area after using the crane hoist launch facility. On several occasions we found all of these dedicated spaces unavailable, with passenger vehicles illegally using some of these spaces. When we attempted to have a passenger vehicle moved from one of these tow vehicle and trailer spots so that we could utilize it, no one and no agency was willing to do so. With all of these adversities, we discontinued using these crane hoists and opted to drive to boat launch ramps at Marina Del Rey and Cabrillo Beach instead. The DEIR data also does not seem to include information on the time periods when one or both of these hoist was out of service or unavailable during normal operating hours. Such data seems critical in determining the actual demand for these unique launching services.

Regarding the actual estimated demand for trailered boat launches in King Harbor, it is our recollection that a previous City document (March 2014 Launch Ramp Feasibility Report) estimated that the total launches for trailered boats and vessels in King Harbor "are estimated at up to 16,480", with only two lanes considered for these launches. This seems like important data, and a more realistic assessment of potential demand for a boat ramp in King Harbor PC406-1 cont'd

ACCESS: The DEIR analyzes basic traffic impacts, but does not adequately examine the roadway conditions necessary for vehicles with trailered boats. The physical ability of a full-size tow vehicle with a large trailered boat to access and depart Mole A appears to be highly difficult, if not impossible, under current conditions. Unlike Moles C, Mole A does not have a direct "in-line" access from a paved street. Mole C can be directly accessed in a straight path from Beryl Street. To access Mole A, vehicles must jog form Anita/Herondo onto Hermosa Avenue/Harbor Drive, or turn right onto Harbor Drive from Beryl Street, then turn onto Yacht Club Way and meander through several turns to the narrow roadway that leads to the end of mole A. With the new Harbor Drive bicycle lanes, the single lane in each direction on Harbor Drive is very narrow. Turning right onto Harbor Drive from westbound Beryl Street while towing a larger trailered boat may not be physically possible. Additionally, turning right onto Harbor Drive when departing Yacht Club Way would

be difficult for a right turn, and if a vehicle is cued up to turn left into the AES site from Harbor Drive, seemingly impossible to turn left. The turns required on the existing path of Yacht Club Way would be extremely difficult for someone towing a boat and not extremely familiar with this area. Additionally, the lane widths on Yacht Club Way are extremely narrow, with a sharp "S" turn required to access the western Mole A areas. Trailered boats and their tow vehicles would have significant difficulties passing each other inbound and outbound, and very likely could not safely navigate the "S" turn at the same time. With the minimal sight of the approaches to this turn, a gridlock condition could easily occur, with no forward "escape path" available. The long backing up that likely would have to occur in these situations would require a degree of skill that is customarily found in professional truck drivers. In our opinion, these conditions demand a detailed analysis of accessibility, widths, and turning radii by a qualified traffic engineer, done with a basis of a full-size tow vehicle towing a full-size trailered boat, rather than for single passenger vehicles.

PC406-1 cont'd

Thank you for allowing us the opportunity to submit our comments on this DEIR. We look forward to your responses to our submitted information.

Sincerely,

Denise and Dennis Groat
450 N. Paulina Avenue
Redondo Beach, CA 90277-3018

denisegroat@gmail.com creakytiki@gmail.com

310-245-1645 310-465-9684

RB Waterfront DEIR Comments

M G <marcieguillermo@aol.com>

Tue 1/19/2016 4:39 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Cc: Steve Aspel <Steve.Aspel@redondo.org>; Jeff Ginsburg <Jeff.Ginsburg@redondo.org>; Bill Brand <Bill.Brand@redondo.org>; Christian Horvath <Christian.Horvath@redondo.org>; Stephen Sammarco <Stephen.Sammarco@redondo.org>; Laura Emdee <Laura.Emdee@redondo.org>;

2 attachments

Waterfron DEIR.docx; ATT00001.htm;

Please see attached document for comments. Would appreciate your acknowledgement you received the document.

Also please provide supporting documentation as necessary when addressing my questions.

Thanks,

Marcie Guillermo
(310) 977-1447

PC407-1

Dear Mrs. Owston

I am writing to provide comments to the DEIR for the waterfront project in Redondo Beach.

We must protect and enhance the waterfront amenities and health, not exploit it. The waterfront is not an appropriate site to build a movie theater, and have the type of retail CenterCal has done on almost all of its projects. A beautiful and healthy waterfront is a gift to the public. It must provide clean ocean water, clean air, adequate open space, less concrete, a harbor with its own marina, and more than enough water recreational sports and activities. As important, it is to ensure the ecosystem is preserved or enhanced, not destroyed. PC407-1 cont'd

I found the DEIR flawed and obviously it is biased document. Please I urge you to TRIPLE check the issues listed below and answer my questions. I also like to know if you have worked directly or indirectly for CenterCal in other projects? Who pays your salary at present, the City or Centercal?

1. **Blocking Views -** the report concludes that there is not significant impact to views. **The conclusion is further from the truth**. It ONLY shows a few viewpoints selectively chosen to show the best views through the MASSIVE retail project. I am pretty certain with that MASSIVE wall of concrete throughout the harbor, the views would significantly be affected and be UNAVOIDABLE. It is rather obvious the person in charge to evaluate the VIEWS conveniently selected views that would present the development in a positive manner. Please elaborate how these points to measure impact on views were selected and why not other points along the harbor, Torrance blvd circle, and along the project were not selected. Also, I would like to know if the person who did this evaluation, has he or she ever worked directly or indirectly for CenterCal? It is imperative that NO Views be blocked. I sometimes walk along Harbor drive on the side where Gold's gym used to be and guess what, I see the water from there. The project having buildings up to 45' tall along Harbor drive will definitely affect the views. I would like to request a count of all the existing views before and after the project. And see if possible, the increase in water views. PC407-2

2. **Traffic –** It is bad as it is now around town, particularly close to the waterfront. And of course, this affects the surrounding neighborhoods. I only saw the 12,550 car trips per day for weekdays. I did not see a count and/or analysis for PC407-3

weekends and holidays and during the Summer time. I found that very disturbing, and I lost confidence on the consultants who did the traffic analysis and the consultants who did the overall DEIR. I would think that is critical. Would you please provide both counts and specifically between the peak hours? I will also specifically ask for the impact of traffic by the 700-seats movie theater during Summer time and weekends. How much traffic is generated by large heavy trucks such delivery trucks, trash, fire, etc. Making a few changes to turn lanes at already congested intersections, I don't believe will do. Furthermore, our roads tend to be for the most part very narrow. Perhaps placing the parking lots along PCH may help. PC407-3 cont'd

3. **Parking –** The NEW proposed parking structure footage square has not been included as part of the total square footage of NEW development, why? This is a parking structure of significant size and obstructs views and generates income. Is this an error? How many cars will the NEW parking structure hold? PC407-4

4. **Water Quality –** I have not seen any study provided that indicates the water will be cleaner if the Lagoon is open. Who did the study? I have serious concerns having the Lagoon open and very close to that having the boat ramp. As you know, powered watercrafts disperse unhealthy residuals in the water. What studies have been done to ensure Redondo Beach can have the Lagoon open and next a boat launch ramp? Will Sea Lions be a problem? Will a lifeguard be present if the Lagoon is open? If so, who will pay for his/her salary? PC407-5

5. **Access for Recreational Use -** the project limits access for paddle boarders, kayakers, swimmers, and boaters. Why? We are a waterfront and we should use it for water recreational activities. If anything, we should consider adding other water sports and/or activities. Reduction of trailer parking is not cool. How do you address this reduction in parking? PC407-6

6. **Safety** – Who will pay for the salaries and retirement of additional police officers and fire fighters? What route the LARGE delivery trucks use? PC407-7

7. **Noise –** How was the noise associated with LARGE delivery trucks and busses measured? How does this impact the surrounding neighborhood? PC407-8

Thanks,

Marcie Guillermo

Waterfront D-EIR Comments

Craig Funabashi <craigfun@verizon.net>

Tue 1/19/2016 4:41 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Ms. Owston,

I am writing to express my comments and concernsregarding The Waterfront Draft EIR.

My biggest concerns, in order, rest with the followingkey elements that are a part of the overall development of the Harbor Area:

1. Location of the Boat Ramp
2. Opening Sea Side Lagoon to the harbor
3. Keep the Fishing Pier/Sport fishing Businesses
4. Pedestrian Draw-Bridge over Basin 3
5. Overall New Developed Square Footage

1. I have read about and discussed up to 5different locations around the Harbor that have been considered for location ofthe boat ramp. This seems to have narrowed down to 2 or 3 of those locationsnow, with one seemingly leading the statistics presented in the D-EIR. The bestlocation for the boat ramp is at Basin B “Moonstone Park” and it is not evenmentioned. This location places it adjacent to the Harbor Patrol Facilities-Close by if emergency services are needed. Also, away from the small craft launchingfrom the lagoon at the Turning Basin and away from the natural hazards thatexist at Mole A. PC408-1

2. Opening Sea Side Lagoon to the natural flow of waterin King Harbor is a good solution to answer the issues that exist with previouspoor water quality and chlorination. This would also make it the key launchspot for small hand-launched craft and stand up paddle boarders. The new lagooncould be expanded to include a water rental center on the spot now occupied byJoe’s Restaurant.

1. III. The Fishing Pier and sport fishing businessesshould be maintained in the new development in some size, shape or form. Theseare high value cultural and water front activities that serve the community andneed to be preserved.

1. IV. I like the idea of a staff-operated pedestrian drawbridge that balances the needs of boaters having slips in Basin C. The unique noveltyof this makes it an ideal waterfront attraction.

PC408-1 cont'd

1. V. The mix of businesses between hotel, office, theater/entertainment,restaurant and retail seem reasonable, but if reduction of the developed squarefootage is necessary, the movie theater should be the first to be consideredfor elimination. Although it may be a piece of the puzzle in re-creating a “downtown”feel, it is likely to be lowest on the list of significant water-relatedbusinesses.

Sincerely,
Craig Funabashi, Redondo Beach Resident
and 2016 Commodore at Port Royal Yacht Club
2209 Perkins Lane
Redondo Beach, CA 90278

MORE: To Katie Owston: Comments regarding The Waterfront DEIR, File No. 2014-04-EIR-00

The Beckers <beckers912@earthlink.net>

Tue 1/19/2016 5:25 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Katie, just to clarify regarding my comments, please ask the developer and DEIR preparer how they will deal with the issues raised in my comments below.
Thanks again,
Rick Becker

-----Original Message-----
>From: The Beckers <beckers912@earthlink.net>
>Sent: Jan 19, 2016 4:45 PM
>To: katie.owston@redondo.org
>Subject: To Katie Owston: Comments regarding The Waterfront DEIR, File No. 2014-04-EIR-00
>
>Hello Katie,
>Below please find my comments regarding The Waterfront Draft Environmental Impact Report, File No. 2014-04-EIR-001 and SCH# 2014061071 as of January 19, 2016
>Thank you for your time and consideration.
>Rick Becker
>
>1) Regarding hydrology and water quality, any replacement pier, or replacement portion of a pier, along the Redondo Beach waterfront should be constructed to match the highest elevation of the existing concrete portion of the Redondo Beach Municipal Pier (that being approximately 25 feet above the 'mean lower low water' sea level, which was determined in 1995 to be the necessary elevation). The old wooden portion of the Pier is currently about 20 feet above MLLW. PC409-1
>2) Regarding geology and soils, in consideration of previous 1994 earthquake liquefaction in King Harbor including sand boils which formed in the Mole 'D' Seaside Lagoon area (NOTE this was in addition to damage which occurred at Mole 'B' during the 1994 Northridge Earthquake), all new structures should be designed in accordance with an approved soil report that recommends both sufficient soil preparation and specialized structure foundations to minimize future liquefaction damage. PC409-2
>3) Regarding utilities, the developer should construct all infrastructure to withstand future exposure to a harsh marine environment, more than minimum code requirements. PC409-3
>4) Regarding public services, the developer should construct proper emergency access paths around the entire development for fire and police vehicles and equipment, plus install safety lighting and crime-prevention measures as part of the development. PC409-4
>5) Regarding land use and planning, any new development should be accordance with the primary intended purpose of Basin III, that being use by commercial vessels, with appropriate uses including yacht sales, yacht charters, fishing boats, harbor tours, water taxis, and other non-resident berth use. PC409-5
>6) Regarding recreation, there should remain as provided before the level of public access and water-related amenities, a heated public pool; a recreation facilities building, provisions for public recreational classes and opportunities including but not limited to sailing, paddleboarding, outrigger canoes, and fishing. PC409-6

CenterCal Project

julie Moore <morejewels@verizon.net>

Tue 1/19/2016 4:46 PM

To: Katie Owston <Katie.Owston@redondo.org>;

To Whom It May Concern:

I am writing to oppose the CenterCal project as it now stands. As someone who chose to buy our home here 29 years ago, raise our children here and invest in our schools and local businesses, it is beyond me to understand why we would jeopardize our community and the jewel that Redondo Beach is by cramming a mall and massive parking structures on our beautiful oceanfront. A few of the many concerns with this mammoth project: PC410-1

- Our beautiful ocean and beach view, our greatest asset, would be obstructed unless you want to shop or stay at a hotel.
- Water safety is at risk due to the proposed new boat ramp location which is already the most concentrated boating area in the harbor. PC410-2
- Traffic is bad now and will be substantially increased. The decision will be to try to fight traffic to get to the beach or go elsewhere. PC410-3

Where is the logic? We are relying on a developer with no ties to the city (or our ocean and beaches) to tell us what we need. We have a new mall at Del Alamo now and The Point is close by. There is boutique shopping in the Riviera Village, Manhattan Beach and Hermosa Beach. Why would you cram more shopping in the area that makes Redondo Beach the unique beach community it is? Especially at a time that more of us rely on internet shopping? Perhaps it would be wiser to concentrate on filling the vacant businesses that are in Redondo Beach along PCH now. PC410-4

Yes – revitalization is needed as well as maintenance along the pier. The responsible thing would have been to budget for proper maintenance on the pier as it was needed. The logical thing now to do would be to let responsible growth happen incrementally. Not to force a huge project on our beach community that once done, can not be undone.

Thank you,

Julie Moore
Redondo Beach

Old Tonys

Info <mick@woodgrain4wagons.com>

Tue 1/19/2016 4:46 PM

To: Katie Owston <Katie.Owston@redondo.org>;

It is of great disappointment to learn of the possibility of losing old Tonys on the pier. It is an historical icon and should be preserved. PC411-1
Mick Hoglund

Sent from my iPhone

Comments to Draft EIR

L. Smocer <lsmocer@gmail.com>

Tue 1/19/2016 4:49 PM

To: Katie Owston <Katie.Owston@redondo.org>;

I was able to attend the community meeting about the DEIR on January 9th. I have a number of concerns about the impact of CenterCal's Waterfront development on our community. As a homeowner and a longtime resident, I feel that our family will be negatively impacted by this project if it moves forward as proposed.

-Firstly, I'm concerned that pollution from demolition will be a major health hazard. There are many toxic chemicals including creosote, asbestos, lead, Naphthalene, PAHs and other chemicals that will be airborne and carried on the ever-present prevailing sea breezes. It should be noted that there are a significant number of residences in the area that have no air-conditioning so contaminants/particulate are likely to blow right into our homes through open windows. PC412-1

- Another major concern is the density and four-story building/parking structure facades throughout the project. This will completely ruin the seaside ambiance. You can see the negative consequence already if you look at the framework of the new Shade Hotel which dominates the oceanfront and the building next to it. If the whole development looks like this, the oceanfront will be destroyed. I believe you really will feel like you're at a shopping mall…The Grove at Redondo Beach. PC412-2

-A movie theater really does not at all seem like an appropriate use of rare oceanfront land in an major urban area. People sit in a dark, windowless room watching movies. So how does this dovetail with the public's access to the water, recreational use, etc.? Do we not have enough theaters in the area? If we need another one, there are a lot of other, more appropriate places, like a mall, where it could be built. PC412-3

-This development undermines numerous long-time, local (often family-owned) businesses which, in turn, undermines our sense of uniqueness of place and community. It is difficult to understand why those business interests haven't been guaranteed a place in the new development, especially, since it's so much bigger. This seems doable and should be a priority since most of the other new tenants are likely to be large, chain stores, coffeehouses and restaurants as only they can afford what is likely to be very high rents. PC412-4

-The assessment of this development's impact on local traffic seems to be woefully inadequate. There are really only two east-to-west two-lane roads (190th & Torrance Boulevard) into this area. The only adjustments needed are a couple of turning pockets to accommodate an extra 12,000 car trips per day? This seems laughable. Additionally, the number of car trips will probable double during the peak summer months. The density of this project,as it's currently proposed will simply & completely overwhelm the infrastructure. I feel strongly that the density of The Waterfront should be scaled down significantly. PC412-5

-Furthermore, the amount of parking proposed is insufficient for the scale of the development. The location of a four-story parking structure proposed for Beryl & Harbor will also be a major eyesore and blocks sight lines. PC412-6

I'd also like to point out that there will be additional development in the immediate area, on the AES site, for example. The cumulative impact of these two projects together will create a complete unsustainable environment over the long-term. Is it appropriate to approve this project as is without considering the larger context? PC412-7

Thank you for your consideration of my serious concerns.

Lisa Smocer
(310)569-7465 cell

Comment on The Waterfront Draft Environmental Impact Report (DEIR)

Al Sattler <alsattler@igc.org>

Tue 1/19/2016 4:51 PM

To: Katie Owston <Katie.Owston@redondo.org>;

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

Dear Ms. Owston,

Here are my personal comments on The Waterfront Draft Environmental Impact Report (DEIR) :

MM AQ-1 Line 6 on Page ES-36

has wording: "or engines that are certified to meet or exceed the NOx emission ratings for USEPA Tier 4 engines."

This should also specify "or engines that are certified to meet or exceed the PM emission ratings for USEPA Tier 4 engines."

This would make the improved phrase "or engines that are certified to meet or exceed the NOx and PM emission ratings for USEPA Tier 4 engines." PC413-1

PM would have a greater local air quality impact than NOx.

Otherwise, the DEIR should discuss the health impacts of increased PM (Particulate Matter) for nearby residents, especially sensitive receptors like infants, the elderly, and those with breathing problems.

AES-1, AES-2, and AES-3 are all significant.
This monster development will greatly decrease ocean views.

The DEIR does not justify the addition of massive quantities of non-coastal-related facilities in the coastal zone, especially movie theaters and office space. PC413-2

Alfred Sattler
1904 Avenida Aprenda

Rancho Palos Verdes, CA 90275

KHYC Comment Letter on The Waterfront Project DEIR

Briseno, Monica R. <mbriseno@coxcastle.com>

Tue 1/19/2016 5:01 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Cc: Lamport, Stanley W. <slamport@coxcastle.com>;

1 attachment

KHYC Comment Letter on The Waterfront Project DEIR.pdf;

Ms. Owston:

Attached please find the King Harbor Yacht Club's comments on the Draft Environmental Impact Report for The Waterfront Project.

Thank you,

Monica R. Briseño

COX CASTLE NICHOLSON

Cox, Castle & Nicholson LLP
2029 Century Park East | Suite 2100 | Los Angeles, CA 90067
direct: 310.284.2242
main: 310.284.2200 | fax: 310.284.2100
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received this communication in error, please call us promptly and securely dispose of it. Thank you.

PC414-1

COX CASTLE NICHOLSON

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Stanley W. Lamport
310.284.2275
slamport@coxcastle.com

File No. 73694

January 19, 2016

VIA ELECTRONIC MAIL (KATIE.OWSTON@REDONDO.ORG)

Ms. Katie Owston
Project Planner, City of Redondo Beach
415 Diamond Street,
Redondo Beach, CA 90277
katie.owston@redondo.org

Re: Comment on The Waterfront Project Draft Environmental Impact Report

Ms. Owston:

This firm represents the King Harbor Yacht Club ("KHYC"), current lessee of premises located on Mole A. KHYC submits the following comment on the Draft Environmental Impact Report ("DEIR") for The Waterfront Project.

Alternative 8 in the DEIR analyzes three small craft boat launch ramp facility alternatives on Mole A as part of Alternative 8, which the DEIR maintains could be developed in lieu of the proposed small craft boat launch ramp on Mole C. KHYC occupies a significant portion of Mole A under a sublease with Marina Cove Ltd ("MCL"), which affords KHYC the right to exclusive use and occupancy of its leasehold premises on Mole A. KHYC has substantial improvements within its leasehold on Mole A, including its main club building, the King Harbor Youth Foundation facilities, dry storage and parking, and docks. PC414-1 cont'd

All three boat launch options involve constructing public facilities within the KHYC's leasehold premises on Mole A, which would interfere with KHYC's exclusive use and occupancy of its leasehold on Mole A. Each of the Alternative 8 boat launch proposals involve facilities that would interfere and would be incompatible with KHYC's use and enjoyment of its leasehold, which is not permitted under the terms of KHYC's sublease. In particular, the Alternative 8 boat ramps would require removal of some or all of KHYC's existing drive aisles, parking, dry storage, and docks.

Because the Alternative 8 boat launch alternatives on Mole A interfere with and are not compatible with KHYC's rights under its sublease, each of the Mole A alternatives is not feasible. The use of a boat ramp in the proposed location would be inconsistent with the current uses on the leased premises, and contrary to the lease provisions governing the premises.

KHYC and MCL are engaged in discussions to determine whether it is possible to relocate KHYC's leasehold premises in a way that would allow for Alternative 8, Mole A options to become feasible. KHYC and MCL have not yet reached such an agreement and there is no imminent prospect of achieving such an agreement. While KHYC and MCL continue to negotiate in good faith, they may not be able to reach an agreement that would allow the Mole A boat launch alternatives to become feasible. PC414-1 cont'd

Until such time as MCL and KHYC reach an agreement, the Mole A boat launch options in Alternative 8 are not feasible and should be addressed as such in the DEIR.

Very Truly Yours,

Stanley W. Lamport, Esq.

Waterfront

Jacqiue Warstadt <imaginethat029@yahoo.com>

Tue 1/19/2016 5:03 PM

To: Katie Owston <Katie.Owston@redondo.org>;

1 attachment

The Waterfront.docx;

Jacqueline Warstadt

420 Avenue G Redondo Beach, Ca 90277 e-mail: imaginethat029@yahoo.com

I would really like to see the small pier, home of Polly's and Redondo Sport fishing, preserved with a re-model and kept as an operating place of business for everyone, both young and "young at heart" to visit and enjoy!

The pier holds a special place in my heart, today and always will. After my son and I finished watching a beautiful sunset aboard the Voyager, on the evening of August 27,2011 we exited the boat and because Christopher had observed people fishing from the "small pier" he told me that he wanted to learn how to fish. He was 8 years old at the time. I told him we could walk over to see if anyone was available to give us information on how to get started. A really helpful man named Sam spent time with us, telling us all about the type of fish caught from the pier. He told us that a license was not a requirement for pier fishing. Told us the type of bait to use and other very helpful tips. We felt really good about the experience and could hardly wait to get started.

PC415-1

Moments after walking away from the pier, my cell phone received an influx of calls from family, trying to reach me urgently. I answered one of the calls and learned of my mother's passing away. I was in shock and in disbelief.

In the next couple of weeks to follow I found myself going back to the small pier. My son learned to fish. I sat quietly on one of the benches, wearing my sunglasses. I was hiding the tears that rolled down my face, from the continued overwhelming sadness, I was experiencing. I felt a sense of belonging here. It became a place of peace for me. Everyone was so helpful in teaching Christopher to fish and soon he was reeling in plenty of fish. I also learned to fish here and we were always encouraged by the locals, to keep fishing! We later worked our way up to the half day deep sea fishing boat, The Redondo Special where we made even more great memories and learned more skills from some very experienced fisherman. I cannot imagine the Redondo Harbor with the absence of the Sport Fishing Pier.

Polly's has been a wonderful experience too. Great food, friendly service and Terry always smiles at us. He too, has been encouraging of our fishing and always has our best interest at heart.

Please keep the pier as part of your Waterfront project.

Warmly,

Jacqueline Warstadt

FW: Waterfront Draft Environmental Impact Report (DEIR)

Aaron Jones

Tue 1/19/2016 5:06 PM

To: Katie Owston <Katie.Owston@redondo.org>;

2 attachments

observation points RB.pdf; observation points KH.pdf;

From: Dean Francois [mailto:savethestrand@yahoo.com]
Sent: Tuesday, January 19, 2016 4:53 PM
To: Aaron Jones <Aaron.Jones@redondo.org>
Subject: Fw: Waterfront Draft Environmental Impact Report (DEIR)

On Tuesday, January 19, 2016 4:32 PM, Dean Francois <savethestrand@yahoo.com> wrote:

Dean Francois, President
Friends of the South Bay Bicycle Paths
savethestrand@yahoo.com
HTTP://geocities.ws/savethestrand/

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

Re: The Waterfront Draft Environmental Impact Report (DEIR)

Dear Ms. Owston:

We represent the many users of the bike paths including those traveling through the harbor. We are very concerned about the large size of the project and the routing of the Bikeways for the cyclist as they will be heading through the project area.

PC416-1

Working with the city, we have made great strides in bringing a bike path closer to the water. We worked for close to 20 years to bring the wall down at the Hermosa Beach border and attempt to

bring the bike path off the street and into the harbor. We worked with the South Bay Bicycle Coalition and while we did not support the final design with cyclists next to the street, we support the goal of bringing a better coastal experience for the cyclist. The end result of this project works against this goal and creates more dangers by re-routing it on the back side of Pacific St. This is unsafe and illogical to what we should be doing in the marine environment. It is against the bicycle masterplan and against what the South Bay Bicycle Coalition as well has been working for. PC416-1 cont'd

The project and the DEIR violates the Local Coastal Plan (LCP) and The Coastal Act. This is especially prevalent with the requirement that development protect coastal views.
The project description and the assessed impacts in the DEIR are inadequate for the public to understand and evaluate. The City should take a look at this DEIR and its inaccurate and misleading representations, as well as the Proposed Project and its very adverse impacts. PC416-2

There are many deficiencies in this DEIR and many other community groups such as the Sierra Club, BBR and Save Our Waterfront will be providing comments about this. Our comments focus mainly on just a few concentrating on the impact to cyclists, the public walking spaces, and ocean views. Please take careful consideration to the views expressed by these groups as well. PC416-3

<u>Bicycle Paths and Bikeways</u>
It appears that the end result of this project is that ocean and coastal views are severely and significantly adversely affected. The Proposed Project reroutes the South Bay Bike Path on Harbor Drive with serious safety dangers from the edge of the Pier Parking Structure, from which cyclists have a view of the waterfront and beyond, to a strip on the eastern part of the project site between buildings and east of the new road connecting Harbor Drive to Pacific Ave., eliminating the existing coastal view.
This new route creates safety concerns. As bicyclists exit the hotel area at each end of this stretch, they must look across two lanes of car traffic and negotiate crossing the street twice. None of this was evaluated in the DEIR. PC416-4
The DEIR states that "under existing conditions, bicycles must be dismounted and walked through portions of the project site." This is incorrect. Under existing conditions, bicycles must be dismounted and walked through just one very short stretch (less than 50 yds.), at the entrance to the Pier Parking Structure. It is obvious that this new route creates more obstacles and safety hazards than the existing route. After such work to get the route on the water side of the street, a proposal to route it back 2 times across the street is unsafe and this needs to be revised.
In addition to these view and safety concerns with the re-routed portion of the bike path, the water views from the existing PC416-5

Harbor Drive Bike Path is significantly impacted under this project. The DEIR states that 80% of the water view from Harbor Drive is blocked.
This combination of these two impacts are devastating to the public even compared to the rather slim current condition..
The analysis of recreation does not address bicycling as a recreational activity along Harbor Drive and the Proposed Project's impacts on the large segment of the population which we represent and participates in this. Given the data on the number of cyclists using the Harbor Drive bike path and along the waterfront, there should be a section thoroughly addressing this, because the impacts are significant. PC416-5 cont'd

The boardwalk bike route is not wide enough to handle pedestrian and cycling traffic together. One would anticipate that bicyclists will be required to walk their bikes along much, if not all, of the proposed boardwalk, which significantly interferes with the coastal experience and with the vision of a continuous coast bike route. The DEIR fails to adequately study the safe width of such a route. 12 feet is clearly not enough, especially over a drawbridge. we would suspect that engineers would recommend 21 feet. PC416-6

Bikeway during construction

The DEIR indicates that the entire project area will be closed during the anticipated 2.5 years of construction. (3.12-32) This construction could turn into 3.5 years of a complete diversion for foot traffic and cyclists. Walkers and bicycle path users would be rerouted to Pacific Ave, Catalina, and Torrance Blvd. Circle, a route that diverges from the flat South Bay Bikeway to climb well up off the beach. No mention is made in the DEIR of the elevation change and how the thousands of cyclists traveling this route will then safely connect back onto the Bikeway. Nor is there discussion of any impacts to the thousands of walkers over this long period of time, particularly those who choose this route because it is flat. This is a significant adverse impact and should be discussed fully and mitigated by providing an alternative, temporary, level pathway wide enough to accommodate cyclists and pedestrians. This could be provided on the sides of the construction area or temporarily changed as construction needs permit. PC416-7

Public ocean views

The project description does not provide adequate information to thoroughly evaluate the affect on public ocean views. The actual heights of the buildings and their elevations must be provided in order to determine the full impact on views, especially views of the water from public places such as Czuleger Park and nearby public streets. PC416-8

“An EIR is an informational document which will inform public agency decision makers and the public generally of the significant environmental effect of a project.” CEQA Guidelines, § 15121(a). The purpose of informing public agency decision makers and the PC416-9

public is not served if a DEIR or EIR analysis reflects bias or seeks to put conditions in the most favorable light to the exclusion of other information.
The DEIR analysis of aesthetic and visual resources is developer-biased in the choice of observation points used to analyze potential view impacts. The fact is views of the water from all public places in Redondo Beach must be evaluated in the DEIR. These include, but are not limited to views from Diamond, Beryl, Herondo/Anita, Carnelian, and Catalina streets, and Veterans Park, none of which were considered. We have provided attached 2 maps showing suggested observation points to be considered in the EIR. The attached "Redondo Street Map" shows suggested observation points to be considered from these streets and veterans park. PC416-9 cont'd

The Proposed Project involves putting up buildings across virtually the entire project site. To say that this will not have a significant negative impact on the coastal experience and coastal views as people drive, ride their bikes, skate, or walk along Harbor Drive is incorrect. PC416-10

The three observation points from the northern portion of the project site that were selected for the DEIR, views 4, 5 and 6, appear to be points from which the only three glimpses of the waterfront and horizon that will be available at all along Harbor Drive upon project completion--views through the three narrow corridors between buildings. Their choice by the DEIR as the "designated views" is an attempt to conceal, rather than reveal, the project's true impacts. PC416-11

On our attached "Map of King Harbor", we have designated where the observation points should be. One should pay particular attention to our points 1 and 2 as well as 4 in Czuleger Park on the hill. The Sierra club has gone to great lengths in their comments to support the fact that more observation points are needed and how this is violation of the coastal act and local coastal plan. If views such as these are blocked it will surely be appealed to the coastal commission. Although the commission ruled against the appellant right here in Redondo Beach, they did rule that all public coastal views need to be analyzed and not just from specific points, not just from public parks, not just from areas specified in a local coastal plan, but from all public views, even over private property. Our map shows other points on Harbor Drive that should be considered. PC416-12
The Coastal Act and the City's Local Coastal Plan require that public views along the coastline, including from publicly accessible open space and Harbor Drive, be preserved and enhanced. The Harbor/Civic Center Specific Plan requires that building massing be broken up and minimize obstruction of ocean views. The DEIR states that "the addition of new design elements and improved public spaces will enhance the visual quality of the site". This does not make up for the loss of views. The Coastal Act protects their right to coastal resources.

Summary

As a minimum we believe that the DEIR needs to be redone and include more traffic analysis as we have noted. Especially the traffic interaction with cyclists. The DEIR needs to be expanded with many more observation points throughout public places where we currently have views of the water so that proper analysis is given to where we are losing water views. Specific elevations of buildings need to be made public to determine the affect on all visual aspects including water views.

With regards to the project we believe the proposed project needs to be downsized approximately 25 to 50%. The coastal act needs to be enforced and the project should comply with the act and protect existing public views of the water. This can be done with a downsized project. Buildings should be located in such a way that they are located in positions that replicate more of the current views that are blocked thereby preserving other views of the water, especially from harbor drive. Failure to protect water views according to the act could result in costly appeals to the coastal commission.

The proposed project needs to evaluate and revise the specified width of the public walkway/bike way that is routed near the water and travels over the bridge. For this to in any way work so that cyclists are able to enjoy a bike ride safely with minimal walking, 12 feet is clearly not enough to make this work. It should be more than 18 to 21 feet in width. PC416-13

The proposed project needs to evaluate and reconsider the proposed routing of the Harbor Drive bike path. Sufficient engineering studies are needed. It should stay on the water side of the new Pacific Street as it does on the northern section of Harbor Drive. it needs to keep a more contiguous route with water views. Crossing traffic 2 times in this short length is dangerous and unacceptable.

The proposed project needs to mitigate the disastrous effects of construction. It is unreasonable to think that bike and pedestrian traffic will be routed uphill around the back side of the village for nearly 3 years that could take longer. A temporary route should be made available during the construction zone. It is unreasonable to think that people will have to travel a route such as this for such a large time-frame. People will leave the Harbor and it will become a vacant ghost land during this construction unless this is mitigated.

Attached:
Suggested Observation Points-Map of King Harbor
Suggested Observation Points-Redondo Street Map

Dean Francois
1-310-938-2191

Friends of the South Bay Bicycle Paths

http://geocities.ws/savethestrand/

_____ Information from ESET Endpoint Antivirus, version of virus signature database 12895 (20160119) _____

The message was checked by ESET Endpoint Antivirus.

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http://www.eset.com

Dean Francois

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Map of King Harbor
Suggested Observation Points
Dean Francois
Friends of the So Bay Bicycle Path

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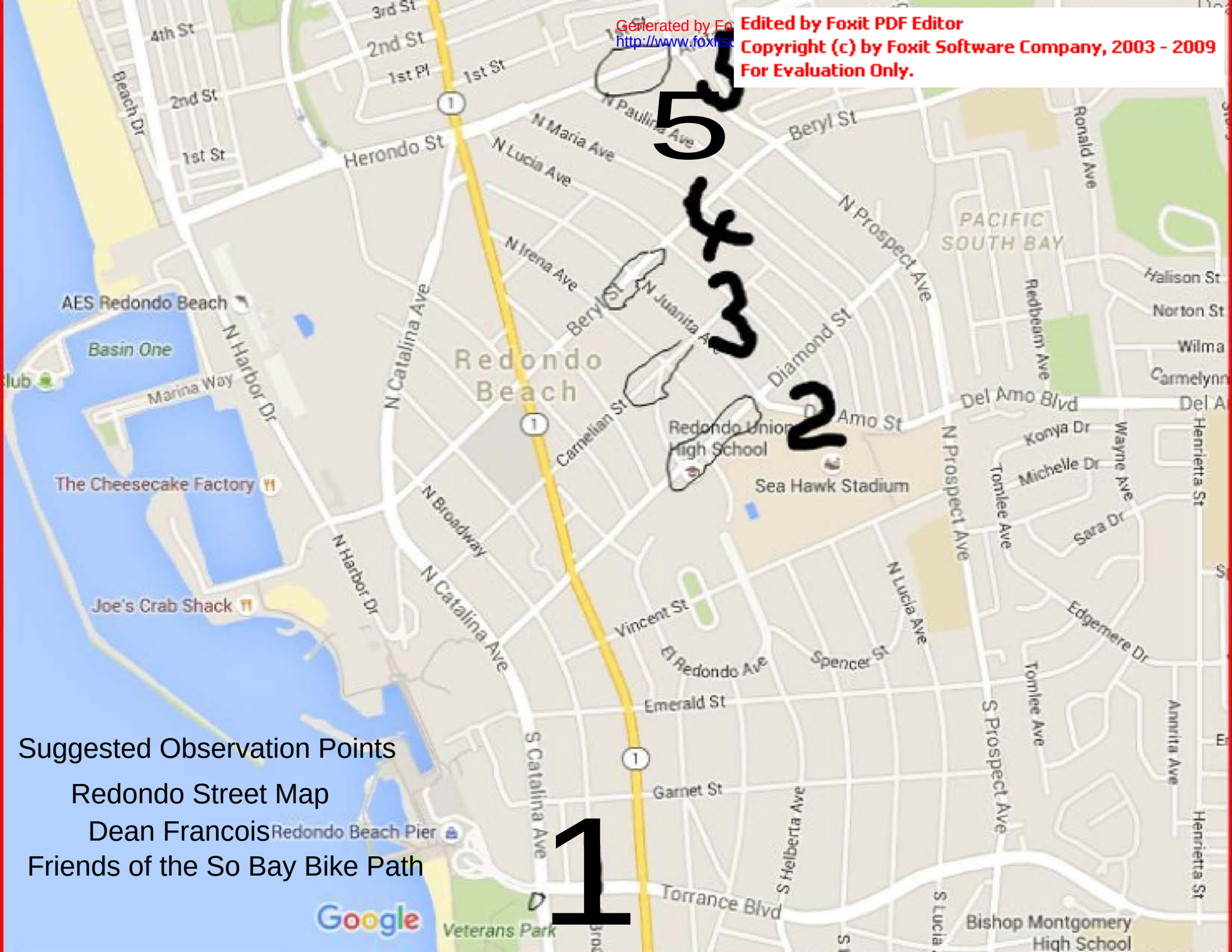

DEIR

Arnette Travis <arnette921@gmail.com>

Tue 1/19/2016 5:11 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Congratulations on a job well done in terms of citizen engagement and explaining the EIR in easy to understand language for a project with many moving parts. Please continue to look for ways that the concerns expressed & suggestions made, are taken seriously and work to make the Waterfront Revitalization a reality! PC417-1

Arnette Travis
2706 Ruhland Ave #1
Redondo Beach 90278

Sent from my iPad

Keep the little pier for fishing and Polly's-- a local treasure!

Lynn Gill <lynn.gill@cox.net>

Tue 1/19/2016 5:13 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Hello Ms. Ownston:

We love going to Polly's on the Pier for comfort food, ocean air, and to watch neighbors fish. I have observed that many of the fisherpersons are "the least among us,"
and this outreach to provide recreation and put food on their tables must be preserved! PC418-1

Regards,
Lynn Gill

Comments on Draft EIR

R Crisa <DR_CR@msn.com>

Tue 1/19/2016 5:13 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Here are my comments PC419-1

-- Josephine Hrzina

PC419

Comments

The Waterfront
Draft Environmental Impact Report (Draft EIR)

More To See redondo BEACH

Name: Josephine Hrzina
Organization (optional):
Address: 2503 190th St. R.B.
Zip Code: 90278
Phone (optional): 310) 376-3506
E-mail (optional): DR_CR@MSN.com

Comments on Draft EIR:

I have been a Redondo Beach resident for over 40 years and a homeowner for the past 15 years.

I have many concerns about the proposed CenterCal project for the Redondo Beach waterfront.

The Draft EIR has stated that the CenterCal project has no significant ~~imp~~ environmental impact on the Waterfront.

From my personal observation, and opinion after attending many meetings, it appears to me that the CenterCal project has indeed many NEGATIVE impacts on the local environment.

(#1) The already dense traffic on major streets leading to and around the waterfront (like 190th going west, (over)

PC419-1 cont'd

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

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

Comments may also be submitted via email to katie.owston@redondo.org.
All comments must be received no later than 5:30 p.m. on January 19, 2016.

PC419
Comment continued:

and P.C.H. going north and south, will, if what CenterCal proposes does happen, will increase this traffic by thousands of car trips daily (By the way, these trips may not generate all the money at the "Mall" that is projected (Look at the HB Pike) ---- This huge increase in traffic will cause major traffic congestion, which then, worst of all, will cause severe pollution to our present Clean Ocean air. PC419-1 cont'd

#2 Also, in order to service the proposed "Mall" shops, delivery and garbage trucks rumbling through the area will add not only to air pollution, but greatly increase noise pollution

All this will indeed have great significant impact on our environment. PC419-2

#3 The Sea Side Lagoon has been a safe, healthy place for families to enjoy our magnificent ocean. Opening up the Lagoon to accomodate boats moving in and out of the proposed area (Now where is that Ramp??) ---- will pose a danger and pollute the water with the gasoline runoff from the boats -- making it very bad for swimmers paddleboarders & surfers. PC419-3

Comments

The Waterfront
Draft Environmental Impact Report (Draft EIR)

Name:
Organization (optional):
Address:
Zip Code:
Phone (optional):
E-mail (optional):

Comments on Draft EIR:

(#4) The proposed "drawbridge" connecting the boardwalk from one side to the other over the passageway for boats is a "snafu" waiting to happen. One breakdown on a busy day of boats and pedestrians would create chaos + congestion. PC419-4

This is significant impact.

Hi-Rise parking structures blocking out views of the Pacific Ocean for people? (Hmmm - those parked cars love that view too!) PC419-5

I could go on about the number of Bad Ideas within the Center Cal proposal that must certainly have significant PC419-6

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

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

Comments may also be submitted via email to katie.owston@redondo.org.
All comments must be received no later than 5:30 p.m. on January 19, 2016.

Comment continued:

impact on the environment --
ie: • the tidelands
• the ocean seaweed
and fowl-life
• the lack of truly
"open" spaces (NOT "view" corridors)
for families to enjoy & picnic
and play...

We, the citizens and taxpayers
of Redondo Beach DO Want
Revitalization of the
waterfront,

We do want repaired parking
structures PC419-6 cont'd

We do want to work with a
Development firm that is up-
front, forth-right and honest,
and works with the ideas
and desires of the community.
(* these things CenterCal has NOT Been)

We want a comprehensive plan that
addresses the needs of our waterfront.

One City, One Waterfront, One Plan.

Waterfront Draft EIR - where's the pool?

Karen Ford Cull <karenfcull@gmail.com>

Tue 1/19/2016 5:17 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Dear Ms Owston,

I am sorry to leave this to the last minute. I did try to attend one of the meetings but I came late and was only able to review the plans outside.
I have to say the I do think the project looks great - and I like the idea of the market hall. Like everyone else I am worried about the traffic and whether Redondo can sustain two malls, but on the whole I like the idea of having a proper city center with a shopping area by the pier, a return to an older style of city and a movie theater I can walk to.
My issue is the Seaside Lagoon. As a family, (we moved here 10 years ago and plan to stay forever) we use the pier area a lot, we go to Tony's and Polly's regularly (please keep Polly's!!!!) and can be found in Ruby's most Tuesday nights. We go out on the Voyager a couple of times a year and often my husband and oldest son rent SUPs in the harbor. I don't because I am afraid of falling into the dirty harbor water.
We think the plan for the lagoon is not realistic, in that it doesn't really maintain anything that we love about the lagoon. We have had a summer family pass for 6 years. That's $125 we pay the city every year. The kids love it - even the oldest who is a teenager now.
What we love about it is that it is shallow, no waves so that the toddlers can really play with the sand and water. It is great developmentally. In fact our youngest who is 6 now taught himself to swim in the lagoon.There is a fence so you know they are there somewhere and lots of lifeguards. A mom can relax and maybe even read a book. Its the containment of the lagoon that makes it wonderful. I was down at the boat launch this week and there were really big waves crashing up against the rocks as well as a really high tide. I don't think this part of the harbor is really protected from waves and so not any more suitable for small children to play in than the beach. And if it is protected it's not going to be clean. PC420-1
I know a lot of people thought that the lagoon isn't clean but that is not factually accurate they always make certain and test the water all the time. The standards that are required to put the water back in the ocean are not the standards required for bathing. But if you look at beaches like Mother's Beach in Marina Del Rey or Avalon Beach, you just cannot keep a clean beach next to a marina.
We know that the lagoon has to go - without the power station it just doesn't make sense. But for years when they discussed getting rid of the pool in the council they talked about making a community pool. I know there are hotel and gym pools but none of them are suitable for young kids. And young kids and young moms make a community - one that grows up with a strong bond. If the Lagoon opens this summer please go the first weeks in June or the last week in August - if the weather is good at 11 am midweek you will see the toddlers and their moms. Please consider that we need a pool - all year round would be better. It doesn't have to be by the waterfront - it could be in a park.
My kids are not toddlers anymore and can enjoy the beach and the ocean but are still all heartbroken that the Lagoon is going. I wish I could tell them that you will build a new pool for them to play in all summer and that it will be even better.
Where is the pool in the plan?
Thank you

Karen & Nick Cull
Pearl Street

208210 Fisherman's Wharf

Donna Lopez <donnalopez2008@gmail.com>

Tue 1/19/2016 5:19 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Dear Katie,

I know you are a busy woman who has a full agenda on upcoming projects but please be the voice to stop the closing of Fisherman's Wharf current businesses. I have great memories with the current shop, bars and restaurants, including having my engagement pictures taken there. Before hearing of the possible closing of Tony's, my friends and I were already planning celebrations for the year to be taken at the historic bar.

Please take this into consideration since so many families have traditions and memories that can never be recreated and having new business will destroy the spirits of many local who once called the pier their home away from home. PC421-1

I have past many places that was once my family's Saturday restaurant or bowling alley or hang out spot only to be replaced by new big name companies in which I refuse to step foot in. Breaks my heart that small businesses with so much to give will be no more. Its a slap in the face for locals.

The current businesses in the pier such as Tony's brings character to Redondo Beach. It has history and makes the city stand out from other such as Santa Monica and Long Beach. With out that, Redondo Beach will just blend in and be ignored.

I hope you hear what the people, and I mean locals not the big corporation, have to say. After all, they are the one's that will bring business.

Thank you,

Donna Lopez

The proposed bot ramp

Richard Davies <rxdavies@yahoo.com>

Tue 1/19/2016 5:22 PM

To: Katie Owston <Katie.Owston@redondo.org>;

I was happy to hear that King Harbor might be getting a boat ramp. I'm one person that can get use out of it, I have had trailer boats a good part of my life. My formal boating experience starts when I was in the US Navy. My assignments included operating small assault boats up to 56 feet in length, and navigational duties on large ships. I have worked for Ocean Science and Engineering, a Long Beach firm, and General Oceanographic operating their support ship and piloting their submersibles while performing feasibility studies for oil companies and universities.
I also have worked for Pete Peterson who has worked up and down the coast for many years. He had the contracts for the maintenance of the Queen Mary in the Port of Long Beach. I was an inspection diver for the Port of Long Beach under these contracts. In short I have spent a lot of time in, under and around the water and have a lot of experience to draw from.

I have reviewed all the proposed sites. I first looked at mole D. Will the hoists remain along with the proposed new boat ramp? This site had good traffic flow in and out. Next, I looked at mole C and felt that this was a better location. It has easier access from Harbor Drive to Portofino Way, with straight access into mole C.
All proposed sites lack suitable parking spaces. I contacted Marina Del Rey and found that they have 223 pull- through spaces, each will accommodate a length of 50 feet. PC422-1
The twenty to forty spaces that you have allotted at each of the proposed sites are not enough.
Records from the Department of Beaches and Harbors at Marina Del Rey indicate that on a busy weekend they have more than half of the 223 pull-through spaces filled. On holiday weekends, like the 4th of July, almost all are filled.

Fishing and diving along the Palos Verdes shore is excellent. When a ramp is available at King Harbor, trailer boaters will come here to launch instead of going to Marina Del Rey or San Pedro. Have you done a feasibility study on ramp usage?

One of my questions, for what length of boat were these proposed ramps designed? An average truck is 18 to 22 feet long, boats can be up to 30 feet long. 30 foot boats are the maximum length that the current hoist can accept. If the hoist is to be removed, these boats will launch at the proposed ramp. The proposed turning radius of 60 feet would be imposable to negotiate with a rig of maximum length.

After looking at the three proposed sites (A, C and D), I am baffled. Was a feasibility study concerning accessibility to and from the ramps performed? If so, who was the consultant who performed the study? I have owned trailer boats all my life and used boat ramps up and down the coast. None of the alternatives are well planned and the Mole A location is by far the worst from a safety, traffic and access point of view. After looking at all the alternatives I came to the conclusion that Mole C is the best option. Mole C has easy access and a very wide access road. It is twice the width of Yacht Club Way and it could be widened to accommodate a lane for boats waiting to be launched.

On a point of safety. The proposed ramp is directly adjacent to the main Breakwater. Even in calm conditions waves frequently break over the wall. There are number of families who fish and picnic on the breakwater. If public access on Mole A is made more attractive by including a park and restrooms, how many more persons will be swept off the Breakwater? The breakwater will become more of an attractive nuisance and liability.

PC422-1 cont'd

During storms the area of the proposed ramp and parking lot has been awash and the breakwater has been damaged. In very stormy conditions access to the Mole A area will have to be closed, as happened in January 2016.Does the coastal commission want a part time boat ramp?

I respectively await your answers.

Richard Davies

Comments on DEIR - Waterfront Project

donnafish@adelphia.net

Tue 1/19/2016 5:23 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Hi Katie,

My comments are below.

Why is Center Cal's current plan another "piece meal" concoction? Redondo has a history of piece meal efforts, so why not try to get it right this time? PC423-1

Firstly, we don't need another HOTEL! I'm okay with the Shade Redondo going in, but we certainly don't need another hotel in such close proximity (Center Cal's plan). PC423-2

And my biggest concern is that the AES Building is still there…being an ugly eyesore and will look even worse if Center Cal builds all of this lavish "stuff" nearby. CAN'T THEY SEE THE BIG PICTURE? PC423-3

Parking structures above the ground? Who wants to go to the beach and look at a bunch of cars? PC423-4

If they want to be so " glamourous" and make a lot of money, why not put cabanas, lounge chairs and table side services on the sand like the pool side amenities that they have in Las Vegas? PC423-5

Regarding the AES Building, my idea is if it stays, why not turn it into a live concert venue and huge dance floor? Now that's a money maker, plus nobody really wants to drive to Hollywood or Orange County or even downtown Los Angeles for an evening of Rock & Roll. Now that's something that the beach cities could really use. And as for the "noise" that residents complain about, that could be remedied and contained in that oversized, giant building. You could even put in a parking lot with valet available and charge big bucks to park there. Since everything comes down to money, and if they wanted a fast return on their investment…that's the meal ticket! PC423-6

This is still a beach city and would it be more appropriate to offer more seaside options and activities instead of mall type shops and restaurants? Besides more restaurants will just create more obesity instead of body surfing or paddle boarding which are healthy beach activities. PC423-7

Thank you for your interest in these matters.

Sincerely,

Donna Duncan

640 The Village #317
Redondo Beach, CA 90277

Waterfront Project Process

Travis Beckett <tbeckett2010@gmail.com>

Wed 1/6/2016 3:49 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Good afternoon, Ms. Owston.

I'm hoping you can briefly map out the complete approval process for the proposed Waterfront project after the EIR is certified by the city council? Will they need to go before the Harbor Commission, for instance? PC424-1

Thank you in advance.

TB

--
Travis Beckett
Sent with Airmail

KHBAP Comment - DEIR - Waterfront

Mark L Hansen <marklhansen@aol.com>

Tue 1/19/2016 5:26 PM

To: Katie Owston <Katie.Owston@redondo.org>;

1 attachment

KHBAP - DEIR Comment - Waterfront 011916 v 5.pdf;

attached

Mark Hansen
310-601-0710 C

Chair
Mark Hansen
markLhansen@aol.com
310-376-1888 C

KING HARBOR BOATER'S ADVISORY PANEL
'to preserve and promote boating in King Harbor'

In 1999, the Panel was formed on the suggestion of the presiding Mayor to provide recommendations on Harbor and Recreational Boating issues.

Subject **Comment - Public Boat Launch Ramp**
Draft Environmental Impact Report – Waterfront Project
Date: January 19, 2016
To: Ms. Katie Owston
Project Planner, City of Redondo Beach
415 Diamond Street, Redondo Beach, CA 90277
katie.owston@redondo.org

The boating community has identified a significant number of omissions and errors in the DEIR, as it regards the Alternatives for the Public Boat Launch Ramp ("Boat Ramp").

Wave and Storm Safety Issues

In the "Analysis of Alternatives", pages 4-295 and 4-296, the DEIR states:

> "Waterside constraints include adequate space for the ramp and vessel maneuvering, navigational safety, and wave and surge exposure."
>
> "four possible locations were identified as potential locations for a boat launch ramp facility, considering navigational safety, site constraints... and other factors such as typical wave patterns and storm conditions."

The DEIR then further acknowledges that, of the four possible locations, only
> "Mole A is located along the North (Outer) Breakwater at the existing King Harbor Yacht Club."

However, the DEIR then actually fails to ever address these safety issues.

Mole A has been the site of significant storm damage over the years. The 1988 storm damage to the existing yacht club was over $300K, inflation adjusted to over $600K. PC425-1

Mole A and its immediately adjacent breakwater have been the site of various wave-caused injuries, including broken bones. There have also been occasional deaths along the breakwater.

As recently as Thursday, January 7, 2016, large waves crashed onto Mole A, resulting in damage to the parking lot, and one injury. This was covered by the local news media:
https://www.youtube.com/watch?v=1yYbA080dC8&feature=youtu.be&app=desktop
https://www.facebook.com/443950885813802/videos/475145172694373/

With the anticipated sea level rise and increased El Nino events, the intensity and/or frequency of large storm wave events is anticipated.

The yacht club removes its rigging docks from the water every year, from December to April, in order to avoid the inevitable damage. The City Staff apparently did not realize, until they were recently advised, that those docks are removed every winter season.

A Boat Ramp on Mole A is simply not feasible as a year-round public boating access facility. Responsible management of a public boat ramp on Mole A with regard to public safety would require closing the Boat Ramp during the winter months when significant wave action is most likely to occur. To close the Boat Ramp for four to five months of the year would reduce the Boat Ramp to a seasonal amenity, which is inconsistent with the project objectives specifically related

to public recreation that call for “reducing seasonality” and “by providing a viable and cohesive mix of distinctive first class water and landside amenities that support and augment a variety of year round coastal-oriented recreational opportunities**”** These objectives call for year round recreational opportunities, which is not viable on Mole A. . There are no ‘seasonal’ boat ramps in Southern California. A safe year-round boat ramp can be constructed at the South Turning Basin, as confirmed by both previous and recent engineering studies.

Closing the Boat Ramp during the winter months would still not address the threats to public safety resulting from rogue waves that are known to occur on Mole A throughout the rest of the year. On calm days, with no waves breaking over the breakwater, there are rogue waves, which cause considerable damage, and will injure anyone near the breakwater on Mole A. In our experience over many years of observation, most of the injuries actually result from rogue waves that occur on moderate to relatively calm days. Moderate wave days turn Mole A into an attractive nuisance, as members of the uninformed public stand under the waves for entertainment. When a somewhat larger wave arrives, we have another injury.

The King Harbor Yacht Club has been able to safely exist on Mole A because the Club has 50 years of experience at on Mole A. Each generation of club boaters passes down the expertise and discipline to not allow their members, children, or guests near the wall during large waves, or *EVER* onto the breakwater. This is even codified into the club policies: *“climbing on the rocks adjacent to the Club premises is prohibited.“* As we have observed many times over many years, the public generally does not have the experience and knowledge to manage the risks that are inherent on Mole A. PC425-1 cont'd

The RB City Municipal Code, Section 12-1.3158 also recognizes this danger and technically prohibits access to the breakwater. However, the rocks are actually federal property, so this is only periodically enforced. As recently as last November, for that one month, the Harbor Patrol statistics reflect three (3) Rock Rescues.

The Small Craft Traffic Assessment, page 2, acknowledges:

> “a series of interviews with Harbor Patrol staff who provided information based upon their many years of personal observations, local knowledge, and experiences.”

Presumably the Harbor Patrol opined on the location of the boat ramp and the safety considerations. The certifying authorities would benefit from that expert input; however it is not provided.

The rocks and wall at Mole A are already an attractive nuisance with a history of wave-caused injuries. If a boat ramp, with public docks and public restrooms, were constructed there, there would be a dramatic increase in people on or near the breakwater and a proportional increase in injuries.

With the City now fully aware of the inherent risks to public safety on Mole A, it would be irresponsible for the City to continue to pursue the Boat Ramp on Mole A. The Boat Ramp alternatives on Mole A should be removed from consideration as an Alternative to the proposed Public Boat Launch Ramp project on Mole C. To construct a Boat Ramp on Mole A with knowledge of the risks to public safety would expose the City to liability for the injuries that will inevitably result from bringing the public to a Boat Ramp and related public amenities on Mole A.

Page 4-296 relays that:

> “Mole B was eliminated from further consideration.”
> “Mole B could result in potential significant impacts on emergency services, by disruption of ingress and egress for land vehicles from Fire Station 3/Harbor Patrol Headquarters and use of the helipad at Mole B.” *(A lone Tahoe truck is kept on Mole B.) (The current Mole B Master Plan anticipates the much lighter Outrigger Canoes coexisting with the helipad.)*

If Mole B was eliminated from consideration due to these more modest safety concerns, then certainly Mole A should be eliminated from consideration due to the clear direct danger of injuries.

(Mole B would obviously be inferior to a South Turning Basin location with its maneuvering water.

Small Craft Traffic

The DEIR fails to acknowledge the prior expert consensus on the South Turning Basin as the best location for the Boat Ramp, due to its maneuvering water and direct access to the harbor entrance.

The 1989 'DMJM' Engineering Study analyzed four locations and concluded that the site at the South Turning Basin 'compares most favorably to the sites examined." It noted that a ramp here "probably has the least impact on traffic", and that this alternative "can be made to provide an efficient, well-integrated launch ramp operation."

For fifteen years, the King Harbor Boater's Advisory Panel has recommended, in part, a

> "Public Launch Facility as a Ramp Adjacent to the South Turning Basin, consistent with the Guidelines of the California Department of Boating and Waterways."

City Staff Reports to both the City Council and the Harbor Commission have consistently reported that:

> "Studies have been conducted in the harbor to identify potential locations for a ramp, focusing primarily on the South Turning Basin."

The DEIR paraphrases the first part of this statement, but somewhat conspicuously omits the reference to the South Turning Basin.

For many years, both the engineering experts and the boating experts have concurred that the boat ramp should not launch into a basin/marina, not launch into the main channel, and should utilize the maneuvering water of the South Turning Basin, as a staging area for egress and ingress. PC425-1 cont'd

The Small Craft Traffic Assessment, on page 7, contends that:

> "Location of a launch ramp at Mole A is considered to not have significant impact on existing harbor traffic since the site is located near the end of the main navigable channel where traffic volume is lowest."

This is highly inaccurate, as this area is at the intersection of the main channel with a large basin and most often has the *highest* traffic volume in the harbor. It is the site of activities for the following:

- King Harbor Yacht Club:	Most concentrated boating in the harbor Hosts most of the larger harbor events in the harbor
- King Harbor Youth Foundation:	Largest training program in the harbor Dozens of youth in training
- Outrigger Canoe Clubs (2):	Forty-foot canoes launching perpendicular to the main channel
- Redondo Beach Yacht Club:	Group Egress/Ingress for regattas
- Tarsan SUP:	Egress/Ingress for dozens of Paddleboards

The Small Craft Traffic Assessment, on page 6, contends that:

> "The Mole C and D launch ramp sites are situated within the Turning Basin...Construction of a protective breakwater at the Mole C site may impact water traffic patterns and increase the potential for conflict with paddle and hand launch craft emanating from Seaside Lagoon."
>
> "we believe that potential conflict between boaters and paddle craft at the Mole C BLF site can be best avoided by deleting the fixed breakwater component."

The DEIR fails to acknowledge that the engineers of the Boat Ramp Feasibility Report had previously advised that the protective breakwater was required:

> "the wave height should be below 1.0 feet on an annual basis, and 1.5 feet for a 100-year event."

The DEIR also fails to acknowledge that two Boat Ramp and Lagoon Design meetings were held in February 2014, and that the engineers reported that the most well received, preferred design included:

> "The reversing of the existing hook breakwater provided a distinct physical barrier between the launch ramp and lagoon users.

The DEIR also fails to acknowledge that the Executive Director of the LA Maritime Institute has met with the Waterfront Developer to initiate discussions on bringing a Tall Ship into the project and that the Tall Ship's placement could potentially serve as a barrier between the boat ramp and the lagoon.

The DEIR fails to acknowledge that only the Mole A Alternatives would require all boat ramp users to traverse the entire length of the harbor for every egress/ingress.

The DEIR fails to address that the water to the immediate east of the breakwater, near Mole A, silts in, making it un-navigable and a hazard to boaters without local knowledge.

Transportation Traffic

The Transportation Impact Study, page 79, reports and acknowledges that:

> "Five signalized intersections were evaluated because they represent the locations that would experience the most variability between the boat launch ramp alternatives."
>
> "There is negligible variation in operating conditions between the alternative locations and the Project."

The DEIR fails to acknowledge two very important landside traffic benefits, regarding access from Portofino Way versus access from Yacht Club Way:

- Yacht Club Way cannot be widened to accommodate a 'cueing lane', or a reasonable width for emergency vehicles, or head-to-head car/trailer passing. However, as the Waterfront Project is a blank sheet project, Portofino Way can very easily be widened to accommodate a 'cueing lane'. PC425-1 cont'd

- The Herondo/Harbor Drive/Yacht Club Way intersection presents a jog, with a short turning lane, followed by a tight right turn, that requires cars with trailers to swing wide into oncoming traffic.

However, Beryl proceeds straight into Portofino Way, and both the northwest and southwest corners can easily be rounded as necessary to accommodate cars with trailers.

Biological

Page 4-338 reports that:

> "under the Alternative 8 options, the location of the boat launch ramp would vary, no breakwater would be constructed..."

As noted, the DEIR fails to acknowledge that the engineers of the Boat Ramp Feasibility Report had previously advised that the protective breakwater was required:

> "the wave height should be below 1.0 feet on an annual basis, and 1.5 feet for a 100-year event."

The chart on page 4-340 shows that the proposed project's break wall, around the boat ramp, would convert 67,669 sq. ft. from soft bottom to hard bottom habitat. On page 4-428, this apparently resulted in all of the Alternatives being scored significantly superior to the project, implying that the soft bottom was superior to the hard bottom.

However, numerous excerpts from the Biological Resources Assessment indicate that scientific observations strongly conclude just the opposite:

> The harbor bottom habitat is primarily unvegetated soft bottom comprised of both mud and sand dominated conditions. (p42) Invertebrates were sparse...(p43) The King Harbor soft bottom marine communities do not support sensitive species and are not considered rare as a habitat type. (p60)
>
> A focused survey for eelgrass was conducted and no beds were located in April 2014 or expanded surveys in March 2015. (p47) No sensitive marine habitats (e.g.) eelgrass are present in the project footprint and therefore impacts would not occur to these resources. (p64)
>
> In the case of conversion of unvegetated soft harbor bottom to hard harbor bottom...the expected short-term effect would be loss of benthic marine organisms in the work footprint, with the rapid recolonization of the area by new organisms adapted to the replacement hard bottom. (p59)

> The change is expected to result in an increase in primary productivity... The rock also would result in increased structural complexity [and] enhanced fish utilization... (p60) The placement of riprap would be expected to provide an increase in site structure over the bare bottom conditions and would result in increased productivity and diversity compared to mud bottom habitat. (p64)

Therefore, if the scoring on page 4-428 is to be consistent with the numerous scientific observations in the Biological Resources Assessment, the scoring must be completely reversed, to show the 'Project' as the environmentally superior alternative, and to show Mole A as the most environmentally inferior alternative.

Air Quality and Greenhouse Gases

Page 4-428 scores the 'Project' as being environmentally inferior to Mole A and the other Alternatives, apparently because of construction of the protective break wall, but also because the DEIR accounted for the demolition of Joe's Crab Shack in the Project, but presumed that, on Mole A, the yacht club would remain in place.

Again, the DEIR fails to acknowledge that the engineers of the Boat Ramp Feasibility Report had previously advised that the protective breakwater was required in a Turning Basin Alternative.

> "the wave height should be below 1.0 feet on an annual basis, and 1.5 feet for a 100-year event."

Additionally, since the original publication of the DEIR, a review of the required parking has revealed that the boat ramp and the yacht club will not both fit on Mole A, so the clubhouse, which is equivalent in size to Joe's Crab Shack would also need to be demolished.

This latter reality will affect the relative scoring of Mole A versus the Project and other Alternatives.

Impact on Coastal Dependent Yacht Club PC425-1 cont'd

Page 4-305 reports that:

> "Both Mole D Option(s)...are centrally located and as such would disrupt the proposed design of the project site as a "village concept" that links the northern and southern portion...

Page 4-301 reported that:

> The existing KHYC facilities would be reconfigured to accommodate any of the Mole A boat launch ramp facility options.

As noted, a review of the required parking has revealed that the boat ramp and the yacht club will not both fit on Mole A, so the clubhouse would need to be relocated. If the club was relocated to an inferior location, the result could be the potential displacement of a coastal dependent use to accommodate non-coastal dependent uses.

The overall recreational vibrancy of the harbor could be harmed, as the club serves as the host for many of the premier activities and events in the harbor, including:

- Holiday Boat Parade
- Sea Fair
- Opening Day
- Cure Cancer Regatta
- KH Youth Foundation
- Sea Scouts
- US Coast Guard Auxiliary
- Coast Guard Cutter Visits
- Tall Ship Visits
- Blue Water Safe Harbor

Recreational Demand

The Small Craft Traffic Assessment, page 4, reports that:

> "The peak number of monthly launches reduced from a high of 784 in July 1997 to 160 in August 2014."

However, the engineer's Feasibility Report of March 2014, estimated that:

> "Total launches per year are estimated at up to 16,480 given the limitation in adequate parking may only support considering 2 boat launch lanes for demand estimating purposes."

The ramp will be much more popular than the existing hoist with its limited hours, difficulty of use, and poor location. The egress from Basin 3 is narrow and silts in. Egress is also upwind and wind-shadowed, making it very difficult for sailboats without auxiliary power. Small boats must share the small basin with large commercial traffic.

The "California Boating Facilities Needs Assessment" emphasizes that the overwhelming reason that boaters use a given facility is its proximity to their home and boat. Redondo Beach is centrally located between Marina Del Rey with eight (8) lanes and Cabrillo Beach with four (4) lanes. Most boaters that live closer to Redondo Beach will utilize our ramp.

Page 4-296 reports that:

> "Each of the boat launch ramp facility options include either one-lane or two-lane ramps with 20 or 40-stall parking lots."

However, the DBW Design Handbook for Small Craft Launching Facilities advises that:

> "Generally, single lane launching ramps are not practical... They can be difficult to use because of their narrowness, particularly for the inexperienced boater."
>
> "The typical minimum parking requirement per launching lane is 20-30 car/trailer spaces."

PC425-1 cont'd

The City should not design to the minimums of the minimums.

Public Outreach

In November 2014, the City Council approved a contract with Noble Consultants, which included:

> "2.3 Public Outreach
> Consultant shall assist the City to conduct up to three public and Commission meetings with stakeholders and the public to review alternative boat launch plans and solicit comment for further consideration."

It was somewhat surprising when the City chose to move forward with the DEIR, without first availing itself of the expertise of the boating community. The DEIR would have been more complete and accurate.

Methodology

Although the public can add up the charted scores on pages 4-428 and 4-429, to achieve the rank and score of the Alternatives, there appears to be no clear published underlying methodology for achieving those underlying scores. Absent a clear methodology, it must be assumed there is a significant level of subjectivity in assigning those underlying scores.

Conclusion – Feasibility, Rank and Score

When all of the identified omissions and errors are reviewed, it should be determined that the Boat Ramp on Mole A is not a feasible year round public amenity, does not meet the project objectives related to public recreational amenities and has potential environmental impacts that would be greater than the proposed project. Therefore, Mole A should be eliminated from consideration as an alternative to the proposed public boat launch ramp on Mole C.

Comments on Draft EIR

Adele Gleichman <gleich4email-adele@yahoo.com>

Tue 1/19/2016 5:27 PM

To: Katie Owston <Katie.Owston@redondo.org>;

1 attachment

Adele Gleichman Comments on The Waterfront Draft Environmental Impact Report.docx;

Please see the attached document.
Thank you,
Adele Gleichman

PC426-1

Comments on The Waterfront Draft Environmental Impact Report

Submitted by Adele Gleichman
1724 Armour Lane
Redondo Beach , CA 90278

As a long time resident of Redondo Beach I do not approve of the Center Cal plans for our waterfront because it has too many flaws. It is not at all in keeping with the ocean and beach atmosphere of our town. It is too tall and will block our current harbor and marina views that we currently enjoy along Harbor Drive. Residents and visitors alike come to our harbor for the pleasant atmosphere that would be destroyed by the much, much too large development proposed by Center Cal.

The Center Cal project neither accurately nor appropriately plans for the estimated 12,500 additional car trips per day to our waterfront. The current plan includes three left turn lanes for westbound cars at the 190th/ Anita and Pacific Coast Highway intersection. Currently there are two left turn lanes at that intersection for drivers who are turning left many of whom are very confused about which lane they need to be in for getting onto either Catalina or onto PCH. Adding a third left turn lane would be even more confusing to drivers creating a very dangerous intersection. Also, close to that is where northbound Catalina ends at PCH. Currently at busy traffic times of day the lanes that are turning left from Catalina onto northbound PCH have an almost gridlock situation. The Center Cal project plans to add even more cars turning north which would most certainly create gridlock. For the cars that will arrive to the project site when it is completed there will be an insufficient number of parking spaces. The project needs to be downsized in order to avoid these potential problems.

PC426-1 cont'd

The Center Cal project plans do not provide sufficiently for the recreational needs of waterfront users. The plan to open Seaside Lagoon to the harbor has serious flaws. Most importantly, it would no longer be a healthy place for children to swim. The area around the Redondo Beach Pier typically has very poor water quality due to the high bacterial count when the ocean water there is evaluated. Both children and adults would have a much healthier and pleasant place to swim if an in ground aquatic center would be built. If Seaside Lagoon is to be

opened to the harbor it would no longer be an enclosed safe place for children. It needs to remain fenced in order to remain safe. The Center Cal plan reduces in size the recreational area of Seaside Lagoon but adds to it the additional waterfront activities that would not be compatible with keeping it a children's place to play.

PC426-1 cont'd

The Center Cal plan indicates walkways as recreational areas. We need more real recreational areas in our harbor, not fewer. A flower bed and a sidewalk do not make for real recreational space. Also, their written description mentions a children's play area; but there is none in the actual drawings of the plans.

Adele Gleichman

Waterfront DEIR Comments

Gerry O'Connor <gfoconnor@aol.com>

Tue 1/19/2016 5:27 PM

To: Katie Owston <Katie.Owston@redondo.org>;

To: Katie Owston

Please accept this letter as a response to The Waterfront Draft Environmental Impact Report, submitted during the public review period ending on January 19, 2016 at 5:30PM (PST).

Questions and input are provided in the following categories:

Recreational Harbor Use/Access

Views, Sunlight, Esthetics

Traffic - Volume Determination; Arterial, Community and Regional Impacts

Parking - Replacement of Pier Parking Structure; Omission of New Structure in Total Square Footage

Seaside Lagoon - Impacts of Size Reduction/Opening to Harbor on Recreation, Water Quality, Sea Life

General Process Questions - Omission of AES Parcel Development; EIR Scoping Meeting - Public Input Actively Discouraged; Conflicts of Interest

PC427-1

Recreational Harbor Use/Access

With the decrease in parking for vehicles with trailers from 67 to 20 spaces, there will be greatly decreased access for boaters, kayakers, stand up paddleboarders, etc. Hauling gear from the parking garage to the water is unworkable. Seaside Lagoon will be reduced to 1/3 its current size.

Question: How then does the DEIR conclude 'No Impact' on Recreation?

PC427-2

Views / Sunlight / Esthetics

With the addition of a 3 story, 4 level, 261,000 square foot, *560 FOOT LONG* parking structure, immediately followed by a *240 FOOT LONG* movie theater ... plus a 523,000 square foot shopping mall behind that, approximately 80% of the views of Palos Verdes and the ocean will be eliminated from Harbor Drive. The sunny bicycle path will be converted into a darkened concrete

PC427-3

canyon.

Question: How then does the DEIR conclude 'Less Than Significant Impact' on 'Aesthetic and Visual Resources'? PC427-3 cont'd

Traffic

The addition of 12,550 additional car trips per day (which seems underestimated, given the sales levels required for financial success)
will further snarl traffic locally, at nearby intersections already rated at 'F' level of service, and regionally. South Redondo residents will become sequestered. PC427-4

Question: How then does the DEIR conclude 'Less Than Significant Impact After Mitigation' on 'Traffic and Transportation'?

Parking

The pier parking structure is removed and replaced, and a new 3 story, 4 level, 261,000 square foot, 560 foot long parking structure is planned at Harbor Drive and Portofino Way.

Question: Why is the pier parking structure being removed and replaced, rather than repaired - especially in light of the city report presented to Council today (1/19/16) defining the feasible option to repair it? PC427-5

Question: Why is the square footage of parking structures omitted from the total new development square footage?

Question: Why does ~140% more development only require ~8% more parking?

Seaside Lagoon

Seaside Lagoon is reduced to 1/3 its current size and opened to the ocean. Recent measurements have exceeded health standards for E-coli and fecal matter.

Question: What will prevent sea life (sea lions, seals, etc.) from inhabiting Seaside Lagoon and its beaches once it is opened to the ocean?

Question: Why won't water quality decline even further from already unacceptable and often illegal levels? PC427-6

Question: Why won't usage decline considerably, due to significantly smaller size (and presumably decreased water quality)?

Question: How then does the DEIR conclude 'No Impact' on Recreation?

General Process Questions

PC427-7

PC427-7 cont'd

Question: Why does the DEIR not consider the potential development of the abutting 50 acre AES parcel?

Question: Why did the referenced EIR Scoping Meeting of July 9, 2014 so actively discourage public participation by: 1) being held 3 weeks into the public review period that was less than 5 weeks long; 2) being held in the lobby of the Redondo Performing Arts Center with no seating, when the adjoining auditorium with seating was fully available; 3) offering presentations that could not be seen by most of the standing audience, offered by inexperienced presenters obviously unfamiliar with both the presentation materials and the proposed project; and 4) prohibiting oral comments and/or discussion by the public?

PC427-8

(It must be noted that of the referenced ~260 written comments received during this June 19 to July 21, 2014 review period, I counted well over 90% to be in clear opposition to the project as proposed - yet the DEIR states that since those comments were received "...the project elements and overall site design concept of the proposed project have not materially changed.")

Question: How does it not reflect a significant conflict of interest for the employee of CDM Smith (the DEIR author under contract to the City of Redondo Beach) who is listed in the DEIR as the staff Planner for the DEIR, to also be hired, under contract, by the City of Redondo Beach to be the Lead Planner for the project in the City's Community Development Department?

PC427-9

Thank you for the opportunity to comment on The Waterfront Draft EIR, and I look forward to these questions, and many more, being adequately and fully addressed as an integral and very important part of the Final EIR.

Gerry O'Connor
GFOConnor@aol.com

Draft EIR Comments

Beth Metzger <beth.metzger@gmail.com>

Tue 1/19/2016 5:27 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Katie,

Below, please find my comments regarding the Draft EIR. Thank you.

Beth Metzger
714 Avenue D
Redondo Beach, CA 90277

I support the Waterfront project and the partnership he City of Redondo Beach is interested in entering into with CenterCal. We believe this new waterfront will not only allow, but encourage current Redondo Beach resident to frequent their own waterfront instead of visiting neighboring cities as an entertainment destination.
The public recreation enhancements are important to our community, and the plan to replace the parking structure is long over due. PC428-1
The boat launch ramp, which is a requirement, needs to be thoroughly thought out and placed nan area that best suits its purpose while disrupting the surrounding area the least. Allowing the seaside lagoon to be utilized year round by both swimmers and water sport enthusiasts will have a positive impact on the community. We are in favor of an access road between International Boardwalk and Basin 3 for easy access by emergency vehicles offering an added safety measure for our community.
--

redondo beach saportfishing

Russ-Bear Brothers Painting <bearbro@aol.com>

Tue 1/19/2016 5:28 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Please keep Redondo beach Sport fishing in Redondo Beach> It would be a huge negative to rid Redondo of its sport fishing heritage It has been around longer than any of the business' AS the (new business come and go thru the revolving door) Redondo sport fishing remains. leave this one alone !!!!! Its good for the kids .If you want to pick on something ,take a hard look at Kincades never seen a more run down looking restaurant !!! Do something about that !!!! PC429-1

Russell Burruss
Bear Brothers Painting

Comments for Draft EIR attached...

Paul Schlichting <pschlichting@earthlink.net>

Tue 1/19/2016 5:29 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Cc: Steve Aspel <Steve.Aspel@redondo.org>; Jeff Ginsburg <Jeff.Ginsburg@redondo.org>; Bill Brand <Bill.Brand@redondo.org>;

1 attachment

20160119-Input-to-dEIR.pdf;

For you and Council and staff...
Paul Schlichting

Date: January 19, 2015

To: Redondo Beach Mayor, City Council, City Clerk, Staff, and Residents
c/o Katie Owston, Project Manager – Katie.Owston@redondo.org

From: Paul Schlichting, Redondo Beach Resident
South Broadway, Redondo Beach, CA 90277

Re: **The Waterfront**, Draft Environmental Impact Report
File No. 2014-04-EIR-001 and SCH# 2014061071

Dear Mayor, City Council, City Clerk, Staff, and Residents,

I am providing my input to this specified EIR and associated project as follows:

1) Considering the project of this size, scope, and cost, there has been insufficient notice and process available to the public by way of:
   a. Inadequate notice and communications to the general public. Where the prior "Heart of the City" had banners around the city, nothing anywhere comparing to that reach-out effort was performed for this project.
   b. Mailings to the residents have been woefully inadequate, if not non-existent. I asked my wife, and we don't recalling receiving anything about this project, save maybe a single notice months ago – but with no follow-up about the availability of the Draft EIR and the deadline for public input. PC430-1
   c. Because of the above, the public has been cut out of the input and deliberation process. This is contrary to the responsibility the City Staff and elected officials owe to their employers and constituents., respectively.

   This process for disseminating information to the public, and allowing the public its rightful ability to provide feedback and input on this project, needs to be extended for at least a number of months – until sufficient public notifications, workshops, and input, are provided in a manner that truly provides for not only public participation in this, but actual public "ownership" of such a plan/project. Any efforts to argue and effect otherwise would clearly demonstrate the desire to minimize both public notification and input, and try to hasten a "solution" that may be perceived as one that the public may very well find contrary to its interest.

2) With regards to the scoring of options given on page ES-80 of the EIR, there is:
   a. There is insufficient background and information given as to the *criteria* used in the scoring process. Criteria that would lead toward the acceptance of the proposed development was likely included for evaluation, while criteria that could lead toward the denial of this development may well have been excluded. Such a list of criteria, with associated "weights" needs to be disclosed in order for this process to be transparent and properly and fairly performed. PC430-2
   b. The methodology of this analysis/scoring was not disclosed – whether it is some form of Kepner-Tregoe or some other methodology, the methodology, along with the sources, inputs, criteria lists, criteria weighting, criteria judges, and final scoring methodology – should all be disclosed for public review.

   Particular questions include the scoring of "Alternative 1 – No Project – No Build" and "Alternative 7 – Reduced density". Clear criteria, its weighting, and who was involved in the weighting and criteria for the associated weighting, are all of significant concern.

3) The waterfront and its parking is commonly referred to by City Staff and Officials as being "underutilized". PC430-3

This runs contrary to the fact that both the parking lot and parking structure are at times indicated as "Lot Full". This alone is a harbinger that we already don't have adequate parking capacity with the current commercial-visiting and beach-going public – even if only a few times a year. "Lot Full" situations invite parking creep into the neighborhoods of residents that live within a mile (yes – a mile) of the waterfront. PC430-3 cont'd

4) Financing information is needed for public understanding, review, and input.
   If the city needs to promise any kind of guaranteed income to any developer for any length of time, then this is a red flag that: either the development has huge inherent risks for the developer's consideration of their involvement with such a prime real estate project, and/or this represents an untoward giveaway of precious resources that belong to the public or Redondo Beach – whether unintentionally by way of clever and disingenuous representations of the developer(s), or by willing and/or corrupted behavior by people supposedly responsible to the citizens of Redondo Beach. This is why transparency and public buy-in (not public apathy) is so important with such a project.

5) There is a lot of money involved with this project, a lot of time required for its completion, and huge impacts on the community during and long after this project is done.
   The "Heart of the City" was a mere 14-15 years ago. It was largely private development with some public-related development, but required public approval after the disclosure that it was a real estate goldmine for developers. Similarly, due to the design, components, superficial financing considerations, and impacts that benefit business and hinder the Redondo public, there must be full disclosure to all residents of this city as to the full and actual plan, financials, specific players, and so on.

6) This project, in its current process and form, is another example of how certain City Officials and Staff consider their views, inputs, and priorities to be "more expert" and "above" those of the general population of the City. PC430-4
   Look to any neighborhood and see what is being developed. Virtually ALL neighborhood multi-unit developments are being proposed, approved, and rammed through contrary to the locals who live in the area. This "divide and conquer" strategy is being repeated here, where the public, at large, is being denied sufficient information (and a vote) to allow their approval or denial of such a project.

This waterfront is a pubic resource – and should be accessible to and provide resources for the public. Anything short of this is mismanagement and beyond grounds for dismissal. If city Staff and/or Officials are so certain that such developments are good for the city and its people, then they should not be afraid to accept personal (vs City-shielded) responsibility by way of liabilities and civil actions. If all goes well and right, then you have done what you were supposed to do by running for office, and/working for the city – as that is what is expected of you.

There are many other issues that need to be addressed – including the specifics of using waterfront for residences and offices, along with building height and view considerations, but time and space are limited for the time being. I look forward to working with the city and staff in the future toward getting an appropriate project targeted once proper notifications, processes, and transparency is established.
Thank you very much.

Paul Schlichting
504 South Broadway, Redondo Beach, CA 90277

208210 Old Tony's.

Simmons Norwood <simmonsnorwood@gmail.com>

Tue 1/19/2016 5:29 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Katie,

Please do not destroy old Tony's and the Redondo pier. I live in Long Beach and make a pilgrimage to Redondo about once a month even in the winter to hang out on the pier and have mai tais at old Tony's. I live in Long Beach and I never go to the peirs here or downtown because of all the crappy chain restaurants. You can clean the place up a little and still keep Redondo unique. PC431-1

Thanks!

Simmons Norwood
Western District Sales Manager
The Genie Company

65 Pine Ave., #126
Long Beach, CA 90802
simmons_norwood@geniecompany.com
Phone: 562-432-5006
Fax: 270-458-4378

Redondo Pier Redevelopment Comments

Michael Stutz <mail@michaelstutz.net>

Tue 1/19/2016 5:29 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Dear Ms. Owston:

I'm a fan of the Redondo Beach Pier and want to see it a success that people talk about.

Please find a letter attached voicing my concerns for the property at 208-210 Fisherman's Wharf, a historic landmark known well outside of LA and even California. Preserving its authenticity and one-of-a-kind character should be one of the promises and points of any Pier redevelopment project. PC432-1

Respectfully,

Michael Stutz

--
http://michaelstutz.net/

To: "Mike Gin\, Mayor\, Redondo Beach" <mike.gin@redondo.org>
cc: steve.aspel@redondo.org, bill.brand@redondo.org,
pat.aust@redondo.org, steven.diels@redondo.org,
matt.kilroy@redondo.org, bill.workman@redondo.org,
info@redondopier.com, info@oldtonys.com,
"Adriene Biondo\, Los Angeles Conservancy" <AdrieneBiondo@gmail.com>
From: Michael Stutz <weblit@dsl.org>
Subject: Urgent Note on Old Tony's and Redondo Beach
X-Mailer: MH-E 8.2; nmh 1.3; GNU Emacs 23.2.1
Date: Mon, 16 May 2011 19:56:44 -0400

Dear Mr. Gin:

We've never met, and although my urgent letter concerns Redondo Beach, I'm not even a local---I'm a travel writer and photographer who writes frequently on American landmarks, restaurants, and historic architecture. My work has appeared in books, magazines, Internet and newspapers---including THE AGE, THE NEW YORK TIMES, THE SYDNEY MORNING HERALD, WIRED, CIO, and ROLLING STONE. PC432-2

You should know that just a few weeks ago I flew the 2,400 miles from my home to your city, where I met with two other pro photographers. Our purpose? To document Redondo Beach's notable historic landmarks

and architecture. I have five gigabytes of photos from that day---that's pushing 1,000 shots---and I can tell you in two words where the bulk of them were taken: Old Tony's.

I just received word a few hours ago that the city is giving Old Tony's a hard time. This is insane. What exactly is the problem, and how can I help?

Old Tony's is absolutely perfect not only as a photo set and subject of articles, but it's a _destination_: it's one of those rare landmarks that take you back right to the era it came from, and perfectly so. And it's so fundamental to Redondo Beach (look at the www.redondo.org home page!*) that I'm having a hard time understanding why the city would possibly act against it.

I take it, of course, that you're been there. I urge you to go back again as soon as possible---right now, actually---and take a hard look at the place. Look at the cushions on the chairs---Mike, do you realize how rare, and also how cool, it is to find a waterfront mid-century modern restaurant that still has a well-kept and original, authentic interior? As they say, "People pay big money for that."

PC432-2 cont'd

The circular fire pit? It was featured in the classic _Sunset_ lifestyle books of the '60s---look it up---and is the last of its kind in any restaurant. The fisherman's netting on the ceiling? It's half a century old, Mike! Nowhere are you going to get that kind of authentic atmosphere. Stand over by the back-corner booth and feel how the water rushes up right around the tables. Even the old-time autographs going up to Top o' Tony's---they, too, are perfect and irreplaceable. Do you think anyone could ever reproduce something like that again? Don't you see why Old Tony's is such a perfect place, preserved without compromise---a place that makes east coast writers rave crazy over?

From what I've been able to gather in just a few minutes of research, you're not only an intelligent man, but you're also reasonable---so I hope you please consider this plea: I think you should be known not as the man who destroyed the iconic landmark of Redondo Beach, but as the man who saved it. Please do your city, and our nation, justice: help keep Old Tony's safe and preserved just as it is, so that future generations can enjoy this incredible American landmark.

That way travel writers on the other end of the country can relax and look forward to our next visit to Redondo Beach---where we can go back to Old Tony's and recognize it just as we remember it. You've got a treasure there. Please keep it that way!

If I can help you in any way, let me know---

Michael Stutz
440 333 1971
weblit@dsl.org

* Screen shot attached.

[1. image/jpeg; redondo.jpg]...

Polly's

Jennifer Mars <jenniferhmars@gmail.com>

Tue 1/19/2016 5:30 PM

To: Katie Owston <Katie.Owston@redondo.org>;

Hello

I would like to commend Polly's as a wonderful 'institution' for those of us far and wide, who have come here for years.

I bring overseas visitors here and they love the rustic beauty of sitting on this little pier. I come here with a group of friends every month and what we particularly like is the service which is superb! The food servers have been there for years and greet us like old friends. PC433-1

I know of no other place in Redondo where
Sent from my iPhone

PC434

Comments

The Waterfront
Draft Environmental Impact Report (Draft EIR)

redondo BEACH

RECEIVED Planning Division JAN 21 2016 City of Redondo Beach

Name: Barbara Pritzkat
Organization (optional):
Address: 201 Avenue G 90277
Zip Code: 310-540-2938
Phone (optional): barbara@pritzkat.net
E-mail (optional):

Comments on Draft EIR:

I am opposed to the changes proposed for the pier. I find the pier area comfortable, accessible, and it meets my needs. I eat at Pollys often, used to go to Golds Gym (I now belong to the Bay Club).

My experience with the changes proposed in the recent past are that they are the result of the partnership of developers, realtors, property managers - people who profit from change and not from the status quo. PC434-1

Our efforts should go into improving our schools, maintaining our roads, and not into change for change sake.

I congratulate the city on the biking/running/walking lanes recently added to the drive along the harbor area. It is attractive and innovative, well thought out.

B Pritzkat

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

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

Comments may also be submitted via email to katie.owston@redondo.org.
All comments must be received no later than 5:30 p.m. on January 19, 2016.

PC434

PRITZKAT
201 AVENUE G
REDONDO BEACH, CA
90277

LOS ANGELES CA 900
19 JAN 2016 PM 12 L

KATIE OWSTON, Project Planner
City of Redondo Beach
415 Diamond St.
Redondo Beach, CA 90277

90277289499

PC435

Comments

The Waterfront

Draft Environmental Impact Report (Draft EIR)

Name: ALBRO LUNDY

Organization (optional):

Address: 515 PIER AVE, HERMOSA BEACH

Zip Code: 90254

Phone (optional):

E-mail (optional): ALBRO@BBLSURFLAW.COM

Comments on Draft EIR:

PLEASE PLEASE DO NOT REMOVE THE FISHING PIER.

THE PIER IS UNIQUE IN ALL OF SOUTHERN CALIFORNIA. POLLYS IS A GEM, A ICONIC BUSINESS OF IMMEASURABLE WORTH IN ITS VALUE TO THE COMMUNITY AND THE CHARACTER OF REDONDO BEACH AND ALL THE SOUTH BAY. I HAVE BEEN COMING TO POLLY'S ON A REGULAR BASIS FOR OVER 20 YEARS. IT IS THE BEST PLACE FOR BREAKFAST IN THE WORLD. NO WHERE ELSE CAN YOU FIND THE VALUE, BEAUTY, FRIENDLINESS AND LOCATION - IT IS A LANDMARK. AND I HAVE BEEN FISHING OFF THE PIER SINCE I WAS A BOY. WHENEVER ANYONE COMES INTO TOWN OR I HAVE A MEETING, I RECOMMEND POLLY'S AS NONE COMPARES. AND WEEKEND BREAKFASTS AND LUNCHES ARE INCOMPARABLE - SITTING ON THE BOARDS LOOKING OUT ON THE

PC435-1

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

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

Comments may also be submitted via email to katie.owston@redondo.org.
All comments must be received no later than 5:30 p.m. on January 19, 2016.

WORLD, THE VIEW, THE WATER, THE SEA LIFE, THE REGULARS, THE FRIENDS, THE SERVICE — IT DOESN'T GET ANY BETTER AND ANYTHING ELSE WOULD BE A LOT WORSE.

THE SAYING THE OLD IS NEW FITS PERFECTLY FOR POLLY'S — DEVELOPERS ARE TRYING TO CREATE WHAT POLLY'S ALREADY HAS — BUT CAN'T BECAUSE IT TAKES HISTORY AND EXPERIENCE, IT TAKES LOYAL CLIENTELE — DECADES IN MAKING, IT TAKES A SMALL OLD BUT TREASURED FISHING PIER UNIQUELY OUR OWN.

PC435-1 cont'd

NEW IS NOT BETTER. PLEASE KEEP OUR PIER. PLEASE KEEP OUR HERITAGE. PLEASE KEEP POLLY'S ON THE PIER.

ALBERT L. LUNDY III

Comments

The Waterfront
Draft Environmental Impact Report (Draft EIR)

More to See redondo BEACH

Name: Mary Watkins
Organization (optional):
Address: 401 N Lucia
Zip Code: 90277
Phone (optional): 310 379 2883
E-mail (optional): 327marywatkins@gmail.com

Comments on Draft EIR: ① Views:

As a Redondo Beach resident since 1963, and owner of the home I grew up in, I have seen many changes in the development of the town. Some changes have been for the better, but not all. Certainly the view-blocking over development of Catalina and the Esplanade with multi story residential units commencing in the 1960's come to mind under "not better."

PC436-1

I have been told by persons and groups opposing the Centerpoint development that the project density & height of the buildings would allow for only "corridor" views along a large area of the waterfront. For this reason alone, I wholeheartedly oppose the project.

② But wait, there's more! What about the published goal #2? "Reestablish a vibrant waterfront destination that serves the local community and attracts residents and visitors by providing a viable and cohesive mix of ... amenities that support and augment a variety of year-round coastal-oriented recreational opportunities."

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

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

Comments may also be submitted via email to katie.owston@redondo.org.
All comments must be received no later than 5:30 p.m. on January 19, 2016.

Comment continued:

Can anyone explain how the loss of Seaside Lagoon (in effect), fewer boatslips and fewer boat trailer parking spaces would further this goal?
Which resident-attracting category would a boutique hotel fall under? What coastal-oriented recreational opportunity does a movie theater constitute?

Don't our elected and appointed officials have a duty of care to do what the citizens want, even if it conflicts with the Chamber of Commerce and other business interests?

PC436-1 cont'd

Centercal has been presented as a "done deal". It doesn't seem that anyone is interested in working out a compromise or even presenting the facts in a fair light.

Snow jobs don't always work - remember Heart of the City!

Thank you for your attention.

Mary Watkins

Comments
The Waterfront
Draft Environmental Impact Report (Draft EIR)

Name: Norm & Maureen Reeder
Organization (optional):
Address: 1023 Park Circle Drive
Zip Code: 90502
Phone (optional):
E-mail (optional): Normanreeder@att.net

Comments on Draft EIR:

We totally support the efforts to revitalize the Pier Area. However, all of the drawings look like a very non-descript mall - like the Mettox project in Manhattan Beach.

The beauty of Redondo is "character". We retired from the City of Torrance six years ago and spend every Monday and Friday at Polly's and walking the Esplanade. The Sportfishing pier and Polly's are your greatest assets. Kids come down after school to fish; families teach their kids; in good weather it is filled with every generation of locals. Vistors from the hotel always comment on the "charm" of the community. We first come because PC437-1

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

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

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my coasin said she had a friend from Germany who was in the Holiday Inn/Crown Plaza for a week and came to Polly's every day — hating to leave.

PC437-1 cont'd

Please consider reconstructing this part of your heritage. No one will object to plumbing + electricity brought up to code!

You mention rivaling "The Grove". It has character — albeit artificial. You have authentic character here.

PC438

January 18th 2016

Comments

The Waterfront
Draft Environmental Impact Report (Draft EIR)

Name: Loren Heard
Organization (optional):

Address: 22310 Osage Court Torrance, Calif. 90505
Zip Code: (90505)
Phone (optional): (310) 530-2069
E-mail (optional):

Comments on Draft EIR:

The Polly's Pier & the entire Redondo Beach Pier are historic, yet viable landmarks - not only to long-time residents of Redondo Beach, the entire South Bay, but Los Angeles as a whole and we have tourists and visitors from every, or almost every country in the world... A Pier by all rights is to be actively connected to the sea, fishing, surfing, wild-life etc... This is a naturally beautiful place and many generations have grown up loving it here. PC438-1

I am a 2nd generation person here, my kids 3rd generation. We have more than enough Malls, fancy eateries and wine-tasting places for the well-heeled crowd... What about poor families on limited income who can afford to come here? The Beach, fishing, the Arcade etc... (There is no other place like it - Santa Monica is fun - but it isn't Red. Bch. Pier. Even wealthy people come-

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

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

Comments may also be submitted via email to katie.owston@redondo.org.
All comments must be received no later than 5:30 p.m. on January 19, 2016.

here and have enjoyed it!

We need structural improvements and the general fixing of what needs fixing. not A glistening mall that doesn't connect folks to the Sea and wild life...

What can I say?

All people of different backrounds come here... I've never had a problem here with anyone... It is not a dangerous place as some of these naysayers and detractors supporting Centurial have claimed...

Please think before you destroy Peoples business's, dreams, memories, and the ability to pass on a wonderful legacy of Redondo Beach.

Do you really think it will bring in enough money or do you want to be known as a failed endeavour that destroyed a Beautiful land-mark that just <u>needs</u> more love and <u>care</u>!?

Sincerely, Loren Heard

PC438-1 cont'd

Comments

The Waterfront
Draft Environmental Impact Report (Draft EIR)

Name: Tom Schleyer
Organization (optional):
Address: 2625 Via Valdez, PVE
Zip Code: 90274
Phone (optional):
E-mail (optional):

Comments on Draft EIR:

The fishing pier is an outstanding example of the history and true charm of the Redondo Beach area. Pollys is more than a restaurant, it is an institution that describes the true character of Redondo Beach. We have been going to Pollys weekly for 20 years and its character should be preserved.

The update of the pier area and the new hotels and additions are a good idea but the fishing pier and particularly Pollys should be restored. It could be updated but still preserve its character as a gathering place that is truly Redondo Beach. PC439-1

A good example of a big mistake was

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

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

Comments may also be submitted via email to katie.owston@redondo.org.
All comments must be received no later than 5:30 p.m. on January 19, 2016.

The destruction of the sister hotel to the Hotel Del on San Diego. Don't make the same mistake and destroy Pollyg's and the Pier.

PC439-1 cont'd

More To Sea
redondo BEACH
Chamber of Commerce
& Visitors Bureau

January 19, 2016

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

RE: Draft Environmental Impact Report for the Redondo Beach Waterfront.

Dear Ms. Owston,

On behalf of the Redondo Beach Chamber of Commerce & Visitors Bureau, we would like to take this opportunity to comment on the Waterfront Project EIR. We sincerely appreciate the level of detail included in the EIR, the number of project design features and mitigation measures included in the project and its Mitigation Monitoring and Reporting Program. The EIR clearly demonstrates the positive impacts for Redondo Beach residents and confirms that our environment is not adversely affected by this proposed project. Below are some important issues that we want to highlight from our review of the EIR.

Smaller Development Plan than Voter-Approved Measure B by 18.2%: Redondo Beach voters approved a net increase of 400,000 square feet (Measure B) for the revitalization of the waterfront. The proposed plan reduces the allowable development by 72,876 square feet or 18.2%. This is an important feature of the proposed plan.

Less than Significant Impact on Traffic: Of the 41 key intersections affected by the prosed project only six intersections (14.6%) were identified as having significant impact from the revitalization. The EIR identifies appropriate mitigation steps required which include the addition of one traffic light and several turn lanes at the six affected intersections. By mitigating these few intersections, the EIR concludes that traffic will have a less than significant impact post mitigation. Traffic is always a concern of any community and it is important to emphasize the minor impact this plan has on our streets.

PC440-1

Improvement in the Stormwater System: The EIR concludes that the stormwater management approach for the proposed project will have a positive environmental impact on our ocean and community. The new project will have more pervious surface compared to existing conditions. The stormwater plan will ensure that more water is collected in underground storage chambers or in the new landscape, where it can either be filtered safely into the ground (and not into our oceans) or be reused for on-site irrigation. The EIR observes that the proposed project will be more efficient in reducing the flow of both stormwater and pollutants into our oceans and environment compared to the current conditions of the site. This is both great news for our environment and our financial liability as a City.

Opening of Seaside Lagoon to the Harbor and Ensured Continued Operation: The project will open the Seaside Lagoon to King Harbor and eliminate the required National Pollutant Discharge Elimination System (NPDES) Permit for the facility which has been a substantial financial liability for the City for decades. Since 1999, the City has been fined over $195,000. During the past few decades, the City had been forced to evaluate (1) closing the facility completely (2) spending significant capital to upgrade the lagoon or (3) working with the Los Angeles Regional Water Quality Control Board (LARWQCB) to modify the existing NPDES Permit to allow increased water discharge limits. Once the Seaside Lagoon is open to the natural ocean water, the City will no longer need the NPDES Permit and therefore the operation of the lagoon will not be forced into closure again. The positive impact of this project on the Seaside

119 W. Torrance Blvd., #2 Redondo Beach, California USA 90277
Tel 310-376-6911 • www.redondochamber.org • Fax 310-374-7373

More To Sea
redondo BEACH
Chamber of Commerce & Visitors Bureau

Lagoon ensures that the residents of Redondo Beach will continue to enjoy the facility into the foreseeable future and will terminate the financial liability the City has faced over the years.

Aesthetics and Views

Aesthetic Quality: The proposed project would create a more visually stimulating style that incorporates both similar style and design features through the entire project that it is currently lacking. The design uses a pleasant mixture of stone, tile, non-reflective glass and concrete which provides variation, but is still visually cohesive. The EIR specifically states "*The design concept is to provide a design that is rooted in the historic beach towns of Southern California and in the history of the City itself, while at the same time presenting a contemporary aesthetic that reinforces the uniqueness of the site and the coastal commercial and recreational character.*" The improved landscape from the proposed projected is identified as a beneficial upgrade compared to the existing property. The new connection bridge for pedestrians and bicycles will provide additional ways for visitors to enjoy the waterfront. The aesthetics of the proposed project are recognized as beneficial upgrades compared to the current conditions.

PC440-1 cont'd

Seven Key Observation Views: The EIR identifies seven Key Observational Views (Views 1 - 3 from Czuleger Park; Views 4 -5 N. Harbor Drive; View 6 Seaside Lagoon; View 7 from Water to the Project). These views were all studied in detail and will not be adversely affected by the new project. View 5 will provide a previously unavailable view of the water, which is a benefit of the project. The re-connection of Pacific Avenue will also provide residents with a new perspective on the waterfront while traveling around our City.

Significantly Improved Security at the Waterfront: The current project has only a police substation without much additional security for visitors. The new project includes a new substation, private security and design strategies to deter criminal behavior (i.e. security lighting, security cameras, lit landscaping, clear sight lines for security personnel and other devices to monitor the project). These improvements will ensure Redondo Beach residents and guests will feel safe to bring their families to the revitalized pier.

The Redondo Beach Chamber of Commerce & Visitors Bureau is very pleased to support the positive conclusions of the draft EIR. It is very important for the stakeholders of Redondo Beach to understand the potential outcomes and effects that this important project will have on our community. We are pleased to support the positive environmental conclusions of the EIR for the waterfront revitalization.

Sincerely,

Brett Henry
Chair
Government Relations Local Issues Committee

119 W. Torrance Blvd., #2 Redondo Beach, California USA 90277
Tel 310-376-6911 • www.redondochamber.org • Fax 310-374-7373

PC441

Center Col Draft EIR

It is ludicrous to state that an additional 12,550 daily car trips will have no impact on traffic and congestion in the area. What a ridiculous statement! PC441-1

This EIR needs to be re-done by an independent entity. It is deeply flawed.

Annette Hartunian
529 S. Hermosa Ave.
RB
310-540-7793
annettehartunian@gmail.com

PC441

Center Cal Draft EIR
Comment

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REDONDO BEACH CALIF

PC442

Comments

The Waterfront
Draft Environmental Impact Report (Draft EIR)

More To See redondo BEACH

Name: Elizabeth Zubieta Sanchez

Organization (optional):

Address: 601 Emerald St.

Zip Code: 90277

Phone (optional):

E-mail (optional): zubsane@gmail.com

Comments on Draft EIR: I would like a scaled down version of the proposed project.
I don't think a movie theater is economically feasible, My friend lives on Vorhees and she will continue going to the Arclight theater because It's closer. We have 3 theaters within a few miles. The one at the Galeria, the Del Amo 18 theaters, and the theaters, in Rolling Hills 20, in Torrance. I'm opposed to the hotel because of the traffic increase. I also think the Pedestrian Draw Bridge is not a good idea taking into consideration maintenance costs. I don't forsee people in our community coming to the Pier to do their shopping given the internet ease of shopping and the Del Amo mall proximity. My feeling is if the city can't maintain one parking structure how are they going to maintain all this construction for years to come, Specially if the spaces turn out they can't be rented out. PC442-1

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

Thank You,
Elizabeth Z Sanchez

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

Comments may also be submitted via email to katie.owston@redondo.org.
All comments must be received no later than 5:30 p.m. on January 19, 2016.

Elizabeth Z. Sanchez
601 Emerald St.
Redondo Beach, CA 90277

Katie Owston Project Planner
City of Redondo Beach
415 Diamond St.
Redondo Beach, Ca 90277

90277283615

PC442

Comments

The Waterfront
Draft Environmental Impact Report (Draft EIR)

Name: Dorothy (Dottie) Lee, 44 yrs living on Esplanade
Organization (optional):
Address: 535 Esplanade 302, Redondo Beach
Zip Code: 90277
Phone (optional):
E-mail (optional):

Comments on Draft EIR:

After seeing drawings on a CD "EIR-aesthetics", of what the project will look like, I have these comments:

1) I like the walkway. Can more seating be added for views? PC443-1

2) Too many concrete buildings for a waterfront.

3) Why is the first building people entering from Beryl will see a huge brick-looking building — like a warehouse, office building, or Barnes + Noble? Can't you have something more "waterfront" friendly? ~~Even~~ A welcoming set of palm trees + grass would be nicer. PC443-2

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

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

Comments may also be submitted via email to katie.owston@redondo.org.
All comments must be received no later than 5:30 p.m. on January 19, 2016.

Comments
The Waterfront
Draft Environmental Impact Report ~~(Draft EIR)~~

Polly's ✓ Pier

Name: URBAN GLUE - PLACEMAKER
Organization (optional):
Address: 331 VIA EL CHICO, RB
Zip Code: 90277
Phone (optional):
E-mail (optional): urbanglue@gmail.com

Comments on Draft EIR:

Very few amazing places to eat, include quality + tasty food, excellent service and sitting on the edge of the Pacific Ocean. Authentic local institutions need to be retained, foolish development that takes away these icons are a great tragedy to our great place. PC444-1

I work on master plans for cities + developments around the world! DONT TAKE POLLY'S ON THE PIER! YOU WILL REGRET IT + SO WILL WE!

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Comments

The Waterfront
Draft Environmental Impact Report (Draft EIR)

Name: Richard Lopez
Organization (optional):
Address: 333 8th Street
Zip Code: Manhattan Beach, CA 90266
Phone (optional):
E-mail (optional): richard.j.lopez2@gmail.com

Comments on ~~Draft EIR~~: I believe that Polly's on the Pier restaurant & the small pier is worth saving or upgrading. Does all progress have to mean tearing down & rebuilding? The simple beauty of seeing & experiencing a structure that has been part of a long history of activities, is hard to put a price tag on. There is value in knowing that this restaurant and this pier is the very same as when I was a teenager in the 1970's when I would hitchhike to come fishing here. There is value in explaining to a new generation that this is the very same experience that their elders shared ~~at~~ when they were young. PC445-1

Kids can see pictures of what this pier was like (if torn down) or they can experience it first hand what it is like & keep that lasting impression that will make an impact forever. Some aspect of the past should be preserved.

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Richard Lopez
Manhattan Beach
richard.j.lopez2@gmail.com

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Comments
The Waterfront
Draft Environmental Impact Report (Draft EIR)

Name: Nicholas Palladino
Organization (optional):
Address: 423 Avenue "F"
Zip Code: Redondo Beach 90277
Phone (optional): (310) 316-1791
E-mail (optional): SbPP 310 @yahoo

Comments on Draft EIR:

I am 37 now, a single father, and love coming here with my family, friends, and people out of town... I think this is sickening that they would ruin all the history, and tradition, for money... I feel it's a very greedy move, and think that this place is a "monument" of sorts for Redondo Beach and the pier. I would be very upset if they take Polly's off the water. With the technology & money RB has, they definitly can derive an alternate solution so it can remain in it's historic home and still add to the ambience of the new construction! PC446-1

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PC447

Comments

The Waterfront
Draft Environmental Impact Report (Draft EIR)

Name: Dr. Will Pih

Organization (optional):

Address: 328 Paseo de la Playa

Zip Code: 90277

Phone (optional):

E-mail (optional): williampih@gmail.com

Comments on Draft EIR:

The removal of the "Polly's Pier" will negatively impact the fishing heritage that has been the core of local on-shore Redondo destination sport fishing.
Many children and seniors find their outdoor joy in fishing from this "family-friendly pier. Both the experience and character of the pier and its culture are irreplaceable. PC447-1

The pier should stay or be moved to a similarly strategic location.

I am a voting resident of Redondo Beach.

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PC448

Comments

The Waterfront
Draft Environmental Impact Report (Draft EIR)

Name: Natalie Stork
Organization (optional):
Address: 2217A Marshallfield Lane
Zip Code: Redondo Beach, CA 90278
Phone (optional):
E-mail (optional): twnrstork@gmail.com

Comments on Draft EIR:

I have been a resident of the South Bay for over 37 years. Coming down to the Pier and being able to "feel" the "local" cozy atmosphere is something hard to beat. What a view... the water has the calming ability, in sun or shade; watching the sails going by takes me briefly away on vacation; even the smell when I step onto the boards is enticing, calling me to "Stay awhile, eat here, especially at Polly's! To have a Pier for we "Locals" makes us know this is "Our Home!" The customers at Polly's are more "family". A huge loss to "we who live here — if Polly's & the Pier were not here" would be a SLAP in the Face to us.

PC448-1

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

SAVE OUR PIER!!

A Local

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Comments

The Waterfront

Draft ~~Environmental Impact Report (Draft EIR)~~

Name: Kathleen Yinger

Organization (optional):

Address: 6409 Ridgebyrne Ct. Rancho Palos Verdes, CA 90275

Zip Code: 90275

Phone (optional): (310) 541-6656

E-mail (optional): kyinger@cox.net

Comments on Draft EIR:

Sitting outside, enjoying lunch or breakfast at Polly's is so relaxing because we hear the gentle sound of the waves and watch the fishermen catch their array of sea life. It's always fun to watch the birds and the pelican. The "crustiness" of the pier makes it authentic and an iconic place in Redondo Beach.

When my dad passed away, I had my out of town family stay at the Portofino. I gave them all a $20.00 and a map and suggested they walk here for breakfast. They loved the ambiance so much they continued to come back over while they were here. PC449-1

(They could have gone to ~~Bal~~ Baleen's, Ruby's or Joe's Crab Shack or others but chose the fishing pier)

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Comments

The Waterfront
Draft Environmental Impact Report (~~Draft EIR~~)

Name: Annie Lopez
Organization (optional):
Address: 333 8th Street Manhattan Beach
Zip Code: 90266
Phone (optional):
E-mail (optional): lopezann4@gmail.com

Comments on Draft EIR:

Subject: Pollys & the small pier

I would like to see Pollys & the small pier remain in tact and even refurbished and restored. We need to preserve our historic eateries and quaint landmarks throughout Redondo Beach especially the locations that embody the essence of a sport fishing destination. Pollys is an original eatery that is iconic. A one-of-a-kind place that no new construction can ever replace. If refurbished, its charm will attract plenty of pier visitors and would be worth keeping. Please keep Pollys + the small pier !! PC450-1

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