AGENDA
REDONDO BEACH HARBOR COMMISSION
Monday, August 8, 6:30pm
REDONDO BEACH CITY COUNCIL CHAMBERS
415 DIAMOND STREET

OPENING SESSION

1. **CALL MEETING TO ORDER**

2. **ROLL CALL**

3. **SALUTE TO THE FLAG**

I. APPROVAL OF ORDER OF AGENDA

II. BLUE FOLDER ITEMS
Blue folder items are additional backup material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

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

4. **APPROVAL OF AFFIDAVIT OF POSTING FOR THE HARBOR COMMISSION MEETING OF AUGUST 8, 2016**

5. **APPROVAL OF THE FOLLOWING MINUTES: JULY 18, 2016**

6. **ADOPT BY TITLE ONLY, RESOLUTION NO. CC-1608-068 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, LEASING CERTAIN PROPERTY TO FOSS MARITIME COMPANY, A WASHINGTON CORPORATION. (FROM PREVIOUS CITY COUNCIL MEETING 8/2/16, ITEM H.6)**

7. **DISCUSSION AND POSSIBLE ACTION TO APPROVE CONTRACT WITH WALKER PARKING CONSULTANTS/ENGINEERS, INC., ("WALKER") FOR CONSTRUCTION DOCUMENTS FOR SPECIFIC REPAIRS TO THE PIER PARKING STRUCTURE IN THE AMOUNT NOT TO EXCEED $153,720 FOR THE TERM OF AUGUST 3, 2016-NOVEMBER 20, 2017, AND AUTHORIZE THE MAYOR TO EXECUTE ON BEHALF OF THE CITY. (FROM PREVIOUS CITY COUNCIL MEETING 8/2/16, ITEM N.1)**

IV. EXCLUDED CONSENT CALENDAR ITEMS

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

VI. EX PARTE COMMUNICATIONS

VII. PUBLIC HEARINGS

VIII. ITEMS FOR DISCUSSION PRIOR TO ACTION

8. DIRECTOR'S REPORT
Staff recommendation: Receive and file

IX. ITEMS CONTINUED FROM PREVIOUS AGENDAS

9. WATERFRONT PROJECT - CONSIDERATION OF APPROVAL/CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT AND WATER SUPPLY ASSESSMENT (SCH# 2014061071 / FILE NO. 2014-04-EIR-001), FACTS AND FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION MONITORING AND REPORTING PROGRAM; CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW (INCLUDING SIGN REVIEW AND LANDSCAPE/IRRIGATION PLANS), COASTAL DEVELOPMENT PERMIT, AND VESTING TENTATIVE TRACT MAP NO. 74207, FOR APPROXIMATELY 36 ACRES OF DEVELOPMENT IN THE REDONDO BEACH HARBOR/PIER AREA, AND CONSIDERATION OF THE RECREATION AND PARK COMMISSION'S RECOMMENDATIONS RELATED TO SEASIDE LAGOON.

It is recommended that the Harbor Commission take the following actions:

1. Reconvene the public hearing;
2. Receive and file the administrative report that provides additional information on questions raised during testimony, revised draft recommended land use entitlement conditions, and the final project materials;
3. Accept any additional public testimony;
4. Close the public hearing; and
5. Adopt the following updated resolutions for the Staff Recommended Alternative by title only, waiving further reading:

A. A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, CERTIFYING FINAL ENVIRONMENTAL IMPACT REPORT (SCH# 2014061071), ADOPTING THE FACTS AND FINDINGS, APPROVING THE WATER SUPPLY ASSESSMENT, STATEMENT OF OVERRIDING CONSIDERATIONS AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE WATERFRONT ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL (CC) ZONES AND P-PRO ZONE AT THE REDONDO BEACH WATERFRONT

B. A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, SELECTING THE STAFF RECOMMENDED ALTERNATIVE DESCRIBED IN THE FINAL EIR AND GRANTING THE REQUESTS FOR A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW INCLUDING SIGN REVIEW AND LANDSCAPE/IRRIGATION PLANS, COASTAL DEVELOPMENT PERMIT, AND A VESTING TENTATIVE TRACT MAP NO. 74207 TO ALLOW THE CONSTRUCTION OF A COASTAL COMMERICAL PROJECT TOTALING 523,939 SQUARE FEET OF DEVELOPMENT, ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL ZONE (CC-1, CC-2, AND CC-3) AND THE PARKS, RECREATION, AND OPEN SPACE ZONE (P-PRO) LOCATED BETWEEN PORTOFINO WAY AND TORRANCE CIRCLE.

CASE NUMBERS: 2016-06-HC-001
2016-06-CDP-004

APPLICANT: REDONDO BEACH WATERFRONT LLC
AFFILIATE OF CENTERCAL PROPERTIES LLC)

X. MEMBERS ITEMS AND REFERRALS TO STAFF

XI. ADJOURNMENT

The next meeting of the Harbor Commission of the City of Redondo Beach will be a "Regular Meeting" to be held September 12, 2016, in the Redondo Beach Council Chambers, 415 Diamond Street, Redondo Beach, California.

It is the intention of the City of Redondo Beach to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting you will need special assistance beyond what is normally provided, the City will attempt to accommodate you in every reasonable manner. Please contact the City Clerk's Office at (310) 318-0656 at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible. Please advise us at that time if you will need accommodations to attend or participate in meetings on a regular basis.

An Agenda Packet is available at www.redondo.org under the City Clerk. Agenda packets are available at the Redondo Beach Main Library during Library Hours, at the Reference Desk and during City Hall hours in the Office of the City Clerk. Any writings or documents provided to a majority of the Harbor Commission regarding any item on this agenda will be made available for public inspection at the City Clerk's Counter at City Hall located at 415 Diamond Street, Door C, Redondo Beach, CA during normal business hours.

PROOF OF POSTING

I, Holly Short, hereby declare, under penalty of perjury, that I am over the age of 18 years and am employed by the City of Redondo Beach, Harbor Department, and that the following document was posted by me at the following location(s) on the date the time noted below:

Agenda – Redondo Beach Harbor Commission

Meeting of August 8, 2016

Posted on: August 4, 2016 at 2:00 pm

Posted at: DOOR "A" BULLETIN BOARD

and CITY CLERK'S OFFICE

Signature

August 4, 2016
Date

S:\Harbor\Word\Agendas\Harbor Commission

Minutes
Special Meeting Harbor Commission
July 18, 2016

CALL TO ORDER

A Special Meeting of the Harbor Commission was called to order by Chair Bloss at 6:30 p.m. in the City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California.

ROLL CALL

Commissioners Present:	Callahan, D. Jackson, M. Jackson, Keidser, Shaer, Vice-Chair Dalton, Chair Bloss
Commissioners Absent:	None
Officials Present:	Aaron Jones, Community Development Director Laurie Koike, Waterfront/Economic Development Manager Cheryl Park, Assistant City Attorney Tyson Sohagi, The Sohagi Law Group Stephen Proud, Waterfront/Economic Development Director Mike Witzansky, Assistant City Manager Diane Cleary, Minutes Secretary

SALUTE TO THE FLAG

At the request of Chair Bloss, Commissioner Dalton led the members in a Salute to the Flag.

APPROVAL OF THE ORDER OF AGENDA

Motion by Commissioner Callahan, seconded by Commissioner Keidser, to consider Items Continued from Previous Agendas (Item 7) prior to Items for Discussion Prior to Action (Item 6). Motion carried unanimously.

BLUE FOLDER ITEMS

The Commission received and filed additional backup material for Item 7.

CONSENT CALENDAR

4. **APPROVAL OF AFFIDAVIT OF POSTING FOR THE HARBOR COMMISSION MEETING OF JULY 18, 2016**

5. **APPROVAL OF THE FOLLOWING MINUTES: JUNE 13, 2016 AND JUNE 27, 2016**

Chair Bloss opened the Public Comments.

There being no speakers, Chair Bloss closed the Public Comment.

Motion by Commissioner Keidser, seconded by Commissioner Callahan, to approve Consent Calendar Items 4 and 5. Motion carried unanimously.

EXCLUDED CONSENT CALENDAR – NONE

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Chair Bloss opened the Public Comments.

There being no speakers, Chair Bloss closed the Public Comment.

EX PARTE COMMUNICATIONS

Commissioner Dalton disclosed discussion with boat owners.

Commissioner Shaer disclosed communications from Mark Hanson, discussions with Chair Bloss, a communication from Mayor Aspel, and discussions with Commissioner Jackson and staff.

Commissioner Callahan disclosed discussions with Commissioner Keidser, Mark Hanson and several members of the public.

Commissioner M. Jackson disclosed discussions with Chair Bloss.

Chair Bloss disclosed discussions with M. Jackson.

Commissioner Keidser disclosed discussions with Commissioner Callahan, Mark Hanson and several boaters and members of the public.

PUBLIC HEARINGS

ITEMS CONTINUED FROM PREVIOUS AGENDAS

6. **WATERFRONT PROJECT – CONSIDERATION OF APPROVAL/CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT AND WATER SUPPLY ASSESSMENT (SCH#2014061071/FILE NO. 2014-04-EIR-001), FACTS AND FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION MONITORING AND REPORTING PROGRAM; CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW (INCLUDING SIGN REVIEW AND LANDSCAPE/IRRIGATION PLANS), COASTAL DEVELOPMENT PERMIT, AND VESTING TENTATIVE TRACT MAP NO. 74207, FOR APPROXIMATELY 36 ACRES OF DEVELOPMENT IN THE REDONDO BEACH HARBOR/PIER AREA, AND CONSIDERATION OF THE RECREATION AND PARK COMMISSION'S RECOMMENDATIONS RELATED TO SEASIDE LAGOON.**

It is recommended that the Harbor Commission take the following actions:

1. **Reconvene the public hearing;**
2. **Receive and File the administrative report that provides additional information on questions raised during testimony, revised draft recommended land use entitlement conditions, and the Final EIR and supporting materials;**
3. **Accept any additional public testimony;**
4. **Close the public hearing; and**
5. **Adopt the following resolutions for the Staff Recommended Alternative by title only, waiving further reading:**

A. **A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, CERTIFYING FINAL ENVIRONMENTAL IMPACT REPORT (SCH#2014061071), ADOPTING THE FACTS AND FINDINGS, APPROVING THE WATER SUPPLY ASSESSMENT, STATEMENT OF OVERRIDING CONSIDERATIONS AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE WATERFRONT ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL (CC) ZONES AND P-PRO ZONE AT THE REDONDO BEACH WATERFRONT.**

B. **A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, SELECTING THE STAFF RECOMMENDED ALTERNATIVE DESCRIBED IN THE FINAL EIR AND GRANTING THE REQUESTS FOR A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW INCLUDING SIGN REVIEW AND LANDSCAPE/IRRIGATION PLANS, COASTAL DEVELOPMENT PERMIT, AND A VESTING TENTATIVE TRACT MAP NO. 74207 TO ALLOW THE CONSTRUCTION OF A COASTAL COMMERCIAL PROJECT TOTALING 523,939 SQUARE FEET OF DEVELOPMENT, ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL ZONE (CC-1, CC-2, AND CC-3) AND THE PARKS, RECREATION, AND OPEN SPACE ZONE (P-PRO) LOCATED BETWEEN PORTOFINO WAY AND TORRANCE CIRCLE.**

CASE NUMBERS: **2016-06-HC-001**
2016-06-CDP-003

APPLICANT: **REDONDO BEACH WATERFRONT LLC**
[AFFILIATE OF CENTERCAL PROPERTIES LLC]

Motion by Commissioner D. Jackson, seconded by Commissioner Dalton, to reconvene the public hearing at 6:36 p.m. Motion carried unanimously.

Waterfront and Economic Development Director Stephen Proud and Community Development Director Aaron Jones provided an overview, report and staff recommendation.

Katie Owsten, CDM Smith, gave a report and discussed the following:

- Introduction
- June 27th Public Hearing Summary
- Summary of Issues Raised
    - Key topics
        - Public View Protection and Measure G
        - Public Access and Recreation Opportunities
        - Tidelands Grant
        - Pacific Avenue Harbor Drive Extension
        - Storm Water
            - Architectural Design
            - Public Boat Launch Ramp
            - Issues and Improvements

Community Development Director Aaron Jones reviewed the following regarding the architecture and design:

- Designing the New Waterfront
- Design should remain timeless
- Draw inference from the past
- Create a sense of place that is warm and inviting
- Inspire a sense of wonder
- Incorporate a variety of architectural styles
- Enhance beachfront experience
- Create a new "Great American Street"
- Architectural Inspiration – overall site
- Variety of compatible materials and designs – achieve look of natural main street
- Avoid monotonous design
- Project needs to be acceptable today and in the future
- Design will grow over time
- Highest quality and design level

Waterfront and Economic Development Director Stephen Proud reviewed the following:

- Public Launch Ramp Parking
    - Marina Del Rey Boat Ramp Facility
        - Public comment claimed average usage rate higher than presented in Administrative report
        - Information in Admin. Report is correct – average usage is 16 launches/day based upon "Global Pay Station Entries"
    - Cabrillo Boat Ramp Facility
        - Public comment claimed staff misrepresented parking data to show lower use rates
        - Information in Administrative Report is correct – 2015 parking data shows average rate of 19 launches/day
        - Administrative Report further explains that boat facilities are subject to peaks throughout the year
- Design for launch ramp facility
    - Expanded boat trailer parking by 9 spaces
    - Added accessible parking space
    - Accommodate different size parking stalls
    - Added additional single car parking – 45 vehicle parking spaces
    - Outrigger component relocated on southern portion closer to harbor patrol building
    - Relocation of hoist
    - Changes still within the environmental analysis

Katie Owsten, CDM Smith, spoke on the Waterfront Final EIR and supporting materials as follows:

- The Waterfront Final EIR available on July 7, 2016
- City exceeded the requirements for state law, which require that response to public agencies be mailed 10 days before certification
- Final EIR includes:
    - Assessment of project modifications
    - Public comments and responses to public comment
- Clarification – Coastal Zoning Consistency Square Footage
    - Project square footage that counts towards the 400,000 square foot development cap within the Coastal Commercial Zones and remaining balance

        - Draft EIR – Proposed Project – 290,113 sf (remaining balance of 72,876 sf) – incorrectly included sf in Seaside Lagoon (P-PRO zone)
        - Final EIR – Proposed Project – 275,788 sf (remaining balance of 87,201 sf) – proposed project without sf in Seaside Lagoon (P-PRO zone)
        - Final EIR – Staff Recommended Alternative – 285,855 sf (remaining balance of 77,134 sf) – Joe's Crab Shack not demolished and one building moved from Seaside Lagoon to CC zone.
    - Rejection of Mole B Boat Launch Ramp alternative option included in Final EIR
        - Different from staff recommended alternative
            - Designed on land controlled by the City (not under lease)
            - Would have greater impacts on emergency services and greater line-of-sign constraints
- Final EIR and Supporting Materials
- Conditions
    - Revisions such as:
        - Use of marine-grade materials, when feasible
        - More clarity in allowable delivery hours
        - Use and operations at Seaside Lagoon
        - Harbor Commission requested revision of most final plans
            - Staff unable to recommend all requests for detailed plan review
            - Language recommended to bring final designs and plans to Commission in the event of disagreement between the applicant and staff
- Harbor Commission Review of Final Plans
    - Retain administrative review and approval language with requirement for Harbor Commission review in the event of a disagreement
- Conditions – Hours of Operation
- Resolutions
- Staff Recommendation

Motion by Commissioner D. Jackson, seconded by Commissioner Keidser, to receive and file the administrative report. Motion carried unanimously.

Chair Bloss opened the Public Comments.

Laura Zahn, District 4, expressed concern with targeting or marketing away from a certain group, reducing the size or removing the Seaside Lagoon, exclusivity, impeding public access, adding a new mile of shoreline, trading off public land, mismanagement, and stated tonight's decision will last four lifetimes.

Motion by Commissioner Callahan, seconded by Commissioner M. Jackson, to receive and file material presented by Ms. Zahn. Motion carried unanimously.

Andrew Averick supported the project and accommodating the changes.

Don Szerlip, District 4, supported the project and believed the EIR is an extensive document addressing all legalities and should move forward. He also supported a high end theatre which would be a unique opportunity for the area, improvements in connectivity, walkways and facilities that would outlast all of our lives.

Lauren Cotner, Torrance, supported the pier which needs upgrading and supported the CenterCal project moving forward. She also did not see access being limited and supported this being a destination for the City.

Brian Mitchell, Lanakila Outrigger Canoe Club, stated Mole B will not support the boat ramp launch facility and their club could not function with the amount of space and parking being proposed. He recommended rejecting the boat launch part of the proposal and staff recommendation.

Moses Ramler, Lanakila Outrigger Canoe Club, stated coexisting with the boat launch and the park would be difficult due to the small space. He said the new design has significant overlay and their club could not function with reduced space. He also said a significant amount of traffic and congestion will take place with difficulty turning out of the parking lot.

Al Ching, 839 ½ N. Lucia Avenue, Redondo Beach, did not agree with Mole B being a receptor of a public boat launch which will impact the Lanakila Outrigger Canoe Club which is the biggest water club supporter of children in the City. He reviewed their membership and said they have existed for 46 years of public service. He also believed the boat launch will impede traffic.

Dan Elder, Recreation and Parks Commission, stated the waterfront needs help and repairs and supported the project moving forward. He also referred to the referendum being circulated and did not believe the City could pay for any of the options. He said it is time to come together and move forward and find a good compromise which this project will provide.

Diana Mann, Seascape, spoke on Czuleger Park and Measure G and believed that certain limitations are being violated. She presented pictures of Czuleger Park at various angles and believed the proposed market hall will violate Measure G. She urged the Commission to think carefully before approving something that is directly violating Measure G.

Thomas Martin, District 4, stated he supports the waterfront project and said something needs to be done to revitalize the harbor. He supported both sides coming together and see something that everyone can be happy with which is for the entire community.

Joy Corradetti, Mystical Joy, supported the City and noted the infrastructure needs to be revitalized. She supported the project moving forward which will provide year round use. She also said the other businesses support the revitalization and stated the project will help bring in people to the area. She said the competition has grown and did not support deterring CenterCal. She supported opening the community with other people and said it is time to move it forward.

Marna Smeltzer, President and CEO Chamber of Commerce, stated the Chamber is very supportive of the project, the EIR producing positive conclusions, benefits to the waterfront infrastructure, and noted the project is the only way to fund the upgrades without raising taxes. She also said the project will produce revenue, jobs and financial viability. The Chamber also supports the changes to the plan, and asked that the project move forward.

Walter Campbell, District 2, believed it is late to keep tweaking the plan and supported the project moving forward to address the upgrading of the area.

Alexandra Weyman, Local 11 Hotel and Restaurant Employees Union, opposed the project and supported the efforts of Recue the Waterfront. She reviewed her concerns and believed there is insufficient time for the Commission to review the document and make an informed decision. She also expressed concern with the changes made to the Seaside Lagoon and becoming privatized. She supported denying the project which violates the California Coastal Act.

Michael Casillas supported the Seaside Lagoon but expressed concern with making it more exclusive.

Wilfredo Verduzco stated he has been a member of the union for eight years and received fair wages and good benefits and respect in his workplace. He stated if the project does not follow this respect and dignity, he would not support it.

David Warner, District 1, supported the Waterfront Project which is needed and will help the City bring in revenue.

Nancy Campbell, District 4, Redondo Beach since 1986, stated she hasn't been able to shop local and urged that the project be passed to revitalize the City. She said the harbor area is aging and it needs to be revitalized, noting she has to shop in other cities. She said this project is a turning point and also noted that people are moving out of the for other opportunities.

Ellen Gedert, Redondo Beach, supported the Waterfront and stated revitalization is needed to keep people here to shop and for entertainment.

Ray Gedert, Redondo Beach, supported the project and using it as a nice dining and eating experience rather than going to another City.

Paul Moses, District 2, supported the Waterfront project and stated he has never seen the harbor improve since he has lived here. He said a high end experience will succeed in the Harbor and the project will provide more choices. He said the project will give people a place to walk and have access. He also said it's time to change the area and a new experience is needed with a harbor everyone can enjoy.

Fred Fosen stated the pier parking structure needs updating but did not support a bridge, theatre or a mall. He also supported upgrading the Seaside Lagoon and the AES site for residential use.

Chair Bloss read the speaker card for Larry Halvorsen who indicated he supported the project.

Phillip Friedman, Phillip Friedman Outdoors, supported the boat launch ramp which will provide an opportunity to enjoy the environment. He said sport fishing has deteriorated and this proposal will provide a better experience. He also stated the fishermen are out in the area very early and did not believe congestion will be a problem.

Chair Bloss read the speaker card for Jana West who provided no comment.

Pat Aust, 68 years in Redondo Beach, 46-year employee of Redondo Beach, provided his working history and said the City has depended on the waterfront. He stated the revitalization is needed and the revenue it will provide and the harbor needs to pay for itself. He also said there is no perfect place for a boat ramp and one is needed per requirements of the state. He further believed that the parking spaces will accommodate the majority of use with the boat ramp.

Jackie Balastira supported the project which will affect the entire South Bay. She noted many people will benefit from the new waterfront and stated there are plans to revitalize the San Pedro waterfront. She did not support another antidevelopment group and supported looking at the bigger picture of serving Redondo Beach.

Sharon Imel, Torrance, noted some design flaws and hoped they will be addressed, and expressed concern with theatres and buildings not succeeding. She supported the Lanakila Club and expressed concern with the impact from boats at the proposed launch. She suggested the relocation of the boat launch such as by the Seaside Lagoon.

Joann Turk, Polly's On the Pier, spoke on the boat launch ramp location and stated there is no perfect site. She supported the ramp, hoist and hand launch at Mole B which is a better solution than Mole C, noting the City would not have to buy out of existing leaseholds and will not negatively impact the Portofino wedding business. She said the City needs to accommodate the Coastal Commission's requirements and believed there is a place for Lanakila. She supported the project moving forward.

Chair Bloss read the speaker card for Michael Scherer who provided no comment.

Carl Elleit, 2nd Street in Hermosa Beach, Lanakila, reviewed their membership and stated they serve the community. He said the concessions are shrinking and he recommended the decision on Mole B and suggested this be approved separately.

Duane Rohabaugh, General Manager Portofino, supported CenterCal and staff recommendations. He also pointed out that a boat ramp in Mole C would be detrimental to their business and guests.

Sheila Lamb, District 4, did not support the proposal and the façade designed to catch high end consumers. She supported making real connections to the surrounding community and expressed concern with the proposal not succeeding. She did not support an upscaled shopping mall and suggested refocusing development among waterfront uses which is where community and connection will thrive and grow.

Dennis Groat supported the proposed boat ramp which will be much more viable. He reviewed the data from the Cabrillo report and stated it is essential to provide viable and accessible overflow parking. He also believed the boat ramp should be available 24/7 and to ensure that one of the current hoists remain operational until the new one is completed and operational.

Tony Hart spoke on the Outrigger Canoe Club and the size of the trailer that has to swing in order to clear. He did not support the boat ramp in Mole B, and expressed concern with traffic coming across the front of Mole B. He also said their program facilitates a family environment.

Judith Opdahl, Hollywood Riviera, stated she works at the Pier Plaza Offices which need help with revitalization. She supported the proposal and Fred Brunning and believed CenterCal is a first-class operation, trying to please the community.

Paula Moore, Cancer Support Community, encouraged the Commission to approve the project and stated she supports CenterCal.

David Diemor, Redondo Beach, supported the waterfront initiative, spoke on the economic benefits, stated there is no perfect solution, questioned when will the harbor be revitalized if not now, and supported making a compromise and the enthusiasm of the project. He encouraged the Harbor Commission to adopt the staff recommended alternative.

Chair Bloss read the speaker card for Beth Mineau who supported the project.

Arnette Travis, Redondo Beach, supported the project in its entirety which is beautiful, exciting and is what the City needs to restore it to a world class destination place. She urged approval of the staff recommendation alternative.

Ian Bardin, King Harbor Yacht Club, Recreation and Parks Commission, questioned moving the boat ramp from Mole C to Mole B, and believed that Mole C would be a better location and more environmentally superior.

John Mann, Redondo Beach, spoke on the market hall which would violate a specific development standard in Measure G, creating a wall like impact on views from Czuleger Park.

John Gran, District 4, Budget and Finance Commission, believed the waterfront has not been a priority. He said the process is vetting out Measure G compliance and encouraged the Commission to continue moving forward with the project. He reviewed the costs of the parking structure by the City if the project doesn't go through and reviewed the bond measure costs. He stated the project is needed which is viable and meets the requirements that people want. He also supported a place for the outrigger club.

Chair Bloss read the speaker card for Brandon Villalobos who supported the waterfront.

Chair Bloss read the speaker card for Alice Murphy who supported the waterfront.

Chair Bloss read the speaker card for Richard Wirsing who supported the waterfront.

Chair Bloss read the speaker card for Penny Wilson who supported the waterfront.

Chair Bloss read the speaker card for John Hicks who expressed concern about time to review the EIR, and not enough feedback on traffic and not enough greenspace.

Chair Bloss read the speaker card for Barbara Shigekim who opposed the project.

Steve Colin, Redondo Beach resident for 59 years, District 3, reviewed his involvement in the City, and stated he hasn't heard a discussion of liability the City incurred with the storms in 1988. He also questioned if the marinas were constructed in conformance with the plans and stated disclosure should be considered.

Chair Bloss read the speaker card for Gretchen Lloyd who opposed the project.

Barbara Epstein, Redondo Beach, expressed concern with gifting away the waterfront to a private company. She supported applying for parkland funds and engaging parkland conservancies. She expressed concern with amenities being blocked with buildings and stated the waterfront is needed for people to enjoy.

Chair Bloss read the speaker card for Joanne Newman who opposed the project.

Jane Garrison, Catalina Avenue, stated she is not in favor of removing the sea lion barge which is in the Conditional Use Permit under Items 4A and 4B.

Greg Diete, Redondo Beach, stated the City needs to provide some recreation for the public and projections of boat usage. He said the harbor has been in need of a boat launch ramp and suggested listening to the outrigger club regarding the location. He did not support the movie theatre but supported revitalization. He also said the City is burdened with loss of tax bases and believed that boutiques will not survive the area.

Chair Bloss read the speaker card for Dawn Esser who opposed the project.

Chair Bloss read the speaker card for Tom Wyckoff who opposed the project.

Chair Bloss read the speaker card for Lynda Wyckoff who opposed the project.

Melanie Cohen, District 2, spoke on the Southland Parkland Conservancy which is dedicated to leaving a legacy of open space. She did not support the project being rushed through the review phase and the SPC found that the EIR responses did not adequately address several items (she reviewed). She reviewed the definition of a fair hearing and supported rejecting the draft EIR and answer questions raised.

Pam Combar expressed concern with not serving the harbor properly and cutting the use of the boaters and outriggers in half. She also expressed concern with the Seaside Lagoon being opened up and the seals coming into the area. She asked that the plan be reviewed further.

Cheryl Tchir, 47-year resident Redondo Beach, District 2, opposed the CenterCal Development but not revitalizing the harbor. She said the main attraction is the ocean, ocean activities and accessibility, and expressed concern with safety concerns where the boat ramp is being proposed. She did not believe a high end theatre or boutique shopping is the right place for a waterfront and pier, and did not support the Seaside Lagoon being opened to the water. She also suggested seeing a three dimensional layout plan, and not rushing the plan.

Chair Bloss read the speaker card for Pat Dacy who supported the project.

Chair Bloss read the speaker card for Faisal Hashimi who supported the project.

Chair Bloss read the speaker card for Jeanne Penner-More who supported the project.

Chair Bloss read the speaker card for Bob More who supported the project.

Chair Bloss read the speaker card for Steve Strohm who supported the project.

Chair Bloss read the speaker card for Stefanie Dacy who supported the project.

Chair Bloss read the speaker card for Sabra Hitchcock who opposed the project.

Robert Amador, Hollywood Riviera, supported the project which enhances the enjoyment of the property and for visitors. He said the process is a great experience and emphasizes the democratic process. He asked that the Commission adopt the project.

Chair Bloss read the speaker card for Judy Gates who opposed the project.

Chair Bloss read the speaker card for Doug Christensen who supported the project.

Geoffrey Gilbert, District 2, spoke on revitalization being done right and the boat ramp planning. He said more than one lane will be needed for the boat ramp due to congestion and safety issues. He also supported Mole C for the location. He further expressed concern with odors and noise from the seals.

Mary Ewell, District 2, stated CenterCal was not adequately vetted regarding the Seaside Lagoon and the misplaced and dysfunctional boat ramp. She opposed CenterCal and expressed concern with not protecting the City.

Motion by Commissioner Callahan, seconded by Commissioner D. Jackson, to receive and file documentation presented by Ms. Ewell. Motion carried unanimously.

Chair Bloss read the speaker cards for Sam and Eloise Elder who supported Mole B.

Chair Bloss read the speaker cards for Michael and Lisa Gervais who supported the waterfront.

Chair Bloss read the speaker card for Ben Sloan who opposed the project.

Frank Angel, attorney for Building a Better Redondo, stated the Commission has no legal choice other than to require a recirculation of the EIR due to significant new information of substantial new elements of the project not within the scope of the EIR including the relocation of the boat ramp to Mole B.

Ellis Raskin, law clerk for Angel Law, Building a Better Redondo, noted the voluminous nature of the Final EIR and suggested more time is needed to read it.

Chair Bloss read the speaker card for John Van de Wouw who supported the project.

Dinah Lary stated the harbor needs to be upgraded and City Council selected CenterCal. She stated she supported the project and believed modifications can be made to improve the project as needed.

Chair Bloss read the speaker card for Joan Riley who supported extending the time on the EIR.

Chair Bloss read the speaker card for Corey Moore who supported the project.

Martin Holmes, Redondo Beach, Rescue Our Waterfront, stated the City has neglected to maintain the parking infrastructure. He opposed the project due to a risky business plan which will be bad for the community, and believed the City can do better. He expressed concern with a 99-year lease and no legally binding leases for existing businesses within the harbor. He reviewed the rents and believed they are too high proposed by CenterCal. He suggested the initiative go before voters and provide a better alternative.

Chair Bloss read the speaker card for Henry (Hank Bauer) who expressed concern with traffic and height restrictions.

Chair Bloss read the speaker card for Steve Shoemaker who supported the project.

Chair Bloss read the speaker cards for Ted and Karin Craddock who supported the project.

Chair Bloss read the speaker card for David Coe who supported the project.

Chair Bloss read the speaker card for Dylan Gregory who provided no comment.

Chair Bloss read the speaker card for Matthew Gregory who provided no comment.

Chair Bloss read the speaker card for Cindy Elias who stated the project does not accommodate the need, and compromises the harbor.

John Zelasko, Redondo Beach, supported the project, movie theatre, recreational activities and dining, and the development will allow for walkable activities. He said this will be better for many reasons and he supported the plan.

Chair Bloss read the speaker card for Gina DiPietro who expressed concern with migratory birds.

Eugene Soloman spoke on concerns with the project and being consistent with the Measure G zoning. He expressed concern with the financial projections outperforming the marketplace, insufficient parking, queuing on city streets, F-rated turning radiuses, and suggested the project should be sent back. He stated public access is for everybody which is the greatest asset for the City.

Chair Bloss read the speaker card for Noam Elroi who provided no comment.

Chair Bloss read the speaker card for Janne Galin who provided no comment.

Brian Munce, Lanakila Outrigger Club, stated he supported the project but expressed concern with safety and the location of launching the boats off the Mole B ramp due to congestion and children on the water. He suggested it be reviewed separately and supported the ramp being moved back to Mole C.

Chair Bloss read the speaker card for a concerned member of the public who attached an unsigned letter.

Chair Bloss read the speaker cards for Bik Wong and Ricardo Mendoza who supported the project.

Chair Bloss read the speaker card for Candace Nafissi who opposed the project.

Nils Nehrenheim, District 1, Rescue Our Waterfront, spoke on the boat ramp which he believed was supposed to be presented separately and stated the Mole B option has not been reviewed by the public. He stated Mole D would be a great location which would allow 60+ boat parking spots and great access to the south turning basis and queuing lane access off Harbor Boulevard. He also expressed concern with eliminating the safe swimming area of Seaside Lagoon and the decrease of the swimming area. He pointed out that marine mammal will take over a beach and questioned having an actual plan. He did not support repurposing a plan on Seaside Lagoon and also stated that ten days is not enough time to review the final EIR, noting there have been significant changes and impacts. He suggested having a full recirculation of the EIR, and said it is important to ensure over the next 99 years that the citizens have the ability to look back and see a due and just process and that harbor uses were saved.

Terese Caraway, Lanakila Canoe Club, expressed concern with safety issues and having the launch on Mole B with one lane out and one back, with cross traffic in front of the mole. She supported Mole C which is a good place for the launch, parking and is safe.

Chair Bloss read the speaker card for Pam Duloka who expressed Mole B needing more consideration.

Chair Bloss read the speaker card for Dan Defrey who opposed the boat ramp on Mole B.

Chair Bloss read the speaker card for Rene Sherafana who opposed the boat ramp on Mole B.

Chair Bloss read the speaker card for Dan Robash who opposed the boat ramp on Mole B.

Chair Bloss read the speaker card for Tanya Welsh who opposed the boat ramp on Mole B.

Chair Bloss read the speaker card for Corina Cameron who opposed the boat ramp on Mole B.

Chair Bloss read the speaker card for Sandy Rorbash who opposed the boat ramp on Mole B.

Chair Bloss read the speaker card for Teresa Sanchez who opposed the boat ramp on Mole B.

Chair Bloss read the speaker card for Blake Rorbash who opposed the boat ramp on Mole B.

Chair Bloss read the speaker card for Julian Harvey who supported the project.

Chair Bloss read the speaker card for Tashia Hinshcliff who opposed non-waterfront activity.

Chair Bloss read the speaker card for Allison Arnoff who opposed the plan.

Richard Whilden, boater, supported the boat ramp on Mole B which will be a sensible solution to solving constraints. He said the ramp can be constructed quickly and the Coastal Commission supports it.

RECESS: 9:47 P.M.

Motion by Commissioner D. Jackson, seconded by Commissioner Keidser, to recess at 9:47 p.m. Motion carried unanimously.

RECONVENE: 10:01 P.M.

ROLL CALL

Commissioners Present:	Callahan, D. Jackson, M. Jackson, Keidser, Shaer, Vice-Chair Dalton, Chair Bloss
Commissioners Absent:	None
Officials Present:	Aaron Jones, Community Development Director Laurie Koike, Waterfront/Economic Development Manager Cheryl Park, Assistant City Attorney Tyson Sohagi, The Sohagi Law Group Stephen Proud, Waterfront/Economic Development Director Mike Witzansky, Assistant City Manager Diane Cleary, Minutes Secretary

Ashley Stater, Redondo Beach, Lanakila Outrigger Canoe Club, stated she did not support the launch on Mole B.

Jim Light, District 1, stated the harbor is for affordable safe recreational access to the ocean for the residents of California and the only harbor in 25 miles of the coastline. He questioned paving over the Seaside Lagoon, allowing retail, restaurants and theatre development negatively impacting water-dependent uses that have been in place for decades, building a wall of commercial development blocking over 85% of the public views from the new bike path, and building a new bike path that forces bicyclists to cross the new road twice when just paying $4 million to solve that problem on Harbor Drive. He also said with every trade done on the project between commercial development and coastal dependent recreational uses, the recreational uses have lost. He stated the plan has no balance, and the project should be balanced or rejected. He stated ten days to review the EIR is a travesty for a project of this size and impact to the City, and he asked that the public period be extended. He said this would allow for good solid and well-supported positions from the public.

Jim Morrell supported the project and revised boat launch in Mole B which addresses the boaters' concerns. He suggested a compromise with Lanakila and stated that Mole B seems to be best common sense solution to address the Coastal Commission mandates.

Josephine Herneza, Redondo Beach, questioned turning over all responsibility for the harbor and waterfront to CenterCal for 99 years, and the waterfront being allowed to fall into disrepair. She said the citizen organizations are not opposed to revitalizing and

renewing the waterfront and harbor, but are opposed to many of CenterCal's plans for overdevelopment. She suggested having a cohesive City plan for the waterfront that also includes the AES property, and due diligence.

Mary Anne Guthrie, Marina Cove Limited, King Harbor, believed that a conceptual Mole B plan has been reached, carefully balancing all of the activities that take place on Mole B including parking and boat launching. She believed that continued discussions with the clubs will provide an adequate solution for their needs. She said the Mole B plan is a safe location, has two queuing docks in calm waters, and is not the site for training boats for the King Harbor Youth Foundation, the Sea Scout training or the outrigger canoe clubs. She said the plan will also advance improvements on Moonstone Park. She also said the current parking plan now allocates 32 parking spaces, noted support from boaters, fisherman, and the Fire Department and Harbor Patrol, and the Marina redesign will not displace any tenants. She also submitted a document on a vacancy report.

Motion by Commissioner D. Jackson, seconded by Commissioner Keidser, to receive and file a document presented by Ms. Guthrie. Motion carried unanimously.

Mark Hanson spoke on boat ramp considerations in Mole B launching into Basin 1 versus Mole C launching into the south turning basis and presented a document.

Motion by Commissioner D. Jackson, seconded by Commissioner Keidser, to receive and file a submission from Mark Hanson. Motion carried unanimously.

Sean Guthrie, Marina Cove Limited, expressed concern with safety issues and launching off the rocks. He also pointed out that revitalization has been discussed for over 15 years spending millions of dollars and hours and still not coming to a compromise.

Lezlie Campeggi expressed concern with not listening to the public input, noting there are many people who don't like the project based on its current size, complexity and scope. She suggested that the EIR be delayed, looking at facts and coming up with solutions.

Jonathan Nook spoke on the contingencies, and expressed concern with opening the water to the Seaside Lagoon and not keeping the water clean. He suggested having a pool instead and having a contingency for a movie theatre.

In response to Chair Bloss, Waterfront and Economic Development Director Proud stated the intent is to process the CenterCal project as one project and the boat ramp as a separate project.

Mr. Sohagi stated currently the entitlement resolution has the Commission selecting the staff recommended alternative and Mole B.

Commissioner Keidser believed that more time is needed for the Commission to adequately review the Final EIR.

Commissioner Dalton suggested the EIR conditions could be modified to make them related to the boat ramp.

Commissioner Callahan agreed that 10 days is not enough time to consume the Final EIR and stated she is not comfortable with what she has read.

In response to Commissioner M. Jackson, Assistant City Manager Witzansky stated if a consensus is not reached tonight, staff would recommend continuing the hearing to August 8, 2016 to take up the matter at that time.

Commissioner Callahan stated she would be more comfortable continuing this matter to the August 8, 2016 Harbor Commission meeting.

Commissioner Shaer suggested deliberating and understanding the issues before making a motion tonight. Commissioner Keidser agreed.

In response to Chair Bloss, Community Development Director Jones explained that 80% of the building south of Seaside Lagoon are one story and the buildings that are south and throughout the project are at or well below building height. He said the portion of the second story of the public market hall is only 9,000 square feet. He further said the project meets all of the specific requirements regarding clustering/alignment of buildings. He said the project being 30% less in two-story is a big view benefit to the community and the buildings are below allowable height. He also said the small second story portion of the market hall is towards the center of the building being consistent with the requirements of Measure G and the section cited by Mr. Mann in his report. He further said this information is outlined on page 7 of the staff report.

In response to Chair Bloss, Community Development Director Jones explained that the Seaside Lagoon square footage would not change but the uses within it would change to include concession buildings, and parking for loading and unloading for users for a new public open unfenced beach.

In response to Chair Bloss, Mr. Sohagi noted that the initiative being circulated is a set of regulations and is not itself an actual proposed development. He also said if a project were proposed within its boundaries, it would look similar to the reduced density alternative analyzed in the draft EIR.

Commissioner M. Jackson stated the proposed Seaside Lagoon will be an improvement over water quality, since an NPDES permit will no longer be needed due to no discharging. He also said in terms of establishing best management practices, water will be captured and making discharges less toxic than they are today.

Assistant City Manager Witzansky explained that the current permit at the Seaside Lagoon is a five-year permit and is specific to the operation that exists today and the proposed model would not operate under this permit any longer. He said all storm water discharged into the ocean is subject to the MS4 Permit which is Citywide, and every current catch basin that directly discharges into the harbor can no longer take place, noting the water flow has to be captured with treatment and then allowed for its discharge, which will take place with the new project. He said the water quality in the harbor will be improved as a result of the project.

In response to Commissioner Callahan, Community Development Director Jones explained that the building height is limited to the maximum height of the zone with the limited exception for equipment and architectural features, and the project complies with the allowable building heights.

Commissioner Dalton referred to COA REC-1 and suggested adding to Condition 1 that the boat hoist not be interrupted until the new boat hoist is operational. He also proposed modifying all the traffic mitigations to make sure that the completion is required prior to Certificate of Occupancy.

Ms. Owsten explained that the completion of the traffic mitigations prior to Certificate of Occupancy is included in the Mitigation Monitoring Program.

Commissioner Dalton suggested retaining 30 boat and trailer spaces in the current CenterCal footprint for satellite parking to support the outrigger club and/or boat ramp.

In response to Commissioner M. Jackson, Community Development Director Jones explained that a shade shadow analysis is included showing the hours of the day where shading would occur. He explained that Crowne Plaza at 60 feet in height casts a shadow over the site most of the morning but a 45-foot parking structure would not be as nearly dramatic. He said there will not be a significant shading effect, and the location of the new 60-foot wide view corridor specifically aligns with the southern wing of rooms at the Crowne Plaza Hotel. He explained that the revised plan provides views for all of the rooms from the Crowne Plaza Hotel direct to the Lagoon which is intentional.

Waterfront and Economic Development Director Proud stated that the Redondo Beach Hotel has made comments at a public workshop which is in the transcript.

In response to Commissioner Shaer, Community Development Director Jones explained that there have been no specific changes proposed by the applicant at this stage, and the final design of the parking structure is of critical importance and staff has added several conditions. He also suggested adding a brick element on the south end of the parking structure. He said the enhancement of the lower levels and the final design will be subject to administrative review.

In response to Commissioner D. Jackson, Community Development Director Jones referred to MM CUL-1 and stated the evaluation included an investigation of the full extended Monstad Pier and the remaining portion must be replaced, and it wouldn't be appropriate to landmark it at this point.

Community Development Director Jones also referred to MM TRA-4 and stated not all trees will be removed but suggested a tree replacement requirement could be included. He referred to Condition #6 and stated the project materials are included in the book. He also referred to Condition #3 on Page 8 and explained that any new projections or excessive use of allowances for the architectural features would have to come back to the Commission.

Commissioner D. Jackson also referred to Condition #46 and questioned having a trolly in such a small area. Community Development Director Jones suggested having alternative methods of transportation if needed.

In response to Commissioner D. Jackson, Community Development Director Jones said the condition regarding offsite parking has been removed since it lacks specificity and any use of offsite parking should come back to the Commission for that specific location. He also said that the operational requirements should be looked at by the Commission.

Commissioner D. Jackson suggested putting the condition back in regarding the offsite parking and also adding a condition on maintenance regarding the parking structures, bridge and any type of infrastructure.

In response to Commissioner D. Jackson, Waterfront and Economic Development Director Proud stated within the evaluation of the project, consideration was given to phasing, and there should be some level of phasing which is dependent upon on how the project progresses over time.

In response to Commissioner Keidser, Assistant City Manager Witzansky reviewed the parking on Mole B and said the current site has little description regarding vehicle spaces. He said the plan will create 45 regular vehicle spaces that will be used for Moonstone Park and the outriggers, and it should enhance their parking experience and allow a more secure space going into the future. He said the intention is to create a shared program, working with Marina Cove as needed. He also said the plan includes 32 dedicated trailer spaces that should be sufficient for regular operations as it relates to the occasional special event or weekend activity. He also said it is not anticipated to have the traffic as Cabrillo, given the City's location and pulling from the same group of boaters.

Waterfront and Economic Development Director Proud stated the benefits of Mole B include a controlled access point to get out to the mole and when full, no one else would be allowed to enter. He also said if full on a regular basis, some of their operational plan may need to be implemented. He further said statistics support the number of proposed parking spaces proposed and the boat ramp facility can be run in a way to prevent overflowing.

Assistant City Manager Witzansky pointed out that after ten years after building the facility, the leasehold on Mole C will expire and can be reevaluated.

In response to Commissioner Keidser, Mr. Sohagi clarified that the Commission is not legally required to adopt the environmentally feasible alternative, but only the ability to implement the project in a reasonable period of time and the ability to maintain site access which is a factor for the staff recommendation for Mole B.

In response to Commissioner Keidser, Assistant City Manager Witzansky referred to the traffic mitigation or line of sight mitigation from the water side in Mole B and stated there are currently large vessels now and the installation of the boat launch in exchange will allow for better sight lines.

Mr. John Moore explained the launch rate should be considered which will be anywhere from 5 to 15 minutes per launch, and he did not believe the amount of traffic will create a significant conflict. He also said when coming out of the ramp, there is a line of sight at least 100 yards up the fairway and also the other way, and the boater should have a good visual field. He further said ocean boaters are informed and should know how it operates.

Community Development Director Jones stated the sight line analysis is included on page 1-83 of the EIR which states over a 300-foot line of sight.

Commissioner Keidser expressed concern with the ability to see low profile boaters when coming off the dock and noted 300 feet is not very much for a sail boat that is going very slow.

Mr. Moore explained that boaters go out early in the morning and a lot of activity should be gone before the SUP's and outriggers are in the area.

In response to Commissioner Callahan, Community Development Director Jones stated the plan would have Main Street parking for buses, and the buses at the Lagoon would have to go offsite.

Commissioner Callahan expressed concern about the theatre use, and questioned the traffic proposed, noting the beach is a draw and is not being considered. She also questioned using December as the peak month.

Michael Kennedy, Fehr and Peers, explained that the weekend analysis was included as additional information in the final EIR. He said trip generation rates are for a given time period or the peak for an individual use. He said during the week, traffic conditions are worse during the commute hours, and the weekday analysis for all of the different uses within the project are for that given time. On the weekend, uses peak at different times and a more realistic weekend analysis was provided, using information from parking, to help inform hour-by-hour when a use peaks, dips, etc. He said they used the ULI shared parking model, and a retail center generally peaks around the holidays. He also said July has very similar patterns, and the December factors were applied to create a more realistic weekend analysis.

In response to Commissioner Callahan, Community Development Director Jones referred to the re-striping on Herondo which is for traffic to flow smoothly. He also said the Tritan site is identified with surplus spaces to meet a numerical count for no net loss in the Coastal Zone.

Assistant City Manager Witzansky stated the project relocated parking that used to exist on Harbor Drive to Herondo in much the same way, using reverse angle parking to make up for spaces lost in Lot 13 as well as right-turn pockets along Harbor Drive.

In response to Commissioner Callahan, Assistant City Manager Witzansky referred to the right-hand turn lane onto Torrance Boulevard from PCH and explained that the project is making progress and should be completed in the next six months.

In response to Commissioner Callahan, Community Development Director Jones stated the right turn lane can make a big difference with traffic, and light signal timing/signal phasing/crosswalk timing are all part of the signal installation process.

In response to Commissioner M. Jackson, Waterfront and Economic Development Director Proud stated there is no intention to remove the refuge for the sea lions within the harbor.

Commissioner Dalton requested a copy of the latest plan for the boat ramp and information on the turning of the outrigger trailers.

In response to Commissioner Dalton, Ms. Owsten stated they did not receive a response from Boat and Waterways but they were sent a notice of the draft EIR.

In response to Commissioner Dalton, Waterfront and Economic Development Director Proud stated a grant could be pursued with Boat and Waterways.

Commissioner Dalton stated a plan for satellite parking is needed.

Commissioner D. Jackson referred to Condition #20 and requested that all reasonable steps to save the Ocean Steps should take place along with adding the other public art that might be affected. She also requested that everything be done to keep the sport fishing pier, Polly's, Tony's and Captain Kidd's in order for them to stay.

In response to Commissioner D. Jackson, Mr. Moore reviewed the height of the tall commercial boats and the draw bridge clearance.

Waterfront and Economic Development Director Proud stated that the plaza parking structure would be the closest access point for anyone parking adjacent to Basin 3.

In response to Commissioner Shaer, Mr. Sohagi explained that a vote against the location of the boat ramp would be a vote against the project or whatever motion was on the table. He said there would be a motion for a specific alternative and/or potential boat launch location from a general standpoint and a Commissioner could oppose the motion if he or she disagreed with it. He said if another alternative was considered by the Commission, then staff could be directed to review it regarding any environmental impacts.

Commissioner Shaer stated the right-turn pocket into Mole B is three cars which gets easily backed up with a fourth car, and he expressed concern with a car pulling a boat. He also said Mole C will be just as bad due to traffic already created by the circulation coming through the project itself.

In response to Commissioner Shaer, Community Development Director Jones stated that California Water Services as indicated by the study have adequate supplies to service the project.

In response to Commissioner Shaer, Community Development Director Jones stated the 77,000 square feet of unused density would remain available for future construction throughout the harbor and pier area and available to any future project coming forward.

In response to Commissioner Shaer, Community Development Director Jones stated that the staff recommendation regarding design is to be reviewed administratively for the final details and in the event it is unacceptable, it would be referred to the Harbor Commission. He also stated 10% adjustment within a project is where a change significant would be considered.

In response to Commissioner Shaer, Waterfront and Economic Development Director Proud referred to Item 4 of the Statement of Overriding Consideration which refers to annual tax revenue.

In response to Commissioner Shaer, Community Development Director Jones referred to interactive opportunities along Harbor Drive with retail/bicycling, and stated a shared parking analysis is being used with peak demand periods and the 122 stalls do get used at some point along the project's utilization.

Commissioner Shaer suggested turning the façade parking structure into an interactive experience when walking down Harbor Drive South.

In response to Commissioner Shaer, Assistant City Manager Witzansky suggested the Commission could work further on the condition regarding the design of the pedestrian bridge as part of the final approval and set some requirements associated with it. He also said if there is an approved project, there will have to be a lease associated with the construction, which will be provisions as part of the leases themselves.

In response to Commissioner Shaer, Community Development Director Jones referred to Condition #3 and stated the last City Council direction on architectural style and the waterfront was the preliminary vintage design advice which was never adopted as complete design guidelines or style. He said everything being proposed tonight is within the vintage colors and materials pallet and there are no issues with inconsistency.

Commissioner Shaer stated a design guideline for the entire area should be kept in place and any development would have to fit within this certain element, and to not keep changing it.

Commissioner Shaer referred to Condition #4 and stated the signage language is in conflict with the Harbor Commission Design and Review Mitigation #25a and should be consistent. Community Development Director Jones clarified that one condition is referring to the Harbor Commission reviewing the final sign plan and the other is approval of the final plans for construction, but staff will make sure it is consistent.

Commissioner Shaer referred to Condition #11 and stated it should be reviewed by a body.

In response to Commissioner Shaer, Community Development Director Jones referred to Condition #23w and explained that the Triton Site is a placeholder for 50 parking stalls for the Shade Hotel as well as surplus parking for the replacement purpose. He further said the Cheesecake Factory has use of the parking on a month-to-month basis.

Commissioner Shaer questioned where the employees will park for the Cheesecake Factory and suggested having a parking management plan. Community Development Director Jones also stated the Cheesecake Factory has its own on-site parking and as a courtesy, the City has been offering additional parking on surplus City owned property.

Commissioner Shaer referred to Condition #34 and questioned the hours from 5 a.m. to 2 a.m. for commercial recreation, i.e., theatre, and suggested being more specific with the hours. Assistant City Manager Witzansky explained there will be other uses completely different from the theatre and stated the uses could be broken out further.

In response to Chair Bloss, Community Development Director Jones stated staff will provide a detailed report regarding the permitted hours of operation. He also noted the operations of the harbor vary between early a.m. and said there are a number of uses in the waterfront that have no restrictions at all on hours of operation but do have entertainment permit hour restrictions.

Commissioner Keidser requested that the Marine Mammal Management Program come back to the Harbor Commission since it contains language regarding removal of the sea lion barge.

In response to Commissioner Shaer, Waterfront and Economic Development Director Proud referred to Condition #40 and believed that the applicant will be responsible for testing of quarterly water quality. Commissioner Shaer stated the default sounds like the City would be responsible and asked for further clarification.

In response to Commissioner Shaer, Waterfront and Economic Development Director Proud referred to the Concession Agreement which would not be the purview of the Harbor Commission, but the attachment would be subject to the Commission's review.

Commissioner Shaer referred to Condition #46 and asked that the employee overflow parking be addressed.

Commissioner Callahan stated she supported Condition #55.

In response to Chair Bloss, Waterfront and Economic Development Director Proud stated that valet parking is an option that could be available for use as a parking strategy within the project itself and could be utilized in various ways. Community Development Director Jones stated transportation shuttle service is also an option most likely from the hotel site.

In response to Commissioner Callahan, Waterfront and Economic Development Director Proud stated having private events in public areas at the Seaside Lagoon has occurred in many locations and should not be an issue operationally. He also said event planning will have to take place in terms of controlling crowds and access to private events such as the Lobster Festival.

Assistant City Manager Witzansky stated temporary installations of fencing for crowd control purposes or the use of wrist bands, etc., could be used for private events.

Chair Bloss suggested starting the meeting on August 8, 2016 with deliberations, and then make a motion and open it up for public comment.

In response to Commissioner Shaer, Assistant City Manager Witzansky stated a new staff report will be provided at the August 8 meeting with new conditions and changes as discussed tonight.

Commissioner Shaer requested adding Condition #57 parking structure design to come back before the Harbor Commission for review and approval, an updated elevation implementing opportunities discussed by the Commission to be brought back at the August 8 Harbor Commission meeting, Pacific Drive connection setup be wide enough for landscaping, and that the applicant come before the Harbor Commission for review of the overall architecture.

Chair Bloss requested someone oversee and communicate to the public on the project going forward.

Motion by Commissioner Keidser, seconded by Commissioner D. Jackson, to continue the Public Hearing to the August 8, 2016 Regular Harbor Commission meeting at 6:30 p.m. Motion carried unanimously.

ITEMS FOR DISCUSSION PRIOR TO ACTION

6. DIRECTOR'S REPORT
Staff recommendation: Receive and File

Motion by Commissioner Shaer, seconded by Commissioner Keidser, to continue the Director's Report. Motion carried unanimously.

MEMBERS ITEMS AND REFERRALS TO STAFF – NONE

ADJOURNMENT – 12:31 A.M.
Motion by Commissioner Callahan, seconded by Commissioner Shaer, to adjourn the meeting at 12:31 a.m. Motion carried unanimously.

The next meeting of the Harbor Commission of the City of Redondo Beach will be a regular meeting to be held August 8, 2016, in the Redondo Beach Council Chambers, 415 Diamond Street, Redondo Beach, California.

Respectfully submitted,

Stephen Proud
Waterfront and Economic Development Director

Administrative Report

Council Action Date: August 2, 2016

To: MAYOR AND CITY COUNCIL

From: STEPHEN PROUD, WATERFRONT & ECONOMIC DEVELOPMENT DIRECTOR

Subject: LEASE BETWEEN THE CITY OF REDONDO BEACH AND FOSS MARITIME COMPANY FOR THE PREMISES AT 161 N. HARBOR DRIVE

RECOMMENDATION

Adopt by title only, Resolution No. CC-1608-068 a Resolution of the City Council of the City of Redondo Beach, California, leasing certain property to Foss Maritime Company, A Washington Corporation.

EXECUTIVE SUMMARY

On May 8, 2014, the City completed its purchase of the Redondo Beach Marina leasehold, which includes restaurant, retail and office buildings, a sport fishing pier, a small marina, a large surface parking lot, and a public boat hoist. The office space at 161 N. Harbor Drive (Premises) consists of approximately 1,196 rentable square feet.

Foss Maritime Company (Tenant) has occupied the office at 161 N. Harbor Drive for approximately six years under an agreement with the previous owner, Decron. The attached lease will allow for a new five (5) year term with a landlord option to terminate the lease upon six months' written notice. Monthly rental will be $2,200, or $1.84 per square foot, with a 3% annual increase that will accrue to the City's Uplands Fund.

BACKGROUND

In May 2014, the City completed its purchase of the Redondo Beach Marina leasehold, which included the building at 161 N. Harbor Drive. Foss Maritime Company has occupied the office at 161 N. Harbor Drive for approximately six years under an agreement with the previous owner, Decron. Foss Maritime provides transportation and logistical services, including ocean towing, from local harbors throughout North America. The office building is adjacent to Dock H in Basin III, where Foss works closely with Chevron to provide around the clock loading and unloading of personnel and government staff going to and from ships berthed in the Chevron moorings in front of the El Segundo refinery. In addition to leasing the office building and Dock H from the City, Foss Maritime rents two slips in the main dock area adjacent to the International Boardwalk to berth the Lucy Foss and Caribe Alliance and two additional

slip locations. Annually, Foss pays the City over $78,000 on dock and boat slip rental fees in Basin III.

The office lease specifies a term of five (5) years, and will provide a minimum rental of $2,200 each month as revenue to the City's Harbor Uplands Fund. The rent will increase 3% annually. Under the lease, Tenant will take the Premises in an as-is condition and will be responsible for utilities and all other improvements to the space. The lease includes a Landlord option to terminate with six (6) months' written notice.

COORDINATION

The Waterfront and Economic Development Department collaborated with the City Attorney's Office on this report. The City Attorney's Office has approved the document as to form.

FISCAL IMPACT

This tenancy will generate rental revenue to the City's Harbor Uplands Fund. The proposed lease will result in monthly rental of $2,200 with a three (3) percent annual increase. Minimum rental revenue will be $26,400 for the first year and over $140,000 over the five-year term.

Submitted by: Approved for forwarding by:

Stephen Proud, Waterfront & Economic Development Director *Joe Hoefgen, City Manager*

Attachments:

- RESOLUTION NO. CC-1608-068 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, LEASING CERTAIN PROPERTY TO FOSS MARITIME COMPANY, A WASHINGTON CORPORATION
- Lease between the City of Redondo Beach and Foss Maritime Company

Administrative Report

Council Action Date: August 2, 2016

To: MAYOR AND CITY COUNCIL

From: TED SEMAAN, PUBLIC WORKS DIRECTOR

STEPHEN PROUD, WATERFRONT AND ECONOMIC DEVELOPMENT DIRECTOR

Subject: DISCUSSION AND POSSIBLE ACTION REGARDING APPROVAL OF WALKER PARKING CONSULTANTS/ENGINEERS, INC. CONTRACT FOR CONSTRUCTION DOCUMENTS FOR SPECIFIC REPAIRS TO THE PIER PARKING STRUCTURE.

RECOMMENDATION

A. Approve contract with Walker Parking Consultants/Engineers, Inc., ("Walker") for construction documents for specific repairs to the Pier Parking Structure in the amount not to exceed $153,720 for the term of August 3, 2016 – November 20, 2017, and authorize the Mayor to execute on behalf of the City.

EXECUTIVE SUMMARY

On July 21, 2015, the City Council received a summary and planning level estimates of what it would cost to repair, maintain, and/or replace various public improvements and infrastructure within the City's waterfront. The hard cost (construction only) estimates ranged from $37.5M to $108M for improvements that would need to be implemented over the next 2 to 15 years. One of the largest components of the estimate were the costs associated with the repair and/or replacement of the Pier and Plaza parking structures.

To further understand the costs associated with the maintenance and/or replacement of the parking structures, the City Council approved a contract with Walker on August 18, 2015 to update selected elements of the initial parking structure assessment completed by Walker in 2012. The updated assessment presented to the City Council on January 19, 2016 outlined the costs associated with three different scenarios – a three (3) year repair and maintenance program estimated at $508K; a 10-15 year repair and maintenance program estimated at $18.3M; and the cost for the full replacement of the Pier Parking Structure estimated at $49.6M. These costs included design, engineering, project management and construction were consistent with the range set forth in the July 21, 2015 infrastructure report to the City Council.

The proposed contract is the first step in completing some of the items associated with the 10-15 year repair and maintenance program identified by Walker in their previous assessments. The work includes a field assessment to determine the locations and to prioritize the various repairs that will be completed – followed by the preparation of construction drawings suitable for bidding and oversight of the bidding/construction process. The contract term begins on August 3, 2016 and expires on November 20, 2017. The contract may be extended for an additional year with the approval of the Mayor at the request of the City Manager. The total amount of the contract is a not-to-exceed total of $153,720.

BACKGROUND

The City of Redondo Beach owns two parking structures that provide access to the City's Pier and International Boardwalk area. The Pier Parking Structure, which is comprised of the North Pier Parking Structure and the South Pier Parking Structure, sits at the terminus of Torrance Boulevard and contains approximately 1,018 spaces. The North Structure was completed in the early 1960's and is comprised of three levels, two supported parking levels and one on-grade level with two commercial businesses on the International Boardwalk. The South Structure was built in 1973 and is also comprised of three levels, two parking levels and third level that is commonly referred to as Pier Plaza which has several multi-story wood framed structures used for commercial purposes and additional parking.

The Plaza Parking Structure, constructed in 1981, lies at the intersection of N. Harbor Drive and Pacific Avenue and contains approximately 332 parking spaces. The Plaza Structure is comprised of three levels, two parking levels and a third level that is a pedestrian only level serving as the western terminus of Czuleger Park.

On July 21, 2015, the City Council received a summary and planning level estimates of what it would cost to repair, maintain, and/or replace various public improvements and infrastructure within the City's waterfront. The hard cost (construction only) estimates ranged from $37.5M to $108M for improvements that would need to be implemented over the next 2 to 15 years. The most significant component of the cost estimate were the costs associated with the repair, maintenance and/or replacement of the Pier and Plaza Parking Structures (the "Parking Structures")

In 2012, the City commissioned Walker to conduct a Condition Appraisal of the Parking Structures to assess the general condition of the facilities, and a Structural Analysis Report for the Pier Parking Structure. The assessment found that the North Pier Parking Structure is in poor condition and has reached the end of its useful life; the South Pier Parking Structure is in fair condition but requires a substantial repair program to increase the useful life; and the Plaza Structure is generally in good condition and

requires a normal repair and maintenance program to extend the remaining life of the structure. The analysis recommended that if the City desired an additional 15 years of useful life for the pier structure, it should implement a robust annual maintenance program for each of the structures to keep them operational. Given the ongoing waterfront project considerations, only limited repairs have been made over the past three years.

In an oceanfront location, the rebar in the reinforced concrete structure are particularly susceptible to rapid deterioration because of exposure to high humidity and salt air. Portions of the Parking Structures are showing signs of wear and deterioration. Cracks and concrete spalling are evident in several locations. Rust stains are visible in many locations in the Parking Structures and are indications that there is already internal damage which may affect the strength of the concrete. Close monitoring of parking structure conditions and provision for future maintenance and repair is necessary to ensure the safe operation of the Parking Structures.

In 2013, the City completed a CIP project to make structural repairs to the top and bottom side of the concrete deck in the North Pier Parking Structure immediately south of, and over the Fun Factory. Replacement epoxy rebar was added to the deck and structural concrete and concrete glue was applied to reinforce the structure. Since that project, Public Works maintenance staff has continued to monitor the parking structures on an ongoing basis, identifying cracked and delaminated areas in danger of spalling. Those areas have been removed and repainted as necessary.

In light of the significant cost associated with the parking garage and the need to update the Walker analysis to reflect current conditions, on August 18, 2015 the City executed a contract with Walker Restoration Consultants to refresh the data in its 2012 report and provide the City with a planning level cost estimate to replace the Pier Parking Structure.

The updated analysis presented to the City Council on January 19, 2016, indicated that, overall, the parking structures have continued to deteriorate compared to the findings reported in the 2012 Walker report. An average increase of about 10 percent in the amount of deterioration repair was observed. In addition to this, the cost of performing the repairs has increased about 15 percent since 2012 due to inflation and other construction factors.

The updated assessment showed the costs associated with three different scenarios – a limited three (3) year repair and maintenance program estimated at $508K, a moderate 10-15 year repair and maintenance program estimated at $18.3M, and a full replacement of the Pier Parking Structure estimated to cost $49.6M. These costs are

fully loaded and consistent with the range set forth in the July 21, 2015 infrastructure report to the City Council.

The proposed contract with Walker is the first step in completing some of the repair and maintenance items identified in the previous assessments. The proposed scope of work includes (i) a field assessment to determine the locations and a scope of work to prioritize the various repairs that will be completed within the approved budget; (ii) the preparation of construction drawings suitable for bidding for the scope of work; and (iii) oversight of the bidding/construction process. The contract term begins on August 3, 2016 and expires on November 20, 2017. The contract may be extended for an additional year with the approval of the Mayor at the request of the City Manager. The total amount of the contract is a not-to-exceed total of $153,720.

COORDINATION

The Waterfront and Economic Development Department Coordinated the preparation of this report with the Public Works Department and the City Manager's Office. The Public Works Department collaborated with the City Attorney's Office to develop the agreement and the City Attorney's Office has approved the agreement as to form.

FISCAL IMPACT

Maintenance and repair of the parking structures were included in the 2016/2017 Capital Improvement Plan adopted by the City Council. The $153,720 to fund the contract is provided by the Harbor Enterprise Uplands Fund.

Submitted by:
Stephen Proud, Waterfront & Economic Development Director

Approved for forwarding by:
Joe Hoefgen
City Manager

Submitted by:
Ted Semaan
Public Works Director

Attachments:

- Agreement for Consulting Services Between the City of Redondo Beach and Walker Parking Consultants\Engineers, Inc.

Administrative Report

Commission Action Date: August 8, 2016

To: **MEMBERS OF THE HARBOR COMMISSION**

From: **STEPHEN PROUD**
WATERFRONT & ECONOMIC DEVELOPMENT DIRECTOR

Subject: **DIRECTOR'S REPORT**

RECOMMENDATION

Receive and file a report from the Waterfront & Economic Development Director on current and upcoming waterfront projects and activities.

EXECUTIVE SUMMARY

An oral report will be provided by the Waterfront & Economic Development Director at the Commission meeting on current and upcoming waterfront projects and activities, including but not limited to property management, leasing activity, project updates, events and other information.

COORDINATION

Department staff collaborated on the development of this report.

FISCAL IMPACT

The cost for preparing this report is included within the Waterfront & Economic Development Department's adopted FY2015-16 annual budget and is part of the department's annual work program.

Submitted by:

Stephen Proud
Waterfront and Economic Development Director

BLUE FOLDER ITEM

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HARBOR COMMISSION MEETING
REGULAR MEETING
AUGUST 8, 2016

9. WATERFRONT PROJECT - CONSIDERATION OF APPROVAL/CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT AND WATER SUPPLY ASSESSMENT (SCH# 2014061071 / FILE NO. 2014-04-EIR-001), FACTS AND FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION MONITORING AND REPORTING PROGRAM; CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW (INCLUDING SIGN REVIEW AND LANDSCAPE/IRRIGATION PLANS), COASTAL DEVELOPMENT PERMIT, AND VESTING TENTATIVE TRACT MAP NO. 74207, FOR APPROXIMATELY 36 ACRES OF DEVELOPMENT IN THE REDONDO BEACH HARBOR/PIER AREA, AND CONSIDERATION OF THE RECREATION AND PARK COMMISSION'S RECOMMENDATIONS RELATED TO SEASIDE LAGOON.

CASE NUMBERS: **2016-06-HC-001**
2016-06-CDP-004

APPLICANT: **REDONDO BEACH WATEFRONT LLC**
(AFFILIATE OF CENTERCAL PROPERTIES LLC)

ATTACHMENT: **Attachment 10 to the Staff Report:**
Revised Elevation of Northern Parking Structure

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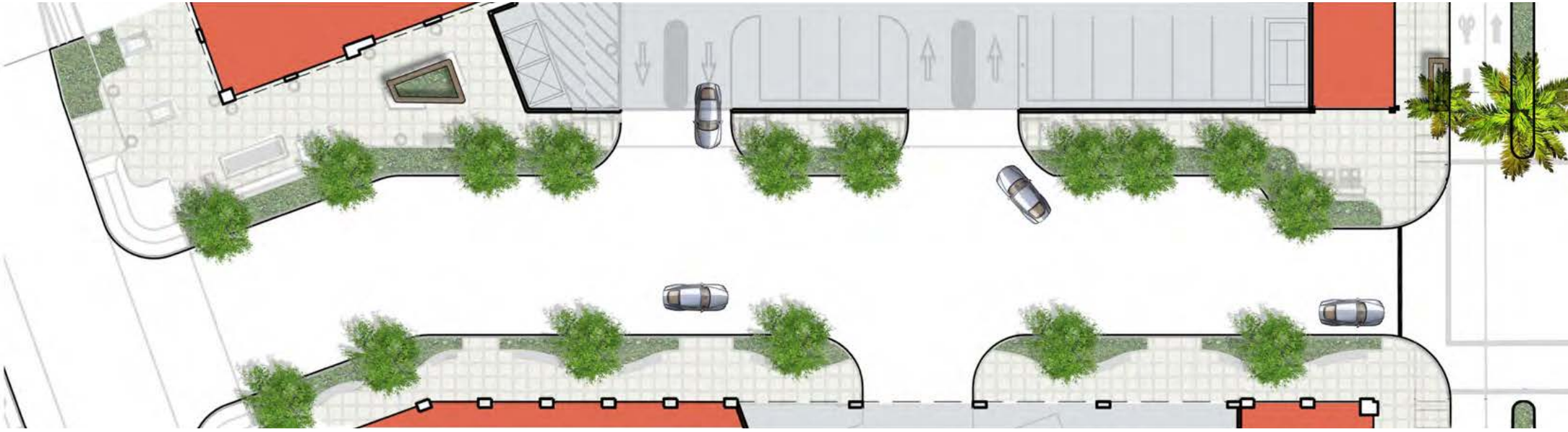
GARAGE ELEVATIONS
THE WATERFRONT REDONDO BEACH

ELEVATION D

GARAGE ELEVATIONS
THE WATERFRONT REDONDO BEACH

SOUTH ELEVATION



GARAGE ELEVATIONS
THE WATERFRONT REDONDO BEACH

BRICK ENHANCEMENT

SEATING AREA/ SCULPTURE

COMMISSIONED ARTWORK

BRICK DETAIL

BLUE FOLDER ITEM

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CASE NUMBERS: **2016-06-HC-001**
2016-06-CDP-004

APPLICANT: **REDONDO BEACH WATEFRONT LLC**
(AFFILIATE OF CENTERCAL PROPERTIES LLC)

ATTACHMENT: Bill Brand's District 2 Meeting Minutes from July 28, 2016

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Bill Brand's District 2 Meeting
July 28, 2016
Meeting Minutes

Laura Zahn

1. Crab Shack – 15 year – are we capable of ??
2. If we can raise the 7M, can we buy Joe's?

Jeff Gilbert

1. Does State have min for 2 sport ramps?
2. So we are not in alignment with the state?

Answer: No absolute but they have guidelines, 20-30 parking spaces per lane.

3. Can we move outriggers to a better place?

Answer: It's a challenge to move to another place in harbor, in 13 years Mole C may become available.

Concern – Moonstone Park – what is definition of a park? Why can't this be a playground for kids, standups.

Answer: If you contract a class with Parks and Recreation, you could use Moonstone for your uses. It has a public use. If a private club provides a public program 33%.

Ian Bardin

Question: boaters weren't informed that the Mole B option would displace Lanikila.

Answer: Mike – core reason for Mole B is site control. There's no good solution, we need site control. We will be doing site planning as we go along. C is not an option because of cost – forcing that acquisition would be difficult and costly. B would not require us to write a check. If the Coastal Commission didn't require ????

Gerry Marcel, Lanakila

Question: we were told if we helped Measure G pass, we would get a long-term lease. Now our reward is cutting back our site.

Mike – no answer.

Jim Light

1. Everything above 24" – have you done analysis for new demand?
2. Where are all the boats losing space, have you added that to the demand?
3. Is there parking analysis showing parking needs?

Answer – Mike – in current lease Lanakila has 15 spaces. What we're hearing from State is that future projection???

Stone Colson

1. Our kids use this area, there will be more accidents.
2. Is this a foregone conclusion on Mole B?

Answer: Bill – it isn't a done deal.

Gina DePietro

Look Jean Paul Wardy our migratory birds – can't take 200 ft up to a migratory bird nest

Henry Guzman

Answer: 60-80 people per day, we're doing it for 15-20 boats maybe.

Leslie

Why not Mole D?

Answer: breaks up connectivity in the harbor.

Mike – Mole D is the ref

Dennis Groat

1. Where is the balance – everything should be done to accommodate Lanikila.
2. Using averages is not adequate.
3. We need to be respectful.

Answer: There could be days when we have ????

Sam Edgerson

1. Whatever reason Mole B was not in EIR.
2. Does this mean there will be new EIR – won't you need to do an amendment to EIR?
3. We're not working with each other
4. All these issues.

Answer: the environmental impact is largely the same between moles, under law our folks have done what is required.

Sara Burns, Redondo Beach Sailing Club

1. We have 3 small boats.
2. We have no facility.
3. A key demand will be a huge draw because getting into the open ocean. We also have the Redondo upwelling.
4. If we build it in Mole B we then could move it in 13 years (Joe's Crab Shack). It will not impact CenterCal.

Dave Quinn

1. Has there been any risk assessment with transient boaters that are not experienced – we need a risk assessment vs. Mole D where there is no risk for kids.

Scott Davy

1. Boater, staff for beaches/harbors, 40-year lifeguard.
2. Highest and best use – you can't put outrigger boats inland.
3. Eliminating the slips – where are you going to move those people?

4. Safety – Marina del Rey got shut down when they tried to move their ramp – you're going to run into safety problems.
5. Harbor Patrol – will have difficult emergency access.
6. You're trading safety and best use for harbor connectivity.
7. Please address these issues before the EIR is approved.

Question: Harbor Commission – public testimony will only be heard after commission concerns addressed, will they be valid?

Zahn

Comments can be sent to Katie Owsten

Answer – they won't make a decision.

Ross McKennon

Doesn't a leaseholder have property they could rent out?

Evelyn Solomon

1. Measure G calls to preserve and enhance harbor recreational uses, why are you sacrificing ?
2. You are dissuaded.

Gretchen Lloyd

Why is CenterCal allowed to violate Measure G – if CenterCal adjusted to the harbor instead of the other way around. Boating should be the priority.

Answer – there are a lot of ways for the public to enjoy the water.

Gilbert

1. One lane is not sufficient
2. 2 lanes is.

EIR – using Mole C, how quickly do we need to put in the ramp?

Ian Bardin

1. Original plan had Mole C.
2. CEQA says you can't put a project in a less environmental place.

A – In juxtaposition ???

Josh Crayton

1. It takes as long to drive up from Irvine as it does to get into the Harbor.
2. I'm seeing congestion and gridlock coming into the area – seeing a safety issue with congestion for emergency vehicles.

Ron Long, EMT

1. Safety priority.

2. Please state for record where your priority for safety is.

Answer: We take direction from the City Council

Mark Hansen

1. Mole B master plan says current users should be prioritized.
2. Staging.
3. Blind wall – safety.
4. Parking – poor.
5. We're going similar to Marina del Rey.
6. Mole C – selected by Council.
7. Problems will be now - not in 13 years.
8. Let's buy out Joe's Crab Shack and move to Mole C

Delia Vechi

Redondo Beach – we bought because we have a sail boat. Regarding Moonstone Park – 17 parking spaces – please explain who is ??????

John La Rock – park inventory in Redondo Beach, 2.4M from Chevron for Mole B, but now there are conflicts regarding this spot. Parking will be ???

Becky Lamato

1. Conflicts with Lanakila.

   Boaters, Lanakila using parking at the same time, going to overflow.

Wayne Craig

Joe's Crab Shack

1. They don't think they're going to stay there.
2. Will help with that.

Answer??: Joes Crab Shack

1. They will not likely move from their site.

Nils Nehenheim

Initiative

1. Boater – don't use hoist here.
2. Mole C – too expensive.
3. MolE D – fully owned by the City (break in your walk).

Answer: Mole D – many concerns – there are constraints – susceptibility to storm surge, more challenges operationally.

Kim

Concerned mostly about safety, I'm worried about the kids, I feel that we're being pushed out.

Jim Light

1. The community is behind you.
2. In 2007 Mole D is the best solution.
3. This is not a proper CEQA process.
4. Every time this comes up the recreational uses are put in 2nd place.

Kurt Overmeier

1. Driving in and out is a challenge.
2. One lane not sufficient.

Question: this plan tries to balance competing interests?

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HARBOR COMMISSION MEETING
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CASE NUMBERS: **2016-06-HC-001**
2016-06-CDP-004

APPLICANT: **REDONDO BEACH WATEFRONT LLC**
(AFFILIATE OF CENTERCAL PROPERTIES LLC)

ATTACHMENT: Written comments received after distribution of agenda packet

- Public support cards
- Additional Letters on behalf of Lanakila Outrigger Canoe Club
- Kathy Hamilton - August 4, 2016
- Laura Zahn - August 4, 2016
- Gwen Leech - August 5, 2016
- Sherwin Zhou - August 7, 2016
- Brandon Villalobos - August 8, 2016
- David Bernier - August 8, 2016
- John Mann – August 8, 2016
- JoAnn Turk – August 8, 2016
- James Murrell, President of King Harbor Youth Foundation – August 8, 2016
- Diana Mann - August 5, 2016
- Jim Light - August 8, 2016 – Minutes from Mole B boat ramp discussion at Bill Brand's Community meeting on July 25th, 2016
- Jim Light – August 8, 2016 – Boating Industry Article
- Jim Light – August 8, 2016 – City Staff Report regarding regulation of pedestrian and bicycle traffic at the pier
- Jim Light – August 7, 2016 – Comments on FEIR on behalf of Building a Better Redondo
- Jim Light – August 8, 2016 – Comments on SOC on behalf of Building a Better Redondo

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Dear Harbor Commissioner

I support the Waterfront and its vision of what Redondo Beach's coastline can be!

By embracing Redondo's heritage and unique beachside culture, The Waterfront will create a destination for all generations to play, dine and simply enjoy Redondo's unique beauty. Injecting more than $300 million to improve The Waterfront's failing infrastructure, improving accessibility and revitalizing the entire waterfront area will meet an immediate need for our community, benefiting our local economy and quality of life. Our waterfront should be the center of our community as it was decades ago, and this project finally makes that possible.

As your constituent, I am asking you to please support The Waterfront and make this a reality for our community!

Thank you!

Name: Nanci Goussak

Address: 1657 1st street, Manhattan Beach

Email: ngoussak62@gmail.com Phone: (310) 714-0074

info@thewaterfrontredondo.com

The Waterfront Redondo Beach

TheWaterfrontRedondo

@H2OfrontRedondo

Dear Harbor Commissioner

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Name: Alex Maruszko

Address: 1219 S. IRENA

Email: AWM1000@VERIZON.NET Phone: 310-316-6410

info@thewaterfrontredondo.com

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Thank you!

Name: Cheryl Kahnamoui

Address: 221 Valley Drive, Hermosa Beach

Email: cherylemail@yahoo.com Phone:

info@thewaterfrontredondo.com

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Name: Karin Kactanian

Address: 1736 Speyer Ln

Email: Kkactanian@gmail Phone:

info@thewaterfrontredondo.com

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Thank you!

Name: HEIDI BUTZINE

Address: 808 N MARIA AVE, RB

Email: heidi@butzine.com Phone: 310)308-0796

I support the Waterfront as a vital economic engine to keep our community healthy, wealthy & vibrant.

info@thewaterfrontredondo.com

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TheWaterfrontRedondo

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Thank you!

Name: Ellen Jenkins

Address: 18920 Cordary Ave Torrance, Ca 90504

Email: ellenjenkins@gmail.com Phone: 310-617-7588

I work and play in RB and would love to see the waterfront modernized & beautified"!

info@thewaterfrontredondo.com

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Thank you!

Name: MARK APPLEGATE

Address: I DON'T LIVE IN RB BUT I HAVE MANY CLIENTS THAT DO & I BELIEVE THE WATERFRONT WILL BE A HUGE ASSET to THE COMMUNITY

Email: _____ Phone: 310 534-4567

info@thewaterfrontredondo.com

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Thank you!

Name: Brett Henry

Address: 737 S. Juanita Ave

Email: brethenry21@yahoo.com Phone: 310-372-7509

info@thewaterfrontredondo.com

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Thank you!

Name: Dinah Lary

Address: 504 N. Broadway, RB

Email: 2dwallary@gmail.com Phone: 310 488-3701

info@thewaterfrontredondo.com

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TheWaterfrontRedondo

@H2OfrontRedondo

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Thank you!

Let's get this project Done!!

Name: JOHN GRAN

Address: 2514 A Vanderbilt Lane, Redondo Beach 90278

Email: JOHN.GRAN@gmail.com Phone: 310-261-5929

info@thewaterfrontredondo.com

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TheWaterfrontRedondo

@H2OfrontRedondo

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By embracing Redondo's heritage and unique beachside culture, The Waterfront will create a destination for all generations to play, dine and simply enjoy Redondo's unique beauty. Injecting more than $300 million to improve The Waterfront's failing infrastructure, improving accessibility and revitalizing the entire waterfront area will meet an immediate need for our community, benefiting our local economy and quality of life. Our waterfront should be the center of our community as it was decades ago, and this project finally makes that possible.

As your constituent, I am asking you to please support The Waterfront and make this a reality for our community!

Thank you!

Name: Vera Jimenez

Address: 1711 Ford Ave R.B CA 90278

Email: vjimenez@gmail.com Phone: 310-3181347

info@thewaterfrontredondo.com

The Waterfront Redondo Beach

TheWaterfrontRedondo

@H2OfrontRedondo

Dear Harbor Commissioner

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Thank you!

Name: Ali ARAMI

Address: 333 CAlle MAyor RB, CA 90277

Email: AliARAMi26@Y.com Phone: (714) 645-4163

info@thewaterfrontredondo.com

The Waterfront Redondo Beach

TheWaterfrontRedondo

@H2OfrontRedondo

Dear Harbor Commissioner

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Thank you!

Name: Gayle Bailey

Address: 519 Faye Lane, RB

Email: _____ Phone: _____

info@thewaterfrontredondo.com

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Dear Harbor Commissioner

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Thank you!

Name: JAMES STICKLER

Address: 620 N. IRENA AVE UNIT B, REDONDO BEACH, CA 90277

Email: _____ Phone: _____

info@thewaterfrontredondo.com

The Waterfront Redondo Beach

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Thank you!

Name: Lorraine DiGiovanni

Address: 2210 Harriman Lane Unit A

Email: lorrained@outlook.com Phone: 310-376-3114

info@thewaterfrontredondo.com

The Waterfront Redondo Beach

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Dear Harbor Commissioner

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Thank you!

Name: Kim Bright

Address:

Email: krbright79@gmail.com Phone:

info@thewaterfrontredondo.com

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Thank you!

Name: Claudine Garzia

Address: 24238 Hawthorne Blvd. Torrance Ca. 90505

Email: Claudine@thepromotionsdept.com Phone: 310-908-6658

info@thewaterfrontredondo.com

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Thank you!

Name: DIANE ROMERO

Address: 607 S PROSPECT #206

Email: _____ Phone: _____

info@thewaterfrontredondo.com

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@H2OfrontRedondo

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Thank you!

Name: BRADLEY LYON

Address: PO BOX 198 - SAN PEDRO

Email: BLYON@LYONSL.COM Phone: 424-265-9598

info@thewaterfrontredondo.com

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Dear Harbor Commissioner

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Thank you!

Name: PAUL WEAVERS

Address: MacKay Lane (DIST. #4)

Email: respond2pw@gmail.com Phone: —

info@thewaterfrontredondo.com

The Waterfront Redondo Beach

TheWaterfrontRedondo

@H2OfrontRedondo

Dear Harbor Commissioner

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Thank you!

Name: SCOTT FELLOWS

Address: 2705 W. 234th St. Torrance 90505

Email: SEFSCOTTER@AOL.COM Phone: 310.283.6068

info@thewaterfrontredondo.com

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Thank you!

Name: Annette Gallardo

Address: 2110 ARTESIA BLVD #155

Email: _____ Phone: 310) 350.3772

info@thewaterfrontredondo.com

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Thank you!

Name: ROBERT BAKER

Address: 3528 TORRANCE BLVD, STE 213 TORRANCE, CA 90503

Email: ROBERTBAKER.TSA@GMAIL.COM Phone: 310 713-6596

info@thewaterfrontredondo.com

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As your constituent, I am asking you to please support The Waterfront and make this a reality for our community!

Thank you!

Name: Jim Sheehy

Address: 1800 S. PCH #65, RB 90277

Email: jimsheehy@gmail.com Phone: 310.594.2009

info@thewaterfrontredondo.com

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TheWaterfrontRedondo

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Dear Harbor Commissioner

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As your constituent, I am asking you to please support The Waterfront and make this a reality for our community!

Thank you!

Name: CARLIS HATANLAS

Address: 1732 PUXTON LN #F REDONDO BEACH, CA 90278

Email: hatanelas@yahoo.com Phone: 310-270-7870

info@thewaterfrontredondo.com

The Waterfront Redondo Beach

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Dear Harbor Commissioner

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Thank you!

Name: PETER ROCKWOOD

Address: 215 AVENUE I RB 90277

Email: rockresort@gmail.com Phone: 702-881-5817

Can't wait for the new water front - will be a great place to bring friends & visitors, and it will be great for our new business!

info@thewaterfrontredondo.com

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Dear Harbor Commissioner

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Thank you!

I live in PV, work in Redondo, Born & raised in Torrance. I feel that this project looks amazing! I can't wait to enjoy sunsets & dinners as well as the new outdoor spaces, I currently feel the Pier area is grungy

Name: Laurie Glover

Address: 6020 Flambeau RD, RPV, CA 90275

Email: lglover@silveradocare.com Phone: 310 880-2773

info@thewaterfrontredondo.com

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Dear Harbor Commissioner

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Thank you!

ITS IMPORTANT THAT WE GET STARTED SOON. OUR COMMUNITY NEEDS THIS!

Name: Corey Moore

Address: 3425 La Selva Place, RB, CA 90277

Email: coreymoore@me.com Phone: 310 373-4699

info@thewaterfrontredondo.com

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TheWaterfrontRedondo

@H2OfrontRedondo

Dear Harbor Commissioner

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Thank you!

Name: Michelle Paul

Address: 2806 Phelan Ln, RBch 90278

Email: akamichpaul@aol.com Phone: 310/545-1144

info@thewaterfrontredondo.com

TheWaterfrontRedondo

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@H2OfrontRedondo

Dear Harbor Commissioner

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Thank you!

Name: WALTER Campbell

Address: 340 The Village #208

Email: WALTERjcampbell@gmail.com Phone: 617-512-5802

info@thewaterfrontredondo.com

TheWaterfrontRedondo

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Thank you!

Name: Juliet Cartolano

Address:

Email: julietcartolano@gmail.com Phone:

info@thewaterfrontredondo.com

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Thank you!

Name: JOANN TURK FOR POLLY'S OWNER

Address: 233 N. HARBOR DRIVE, RB

Email: RBWATERFRONT@AOL.COM Phone: 310-863-2976

THANK YOU FOR SUPPORTING REBUILDING OF THE SOUTH FISHING PIER OF POLLY'S

info@thewaterfrontredondo.com

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Thank you!

Name: Mark Goldstein

Address: 1800 S. PCH #36 Redondo Beach 90277

Email: Mark_bibi@hotmail.com Phone: 310-293-9672

info@thewaterfrontredondo.com

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TheWaterfrontRedondo

@H2OfrontRedondo

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Thank you!

Name: Carlos Garcia

Address: 23334 Se Same St unit K.

Email: CarlosSantos7Seven@yahoo.com Phone:

info@thewaterfrontredondo.com

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Dear Harbor Commissioner

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Thank you!

We need this project to go through. The waterfront has been an eyesore since we moved here in 1985.

Name: Alexis Sheehy

Address: 1800 S. PCH #65 RB 90277

Email: alexissheehy@yahoo.com Phone: 310.540.9010

info@thewaterfrontredondo.com

The Waterfront Redondo Beach

TheWaterfrontRedondo

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Thank you!

Name: Darryl Vanden Einde

Address: 526 Ave. F

Email: darryl van54@gmail.com Phone: 310-938-9993

info@thewaterfrontredondo.com

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@H2OfrontRedondo

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Thank you!

Name: Jim Sheehy

Address: 1800 S. PCH #65, RB 90277

Email: jimgsheehy@gmail.com Phone: 310.594.2009

info@thewaterfrontredondo.com

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Thank you!

Name: GALINA GILMAN

Address: 716 Sapphire St. Redondo Beach

Email: galinase@verizon.net Phone: 310-291-7571

info@thewaterfrontredondo.com

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As your constituent, I am asking you to please support The Waterfront and make this a reality for our community!

Thank you!

Name: K. Logan

Address: PO Box 12776, Torrance

Email: kklogart@cox.net Phone: -

The infrastructure is failing, so something needs to be done. This is a thoughtful, green approach that gives back to our community in many ways. 40 yr resident Hollywood Riviera

info@thewaterfrontredondo.com

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Thank you!

Name: Brian Herlihy

Address: 1711 Ford Ave Redondo Beach

Email: ~~Bherh~~ Bherlihy40@verizon.net Phone: 310-3181347

info@thewaterfrontredondo.com

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Dear Harbor Commissioner

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Thank you!

Name: Cynthia Julian

Address: 2514A Vanderbilt Ln, RB 90278

Email: JulianCynthia@Hotmail.com Phone: 310-374-7401

info@thewaterfrontredondo.com

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Thank you!

Name: NASRIN MOGHADASIAN

Address: 333 Calle Mayor RB, 90277

Email: DRNASRIN90277@Gmail.com Phone: (310) 375-7322

info@thewaterfrontredondo.com

The Waterfront Redondo Beach

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@H2OfrontRedondo

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

July 30, 2016

Dear Harbor Commissioners,

Lanakila NEEDS more space (not less) to continue to serve the people of Redondo Beach and the beach cities.

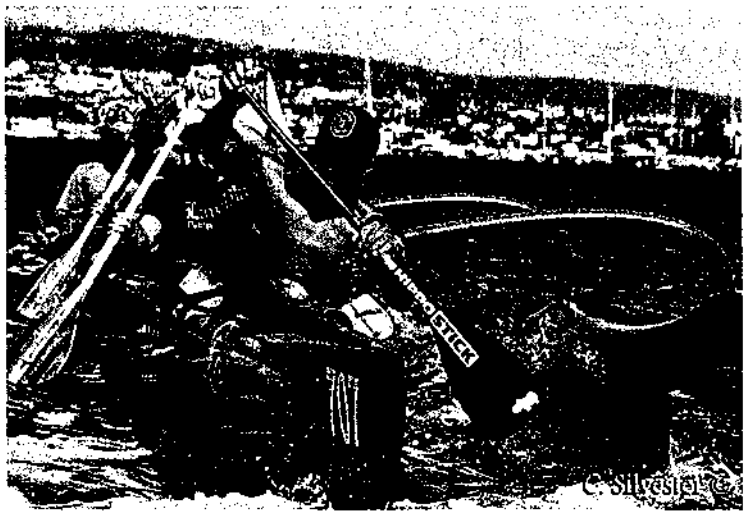
A true treasure of the City, **LANAKILA CANOE CLUB is a world-renowned outrigger canoe club located right here in Redondo Beach.**

Lanakila draws participants from around the world. **Paddlers from Hawaii, Europe, Australia, Tahiti, Africa, Asia and all over the United States travel to Redondo Beach King Harbor to come to our humble practice site to learn from some of the world's best paddlers.**

Mole B has been the most effective use of boater land in the harbor for over 40 years. We have currently over 300 plus active members for the 2016 season. Lanakila currently has over 100 active Junior paddlers on its roster and well over 5000 proud alumni in its 40+ year history at Mole B. **Lanakila has produced multiple world champions, Olympians, and world record holders over the last 40 years.**

Please do not reduce our space site, which we need to effectively continue to serve the community.

Danny Ching
1008 7th Street
Hermosa Beach, CA 90254



Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

August 3, 2016

Dear Redondo Beach Harbor Commission,

I am writing this letter to beg of you to find ways not to lower our footprint for the Lanakila Outrigger Canoe Club. **As a former Assistant City Manager and commission member, I understand your challenges ahead but please understand the implications of limiting space for this amazing club.** I was part of a club before we had kids and enjoyed the racing and conditional element. The club, which was up north and decent from a standpoint of family & friends, was not the cultural center and professional outfit that Lanakila has become over the past 46 years. What Al Ching has begun and what his son and others have kept up is truly remarkable. **It literally has given me a renewed lease on my life.**

When I stopped racing when our first son was born, I eventually began other ways of working out. But when we came to try the novice workout this last year, I brought my youngest son to see if he would like it, and he has fallen in love with it. Not only is he a natural and strong and loves the water, but he found his place with this club. He wants to commit to learning and racing more going forward. He has made friends he holds dear and now understands clearly the meaning of "Ohana" more than ever before. He has written his own letter to you as well. **When his mom and I divorced after 18 years of marriage a few years ago, we all felt a new stress and in some ways had to find our ways back to each other. This club has done more for that cause than I can explain.** We found something other than baseball (I'm the president of Manhattan Beach Little League and understand the politics) or soccer or basketball where we were coach/player and found **this incredible club that has allowed us to race TOGETHER**. It has shown us what is important in this crazy life we all live- not money or belongings or comparing ourselves to what our friends have but family and friends and how we treat them. The club reminds the hundreds of us members all of the time how important this is in the Lanakila culture. It has been truly remarkable for Will and I, and my ex wife has noticed how light we both are now.

Taking away the space the club has will cripple our ability to exist. We are self-proclaimed owners of the water and beach there and ALL of us take pride in taking care of that space. We have such a BIG club numbers wise because of what I explained above. We NEED that space going forward to continue to maintain the culture that the harbor has become – respectful and friendly. We will work with you as well as all other water users for years to come to help maintain that culture in the harbor and hope you can understand how important this club has become to each and every one of the hundreds of us as members, literally families from infants to seniors.

Respectfully,

Kurt Obermeyer
2008 Loma Drive
Hermosa Beach, CA 90254

August 4, 2016

Dear Harbor Commission of Redondo Beach,

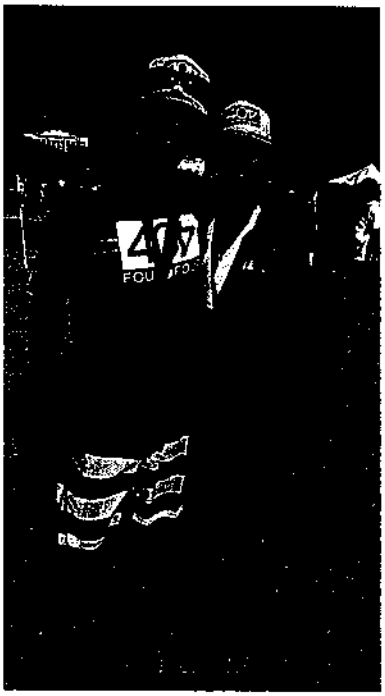
Please do not reduce the site of our Lanakila outrigger canoe club on Mole B.

I am 13-years-old and have only been doing outrigger for a few months and **it has changed my life completely**. People have been paddling with Lanakila for their whole lives and taking it away would change their whole life very quickly. I have met people that I will never forget and have made some amazing friends.

I get the opportunity to paddle with the people I love every single day including my dad. I have gotten in better shape already by working with world-class athletes. If our site is reduced to what it's proposed to be reduced to, we will not be able to function. We occupy a small space of land that gives great conditioning, for everyone, in a fun and loving environment. I hope to keep paddling outrigger for as long as I can. Lanakila means a lot to me; this club is a family away from my family and **we can't function in the amount of space that you are attempting to reduce our site to.**

Thank you for taking the time to consider what we have offered to you.

Will Obermeyer (age 13)
15424 Hawthorne Blvd.
Lawndale, CA 90260
willobermeyer@gmail.com



To: City of Redondo Beach Harbor Commissioners
From: Stefanie Haggerton
Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE
Date: July 27, 2016

My name is Stefanie Haggerton & I have grown up in this community where Lanakila Outrigger Club came into existence the year I was born. I never realized that Lanakila would be such a big part of my life now. My husband's love for paddling started 20 years ago with Lanakila and continues today. He shared this passion with our daughter who is 11-years-old, and just paddled her 4th season.

This sport is a staple in our beach community. **We need to preserve the existing space for this amazing club that touches lives (young and old) each year.** We cannot preserve Lanakila as it exists today - and also this space where so many teams consisting of children, juniors, adult men and women, novice, and seniors (as well as equipment, canoe storage, and practice area in the harbor) without your support.

Retaining this space for Lanakila will positively affect so many lives & will continue to do so year after year (as it is discovered by our youth and rediscovered by so many others).

Please let Lanakila keep doing what it's been doing successfully...and that is <u>changing lives!</u>

This club is truly an amazing group of individuals that give their time & devotion to our community without asking for anything in return...only the means to be able to continue to do this, and share this love with others.

Sincerely,

Stefanie Haggerton
1017 7th Street
Hermosa Beach, CA 90254
310.283.5697
shaggerton@hotmail.com

August 3, 2016

Dear Harbor Commissioners,

PLEASE DO NOT REDUCE OUR LANAKILA PRACTICE AREA.

It is well know in the South Bay community that many people have a special bond, love, and respect for King Harbor and the surrounding beach community. No place is it more evident than by the members and families of Lanakila Outrigger Canoe Club. This club has been in existence for 46 years and in many ways is the HEART of the South Bay. I know this to be true for many reasons, not only as evidenced by the outstanding members of the community that belong to our club or the hours of volunteer work and support that we give back to the community, but most importantly the energy and love that we bring to everyone and everything we touch.

Lanakila has personal significance for me and my family, I fell in love with my now husband because of Lanakila and the warm family culture, positive, healthy lifestyle, and loving community of people. **Now our whole family including our 11-year-old daughter races with Lanakila.** The friendships and experiences we have had in our lives because of this club are too many to count. From meeting our new best friends, to winning our first medals, to competing in races as a team and sharing those moments of adrenaline and joy make me personally eternally grateful.

The impeding threat of reducing the size of our practice area would be catastrophic for our club. There would not be enough space for our boats, equipment, and launch ramp. It would create a very unsafe environment and force us to reduce our club membership or worse dissolve the club completely.

Please understand, we do support improvements that are to be made to our waterfront we just ask that is doesn't come at the price of destroying something that we love and have put 46 years to build---a Community of Leaders, a Group of Upstanding Citizens, a Team, and more importantly a **FAMILY**!

Thank you for your consideration,

Brandon, Angelica, Paris & Finn Sauls
Written by: Angelica Sauls

1011 Portola Avenue
Torrance, CA 90501

August 1, 2016

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

Dear Harbor Commission,

My family and I have been residents of Hermosa Beach since 2005 and are active members of the Lanakila Outrigger Canoe Club. We are a diverse community of dedicated and inspired paddlers that have a common passion for canoe racing and enjoying the company of fellow paddlers.

Lanakila embodies the spirit of the South Bay community by embracing new and existing members, and demonstrating a commitment to public health and the environment. Our active paddlers include young children, 70 yrs+ grandparents, professional athletes, stay-at-home moms, retired professionals, and more.

To reduce the space of our area would squeeze the club into an insufficient space to support our current membership. This directly conflicts with the mission of the City of Redondo Beach Community Services Department: To enrich and improve the quality of life in Redondo Beach by providing excellent programs, opportunities, services and facilities that meet the needs of the community.

When municipalities have limited funding to support City recreation programs, **you should be looking for opportunities to partner-with and expand community-supported programs.**

Sincerely,

Kristy Morris, Ph.D
1214 1st Place
Hermosa Beach, CA 90254

RE: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

August 4, 2016

City of Redondo Beach, City Council & Harbor Commission,

When my personal life fell apart, I was in desperate need for something honest and true that was much bigger than myself to belong to. I needed a bigger family to remind me of all the goodness that still existed in the world. Luckily for me, **I found all of these things I was searching for during my first night of practice with Lanakila.**

I discovered that this is more than just a paddling club, but a family with members who travel from all walks of life with similar stories as mine who all share one love, the ocean. Each time we load our canoes into the harbor, our hearts and souls are put into the boats, and for some of us, we get to leave our stories on land for a short time. For most of us, this isn't so much a sport, but a way life, a family and a place to belong.

Change can be good. It has the ability to make things more beautiful. In doing so, it shouldn't dismiss the heart and soul that already exists in a place. As a proud member of Lanakila, and as a community member who was born and raised here in the South Bay, **I hope you will consider how many lives this vote could possibly change. Our club is not asking for much, just to maintain the site we are currently using in order for our club to operate.**

Sincerely,

Sara Pirzynski
501 Herondo Street #65
Hermosa Beach, CA 90254

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

July 31, 2016

Dear Harbor Commissioners,

My name is Danny Ching. I am an Outrigger Paddling World Champion. I **am a Dragon Boat Paddling World Champion. I am a Stand Up Paddling World Champion. I represented the United States for Kayak paddling at the Pan American Games.** I am a life-long resident of the South Bay and **I am the 1st lifetime member of the Lanakila Outrigger Canoe Club.**

The Lanakila Outrigger Canoe Club is a family and has been located here in Redondo Beach for 46 years. I was raised in this family and it is all I have known for my entire life. The lessons I've learned and the countless role models I have had in this family have made me who I am today. My parents met at Lanakila Canoe Club. I was born into this club. As a baby, I was carried around to every practice and every race. I grew up as a toddler running around at races, playing in the water and being watched by the entire team. I always felt safe and was never endangered or truly unsupervised. I raced with the junior team as a 10-year-old where I learned discipline, training, and how to win with humility and lose with grace. At 16, I started coaching the junior program where I learned how to be a leader. It taught me patience and communication skills most teenagers wouldn't learn until college. At 22 I started coaching the mens team and joined on the Lanakila Board. I learned how to run the logistics of the club, as well as allocated resources for the growing mens, womens, and juniors programs. At 27, I met my wife at Lanakila Canoe Club. We still paddle nearly everyday together. And just this year, we welcomed in our first child to this canoe club. My daughter will enjoy all the benefits I had growing up because of this Program.

I have watched Lanakila Canoe Club grow as I grew, and now at 33 years old **I see Lanakila not just as a racing team, but also as an athletic club, a community-building program, a leadership program, and an organization that gives back to the community; as an invaluable part of my life and my community**. Lanakila Canoe Club is where my parents met, it's where all my friends are, it's where I met my wife, it's where I grew up, and it's where I will grow old.

Please do not reduce Lanakila's home and site in King Harbor at Mole B.

Danny Ching
1008 7th Street
Hermosa Beach, CA 90254

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

August 4, 2016

Dear City of Redondo Beach, City Council & Harbor Commission

Lanakila Outrigger Canoe Club (LOCC) is a big part of our family's life since moving to Southern California. As a Redondo Beach resident, the physical training/conditioning, team sport disciplines, and family environment at Lanakila offers our family, and families like ours - an exceptional experience annually here at Mole B.

Lanakila Outrigger Canoe Club has a rich history (http://lanakila.com/aboutus/) that continues to be written every year. Coached by world recognized athletes - a two-time winner of the Molokai Solo Outrigger World Championship, a former Olympian, and a USA Canoe/Kayak Board of Director governing Olympic & World Sports in Canoe & Kayaking - **LOCC offers THE best training this sport has to offer.** Our coaches' commitment, dedication, hard work, respect and enjoyment for the sport are also values being taught to our children and adults daily during our training in our harbor.

Our 300+ membership is also a testament to the success of our program and the positive influence it has on everyone connected. As much as I support the development of our harbor for our residents, I do not support reducing our club site. Please do not reduce the Lanakila Outrigger Club Site.

Mahalo nui,

Sam Kupau III
2020 Pullman Ln.#2
Redondo Beach, CA 90278

July 31, 2016

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

Dear Harbor Commissioners,

I wanted to write in support of Lanakila, our local outrigger team. We have been involved with Lanakila for a few years now; long enough for so many of our kids to be involved. **Not only our kids, but our foreign exchange students have taken advantage of Lanakila's fantastic program. All together that would be 7 kids**, from 12 to 16-years-old.

It has had quite an impact on us. We frequently make it a family affair to travel to the races to represent our area, but also to participate in something completely wholesome, with exercise, outdoors, camaraderie and local pride in our team. I can't think of anything more representative of Redondo Beach and our way of life.

I understand that new plans are being made to revitalize the oceanfront, and I just want to make sure that you are including Lanakila (which has been a local pride and tradition for many, many years). It is important to us, but I think also to our community to make sure we preserve those things that characterize us the best, bring families together, and create a source of community pride.

Proud father of paddlers,

John Kindt
1417 Madrid Avenue
Torrance, CA 90501

TO: City of Redondo Beach, City Council and Harbor Commission

FR: Jim Makuta

RE: Mole B – Lanakila Outrigger Canoe Club: Rezoning

Please do not reduce our club site area square footage at Mole B

Lanakila is a successful community and city sports activity club. It has been in existence at Mole B for the last 46 years. **The two clubs that operate out of Mole B would be at risk of their daily operations and their success as a community activity sport if their space were to be cut as currently proposed.** The increasing attendance and interest in this activity would be hampered by the decreased square footage proposed. Lanakila has 300+ members and is still growing. **What a testament to the City for a club that is centered in Redondo Beach and is world renowned for its competitors and coaches.**

Please consider keeping the square footage at Mole B the same for the two outrigger clubs that occupy the area at Mole B

Sincerely,

Jim Makuta
707 Maryland St.
El Segundo, Ca. 90245

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

August 3, 2016

Dear City Council & Harbor Commission,

I am a 14-year-old paddler with Lanakila. **Lanakila has changed my life.** I was never good at sports and was on track to become a very unhealthy person. I also didn't have any really good, quality friends that I shared interests with. Because I didn't have a sport, I would tend to become lazy & get bad study habits. Joining this outrigger club changed all of that. I now have a workout routine & a passion so I am more focused. Through Lanakila I have met my best friends. Ones that I will have my whole life, who influence me & guide me well.

Lanakila is unlike any other club in the world because we are basically one family. **Everyone cares for each other and there is an overall positive vibe throughout the whole club.** If our space and parking is reduced, we could lose the ability to function and might have to close. This would change my and many other lives for the worse. Many people only exercise because of Lanakila and if it disappears, so will our family and our tradition.

Thank you for considering my opinion. **Please make sure that Lanakila has enough room for our boats, our people, and our cars so we can stay the awesome club that we are.**

Noam Elroi (age 14)
9 Via Sevilla
Rolling Hills Estates, CA 90274

Me & my mom (who also started paddling last year)

July 28, 2016

Dear Harbor Commissioners,

Please do not reduce our outrigger paddling space. This club provides a service to the community that no other organizations can offer.

I am a 15-year-old member of Lanakila who has been paddling with the club since I was 5-years-old. Without this club and amazing people that are a part of this Ohana, I don't know where I would be. **This club has been "my everything," and it has for many other kids my age too.**

Paddling teaches us, especially young teenagers ways to be a better person. In order to paddle 40+ miles in a canoe with 8 of your closest friends, it takes being able to bond and come together over 1 goal and that is making the boat move through the water as fast and efficiently as possible.

Being one of the leaders of our junior team, I have seen that it takes three main aspects that apply to every day life. The first one is DETERMINATION; you're not going to get anywhere just showing up to a race. It takes hundreds of hours of intense preparation and practice to be most effective at this goal you are trying to accomplish. Teaching young kids and teens how to be determined towards their goals and push through whatever obstacles is very important for the community. The second is COMMUNICATION, if you don't talk in the boat, minds will wander, people will get off task, and the boat won't move. Communication is important in any community and teaching this to the next generation ensures a better future for the community. The last and in my opinion, most important aspect that paddling teaches is RESPECT, the boat won't function as one cohesive unit if you don't treat each other with respect. You will be off and there will be a "dark cloud" hanging about the canoe not allowing it to move forward at full potential. This applies in every day life. Everyone should be treated with respect and kindness; no matter whether you like them or not.

At Lanakila, we value and make sure we teach these aspects to our 300+ Ohana that we have built. With reduced space, it's will not only shrink the size of our boat fleet, it will shrink the message that we are sending which is: be determined, always communicate, and respect all!

Thank you,

Ryland Hart (age 15)
809 Beryl Street
Redondo Beach, CA 90277

August 3, 2016

Dear Harbor Commissioners,

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

This is my first year with Lanakila Outriggers and also my first time paddling. **What a great experience this has been** from the coaches, practice, teammates, and the race experience.

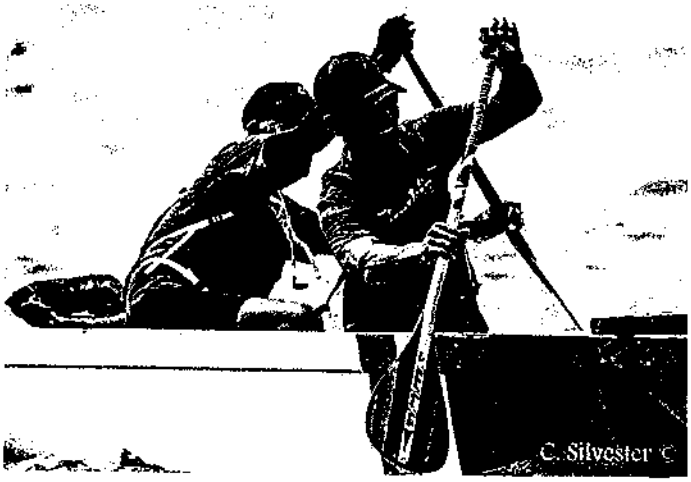
I drive 1.5 hrs to practice 3x a week Tue, Thur and Sunday. It is well worth the drive. For my children and myself, being out in the ocean has been a very spiritual experience for all of us. Lanakila has been around for many years, perpetuating the Aloha spirit. We look forward to many more years paddling with Lanakila .

When I heard about what the city is proposing in the Mole B area, my heart dropped for Lanankila and all paddlers (OC1, SUP), the dangerous conditions a nearby public boat launch will create in an already congested part of the harbor, and the much needed space for Lanakila and its members that may potentially be lost.

Please help keep the the ALOHA SPIRIT with Lanakila! Please do not reduce our space.

Mahalo,

Craig Iwai
826 Bonita Str.
Monrovia, CA 91016
626-932-1163



August 4, 2016

Dear Redondo Beach City Council and Harbor Commission,

PLEASE DO NOT REDUCE OUR PRACTICE AREA!

The Lanakila Outrigger Canoe Club is an asset to Redondo Beach and a model to other cities how locals of varying ages, ethnicities, and backgrounds can come together for a common cause. I commute from home (Long Beach) and work (Downey) to paddle with this phenomenal collection of athletes. **The Lanakila Outrigger Club is many members' second family.** The "Ohana" that I have witnessed here is incomparable. If the practice area is cut, the team will literally not have enough room to operate: it is already a tight crunch! **Losing any available space and parking will have a huge negative impact on the functionality of the club!**

I have spent the majority of my life in Long Beach, and have watched the activity of our local boat ramps; it can be a mess! Even the boat ramps that are well planned out and have adequate space have major problems. I have a difficult time seeing our area as even remotely appropriate for a new ramp! It would be dangerous! **There is little visibility from the proposed ramp area to the marina entrances, and I would guess that many of the boaters have limited experience and are not qualified to operate in such a confined space!** (I have seen multiple trailers slide in, a motor home floating away, and numerous instances of lifeguards being called in for assistance! Not safe! Also, how are cars and trailers supposed to enter the parking area?! With the newest street work completed, and the official bike lane and specific signals, it will cause huge traffic jams and make it nearly impossible to get in for both boat ramp users and other recreation groups: paddlers, boat owners, visitors, etc.

Lanakila is such a unique and special group: please do not limit our already small area. There are so many good people that will be affected.

Thank you for your consideration.

Sincerely,

Dani Bell
6840 E. Roxanne Way
Long Beach, CA 90815
danibell05@hotmail.com

July 27, 2016

Redondo Beach Harbor Commissioners & City Council,

I respectfully ask that you please **do not vote to downsize the Lanakila and Nahoa facilities** adjacent to Moonstone Park. This has been the area used by competitive and recreational outrigger paddlers for decades. It caters to people of all ages including an entire junior paddling program for boys and girls. **I have lived in the South Bay for over 30 years and have served in Municipal government in Hermosa for 16 years. I know of no other organization that has more loyal members and which provides a service to those who want to be healthy, fit and compete on the ocean. It is a way of life. It is the ultimate brotherhood and sisterhood bonded together as friends and teammates.**

As you can see from looking at our Spartan facilities, it is not a fancy club; it's "Carpet Beach" where 13 six-man canoes are stored next to two single canoe racks and lockers. It is an extremely efficient site where canoes are launched and away in less than 30 minutes for two to three-hour practices. The facility is utilized by 50 or more paddlers every single day except on race days.

The downsize recommendation from staff will be devastating to both outrigger canoe clubs. There is not enough space already. Indeed, a substantial part of the space given to us under the new proposal includes the rolling rock seawall.

Remember, all this is happening because of the apparent need to place a public boat ramp somewhere in the Harbor. **Mole B is not workable as was Mole A. That is why Mole B was not even considered in the City EIR.** Like Mole A, there is not adequate parking for boat trailers and that intended use would clearly interfere with Harbor emergency services. Equally as obvious a problem is that the newly reconfigured Harbor Drive only allows for four cars to enter the turn lane on Mole B without blocking north and southbound traffic. That means that whenever two or more trailered boats show up at the same time, the middle lane of Harbor Drive is clogged and impassable until the green, turning arrow appears. That would cause major traffic problems. Thus, the boat ramp, to the extent it is even required, has to be somewhere in Mole D where it was designed to go initially and where the parking lot is already striped for such use. I understand that Center Cal wants that land for development but something has to be worked out there where there is sufficient space and parking. Please consider the effects of any snap decision made on the boat ramp that would displace longstanding clubs and organizations. The almighty dollar should not always rule.

Thank you for your time and consideration.

Sam Y. Edgerton, III
EDGERTON & WEAVER, LLP
2615 Pacific Coast Hwy, Suite 300
Hermosa Beach, CA 90254
Tel: (310) 937-2066

To: City of Redondo Beach Harbor Commission

From: Tatiyana Fakhreddine (age 11)

Date: July 27, 2016

Re: PLEASE DO NOT REDUCE LANAKILA'S CLUB SITE

Please do not reduce our site/practice area square footage at Mole B.

I am 11-years-old and had an amazing time learning how to paddle. While paddling I made so many more friends and it was a lot better being out in the fresh air. I have noticed that we already don't have enough room for our canoes. Next thing we know, there is not enough room for one canoe.

Please do not shorten the square footage of the Lanakila Canoe Club site.

July 27, 2016

Dear City of Redondo Beach, City Council & Harbor Commission,

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

As a newer member (since 2015) of Lanakila Outrigger Canoe Club, I am so thankful for the opportunity to be part of such a hard working, environmentally conscious, family-orientated, and community-focused club.

A reduction in the area occupied by the Lanakila family would have a detrimental impact on the success of the team.

It has been an honor to be a part of the organization that welcomes all ages from the very young to the elderly and everyone works together to build a strong community.

Please do not reduce our site square footage at Mole B, which would severely affect our outrigger club.

Thank you,

Jessica Nina Ramirez
8801 Lilienthal Avenue
Westchester, CA 90045

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

August 3, 2016

Dear Harbor Commissioners,

I started Lanakila 3-4 years ago, when I was 10-years-old, and I have met so many good friends. To reduce the square footage of our site or move the club might mean that I wouldn't be able to continue. I would have something missing throughout my week and I would have to find either a new club or a new sport. Please don't move our club.

Sincerely,

Crystal Christiansen (age 14)
712 Acacia Ave
Torrance, CA 90501
crystalhopechristiansen@gmail.com

RE: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

August 4, 2016

Dear Redondo Beach Harbor Division and Waterfront Development Committee,

I was an active member of Lanakila from 2012 to 2013 and continue to stay in contact with several members of the team. This strong community of watermen/women/children wholeheartedly love and call Redondo Beach their home, actively utilizing and taking care to respect what the harbor offers as a means to participate in their passion. Redondo Beach is the town it is today BECAUSE of ocean ohana like Lanakila.

In addition, attending events in Redondo remind me of the value of living in a small, beach community. I would be disappointed to see this essence lost for commercial benefit. To reduce what is already a cramped location is to show the community, the one that stakeholders trust you to protect and preserve, that it has little value in Redondo Beach. Please build responsibly, in a way that embraces traditional and respected communities like Lanakila.

Please be a model of integrity and principled development by protecting our beautiful coastline from over development and ensuring that the spirit and character of Redondo Beach lives on through beach and ocean communities like the great ohana that is Lanakila.

Sincerely,

Rachel Peraino
Hermosa Beach, CA
r_peraino@yahoo.com

August 4, 2016

To the City Council and Harbor Commission,

Re: PLEASE DO NOT REDUCE LANAKILA'S PRACTICE AREA

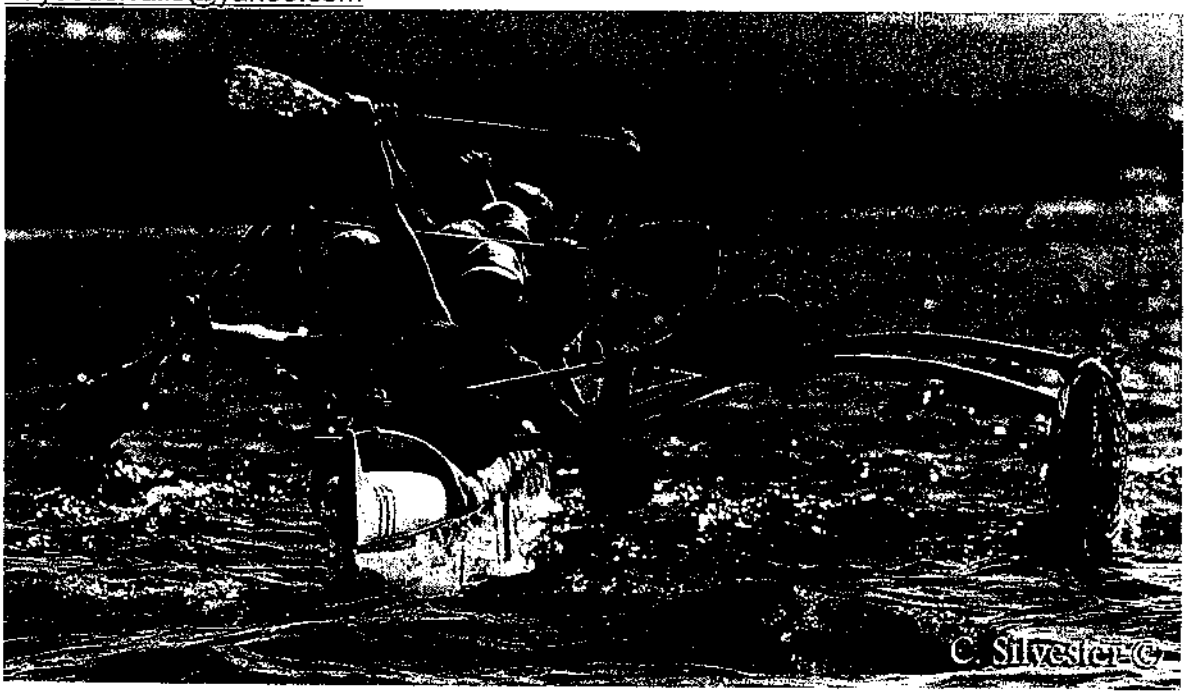
I am a member of Lanakila and have been since 2013. This is my 4th year as a member and it has given me a unique experience that I believe most people rarely get the chance to have.

We are a club with 300+ active members that have been in King Harbor for 46 years now. The current area has allowed our members to practice 7 days a week in 6-man canoes as well as 1-man canoes in a safe, low boat traffic area keeping all members safe. We are concerned that building a public boat ramp at Mole B will decrease our safe practice area, as well as force us to limit our club which continues to grow each year. **We simply cannot operate successfully with less space.**

Please consider this in your efforts to continue to bring a unique experience to those that have a love for the ocean and Lanakila.

Sincerely,

Haydee Del Valle, M.S., BCBA, PCCI and Lanakila member
1118 W. Sandison St.
Wilmington, CA 90744
hayeedelvalle@yahoo.com



August 4, 2016

Dear City Council and Harbor Commission Redondo Beach,

PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

I've been a member of Lanakila off and on since 2004. Life gets in the way and we need to take a season or 2 off, but we are always welcomed back by the Lanakila family.

The club has grown tremendously since 2004 and will certainly need more space and not less space in the upcoming years as the club continues to grow.

Being a part of this club encourages adults and children to live a healthy lifestyle.... and allows us to feel a part of the community and encourages teamwork.

Building a boat ramp will just create more traffic and cause accidents both on land, as well as on the water! Please do not reduce our practice area and please allow everyone to enjoy the ocean in a safe and peaceful environment.

Thank you for considering,

Donna LeBus (Lanakila member since 2004)
15106 Cordary Ave.
Lawndale, CA 90260
310 710-5641
makaimai@gmail.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

August 4, 2016

Dear Harbor Commissioners,

My name is Cody Silvester and I am 23-years-old. I am a member of the Lanakila Outrigger Team located in Kings Harbor Redondo Beach, CA and I have been paddling outrigger canoes, sup's, and surfskis since I was 11-years-old.

The sport of Outrigger Canoeing and the Lanakila Canoe club have been far more than just a recreational past time for me; they have been and continue to be a total lifestyle which I would be lost without. This sport has something for everyone and anyone who desires to get into a canoe is welcome. Whether you are just looking for some peaceful time out on the ocean or you desire to paddle with USA national team members or world class Olympians, the Lanakila coaching staff can get you there. **I don't actually live in Redondo Beach, I live in Ojai, CA which is over 100 miles away, but I make the drive to attend practice at this particular club because the scope of superior coaching given to each and every member and the incredible sense of community you get from this group of people is unlike any other I can find at any other canoe club located up and down the southern California coastline**, and I have tried out quite a few others.

I believe that the loss of over half of the Lanakila club site square footage would greatly endanger it's continued future existence, therefore negatively impacting hundreds of members that are all just as passionate about this sport and club as I am.

So, I am writing you this letter to respectfully ask you to please not reduce the area of land on which the Lanakila Outrigger Club site currently sits on and to please consider and find some other solution that would allow Lanakila to continue serving the surrounding communities of both young and old alike with this **valuable resource that not only perpetuates the sport of Outrigger but provides invaluable education, mentoring, and supreme athletics to your community.**

Respectfully and sincerely,

Cody Silvester
183 S Alvarado Av
Ojai, CA 93023
ojaizoo@aol.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

August 4, 2016

Dear Harbor Commission,

Lanakila Outrigger Canoe Club is such an integral part of the community and has given so much to others. Lanakila has made such a difference in my life as well. I am healthier both physically and emotionally as a result of paddling. This is the first time that I have met so many athletic, warm, friendly, and accepting people in one community. The relationships I have developed and the rich and fulfilling experiences I have had, while being involved with Lanakila, are very special to me.

Why diminish a healthy growing community of paddlers for a public ramp that endangers public boaters launching behind a blind wall at the narrowest water way in King Harbor? This will affect boat owners, paddlers, standup paddlers, and boaters alike. I realize that there is a need for a launching site and something has to be done, however, please take into account all the paddlers and live in boat owners that give so much to the community of Redondo.

Please consider all of our letters and appeals to keep Lanakila vibrant and alive. It really is an exceptional outlet for families within and outside the community.

Respectfully,

Melissa Moreno Matherly
1442 Brett Place Unit 25
San Pedro, CA 90732

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

August 3, 2016

Dear Harbor Commissioners,

Please do not reduce the site area square footage at Mole B where the Lanakila Outrigger Club is. My name is Nacho Tolosana and I'm a kid from Spain that went to Lanakila when I did my exchange program to LA. I made so many friends at paddling and I had a lot of great experiences there.

Please,do not remove Lanakila, because you will also remove great memories from a 13-year-old kid.

Thank you,

Nacho Tolosana
(Spanish foreign exchange student of John & Stacey Kindt of Torrance)
1417 Madrid Avenue
Torrance, CA 90501

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

August 4, 2016

Dear Harbor Commission,

Without having seen any of the many letters I'm sure you are receiving from members of Lanakila, it's my bet that there is one important word and theme that is mentioned in each and every one; **family**. I'm sure that every letter describes the lifelong relationships formed due to the fact that they have been a part of this wonderful club. My story is no different. **Like many others on this team, my paddling family is made up of actual family members** as well - my dad, sister, and boyfriend. When I ask myself what paddling means to me, I don't think of trophies won, waves caught, or the hours spent on the water. I think of my family. In my most precious paddling memory, I'm not even in a canoe, but in a chase boat, coaching my dad through a grueling race across the Catalina Channel. Beyond being just a paddling memory, this is a moment with my dad that I will remember forever. It was hard and exhausting and unrelenting, but **we did it together**.

My little sister is a novice paddler with Lanakila this year. This summer I get to start building a new lifetime of paddling memories with her. I get to see her building relationships that will last forever, because that's just what happens at Lanakila. If this planned restriction of space ever lead to limiting the number of paddlers that were able to join our club, they would be missing out on the community that has shaped my life and so many others.

Sincerely,

Haley Canning
1904 ½ Plant Avenue
Redondo Beach, CA 90278

August 4, 2016

Dear Harbor Commissioners and City Council,

Please do not reduce the Lanakila Outrigger Canoe Club practice area. The proposed plans for Mole B would significantly compromise access and the safety of outrigger canoe paddlers.

Our club includes paddlers from age 9 to age 77. Paddlers come from Redondo Beach, the South Bay, and the greater Los Angeles area. Our club has been in operation for 46 years. Paddlers engage in a healthy pursuit from 1 to 4 (or even 7 days per week), enjoying King Harbor and the surrounding coastal area.

The plan proposes to reduce the size of our practice site in such a way as the access to our canoes would be even more difficult. The placement of a public boat launch ramp in the proposed location would restrict the parking area, taking up numerous spaces for cars and boat trailers. Additionally, boats launching into King Harbor on the proposed ramp would enter the harbor at a very narrow point, restricting access of other boaters exiting their slips. In windy conditions, boats can and will drift into compromised positions.

I joined Lanakila Outrigger Canoe Club in 2012, after paddling and coaching with a different club for many years. I joined Lanakila because of its people, programs and its deep commitment to its members and to the community. The sense of community at Lanakila is unmatched to any other club and organization. Our club fosters inclusiveness and we place a high value on each member. But **what sets Lanakila apart from other outrigger clubs in California is our large program for children and teens.** This program not only introduces our community's children to the sport of outrigger canoeing, it helps to educate them about safety on and around the water. Our program gives our children a unique opportunity to experience this beautiful sport with their parents. Our children learn the importance of being good teammates and involved members of a family oriented community, and they are supported, nurtured, and encouraged to be their very best, both as individuals and as athletes.

I encourage you to consider keeping Lanakila's practice site at its current size (or even enlarging our practice area), as our club continues to grow and needs space to thrive. Thank you for all you do for the city of Redondo Beach.

Laurie Weisler & Nicki Reiterer
7524 Earldom Ave
Playa Del Rey, CA 90293

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

August 3, 2016

Dear Harbor Commission,

Please do not reduce the site area square footage at Mole B where the Lanakila Outrigger Club is. I practiced there when I did an exchange from Spain to California and I really like it. It helped me to meet new people, practiced my English and get fit. I really loved competitions where I could hang out with all my friends.

Thank you,

Paula Tolosana
(Spanish foreign exchange student of John & Stacey Kindt of Torrance)
1417 Madrid Avenue
Torrance, CA 90501

HANH N. ARCHER

218 Avenue A - Redondo Beach, CA 90277

h_n_archer@hotmail.com

August 3, 2016

Redondo Beach Harbor Commission
415 Diamond Street
Redondo Beach, CA 90277

Re: Boat Ramp at the north end of Mole B

To the City Council and Harbor Commission of Redondo Beach,

PLEASE DO NOT REDUCE LANAKILA'S PRACTICE AREA. One of the many factors that make our city a vibrant and lively community, is all the waterman activities available to our residents, adults and children alike. The Lanakila Outrigger Club is a vital part of the lifestyle that we aim to cultivate in our community. **Lanakila teaches our children teamwork and sportsmanship that extends beyond the waters.**

My oldest son who is now a Junior at Redondo Union High School starting paddling with Lanakila when he was only 11-years-old. My middle son started at age 10 and will be attending Parras Middle School in the Fall. My children have been active in many sports, including Tae Kwon Do, AYSO, swim teams, RBYB, club volleyball, Jr. Guards, and Mammoth Ski Team. **Lanakila is one of the best programs for children in our area. The coaches, and the other adult paddlers, have been positive role models for my children.** Beyond the coaches are the parents and families that make up the Lanakila family. When I say family, the program has a true sense of inclusiveness. **My children are building stronger ties with our community because of their involvement in Lanakila.** Please take this into consideration as you make decisions that may impact this great program.

Very truly yours,

Hanh N. Archer

Hanh N. Archer

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

August 4, 2016

Dear Harbor Commission,

I have spent much of the past 35 years in or around the ocean—sailing at various yacht clubs, working as a professional beach lifeguard, paddling, surfing, water skiing, and swimming. A few years ago, I discovered the incredibly large, friendly, eco-conscious communities of outrigger paddlers that speckle the entire coast of California. I began paddling in Newport Beach, where many outrigger clubs have large storage spaces, parking areas, and access to slowly sloping beaches for boat storage and club member use. **A few short months ago, I began paddling with Lanakila Outrigger Club and was amazed that such a large club was housed in such a small harbor space.**

In the outrigger community, Lanakila Outrigger Canoe Club is greatly respected for its strength—in both paddler performance and the large number of members drawn to the club. I quickly realized that ingenuity, a creative storage system, and very dedicated club members allowed for maximized use of the use of the tiny space. From nearly sunrise to sunset, paddlers constantly alternate launching 44-foot (6-person) canoes with smaller one- or two-person crafts. They respect and give way to other small craft and boats using the harbor. And they keep this space—fondly referred to across the country as "Carpet Beach"—neat and clean.

Due to the length of their boats, the number of club members, and the number of boats used by those members, it would be impossible house the club in a smaller space. That said, we beg that you do not reduce the Lanakila Outrigger Club site.

Thank you for your time and consideration,

Cat Bell

email: catbell7@gmail.com
phone: 562.355.8926
1845 ANAHEIM AVE. 14B
COSTA MESA, CA 92627

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

July 29, 2016

Harbor Commissioners and City Council,

I have paddled for Lanakila Outrigger Canoe Club since 1991. I met my husband paddling and value the Lanakila Ohana (family).

Our club offers a great sense of community passion and respect for the ocean. I have participated in the great sport of outrigger canoe paddling in several different levels. In the beginning years at a very competitive level, a decade later at a more recreational level, and also as an assistant coach in the junior program when my kids were old enough to participate.

I urge you to recognize all the lives that are inspired and touched through this great sport and organization. Please continue to help us salvage our canoe site, which for many is our sanctuary for a thriving, happy, and healthy life.

Thank you for your consideration. Your support is much appreciated.

Aloha,

Andrea Conrad
840 S. Ardmore
Hermosa Beach, CA 90254

Catalina State Championships (L-R: Therese, Andrea, Nina)

To: City of Redondo Beach Harbor Commission

From: Bijan Fakhreddine (age 12)

Date: July 27, 2016

Re: PLEASE DO NOT REDUCE LANAKILA'S CLUB SITE

Please do not reduce our site/practice area square footage at Mole B.

I am 12-years-old and had an amazing time learning how to paddle. While paddling I made so many more friends and it was a lot better being out in the sun. I usually spend lots of time playing video games, but this is one thing that gets me off my video games. Pleas don't take this away from me. ☹

To: City of Redondo Beach, City Council & Harbor Commission
From: Pericles Corkos
Date: 3 August 2016
Sub: Mole B – Lanakila Outrigger Canoe Club Re-zoning

Please do not reduce our practice area square footage at Mole B.

Lanakila Outrigger Canoe Club has been an important aspect of my life from the moment I joined. Initially, I heard of Lanakila through a friend who paddled, and wanted more people his age to paddle with. Five years have passed since, and our Juniors program has grown considerably, both in size and in talent. Our Juniors are consistently among the best programs in California, winning 1st place in almost every division at every race.

But more importantly, Lanakila builds camaraderie and teamwork for our youth. There are not many sports that provide such a strong team mentality, as well as ensuring inclusion for all. As a 19-year-old, this is my last season as a Junior, and I have seen its growth firsthand. **There are not many groups in Redondo Beach that can provide anywhere near the amount of exercise, team-building, life lessons, and ocean safety in Lanakila's allotted space.**

To reduce Lanakila's site on Mole B would be to curb the growth of a club active in the community that, if anything, needs more space to accommodate more paddlers joining Lanakila. Hundreds of paddlers are currently active at Lanakila, from our award-winning Juniors program, to the men's and women's teams and our Novice programs, which also are some of the best teams in the state.

To remain functional, let alone competitive, Lanakila needs the space it currently has on Mole B.

Thank you,

Pericles Corkos (age 19)
1814 ½ Spreckels Lane
Redondo Beach, CA, 90278

August 4, 2016

Harbor Commissioners:

RE: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

Along with my fellow Lanakila Canoe Club comrades, and on behalf of our club founder Al Ching, I also ask that you give adequate consideration to our humble request and allow us to keep our outrigger club site as it is currently situated.

Out of respect for the Commission's task at hand, we understand that the overall goal of the waterfront project, which requires a new boat launch, is to bring economic vitality to King Harbor in Redondo Beach and in essence, make the location "more desirable." Further, we understand that the new boat launch is a pivotal piece of the 2010 local coastal plan mandated by the California Coastal Commission. While none of the four location options appear feasible, **we kindly ask that you do all that you can to help preserve our modest club area,** and to bypass Moonstone Park as the site for the new boat launch.

In the heartfelt and repeated words of my teammates in their many letters to you, we again say that **Lanakila is a hugely diverse group of paddlers.** We vary in age, background, and athletic ability, but alongside our uniqueness, we simply paddle for the workout, the camaraderie, and for the sheer competition of the sport. There are also those of us who paddle because it's an escape from the dull, the mundane, or from the more tough and difficult things in life that can bring us down, **knowing that on any day of the week we can meet up our beloved "Carpet Beach' with unfettered access so that we can break life down, work it all out, and share, laugh, grow, compete, and build lasting relationships.** Bottom line, we take comfort in knowing that there is one common thread that resonates through us all: **Lanakila Canoe Club is *a way of life.***

Many thanks for any kokua and aloha that you can give us.

Leila Jones
307 211th Street
Carson, CA 90745
lei@ca.rr.com

To: City of Redondo Beach, City Council & Harbor Commission
From: Olivia Kam
Date: July 27, 2016

Sub: Mole B – Lanakila Outrigger Canoe Club: Re-zoning

Please do not reduce our site/practice area square footage at Mole B.

I strongly oppose the reduction in the Lanakila Outrigger Club canoe site.

I am 12-years-old and have participated for several years in Lankila's summer paddling program. It has been a wonderful experience in practice and competition in a sport that I would never have imagined being given the opportunity to participate in. I am not aware of any other programs like Lanakila being offered in the South Bay. Thank you for allowing us to gather in this reserved area for the past years.

Sincerely,

Olivia Kam (age 12)
23023 Fonthill Avenue
Torrance CA 90505
(310)713-0608
dakams@msn.com

To: City of Redondo Beach, City Council & Harbor Commission

From: Wayne Kono

RE: Mole B – Lanakila Outrigger Canoe Club : Re-zoning

Please do not reduce Lanakila's site/practice area square footage at Mole B.

I am very fortunate to have been part of Lanakila Outrigger Canoe Club for the past 6 years. During that time I have seen the club grow larger each year, with ages ranging from 9 years to 77 years of age. I use the word "club" loosely, as it feels more like a family.

But with the proposed construction of the public boat ramp located at the north end of Mole B, this would significantly reduce our site, and would cripple any viable use. The density this would create would reduce the quality of use for all parties involved.

So I am writing you today to show my deep concern about the future existence of Lanakila Outrigger Canoe Club, and I urge you to please explore other alternatives and/or that you reconsider the location of the proposed public boat ramp. In doing so, it will guarantee that Mole B will provide maximum access for individuals and families to the ocean. I hope you do everything in your power to base your decisions not on a short time financial fix, but rather on a long-term basis that would benefit the overall quality of use of Mole B.

Thank you for your time.

Respectfully,

Wayne M. Kono
17508 Faysmith Ave
Torrance, CA 90504

August 3, 2016

Dear Harbor Commission,

PLEASE DO NOT REDUCE LANAKILA'S PRACTICE AREA.

I am a member of the Lanakila Outrigger Canoe Club and a resident of Redondo Beach. I have a wife and three kids who love being a part of the Lanakila family. It is how we want our kids raised, in a close-knit, teamwork and family oriented organization. **Please do not endanger this community treasure.**

Sincerely,

Jason Linder
2409 Sebald Ave
Redondo Beach, CA 90278

July 27, 2016

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

Dear Redondo Beach City Council and Harbor Commission,

It is a sad state of affairs when commercial buildings such as movie theatres, malls, etc. will replace ocean views and the enjoyment of our most valuable natural resource - THE OCEAN. It is a shame that the number of Lanakila participants will be decreased if our club site at Mole B is reduced. Not only will a boat launch on Mole B pose hazards for our club, it will also be unsafe for other ocean bound vessels. I ask you to prioritize our ocean and those who enjoy it. **Please find the space in the pier renovation for us to run our kids', juniors', women's and men's programs.** We look to you to make the healthiest decision.

Lanakila Outrigger Canoe Club (LOCC) is supported by Beach Cities Health District which promotes a Blue Zone Community based on Dan Buettner's *Power 9*. Listed below are the 9 principals from Dan Beuttner's book, Blue Zones. Cited below is how I believe Lanakila and *Power 9* complement each other for our many members of our beach city communities.

Move Naturally

Lanakila "moves naturally" by practicing our sport 3-4 times a week. The necessary maintenance of our boats and our space at Mole B is another example of a group activity to "move naturally" and work as a team.

Purpose

Lanakila's "purpose" is to help each individual set goals and compete as a successful team member.

Down Shift

Down shifting is letting go of stress and all stress disappears when you paddle in the great big, beautiful ocean. Try it!!

80% Rule

The 80% rule is to stop eating when you are 80% full. Lanakila Outrigger Paddlers follow the "80% Rule" to aid in maximum performance to help with our many races!

Plant Slant

Several of our members, including my husband have lost 20-40 pounds adopting our training diet of mostly vegetables and lean proteins. The plant slant emphasizes that two-thirds of your plate be plant based foods.

Wine @ 5.

Lanakila's families celebrate with wine or other beverages at the end of the race and sometimes after a long 7-20 mile practice.

Belong

All Lanakila Outrigger Canoe Club paddlers "belong" to our Ohana. Our Ohana includes all races, socioeconomic classes, and ages. Together with our families, we work towards a common goal: to be healthy and to remain the most successful paddling club in Southern California.

Loved Ones First

Fathers, grandfathers, mothers, sons, and daughters all paddle, practice, and socialize together at Lanakila Outrigger Canoe Club. Our "uncles" and "aunties" in the club continually educate our children in lessons of paddling and a healthy life.

Right Tribe

Our 300 members belong to an ambitious "tribe" whose actions reinforce and promote a healthy lifestyle and environment.

Thank you for your time and efforts,

Sandy A Rohrbach
1261 6th Street
Hermosa Beach, CA 90254

Proud LOCC paddler since 2016

Mother of Blake Rohrbach (LOCC paddler since 2010)

Wife of Dan Rohrbach (LOCC paddler since 2013)

RE: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

August 4, 2016

Dear Harbor Commission,

Lanakila is one of the few pure and authentic attractions of Redondo Beach. As an outrigger canoe club with over 300 paddlers, **Lanakila has changed my life.** I am 17-years-old and have paddled with Lanakila Outrigger Canoe Club for almost four years now.

One of the many positive aspects of our club is our community. Heavily influenced by both Californian and Polynesian culture, you will find nothing superior to the culture of Lanakila. In the months of March through August, I am using Lanakila's boat launch a minimum of 3-5 days a week. Many of those weeks, we have race days when I spend the entire day at the beach, racing with teammates, young and old. We have teams from 10&U to Golden Masters (55+). When you spend that much time with a group of people, you form a special bond. **I have made lifelong friendships in almost every age category**. I will never find a bond equal.

I am proud to say I am in the best physical shape of my life. Being so active has forced me to watch my diet and nutrition in a new way. Now, exercise is a celebration of my body can do, not a punishment for what I ate.

Seren Kindt (age 17)
1417 Madrid Avenue
Torrance, CA 90501

State Champs,19&U crew in San Diego (Seren - seat 4 from front)

August 4, 2016

RE: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

Dear Redondo Beach Harbor Division and Waterfront Development Committee,

My sister & I were active members of Lanakila from 2012 to 2014, and the people and experiences of those years will stay with us forever.

Redondo Beach is the great town it is today BECAUSE of ocean "ohana" like Lanakila. To reduce what is already a cramped location would be a huge loss not only to our club, but to the South Bay community.

Please build responsibly, in a way that embraces traditional and respected communities like Lanakila. Be a model of integrity and principled development by protecting our beautiful coastline from over development and ensuring that the spirit and character of Redondo Beach lives on through beach and ocean communities like the great ohana that is Lanakila.

Sincerely,

Erin Vaughn-Carter
1360 West Street
San Pedro, CA 90732

August 2, 2016

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

Dear Harbor Commissioners,

Unlike many of my fellow club members you have heard from, this is my first year paddling with the Lanakila Outrigger Canoe Club. I am not originally from California and when I moved to the area in 2008 I did not even know the sport existed.

Due to work commitments and a schedule that regularly took me out of the area, it was a few years before I was able to join the club. During the time before I was able to get on the water, I continued researching the sport and spoke with others about the local club scene. **Lanakila's reputation of excellence and professionalism consistently stood out and I knew that when the time was right, Lanakila was the club I wanted to be a part of.**

I began paddling with Lanakila in April and since that time, I have had the pleasure to meet a number of outstanding individuals and form new friendships, none of which would have been possible without the strong fellowship of the Lanakila Outrigger Canoe Club. It is a daunting undertaking to learn a new team sport in my early 40s, particularly when I have enjoyed many years of being considered "the best" in my professional pursuits. Even so, **my only regret is not having had the opportunity to participate in the sport earlier in life and I hope to continue growing with the club for many years to come.**

Very truly yours,

Matthew D. Chebatoris
Senior Global Threat Analyst, Sony Pictures Entertainment
matthew_chebatoris@spe.sony.com
310-743-4455

July 26, 2016

Dear City Council and Harbor Commission Redondo Beach California,

Please don't reduce Lanakila's facility size at Mole B.

Lanakila is a major part of the Redondo Beach community. **They provide water access to hundreds of not just people, but families.** For every Lanakila member, there are families and friends that get a chance to enjoy our coasts. We provide water access and outrigger experience to many that would normally never get or take the opportunity to get in our beautiful oceans.

I came to Lanakila 3 years ago. In that time, **I have met so many amazing people that share their love of our ocean with not only the paddling community but also reach out and give back to many in the community that normally might not explore our beaches.**

The Lanakila Outrigger Canoe Club is an essential part of our Redondo Beach community. I hope that we can support them and keep their facility in both location and size. I hope that the City sees how important they are to our community and helps the Lanakila Canoe Club in these troubled times and helps them grow their facilities in the future so that they can enrich and have positive influences on not only our communities but our families.

Sincerely,

Taizen Pied
429 Calle De Aragon
Redondo Beach, CA 90277

Date: August 2, 2016

RE: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

To the Redondo Beach Harbor Division and Waterfront Development Committee,

I have been an active member of Lanakila since 2012. The people and experiences of the LOCC has been one of the most memorable and rewarding experiences of my life and will stay with me forever. I have truly enjoyed being a part of such an active club sharing our love of the ocean. How lucky is the city of Redondo Beach to host such a vibrant active community of men, women, and children who absolutely love and respect and actively play in the ocean?! Redondo Beach is the great town it is today BECAUSE of ocean ohana like Lanakila.

To reduce what is already a cramped location is to show the community, the one that stakeholders trust you to protect and preserve, that it has little value in Redondo Beach. Please build responsibly, in a way that embraces traditional and respected communities like Lanakila. Be a model of integrity and principled development by protecting our beautiful coastline from over development and ensuring that the spirit and character of Redondo Beach lives on through beach and ocean communities like the great ohana that is Lanakila.

Leslie Wendl
38 8th Street
Hermosa Beach, CA 90254

(Marina UL crew) L-R: Leslie, Lisa, Shilpa, Lindy, D'Ann, Sandy

RE: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE.

August 2, 2016

Dear Harbor Commissioners,

I have a boat in King Harbor and consider Mole B an unsafe location for the proposed boat ramp. If you know anything about motorboat operators, you know that a public boat ramp at Mole B is trouble. The location is blind-sided and would cluster the entrance of the busiest channel. The parking and traffic from outside boaters would create crime and vagrancy. Half the people that own boats have no clue what they are doing. There are kids and families paddling together from SUP & kayak companies that cross the path where the boat ramp would be, creating additional safety concerns and overcrowding. You would also be taking away half of the families involved with Lanakila that paddle out of the harbor. Lanakila provides a healthy lifestyle for the whole family. My kids spend most of their time at Carpet Beach to play and be with other friends from Lanakila. You would take away these memories.

As the boat launch is mandatory, it would make more sense to utilize Seaside Lagoon and the large parking area on that side. There is less pedestrian traffic ways for these irresponsible boaters and the parking is not near where people actually live, so crime would not be so prominent.

Thank you for your consideration.

Sincerely,

Glen Yrigoyen
517 Faye Street
Redondo Beach, CA 90277
310-922-4378

July 31, 2016

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

Dear Harbor Commissioners,

Lanakila fought hand in hand with the City for Measure G.

The mole B outrigger practice site is used extensively by local residents and individuals from throughout Southern California. Throughout the year, Mole B is visited by club members from 6am to 8pm every day, Monday through Sunday. LANAKILA has maximized its land useage – efficiently and safely launching and retrieving over 30,000 individuals yearly. There is physically no room and no more hours in the day to accommodate any other boat usage at Mole B. The current plan to add trailer parking would create enormous traffic on the narrow drive to Mole B. Our Lanakila canoe trailers must make a 270° left turn in order to enter and exit Mole B.

By extending a blind wall and boat ramp into the main channel, Redondo Beach officials will knowingly be endangering residents and local boaters lives, while simultaneously creating traffic jams that will prevent harbor patrol and emergency services from responding to emergencies quickly and effectively.

Respectfully,

Danny Ching
1008 7th Street
Hermosa Beach, CA 90254

August 1, 2016

City Council and Harbor Commissioners
Redondo Beach, CA

RE: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

To Whom It May Concern:

Lanakila Outrigger Canoe Club has been operating in King Harbor for 46 years and has an active membership of 300+, which includes a growing number of kids and teens. Lanakila has established its place in the community and has enhanced many family's lives for generations. Reducing our club's space is like taking a city park away from the families and kids of the South Bay. The proposed plan photos show the small space we currently reside in and we do a lot with that space. Our club is growing which means we need more space not less.

Diminishing our outrigger site will severely impact the opportunity for the people of the South Bay to participate in the growing sport of outrigger paddling and many women, men, seniors, kids, and teens will be affected, as our club will not be able to operate as successfully as it does today.

Please reconsider the plans to reduce Lanakila's practice site. Our club is a great benefit to the City of Redondo Beach and the South Bay community.

Sincerely,

Marla Hettinger
Yakmar@aol.com
3418 S. Centinela Ave #10
Los Angeles, CA 90066

August 3, 2016

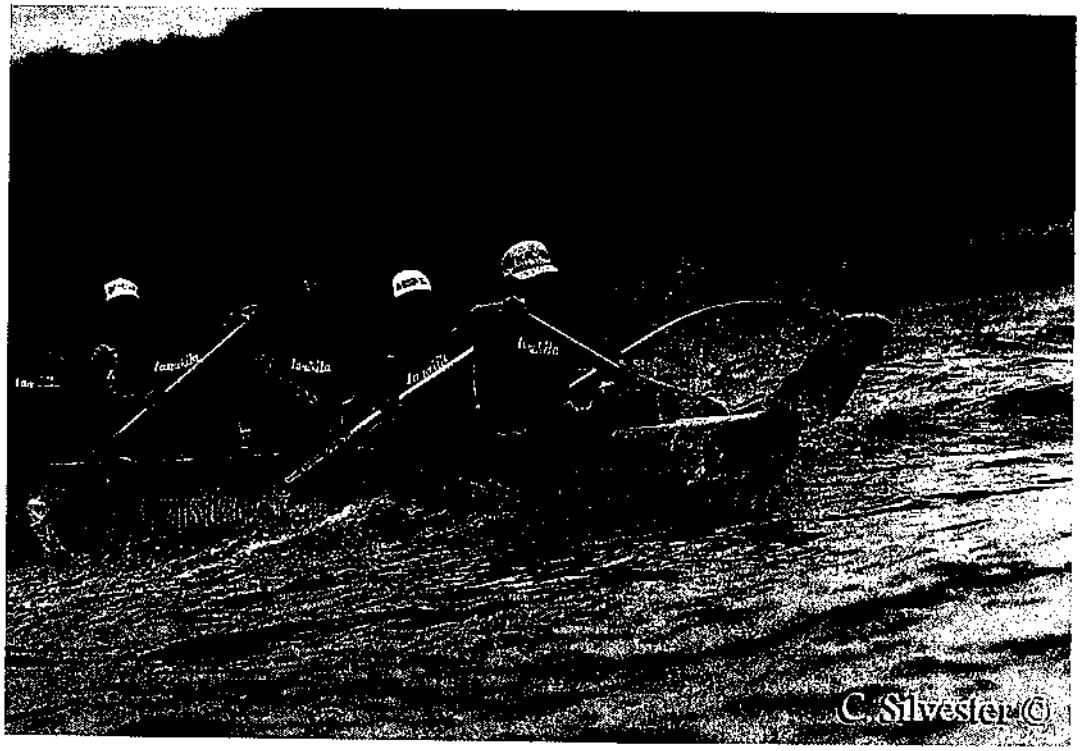
Dear Harbor Commissioners,

Please do not reduce Lanakila's practice area. Lanakila is a vibrant community with more than 300+ members that is a part of the fabric of Redondo Beach. By reducing our practice area, more of our members will be at risk of injury. With less space, logistics will be increasingly more complicated as we attempt to navigate multiple 40' long vessels, increasing the risk of injury to our members.

Lanakila, translated from Hawaiian, means "victory". In order to be victorious, we need to have an adequate training facility that will accommodate our equipment, members, and parking. The culture of Lanakila is such that everyone is welcome. My experience has been nothing but positive. **To limit space means limiting our club's growth, which is a travesty to members and potential members alike.** I am confident this great city of Redondo Beach and our beloved club, Lanakila, will come to an agreement that benefits us both.

Sincerely,

Jason Tokushige
1919A Belmont Ln
Redondo Beach, CA 90278



August 3, 2016

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

Dear Harbor Commission,

I am a paddler with the Lanakila Outrigger Club, and I've lived in the South Bay all my life. I'm writing to express my objection to plans within the waterfront restoration, and in particular, the ones that would directly affect the club and its activities.

Beyond the paddling community, I feel that my opinion would be overwhelmingly echoed by area residents who have a keen eye toward things like community and quality of life, which I believe should be a primary focus for any revitalization effort!

I recognize that economics play a large factor in efforts such as this, where many people stand to benefit from a revitalization of the waterfront (developers, merchants, community). However, there is a point where the change does not make sense. The issue as I see it, is balancing the "progress" that is being attempted with a strong nod toward the community that it is supposed to serve. In this case, the paddling community has been a rich, welcoming, health-conscious tradition in the South Bay for decades. Trying to make this site into more of a multipurpose area does not acknowledge that tradition.

Our club members are very keen toward the area: We respect it, and understand that it is a reflection of the city, and we keep it as such. **This is the type of culture that city officials should fight to preserve!** In the end, this measure will severely cramp what is already cramped space.

Thank you for reading. As fellow (concerned) citizens, I hope that you will take time to consider our pleas for further consideration!

Yours truly,

Brian Kono
23906 Huber Avenue
Torrance, CA 90501

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

August 3, 2016

Dear Harbor Commission,

I am writing you to regarding the proposed public boat ramp at Mole B and the impact it will have on the Outrigger paddling community.

I paddle with Lanakila Outrigger Canoe Club. Lanakila, with a 46 year history, along with our neighbor Nahoa Outrigger Canoe Club, are 300+ members strong and counting! Lanakila paddlers along with their world-class coaching and history, have provided myself and countless others with a love and respect for the ocean as well as incredible teamwork and camaraderie in our training as well as our racing

My understanding is that the outrigger area for our canoes and accessories for the 2 clubs mentioned might be reduced from 17,000 square feet to 9,000 square feet. That's almost a 40% reduction in space that we simply cannot afford to lose.

With the addition of a public boat ramp, and the boaters launching behind a blind wall on a narrow waterway, it would clearly seem to hold the potential for accidents on the water. Another factor to consider is the impact this will have on the live aboards in King Harbor with their parking compromised, as well as parking for Lanakila and Nahoa members.

I encourage the powers that be to take a second look at what I feel is a negative impact which the public boat ramp would have on the outrigger community, liveaboards, etc. I'm confident a better solution can be reached.

Thank you for taking a moment to listen to my concerns.

Best Regards

Dave Amenda
142 Lomita Street
El Segundo, CA 90245

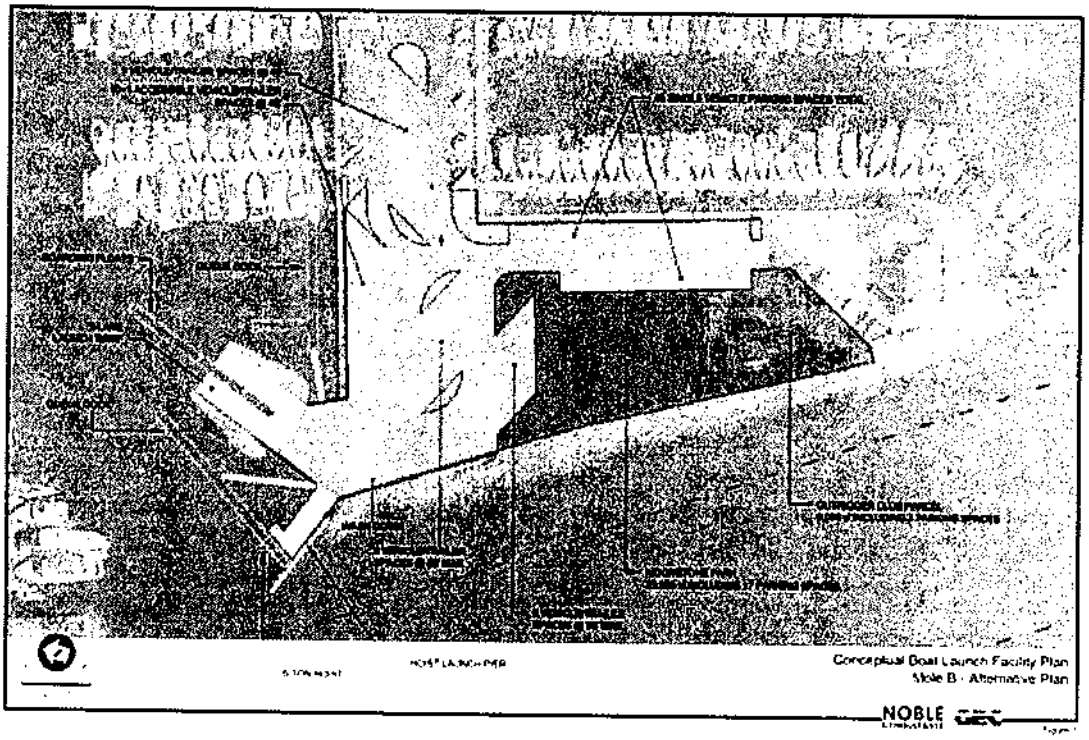
July 24, 2016

Dear Redondo Beach City Council,

This boat ramp proposed for Mole B does not work.

It will create a weekend jam, a cog, for the city of Redondo, the citizens of Hermosa, any visitors, and the private boat slips.

1. There is not enough room.
2. It interferes with private boat parking and creates a danger to the private dock leasers for their families and children. The trucks and trailers will back up and sit and will make the road impassable.



3. Life guards will not be able to get through in an emergency from their station next to the Outrigger area on the end of the Mole, they will drive into a wall of boats, and people waiting to get out.
4. The vehicles at the road exit, will be waiting for the few seconds they are allowed to turn, and it won't be enough time and the traffic will come to a standstill.
5. It will hurt existing business, people will go elsewhere to eat and not go to the overcrowded areas.
6. Poor planning

7. Children will get run over by boat trailers. Visibility will be limited.
8. There is no room to turn a boat and trailer properly in the configuration and design at the ramp head. In this design it affords only one boat at a time, and it would take the whole ramp up. Boat owners may be stuck in place for 5 5o 10 minutes or longer if they have a problem and then the whole Mole B area would go into dead lock and would be rendered helpless and stuck.
9. There is no room for boats to bypass, or go around.
10. Once the boats create the dead lock, all the folks up and down the parking area and folks out on the Mole B will be rendered helpless and will not be able to get out.
11. This design is fatally flawed, due to safety, and the impracticality of causing people to be stranded.
12. On an ocean front, if a large surge reduces the water from the shore, a tsunami may be pending. There would be no way out in a disaster.
13. There is no flow.
14. The current design makes it too hard to manipulate the auto and trailers. This too creates a traffic hold up. So not only are people waiting for the launchers, but also the parking trailers.
15. There is not enough room to maneuver safely.
16. The launce takes away parking from the existing facilities.

Sharon Imel

Sharon Designs, Inc.
729 Border Ave
Torrance, CA 90501
310 787 8083

August 4, 2016

RE: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

Dear Redondo Beach Harbor Division and Waterfront Development Committee,

Two of my grown daughters are members of Lanakila and I have seen what a positive impact their experience with the club and the long-lasting friendships they've made while paddling has had on their lives. Please do not reduce Lanakila's space, which is already cramped. The club does so much to help others.

Please build responsibly, in a way that embraces traditional and respected communities like Lanakila. Be a model of integrity and principled development by protecting our beautiful coastline from over development and ensuring that the spirit and character of Redondo Beach lives on through beach and ocean communities like the great ohana that is Lanakila.

Sincerely,

Tom Vaughn
1360 West Street
San Pedro, CA 90732
tom_vaughn@hotmail.com

August 2, 2016

Dear Harbor Commission Redondo Beach,

Please do not reduce Lanakila's practice area. We are a very active outrigger boating club of over 46 years and I've watched many families come together to participate in this wonderful club over the years. The deep connection to nature and the ocean is cherished and honored through the members and activities of this club.

Lanakila's already small space, is so valuable to the members to practice safely. It is even more important for the young children of this community to practice in an environment that has their safety in mind. This a time where children are drawn to playing videos games and staying indoors, and it is pertinent that we keep activities available for them to bond with their environment and community.

Personally, **this club has been a wonderful and irreplaceable experience. I couldn't imagine King Harbor without this amazing club!**

Thank you for realizing the absolute necessity of keeping the current outrigger club site size for the safety of all the members involved.

Sincerely,

Jennifer L. Windham
406 Avenue G #15
Redondo Beach, CA 90277

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

August 3, 2016

Dear Harbor Commissioners,

I oppose a reduction in the Lanakila Outrigger Club canoe site. I am 13-years-old and I really like paddling with Lanakila, and have paddled since I was 8. I think it's a great way to make friends and get exercise. Please let us keep our land.

Thank you,

Amanda Kindt
1417 Madrid Ave
Torrance CA 90501
310-270-3620
Arakthepanda@gmail.com

To: City of Redondo Beach, City Council & Harbor Commission
From: Angela Kelly
Date: August 3, 2016
Sub: Mole B – Lanakila Outrigger Canoe Club :: Re-zoning

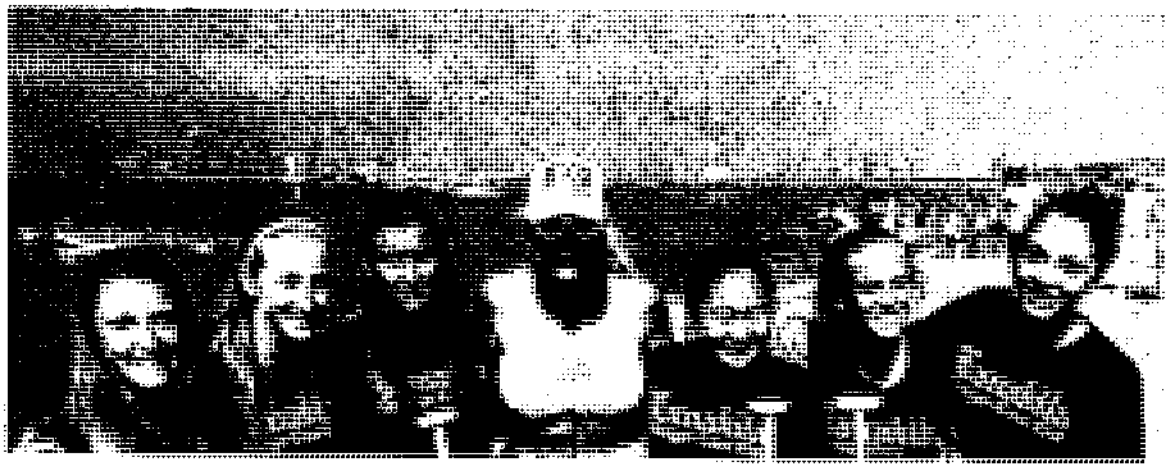
Please do not reduce Lanakila's site/practice area square footage at Mole B.

I am a 19-year-old college student and reflect back on my summer days in Redondo Beach when in middle school and high school. Although I did not participate in athletic sports in school, I am proud to say I was an active paddler in the "Juniors" program of the Lanakila Outrigger Canoe Club for 6 years!

Paddling with **Lanakila taught me valuable life skills of living healthy, communication between my peers, and teamwork.** I'm shocked to have heard of the possibility of the canoe site being reduced...When in fact the site should be expanded due to the ever popularity of the club in the community. Please do not reduce Lanakila's club site.

Thank you,

Angela Kelly
2410 Sebald Ave.
Redondo Beach, CA 90278
redondoangela@yahoo.com



Long Beach sprints, 16&under crew with our coach (I'm 2nd in from the left)

Attn: City of Redondo Beach, City Council & Harbor Commission
From: Nicholas S. Doyle
Date: July 28, 2016

RE: Mole B – Lanakila Outrigger Canoe Club :: Re-zoning

Please do not reduce our site/practice area square footage at Mole B.

As a 10-year veteran Ocean Lifeguard with the Los Angeles County Fire Department, Lifeguard Division, I have a strong sense of social responsibility to the South Bay community. Like many other public safety organizations, the Lifeguards are a brotherhood united around the core **values of health, safety, integrity, caring, outreach** and most importantly, **commitment to our community.**

I have been a member of Lanakila for 5 years and have come to realize that this club team embodies all of the same values as the Lifeguards. **The level of Lanakila's 46-year fulfillment of these core values is something rarely found among recreational competitive organizations. The strongest communities are those that benefit all and are closed to none. It is for this reason that Lanakila is what it is today.**

The driving force of Lanakila is our "Ohana," the ancient Hawaiian culture that identifies community as family. To be a member of Lanakila is to be a beacon of Ohana. Our Ohana is strong, radiated by over 300 members, touched by all those living in our community and by those that dedicate their lives to our community such as current military service men, veterans, law enforcement, healthcare providers, fire fighters and lifeguards. South Bay community members are among the proudest I have ever known.

At Lanakila, we are all proud members of our South Bay community and to reduce our space would threaten to destroy a historic, influential, and invaluable piece of culture that makes the social fabric of our South Bay community so unique.

Sincerely,

Nicholas S. Doyle
Recurrent Ocean Lifeguard – Los Angeles County Fire Department, Lifeguard Division

839 N. Lucia
Redondo Beach, CA 90277

August 3, 2016

Dear Harbor Commission,

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

I have been a member of the Lanakila Canoe club for over 24 years. As you may already know, Lanakila has been a part of Redondo Beach since 1970! I was sad to hear of the real possibility of a public boat ramp being built on mole B and the Lanakila Canoe club site being drastically reduced.

I'm writing to urge the Harbor Commission no vote "No" on reducing the canoe clubs footprint. Our area is already impacted and **reducing it would cause difficulties with the operation of the club.**

Lanakila has been a huge part of the harbor and has had a positive influence on countless people over the years. **From the kids program, to Corporate Team Challenges, Christmas harbor parades, to harbor clean up. Lanakila has always been there for the city. We fought hard for measure G and new zoning of mole B.** Please do not take our space away.

Thank you for your time.

Sincerely,

Brad Gill
11151 Bennington Street
Los Alamitos, CA 90720
Bradgill76@yahoo.com

August 4, 2016

RE: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

Dear Redondo Beach Harbor Division and Waterfront Development Committee,

My sister & I were active members of Lanakila from 2012 to 2014, and the people and experiences of those years will stay with us forever.

Redondo Beach is the great town it is today BECAUSE of ocean "ohana" like Lanakila. To reduce what is already a cramped location would be a huge loss not only to our club, but to the South Bay community.

Please build responsibly, in a way that embraces traditional and respected communities like Lanakila. Be a model of integrity and principled development by protecting our beautiful coastline from over development and ensuring that the spirit and character of Redondo Beach lives on through beach and ocean communities like the great ohana that is Lanakila.

Sincerely,

Shannon Vaughn
1360 West Street
San Pedro, CA 90732
Shannonvaughn17@hotmail.com

Shannon Vaughn, Erin Vaughn-Carter, Tanya Welsch

To: City of Redondo Beach, City Council & Harbor Commission
From: Ron Long
Date: July 28, 2016

Please do not reduce Lanakila's site & square footage at Mole B.

I have been paddling at Lanakila for 2 years and can state that the team and family feeling that this club has and offers to new members is amazing. I have paddled for a club in Long Beach and a club on Catalina Island, and both of those clubs are not as welcoming, as friendly, and as inviting to its ohana as Lanakila has been to me and my family.

My kids, (ages 9 and 11), both paddle for the keiki program and have grown in confidence, skill, and fitness. I have volunteered as a keiki coach this summer and can attest to the positive environment and atmosphere that provide safety, encouragement, and teach good values and skills to over 50 kids. My kids are looking forward to continuing their involvement and membership with the Lanakila family.

Please consider building a boat ramp at a site further away from where our canoe club is currently using, to avoid traffic, confusion, accidents, and traffic problems once the boats would be backed into the water. The safety of our kids and adult members both on land and on the water are of my primary concern.

Thank you for considering alternative locations in placing a public boat ramp at the King Harbor marina.

Ron Long
3510 Emerald Street #1
Torrance, CA 90503

Images from Lanakila Outrigger Canoe club show that parking that city staff have proposed be used for boat trailers is utilized for today by various harbor users. It also demonstrates the amount of maneuvering space required to navigate the Mole. The lower photo shows why the parking proposed by city staff in the Moonstone Park area would prohibit the club from moving their canoes to participate in races. While here they could clear the spaces normally used by Lanakila members, if you reduce parking the spots in this area would provide parking for those that rent slips and their guests – Lanakila could no longer ensure a safe route out of and into the outrigger storage area. The city is attempting to cram to many uses into too small a space.

From: Kathy Hamilton <[redacted]
Sent: Thursday, August 4, 2016 1:31 PM
To: Katie Owston
Subject: Feedback on the Waterfront project...

Hi Katie,

I was in attendance for the open house of Waterfront model at CenterCal's office. It it was a great opportunity to view and discuss the project with other community members and CenterCal. The model is a great tool to help visualize the project.

I wanted to submit some feedback on the project that came from discussions and observations during the open house. I've included my feedback below and would ask that you please forward the feedback to the appropriate parties.

Kind regards,

Mike Hamilton
110 The Village, #402

[Feedback below]

To the Waterfront development team,

I would like to begin by thanking CenterCal Properties for putting together a 3D model of the project! The model is well done and is exactly what many in the community wanted to see to help us really visualize and comprehend the project being proposed. I cannot underscore how helpful viewing the model was for many in the community.

Also I'm grateful for CenterCal's efforts to listen and respond to the public comments/suggestions, like this 3D model, and I'm confident that both the Harbor Commission and CenterCal have a desire to make this project a success by incorporating the input from all the stakeholders.

Let me state that I have been supportive of exploring the project but very concerned with the potential negative impacts that it will have to the local community. I agree with the statement that the waterfront area is in need of a make-over and that a redesign is long over due. I do support the style of the proposed project design and the general usage mix of hotel, restaurants, retail, office and recreation.

After viewing the 3D model last night, I now better understand the scope and see the larger impact problems of the project. I would like to see the proposed project continue to move forward but with modifications to address concerns with the impact of the project. Specifically I see two main areas of concern:

1) Project Density. I understand that the project is only about 75% of the maximum density that is allowed. However, as you view the 3D model for the Northern section you can visualize how this project is still very compact. There is not enough open space between the buildings to prevent the project from looking like just another open air mall.

The project needs to have more space between the buildings to allow for more open sitting/walking areas and to perhaps enlarge/enhance the general open area next to the Market (building F). Also the number of offices/retail shops in building C and D should be reduced and perhaps be reduced by making one or both buildings a single story.

The reduced building foot-print will improve the views for the local neighbors and enhance the appearance when walking through the project area. Reducing the building footprint and number of office/retail spaces will also help reduce the stigma of having large numbers of vacant office/retail spaces during lean economic times and the congestion that the additional retail/office spaces will generate.

2) Traffic Issues. Obviously the project will generate a larger amount of traffic that will have an impact to the local streets. As easily viewed in the 3D model there are only two main arteries to support the larger traffic volume to the project: Beryl St and Torrance Blvd. The other two streets, Harbor Dr and Pacific Ave remain as only single lane streets (in each direction) which are currently unable to handle existing high traffic periods.

It is expected that traffic control and signage within the project at both Beryl and Torrance will be adjusted and enhanced to help mitigate congestion for the higher traffic volume. However, I do not feel that the traffic control has been adequately addressed at these key intersections and several key areas on the project. Also there are noted changes that will need to be addressed at key intersections immediately outside the project.

It is noted that the intersection of Pacific Ave and Harbor Dr is already a very difficult interchange. At this interchange is: an entrance to the Redondo parking structure, an entrance to residential parking, a transitional point for the bike lane (from the Northbound side to the Southbound side as heading north), and pedestrian crossing from both Pacific and Harbor. Combining all the interchange components along with a higher volume of traffic on Pacific and Harbor, adding visitor confusion and traffic u-turns will make this interchange a real danger to personal safety and poses to become a regular public nuisance.

Also the speed on both Harbor (especially the newly proposed extension) and Pacific will need to be limited to remain safe due to the smaller number of lanes and higher traffic volumes. Although signage is expected to be posted to limit speeding in these areas, there should also be physical barriers to limit speeding - additional signals/stops, speed bumps or lane shifts/diversions.

Also there are several traffic intersections to driveways along Harbor Dr and Pacific Ave that are likely to require stop signs to allow cross traffic. Notable intersections include: is the entrance to Cheesecake Factory and the entrance to the Crown Hotel along Harbor Dr and the entrance to the garages for 110 The Village along Pacific Ave. The entrance to the garages at 110 The Village off of Pacific Ave is of personal importance to those living in the building, as it is the only vehicle entrance/exit to the building. Current high traffic conditions along Pacific make entering/exiting the building very difficult.

Additionally the intersections on Catalina Ave (with Beryl St, Pacific Ave and Torrance Blvd) will need to be addressed but are outside the scope of the project. To not include a plan to revising these key intersections within the project is a large problem. These intersections should be discussed and redesigned ***before*** construction on the project begins to handle the higher construction volume these intersections will have immediately.

I appreciate having a continued opportunity to provide feedback on the project. I look forward to seeing the project being refined to address the concerns of the stakeholders and successfully moving the project forward through the next steps.

Kind regards,

Michael Hamilton
110 The Village, Unit 402

From: Laura Zahn
Sent: Thursday, August 04, 2016 2:43 PM
To: Stephen Proud <Stephen.Proud@redondo.org>
Cc:
Subject: Packet for Harbor Commissioners

Steven Proud, here is the information via email as you had indicated that the 7-copies I left with you today (August 4, 2016 at 2:00 PM) would not be able to be included in the packets being distributed later this afternoon to the Harbor Commissioners.

Attached please find two pages titled Regret or Remorse. Mother and I will be attending the Harbor Commission meeting on August 8, 2016. I am sending my comments ahead of time as that is what Katie Owsted suggested in case the meeting goes so late that we would have to leave before I spoke.

Thank you,

Laura D. Zahn

REGRET..... OR.....REMORSE.....

REGRET OXFORD DICTIONARY (NOUN)

A FEELING OF SORROW, REPENTANCE, DISAPPOINTMENT OVER AN ACTION OR LOSS

I DID NOT BET $5 ON THAT HORSE!

REMORSE....(NOUN)

DEEP REGRET.....PANGS OR PRICKINGS OF.....CONSCIENCE GUILT,.....SELF-REPROACH,.....SHAME,....UNEASINESS OF MIND

I BET.....MY.....**WHOLE PAYCHECK** ON.....**THAT HORSE**!!!

REDONDO IS NOW AT .....**A SELF IMPOSED** CROSSROAD....

YOUR COMMISSION CAN EITHER REGRET THAT THEY DID NOT MOVE FORWARD WITH THIS PROJECT OR

YOUR COMMISSION.....**CAN LIVE WITH REMORSE THAT THEY DID BECAUSE**.....BY ALLOWING THIS SUPERSIZED PROJECT **YOUR COMMISSION** IS.....***BETTING*** ..WITH THE ENTIRE FINANCIAL SOLVIANCY OF THE CITY OF REDONDO BEACH!!!

NIKE HAS A MOTTO....."JUST DO IT"

THERE IS A CORE GROUP OF US MADE UP OF OUTRIGGERS, KAYAKERS, SUP'S, SURFERS, BOATERS, MOMS, AND DADS, KIDS, YOUNG PEOPLE SENIORS, HOMEOWNERS, AND RENTERS,

THAT ARE SAYING....."**JUST DON'T"**

JUST DON'T.....TURN OUR HARBOR INTO A RETAIL/RESTAURANT MALL

JUST DON'T....REDUCE OR REMOVE OUR SEASIDE LAGOON

JUST DON'T USE MOLE B FOR THE BOAT RAMP AND DISPLACE LANAKILA OUTRIGGERS

JUST DON'T...REMOVE BOAT SLIPS OR BOAT TRAILER PARKING

THIS LAND....IS NOT **UNDERUTILIZED**.....

THIS LAND IS **UNDERAPPRECIATED!!!**

YOU CAN BE REMEMBERED FOR.....EITHER.....**PREVENTING PROGRESS**

OR

YOU CAN BE REMEMBERED FOR....**PRESERVING THIS FOR POSTERITY!!**

LAURA D. ZAHN

From: Gwen Leech
Sent: Friday, August 05, 2016 2:07 PM
To: Stephen Proud <Stephen.Proud@redondo.org>
Subject: Waterfront project

I cannot be there for the voting as I am out of state but I strongly support the waterfront project and I'm looking forward to it starting. Please use this as a Yes vote for the waterfront project.

Gwen and Robert Leech. The VGE'S.

From: Sherwin Zhou
Sent: Sunday, August 07, 2016 6:08 PM
To: Stephen Proud <Stephen.Proud@redondo.org>
Subject: Harbor Commission - Waterfront Project
Importance: High

Hello Harbor Commission,

As residents of Redondo Beach, my wife and I are writing to you regarding the upcoming vote on The Waterfront project.

Redondo Beach is a beautiful beach front community, but other than small businesses, we are trailing our neighboring cities in terms of major commercial success. It's time that Redondo Beach offers our neighbors from Torrance, Gardena, Manhattan Beach, Hermosa Beach, etc a reason to spend their $$$ in Redondo Beach. That's why we support the Waterfront project. and hopefully the Harbor Commission agrees with us.

Thank you,

Sherwin Zhou

From: Brandon Villalobos
Sent: Monday, August 08, 2016 4:56 AM
To: Stephen Proud <Stephen.Proud@redondo.org>
Subject: Support the waterfront

Hi Stephen, I'm writing this email to show my support for the waterfront project. Some of the main reason being that change is inevitable and in this case necessary. It seems like the dominos have fallen in line beautifully! The pier is in bad shape and needs work, so here comes the centercal group with a beautiful proposal for a complete redesign of the pier and they are paying for it! I don't know when we would get an opportunity like this again in our lifetime.

I am really looking forward to the redesign of seaside lagoon! I like the idea of it being free and open year round. Not only that, but it's much better for the harbor, since the water would be cleaner.

Just a few comments from a waterfront supporter, I'm sure you're a busy guy these days, so thank you for stopping to take a few moments to read this.

Sincerely,

Brandon Villalobos

From: David Bernier
Sent: Monday, August 08, 2016 9:17 AM
To: Stephen Proud <Stephen.Proud@redondo.org>
Subject: Support for CenterCal's WaterFront Development Plan

Good Morning Ms. Proud,

My name is David Bernier and I am a geologist/environmental consultant living just a few blocks from the pier (Rudy & Broadway) in Redondo. Last week I had the pleasure of meeting with Fred Bruning (CFO) with CenterCal. As an environmental consultant that focuses on groundwater and surface water assessment and remediation coupled with living so close to the pier, I was extremely interested in learning more about the proposed waterfront redevelopment project. I had never met Mr. Bruning before and simply reached out to him via LinkedIn. He almost immediately accepted invited my request and more importantly invited me to his office to discuss the project after a brief email exchange. Fred walked me through the details of the project including his teams focus on sustainability, water quality, and leveraging local support and partnerships to create this huge upgrade to the community. As you would guess I was extremely excited and more importantly impressed with the proposed plan, specifically as it related to the enhancement of water quality. Based on my now greatly enhanced understanding of the project and as an environmental professional and dad of a 4-year old that loves living by the beach, I wanted to notify the City of Redondo Beach Harbor Commission that I completely support this much needed waterfront redevelopment project. Please let me know if I can be of assistance in anyway as this project continues to progress. Many thanks!

Best,

David Bernier, PG
Senior Project Geologist
EEC Environmental
One City Blvd West | Suite 1800 | Orange, CA 92868
O (714) 667-2300 | C (714) 814-5655
dbernier@eecenvironmental.com | www.eecenvironmental.com

From: John Mann
Sent: Monday, August 08, 2016 2:55 PM
To: Katie Owston <Katie.Owston@redondo.org>
Subject: Submission for Harbor Commission Meeting this evening, August 8, 2016

Dear Ms. Owston:

Please submit the attached to the Redondo Beach Harbor Commission for their meeting this evening on the Waterfront Project.

Thank you.

John Mann

To: Redondo Beach Harbor Commission, for consideration at its meeting on August 8, 2016, regarding the Waterfront Project

Measure G Requirements

1. **"Views from Czuleger Park shall be protected by ensuring that two story buildings are not clustered or lined up in a manner that creates a wall-like impact on views from the park."**

Measure G establishes specific development standards for a "CC-3 coastal commercial zone". Among them is 10-5.814(b)(1), dealing with an "Area 1" extending from the southerly border of Seaside Lagoon all the way south to the water just adjacent to the R10 restaurant -- see the illustration in Measure G following 10-5.814(b). It is in this area that CenterCal proposes to build a "market hall".

But regarding this area, 10-5.814(b)(1) states that: "Views from Czuleger Park shall be protected by ensuring that two story buildings are not clustered or lined up in a manner that creates a wall-like impact on views from the park." That provision is part of the Redondo Beach Municipal Code, and is also part of the coastal land program for the City of Redondo Beach as certified by the California Coastal Commission.

The market hall, with its two stories lined up as proposed, would create a wall-like impact on views from Czuleger Park, and would therefore violate Measure G, the Redondo Beach Municipal Code, and the coastal land program certified by the California Coastal Commission for the City of Redondo Beach.

Also, the market hall and the other buildings proposed for Area 1 (as defined above), clustered or lined up as proposed, would together create a wall-like impact on views from Czuleger Park, and would therefore violate Measure G, the Redondo Beach Municipal Code, and the coastal land program certified by the California Coastal Commission for the City of Redondo Beach.

2. **"New development shall not obstruct views from Czuleger Park to the ocean."**

Section 4 of Measure G includes a provision that "New development shall not obstruct views from Czuleger Park to the ocean." That provision is found as the second bullet point under the heading <u>Maximum Building Height</u> applicable to Commercial Recreation Sub-area 1, as illustrated on the diagram accompanying the provision in Measure G. The provision is part of the Redondo Beach Municipal Code and part of the coastal land program certified by the California Coastal Commission for the City of Redondo Beach. The buildings proposed by CenterCal for that Sub-area 1 would obstruct views from Czuleger Park to the ocean, and would therefore violate Measure G, the Redondo Beach Municipal Code, and the coastal land program certified by the California Coastal Commission for the City of Redondo Beach.

3. **"New development, additions or major rehahilitation projects within the Harbor-Pier area shall he sited and designed to . . . preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive."**

Section 6 of Measure G includes a provision that "New development, additions or major rehabilitation projects within the Harbor-Pier area shall be sited and designed to . . . preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive." That provision is part of the Redondo Beach Municipal Code and part of the coastal land program certified by the California Coastal Commission for the City of Redondo Beach. The buildings proposed by CenterCal for the Waterfront Project would, far from "preserving" and "enhancing" public views of the water from the moles, pier decks, publicly accessible open space (of which Czuleger Park is a portion) and Harbor Drive, would substantially diminish such views, and would therefore violate Measure G, the Redondo Beach Municipal Code, and the coastal land program certified by the California Coastal Commission for the City of Redondo Beach.

For the above reasons, the Fnal EIR should not be approved/certified, and all applications to go forward with the Waterfront Project should be denied.

Submitted by Redondo Beach resident and homeowner, John Mann, on August 8, 2016.

Laurie Koike

From: rbwaterfront@aol.com
Sent: Monday, August 08, 2016 2:33 PM
To: Laurie Koike; Stephen Proud
Cc: Joe Hoefgen; Mike Witzansky; Stephen Proud; steveaspel@aol.com; Laura Emdee
Subject: Boat Ramp Location - For inclusion in Harbor Commissioners packet tonight, or to be forwarded to their emails

To: Stephen Proud or Laurie Koike (for forwarding to Harbor Commissioners)

Redondo Beach Harbor Commissioners

From: JoAnn Turk

Re: Upcoming Harbor Commission Meeting - August 8, 3016

This email is not an official recommendation from me, or representing any group that I may be involved with. It is simply my own personal opinion as an observer and participant in the Harbor for the past 40 years, as an employee, or business owner of several harbor entities, past and present.

In the 40 years I have observed the search for the perfect site for a boat ramp, I came to the conclusion, as almost everyone else who studied the issue seriously, including your hired consultants, that there was no perfect place to locate a boat ramp. It's been the "Elephant in the Room" as long as I can remember.

I also observed, as someone who sat in an office watching boat hoist users drive by my window to use the current boat hoist, that over the years, the number of boaters utilizing the hoist declined greatly every year. 20 hoists a day seem to be a maximum on a peak day, 4 or 5 on a weekday are more common. I think that trend will continue. I suspect a boat ramp would be less used. A hoist can be more easily used, with the help of a hoist operator, by more elderly boaters.

I came to my own conclusion a few years ago, that the City should go back to the Coastal Commission and try to convince them that a hoist would work much better than a ramp in accommodating our boating community, because it would take up less room, it should be easier to find a site and it could be offered to our Redondo Beach residents at a much discounted rate using the current coupon system. My understanding of the mandate by the Coastal Commission, is that there needs to be a public boat launch facility if we ever wish to build anything new in the harbor. This is a small harbor, some call it a boutique harbor, and we should not compare ourselves to Cabrillo, Dana Point, or Marina Del Rey. We should ACCOMMODATE, not COMPETE. There is no reason a hoist and parking could not be accommodated by a reservation system, just as popular camping spots, concerts, museums are. The Getty Museum has always controlled their numbers by the reservation of parking spaces. When they are gone, they are gone. The idea
of having everything free is long past.

I also observed that the very best place to install a hoist, in my mind, would be the inside of Mole B, north of the Harbor Patrol offices. I felt this could be accommodated by purchasing several slips from King Harbor Marina on Y Dock. I was greatly encouraged that this long standing problem could be solved when I heard that the City and the Master Lessee, working together, had come up with a plan that included not only a boat ramp, but a boat hoist and a hand launch and adequate parking all on Mole B and the King Harbor leasehold. This is not an opportunity that should be passed over lightly.
Never before have I seen a Master Lessee willingly work with the City to find a solution to the absence of a boat launch. The Lessee needs a lease extension in order to invest in their leasehold
and the City needs a boat ramp in order to ever build anything new in the harbor.

Mole D is not a good location for a ramp. Two ramps have washed out in the early days of the harbor on either side of Sambas. A ramp located there would destroy a CenterCal type project. As I recall, the Army Corps of Engineers in Louisiana did scientific wind tunnel evaluations and studied the vulnerability of certain areas after the big storm of 88. I believe they found that after the breakwater was built to its current height, there were some areas that would still be vulnerable if the wind was coming from the south, and that would be along what is now Samba's shore, the sportfishing pier, and the Seaside Lagoon.

Mole C is not a good option because of many reasons, not the least of which would be the millions of dollars to buy out Joes Crab Shack. It also would greatly intrude upon Portofino's lucrative hotel and wedding business with traffic congestion getting to the hotel, and noise and exhaust fumes within feet of the wedding guests. If CenterCal builds their dream "open to the sea" Lagoon, a Mole C ramp also would present safety concerns for swimmers, paddlers, boaters and all.

I believe the Lanikila people will be able to be accommodated by putting some creative heads together. No one wants to lose Lanikila. They are a great asset to the City and Harbor. It appeared in the picture on the front page of the Easy Reader last week that much of their current 17,000 square feet is taken up with boat storage. Perhaps the City and the King Harbor Marina might be able to help them to design a state of the art stacking system for canoe storage.

Someone should be discussing with AES (I believe the Mayor and Council Member Emdee are still on that AES task force) the possible future purchase or lease of land for close off site parking. The parking could be utilized by employees throughout the Harbor and even the Pier, and of course overflow, with the aid of a shuttle bus. The site directly north of Salvation Army and the Redondo Hotel currently housing tanks, which I believe are no longer used, could also be discussed with Edison.

The beauty of the plan to build the boat ramp, hoist and hand launch on Mole B, and King Harbor Marina, is that the permitting process could start tomorrow without waiting for the CenterCal project. It could be done and out of the way before the CenterCal project is even started.

It's time to find the elephant a permanent room. This is the best opportunity Redondo Beach will have to build a boat ramp and resolve the issue with the Coastal Commission. Otherwise, if we let this great opportunity slip away, people will be talking about this problem for the next 40 years and the Harbor will continue to deteriorate.

Respectfully,

JoAnn Turk

King Harbor Youth Foundation
280 Yacht Club Way
Redondo Beach, CA 90277

August 8, 2016

To: City of Redondo Beach Harbor Commission members

Dear Harbor Commission members:

The King Harbor Youth Foundation (KHYF) is organized as a 501(c)(3) corporation and operates a youth sailing foundation out of the King Harbor Yacht Club. We operate and support the Youth Race team, four local High School teams, a summer sailing program which trains over 200 kids each summer, and a disadvantaged youth program called New Channels. All our programs are open to the public.

KHYF greatly respects that all parties are entitled to their opinion about a particular topic including the impact of a boat ramp location to the KHYF program. KHYF respectfully requests any such group refrain from attributing, or insinuating opinions are coming from us without consulting us first.

- To date, the KHYF has not given a position on the boat ramp location discussion. Any prior written, or stated opinions, are from those who have said them, and NOT of the KHYF Board of Directors.

- Our opinion, like all existing users of the harbor, is that the addition of a boat ramp in any location would require additional safety awareness simply because of the sheer increase in number of users of the harbor facilities. This is exactly the case for the KHYF and we are prepared to take those additional precautions.

- As to whether the KHYF has an opinion whether either Mole B, C, or D is 'detrimental'to the safety of our program participants, it is our voted official opinion that all locations present their own unique set of adjustments for us and no location can be construed as so unsafe that the Foundation could not adjust, just like the rest of the users in the harbor would have to.

- With respect to efficiently running our training programs, an edge in argument can be made for Mole B as the preferred location for the boat ramp thereby keeping the basin in front of Polly's on the Pier available for our numerous training exercises. If either Mole C or D is eventually selected, we would have to ask that additional training space be opened up by reducing the mooring field and preventing anchoring in the area in front of Mole B and C. All the above said our programs will still exist with the boat ramp in either location.

In summary, neither Mole B, C, or D would be detrimental to the safety of our programs, but an edge in argument can be made for Mole B with respect to the KHYF effectively running our programs. Whatever is decided, we will adjust.

Sincerely,

King Harbor Youth Foundation Board of Directors

James Murrell, President

To: Members of the Harbor Commission of Redondo Beach, California

From: Diana Mann, Redondo Beach resident

Subject: Waterfront Market Hall design is a violation of Measure G

Date: August 5, 2016

On behalf of the residents living around and beside Czuleger Park and all users of the park, I urge you to not recommend the approval of the Waterfront Project at this time for the following reason:

Measure G states in Section 10-5.814(b)(1) Development standards: CC-3 coastal commercial zone:

"Views from Czuleger Park shall be protected by ensuring that two story buildings are not clustered or lined up in a manner that creates a wall-like impact on views from the park."

The proposed market hall, positioned as in the model recently displayed by CenterCal, will create a wall-like impact on views from Czuleger Park, and therefore violates that development standard.

Czuleger Park was given special protection in Measure G for a reason. The public enjoys the serene setting and peaceful views of the boats sailing in and out of the harbor. They picnic there and watch fireworks on the Fourth of July. The view of the harbor with ocean in the background is the jewel of the park and will be completely eliminated as a result of the market hall design. The market hall will violate the wording and intent of the measure by virtue of the wall-like impact it will create.

Please do not vote to approve this project until modifications to the design have been made that will comply with the wording and intended purpose of the above-mentioned section in Measure G.

A PDF Power Point is attached to this document to give you some idea of what the area will look like if the market hall is built.

Sincerely,

Diana Mann

Czuleger Park Before and After

Czuleger Park is given special protection in more than one place in Measure G. One of those places is Section 10-5.814(b)(1) Development standards: CC-3 coastal commercial zone.

“Views from Czuleger Park shall be protected by ensuring that two story buildings are not clustered or lined up in a manner that creates a wall-like impact on views from the park.”

Proposed Market Hall aerial view
Note location of Czuleger Pk with respect to Market hall location

Market Hall rendering as shown in The Waterfront website

1. Czuleger Park from entrance at Catalina, top of the park
Note: Top of the flag pole on the elevator tower is roughly 37 feet in height from street level.

2. Czuleger Park near the Sea Scape One pool area (south) side of upper park

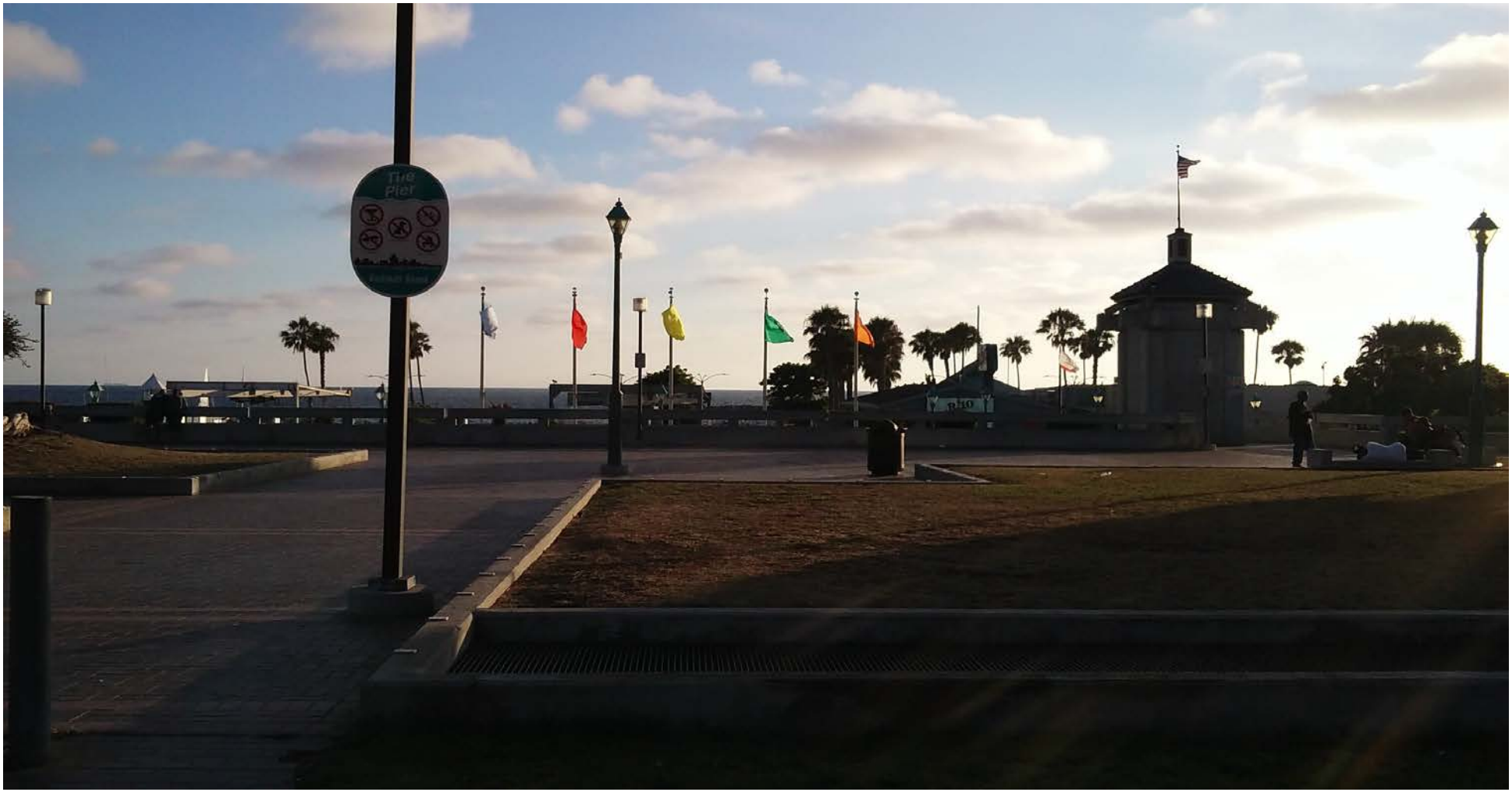
3. Czuleger Park mid-way down path near ocean facing benches

4. Czuleger Park mid-way down looking north

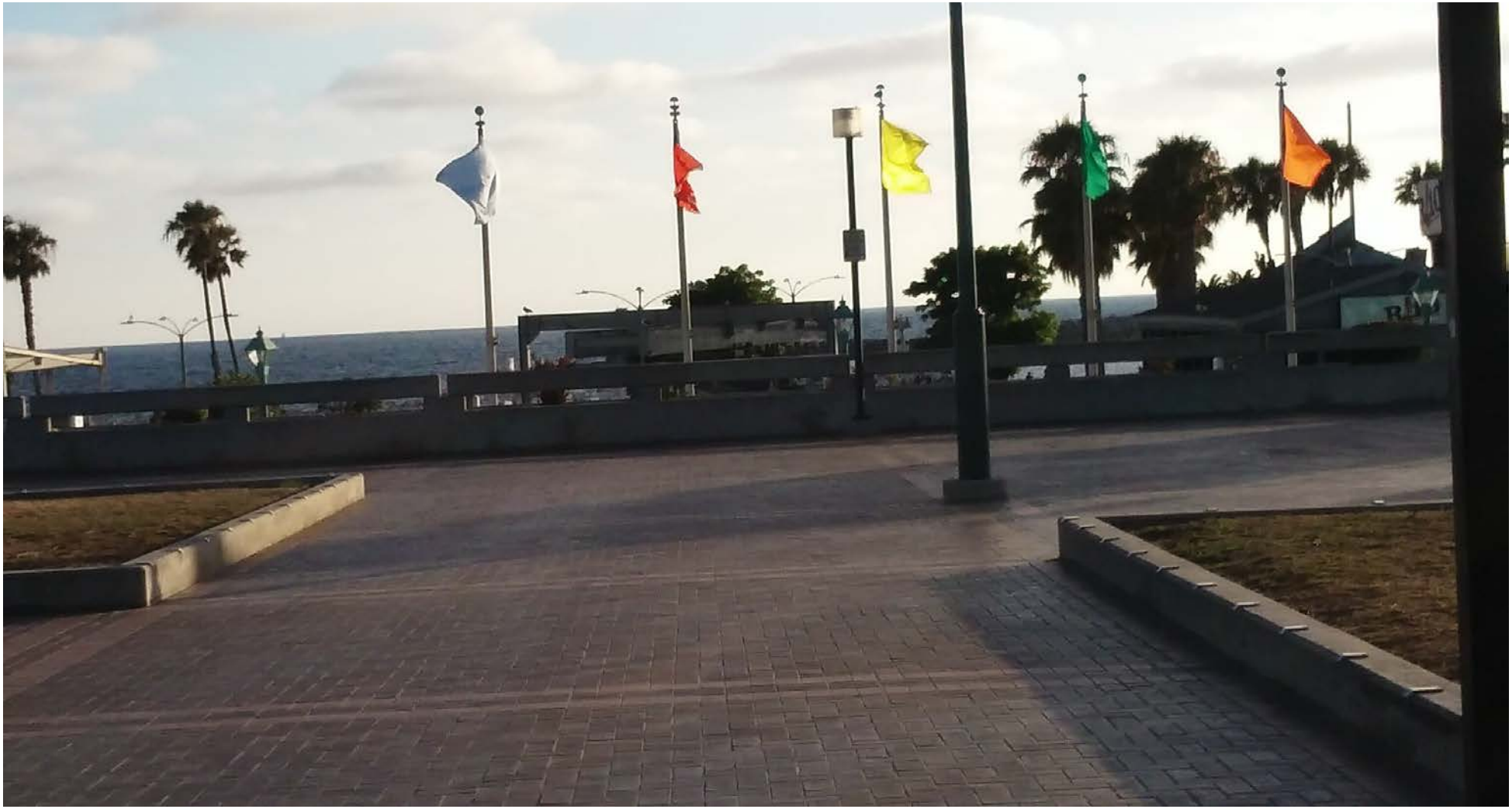
5. Czuleger Park mid-way down looking South

6. Czuleger Park near bottom of path looking straight out west

7. Czuleger Park from the bottom of the path



8. Czuleger Park from the plaza



1. Market Hall insert
From entrance at Catalina, top of the park
Note: Top of the flag pole

2. Market Hall insert near the Sea Scape One pool area (south) side of upper park

3. Market Hall insert mid-way down path near ocean-facing benches

4. Market Hall insert mid-way down looking north

5. Market Hall insert mid-way down looking South

6. Market Hall insert near bottom of path looking straight out west

7. Market Hall insert from the bottom of the path

8. Market Hall insert
The Wall

From: Light, Jim
Sent: Monday, August 08, 2016 8:24 AM
To: Eleanor Manzano <Eleanor.Manzano@redondo.org>
Cc: Frank Angel <fangel@angellaw.com>; Jim Light
Subject: Comments to Waterfront EIR

Eleanor,

Attached are minutes taken by Sheila Lamb on the Mole B boat ramp discussions at Bill Brand's Community Meeting on July 25th. I refer to these in my EIR comment submission. Please include in the public record on the Waterfront EIR proceedings.

VR,

Jim Light

Strategic Development
SAIC Inc.

Jas Crab Shack
1. They were not likely move from
~~these sites~~

Nils - Initiative -
1. Booter - don't use hoist here
2. Mole C - too expensive
3. Mole D - fully owned by the city -
(break in your walk)
4.
Answer -
Mole D - many concerns - there are
constraints - susceptibility to storm
surg - more challenges ~~the~~ operationally

Kim - Concerned mostly about the safety -
I'm worried about the kids -
I fear that were being pushed out.
A -

Jim Light - Be
1. The community is behind you
2. In 2007 - Mole D is the best solution
3. This is not a proper CDA process
4. Everytime the comes up the recreational
uses is put in 2nd place

Kurt Overmeier -
1. Drive in and out is a challenge
2. 1 lane not sufficient

Q This plan tries to balance competing
interests

Steve Calvin -

1. Our kids use this area -
there will be more accident -

2. Is this a forgone conclusion on Mole B

Bill - it isn't a done deal -

Gina De -

Took Jean Paul Wardy - our Migratory
Birds - can't take 200 FT up to a
migratory Bird nest

Henry Guzman -

A - 60-80 people per day 'o we're doing
it for 15-20 boats maybe.

Leslie - Why not Mole D -

A - Breaks up connectivity in the harbor

Mike - Mole D is a the red

Dennis Groat -

1. Where is the balance - lo. should be
done to accom Lane Kila
2. Using averages is not adequate
3. We need to be respectful [illegible]
A - There could be days when we have

Sam Ederson

1. Whatever reason Mole B was not in
E/R -
2. Does this mean there will be a new
E/R - won't you need to do an amendment
to the E/R -
3. were not warring w/ each other -
4. all these issue

Gilbert 1. One lane not sufficient
2. 2 lanes is

1. EIR - Using Mole C -
a. How quickly do we need to put in the ramp.

Ian Bardine -
1. Our plan had mole C
2. ~~Ce~~ Cequa says you can't put a project in an less environmental place
3.
A - In juxtaposition

Josh Crayton -
1. It takes us as long to drive up from Irvine as it does to get into the Harbor -
2. I'm seeing congestion and gridlock coming into the area - seeing a safety issue with congestion for emergency vehicles.

Ron Long - EMT -
1. Safety priority
2. Please state on record where your priority for safety is -
3.

We take direction from the city Council -

A - the environment impact is largely the same between Moles - under law our folks have done what is required -

Sara Burns - RB Sailing Club

1. we have 3 ~~[illegible]~~ small boats
2. we have no facility
3. a key demand will be a huge draw because getting into the open ocean. we also have the redo to upwelling
4. If we build it in Mole B we then could move it in 3 years, (Joe Crab Shack) It will not impact Center Cells

Dave Quinn

1. Has there been any risk assessment with transient ~~[illegible]~~ boaters that are not experienced - we need a risk assessment v.s. Mole D where there is no risk for kids.

A -

Scott Davy -

1. Boater - staff for beaches / harbors / 40 year lift guard -
2. Highest & Best use - you can't put outriggs & boats ~~[illegible]~~ inland
3. Eliminating the slips - where are you going to move those people
4. Safety - Marina del Rey got shut down when they tried to move their ramp - you're going to run into safety problems
5. Harbor patrol - will have difficult emergency access

Laura Zahn

1. Crab Shack - 15 years - are we capable of

2. If we can raise the 7 ml can we buy Jones.

Jeff Gilbert

1. Does State have min. for 2 sport ramps

2. So lines are not in alignment w/ the state.

A. No absolutes but they have guidelines 20 - 30 park spaces per lane

3. Can we move outriggers to a better place?

A. It's a challenge to move to another place in harbor.

b. In 13 years Mike C may become available - we'll

1. Concern - ~~30 boats~~ - Moorstone Park - what is a def. of a park? - Why can't this be a playground for Kids, Handicaps

A. If you contract a class of PER - you could use Moorstone for your classes - It has a public use - if a private club provides public program. 33%

Mark Hanson -

Comment 1. Mole B - Master Plan - says current users should be prioritized
2. Staging -
3. Bind wall - safety
4. Parking - poor -
5. We're going to similar to Marina del Rey -
6. Mole C - selected by C -
7. Problem will be now not in 13 years -
8. Lets buy out Joe Crab Shack and move to Mole C

Delia -

Comment - RB - we bought bldg we have a sail boat.
RE: Moonstone Park - 17 parking spaces - Please explain who is
John LaRock - park inventory in RB
2.4 mil $ from Chevron - for Mole B -
But now there are conflicts re: this spot -
Parking will be u

Betty Lamato -

1. Conflicts w/ Tanakila -
a. Boaters will use parking
b. Tanakila - using parking
going to overflow
} Same time

Wayne Craig -

Joe Crab Shack -
a. They don't think they're going to stay there
b. Will help w/ that -

6. Your trading safety & best use for harbor connectivity.
7. Please address these issues before the EIR is approved

Q Harbor Com - public testimony will only be heard after commissions concerns addressed will they be valid?

John Comment - send comments can be sent to Katie Ostom

A - They won't make a decision

Ross McKennon -
Doesn't a lease 'holder have property they could rent out

Eugene Salomon -
1. Measure G calls ~~for~~ to preserve & enhance harbor recreational uses - why are you sacrificing of
2. You are dissuaded

Kathleen Lloyd -
Why is Center Cal allowed to violate Measure G - if Center Cal adjusted to the harbor instead the other way around, Boating should be the priority -

A - There are alot of ways for the public to enjoy the w

From: Light, Jim
Sent: Monday, August 08, 2016 8:39 AM
To: Eleanor Manzano <Eleanor.Manzano@redondo.org>; Frank Angel <fangel@angellaw.com>
Cc: Jim Light
Subject: EIR Comments Boating Industry Article

Eleanor,

For the public record on the Waterfront EIR deliberations.

When asked about accommodating growth in boating demand both from a slip and a boat ramp perspective, City staff responded they don't see the growth. In addition to the data I supplied in my main EIR response attached is an article for Soundings a news site for the Marine Industry. This article clearly shows sustained growth in boat sales across the US and in California. It also shows the increasing trend in personal watercraft as well as larger vessels, particularly those over 41 feet.

VR,

Jim Light

SOUNDINGS Trade Only
DAILY NEWS FOR MARINE INDUSTRY PROFESSIONALS

Boat sales up 6.8 percent in 2015

Posted on March 9th, 2016Written by Jack Atzinger

Growth in U.S. recreational boat sales slowed during the fourth quarter, but builders and dealers sold 15,477 more boats in all of 2015 than they did the year before, marking the fourth straight year of gains for the recovering industry.

Full-year sales rose 6.2 percent to 159,116 boats in the main segments and 6.8 percent to 244,116 industrywide from 2014, Statistical Surveys reported today.

The data are from all 50 states and include up-to-date reports from the Coast Guard on documented vessels, providing a complete picture of the industry's 2015 performance.

"It's continual moderate growth, like we've been seeing for the past few years," Statistical Surveys sales director Ryan Kloppe said.

Fourth-quarter sales were 5.3 percent higher in the main segments, but up just 2.8 percent overall, leaving the industry slightly below the high-end forecast of an 8 percent gain for the year.

Forecasts are for a sales gain of 5 to 6 percent this year.

"I think that is very doable," Kloppe said. "I think you'll see those segments continue to strive. The bigger-boat categories are doing well, and the mainstays continue to do so as well."

Three categories from the main segments — aluminum fishing and pontoon boats, and 11- to 50-foot fiberglass outboard boats — and personal watercraft carried the industry last year, accounting for more than 191,000 sales, or more than three-fourths of the nationwide total.

Fiberglass outboard boats were the top seller among the main segments: 47,021 were sold, an 8.7 percent gain from the prior year. A total of 45,104 fishing boats were sold, representing a 6.6 percent increase, and 44,406 pontoon boats were sold, giving that category a 6.9 percent gain.

PWC led all categories across the industry as 54,934 were sold. That segment was the only one that topped 50,000 sales.

Sales of ski and wakeboard boats rose 9.7 percent to 7,825 and jetboat sales climbed 24.9 percent — the highest percentage gain of any category — to 4,446.

The only category in the main segments that posted lower sales was 14- to 30-foot inboard and sterndrive boats, a lagging group that has shown signs of life in recent months. Sales in the category were 7.4 percent lower for the year, at 12,061.

Florida, which leads the nation nearly every month, finished the year atop the states with 29,252 sales. Texas was second with 21,129, Michigan was third with 13,530, Minnesota was fourth with 11,094, and Wisconsin was fifth with 10,214.

The rest of the top 10 were North Carolina (9,130); New York (8,612); Alabama (8,209); Louisiana (7,914); and California (7,469).

Among the top 10 states, only Louisiana had fewer sales in 2015 than the year before, and Kloppe said 18 of the top 20 exceeded their 2014 totals.

Sales in all three of the industry's bigger-boat categories were higher. Among 31- to 40-foot cruisers, sales rose 1.1 percent to 1,464. Sales of 41- to 65-foot yachts rose 10.6 percent to 1,045 and sales of 66-foot and larger yachts rose 8.6 percent to 190.

Sailboat sales fell 7.7 percent for the year to 2,411.

From: Light, Jim
Sent: Monday, August 08, 2016 9:29 AM
To: Eleanor Manzano <Eleanor.Manzano@redondo.org>; Frank Angel <fangel@angellaw.com>
Cc: Jim Light
Subject: Emailing - bike study pier.PDF

Eleanor,

In my comments to the EIR, I refer to a staff report about pier area bicycle/pedestrian traffic conflicts demonstrating that city staff recognize that commingling pedestrian traffic (particularly visitor pedestrian traffic) with bicyclists is dangerous. Despite this report, the EIR still shows the pedestrian promenade and pedestrian bridge as a bike path. This is contrary to the statements and conclusions of the attached administrative report. I request the report be entered into the public record on the Waterfront EIR deliberations.

VR,

Jim Light

Administrative Report

Council Action Date: March 15, 2016

To: MAYOR AND CITY COUNCIL

From: TED SEMAAN, PUBLIC WORKS DIRECTOR

Subject: USE OF TECHNOLOGY TO BETTER REGULATE PEDESTRIAN AND BICYCLE TRAFFIC AT THE PIER

RECOMMENDATION

Receive and file the following report regarding the potential use of technology to better regulate pedestrian and bicycle traffic crossing where the beach bike path meets the south end of the pier for improved safety and traffic flow.

EXECUTIVE SUMMARY

As part of the City's current Strategic Plan, the Public Works Director and the Information Technology Director are directed to explore and recommend to the City Council for consideration the potential use of technology to better regulate pedestrian and bicycle traffic crossing where the beach bike path meets the south end of the pier for improved safety and traffic flow. Staff has reviewed existing conditions at the Pier and has also researched the available tools that could assist in enhancing safety. These tools utilize both cutting edge technology as well as proven traditional traffic engineering techniques. Development of a specific modification project is ongoing, with the following potential enhancements currently identified:

- Installation of "WALK BIKES BEYOND THIS POINT" with flashing beacons that are actuated by heavy pedestrian volumes at key conflict points. Outside of the conflict points, cyclists will be allowed to resume riding in order to maintain an appropriate level of bicycle mobility.

- Installation of illuminated (flashing) STOP and warning signs at locations where vehicles cross the bike path and pedestrian pathways.

- Installation of flashing "YIELD TO PED" signs for the bike path at lower volume pedestrian crossings.

- Repaint and install new centerlines, lane lines and pavement markings (including pedestrian crossing ahead markings) for improved bike path guidance.

- Install additional signage, markings and barriers to keep pedestrians on pedestrian facilities instead of the bike path.

- Provide enhanced pedestrians crossing signage and markings.

Staff is preparing conceptual designs for these enhancements for presentation to the appropriate Commissions and then to the City Council. We expect to have the designs ready for review within 6 months.

BACKGROUND

Within the Pier area, there are two Municipal Code Sections that apply to bicycle travel. RMBC Section 4-9.802b states the following:

> *Prohibited Activities - Bicycles. It is unlawful for any person to ride a bicycle within the area described in this article; provided, however, bicycle riding shall be permitted on any portion of said area designated as a bicycle path.*

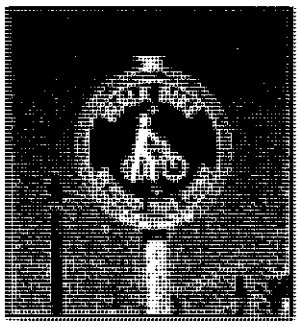
RBMC Section 12-2.07 also applies to bicycle travel and states the following:

> *Bicycle and skateboard riding is prohibited on any portion of any pier, wharf, public area, parking structure, or City-owned property where posted, except as may be otherwise provided for in this Code.*

Staff reviewed conditions along the bike path and pedestrians pathways generally located between the open-air parking lot at the southerly terminus of Pacific Avenue and the southerly entrance to the Pier (see Attachment 1). Field observations revealed that significant conflict can occur between vehicles, bicycles and pedestrians in the Pier and parking areas. Specific issues observed and potential mitigations include the following.

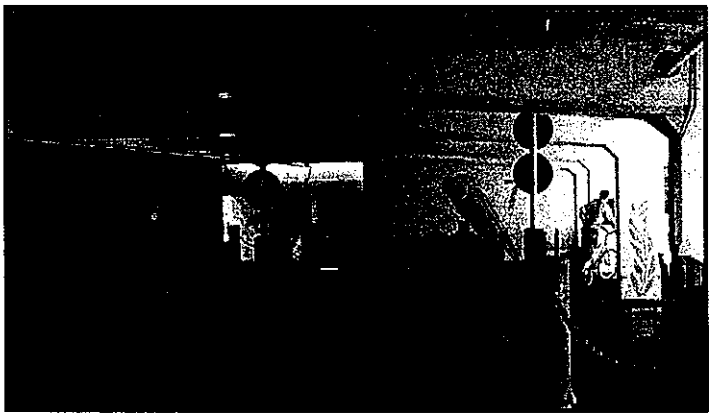
Conflict During Heavily Congested Periods

There are current signs near the south end of the bike path that require cyclists to walk their bikes. This restriction applies to cyclists on the bike path between George Freeth Way and just north of the restroom pedestrian crossing. Cyclists can resume riding outside of these limits. These signs are theme-based, decorative and consistent with the overall Pier design. However they also have limited impact to bicyclists regarding the need for care and are easily lost amongst other signage nearby equipment and site furnishings. This can result in poor yielding compliance when required, frustration on the



part of both cyclists and pedestrians, and an increase in accident potential. During certain periods, additional signs are placed that emphasize the requirement to dismount bicycles.

Bicycle and pedestrian traffic can vary widely on a seasonal, daily and hourly basis. It is also heavily influenced by the weather, which can result in unusually heavy volumes when there are warm temperatures even during traditionally light months. During periods of substantial pedestrian activity, it is necessary to eliminate the conflict by requiring cyclists to dismount and walk through these areas. However when there is little or no pedestrian conflict, requiring cyclists to dismount will result in little benefit and would have little compliance. Field observation confirmed the lack of compliance from a percentage of cyclists when there was little perceived pedestrian conflict. A more effective approach would be to utilize a combination of clearly understandable dismount signage combined with flashing beacons that indicate when the requirement is in effect. The flashing beacons could be actuated by passive pedestrian detection, similar to what is utilized at traffic signals, or based on a timer. This actuation would eliminate the need for manual placement of the additional signs. A potential sign design is shown below and a conceptual implementation for southbound riders is illustrated In Attachment 2. A similar approach would be used for northbound riders as well. Outside of the dismount zone, 'RESUME RIDING" signs would be placed to inform cyclists.

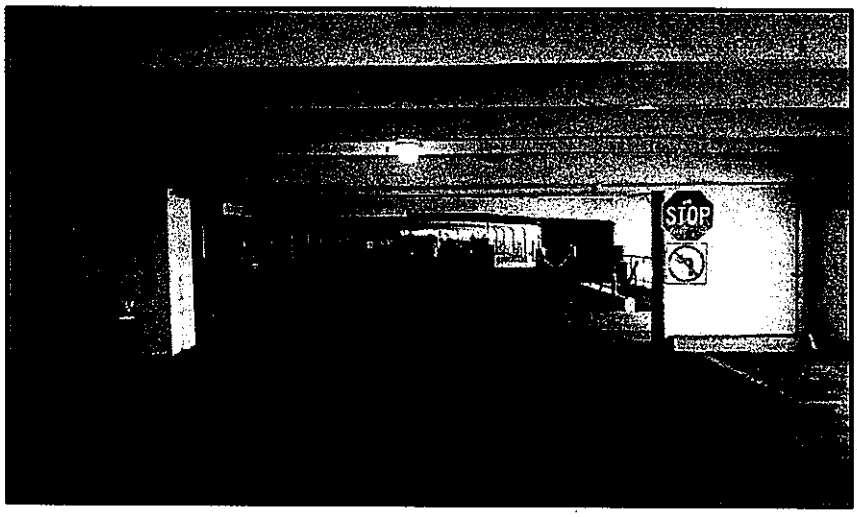


Sign with Rapid Rectangular Flashing Beacon

Sign with Standard Flashing Beacon

Vehicle Conflict with Pedestrians and Bicyclists

Vehicles cross both the bike path and the parallel pedestrian walkway at the north pier parking structure. There are two crossings: the east crossing provides one-way access for vehicles into this parking area and the west crossing provides for one-way exit from the parking area. Both locations have restricted visibility of cyclists and pedestrians, and would benefit from enhanced traffic controls.

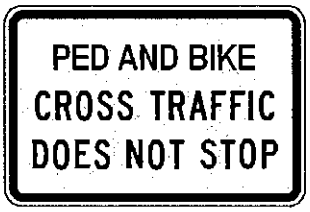


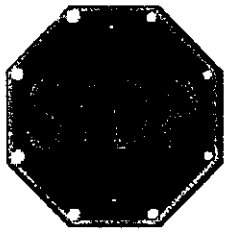
The westerly crossing has a posted stop control for vehicles, supplemented by a faded "STOP" pavement marking. Left-turns are prohibited due to the vehicle circulation pattern on the other side is one-way from left to right. As shown, the walls to this exit aisle abuts directly against the pedestrian pathway and bike path, limiting visibility. This is especially critical for pedestrians and cyclists

approaching from the east (left). To increase safety, additional enhancements to the traffic control devices at this location would be beneficial. The following identifies some of the devices that are being considered:

- Utilize a flashing stop sign to increase motorist awareness of the need to stop before continuing across the pedestrian and bike facilities;

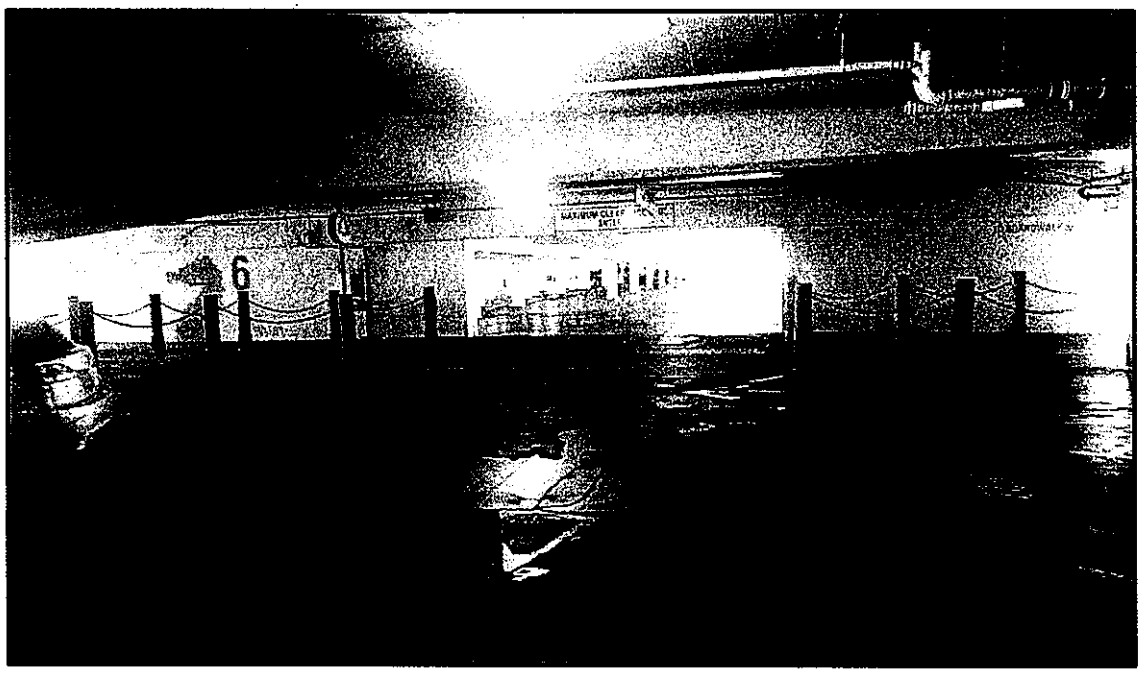
- Install additional warning signage to notify motorists of the potential for encountering pedestrians and cyclists, and that they have the right-of-way; and,





- Repaint the "STOP" marking and install a limit line.

The easterly crossing, which provides vehicle entrance into the north pier parking area, presents a challenge for motorists turning right. They have a clear line-of-sight for cyclists and pedestrians approaching them from the west (front), but it is difficult to observe (and yield) to those approaching from the east (behind them). This location is illustrated below.



This location provides a good opportunity to increase warning signage to better alert motorists of the need to yield before turning, and could utilize detection technology in conjunction with flashing beacons when there are approaching pedestrians and cyclists.

Potential enhancements for the east crossing shown above include the following:

- Install warning signage to notify motorists of the potential for encountering pedestrians and cyclists from the right/rear;
- Utilize flashers with detection of approaching pedestrians and cyclists from the right/rear; and,
- Install bike path markings and pedestrian crosswalk pavement markings.

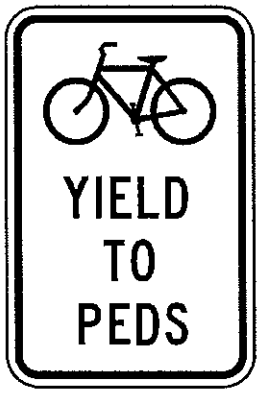
Pedestrian Crossing Warnings

As with the signs instructing cyclists to walk their bikes through certain areas, the "YIELD TO PEDS" signs are also decorative and have the same limited impact to

bicyclists. To address this issue, the following modifications could be implemented:

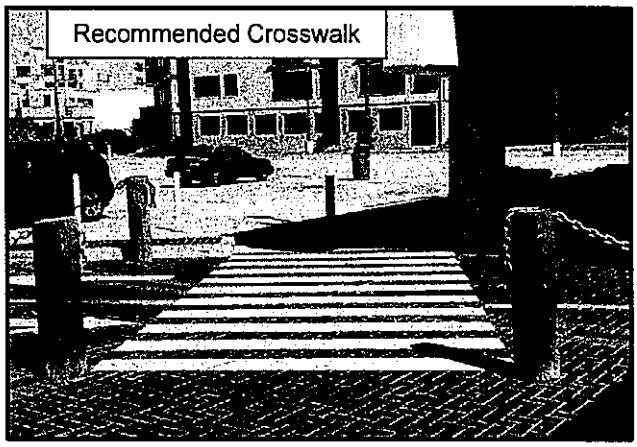
- Utilize more traditionally designed signs that have greater familiarity;
- Relocate signage to increase the visibility of the pedestrian crossing signs; and,
- Utilize flashers to emphasize the signs.

Potential signs that may be used at marked pedestrian crossings include:



Either sign, or one yet to be considered, can be equipped with a flasher that is either pedestrian actuated or operated with a timer.

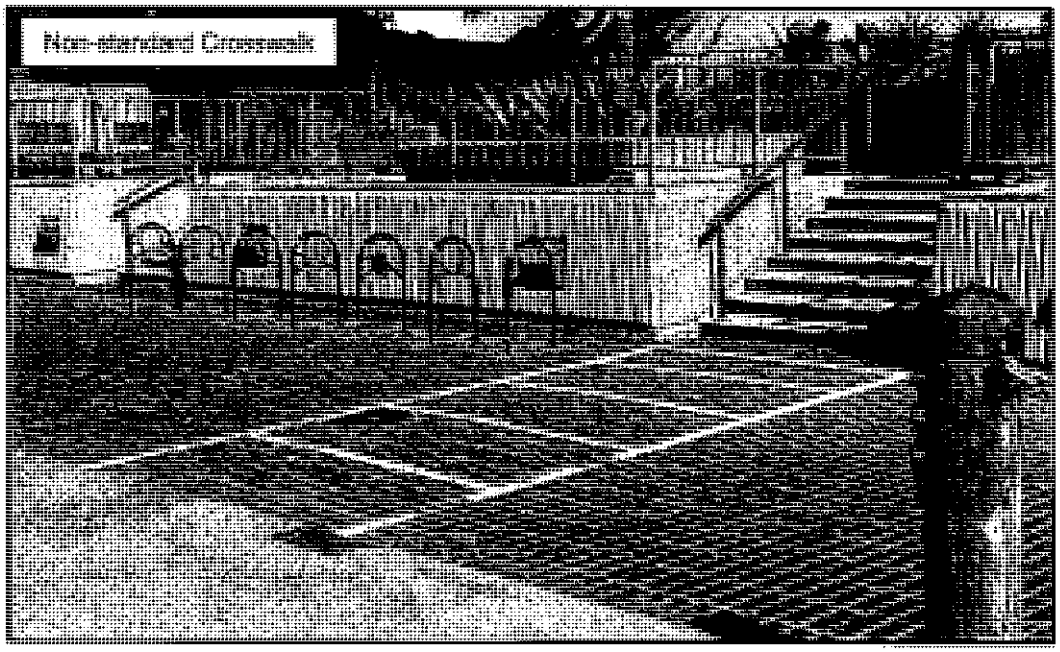
Additionally, pedestrian crosswalks vary in their design and locations, and are in many cases faded. Providing consistent crosswalk markings (size, design and location) will help provide better notification for cyclists of where pedestrians may be present. It would also better guide pedestrians to the appropriate crossing locations and would help reduce unexpected pedestrian entrance onto the bike path. This issue can be mitigated by:



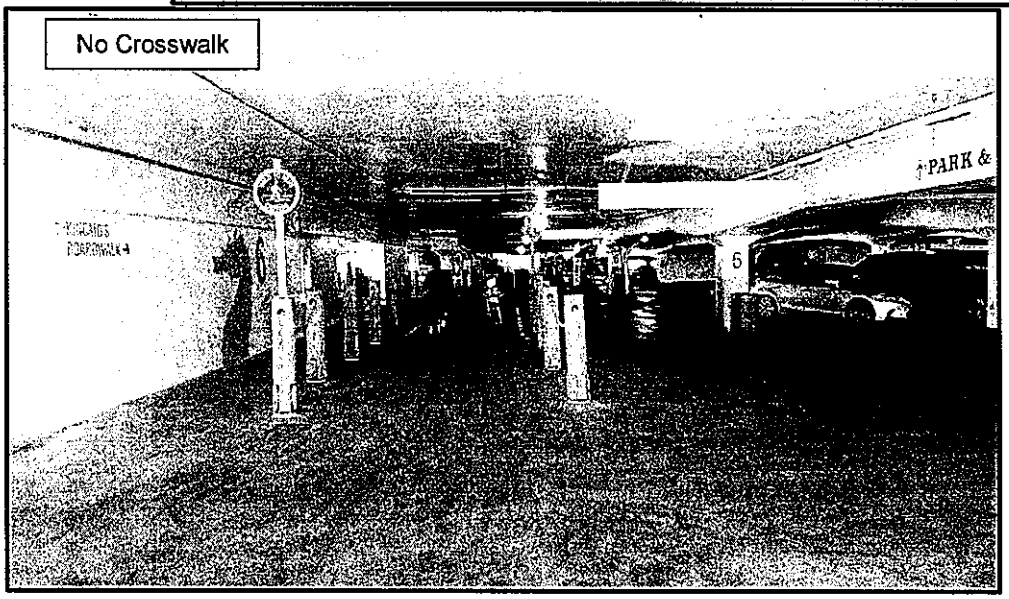
- Locate crosswalks at all locations where it is appropriate for pedestrians to cross the bike path;

- Repaint existing or install new crosswalks in a consistent manner, utilizing a high visibility continental design; and,

- Install pedestrian crossing ahead pavement markings on the bike path in advance of all crosswalks.

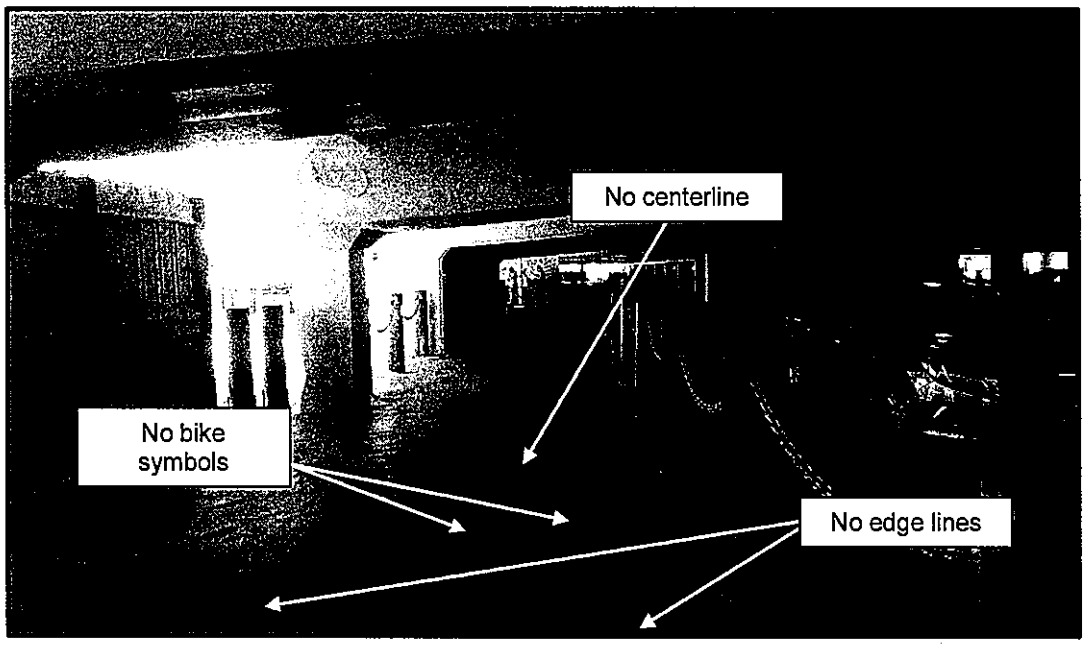


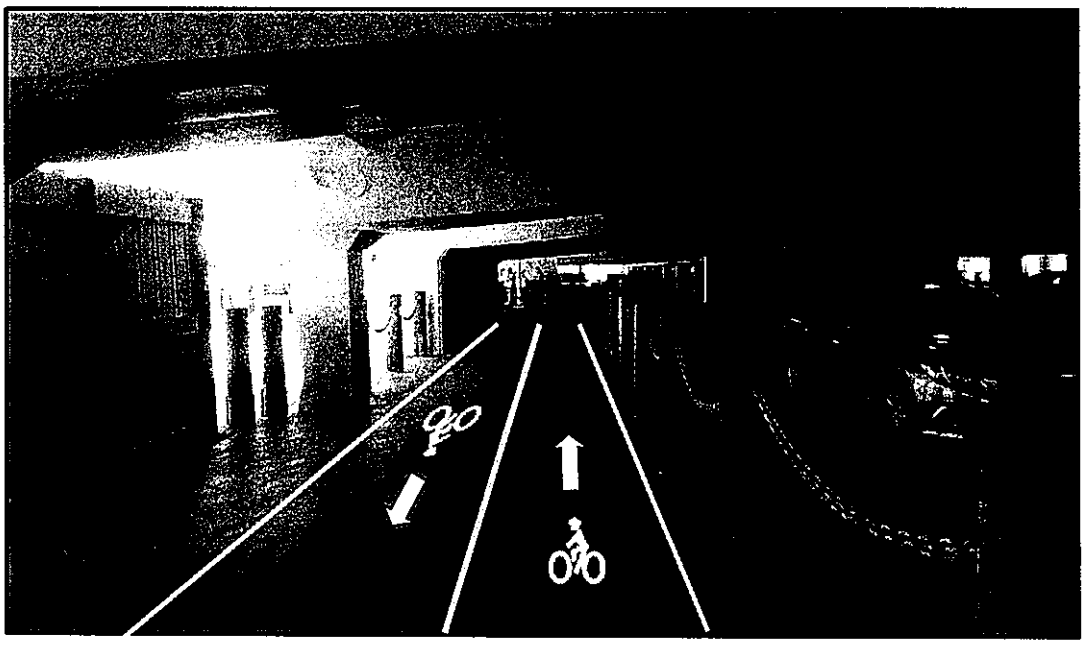
Faded Crosswalk


No Crosswalk
PARK &
5

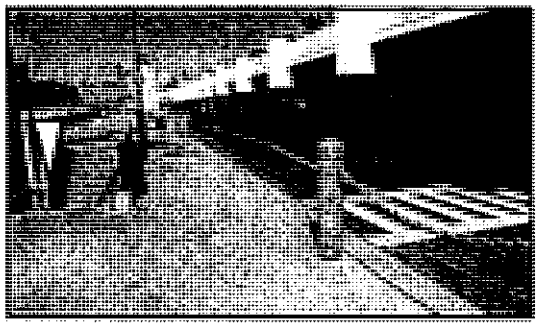
Bike Path Markings

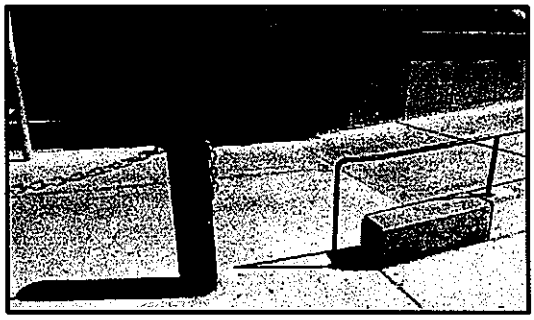
The centerlines striping, edge lines, bike path designation markings and other various markings on the bike path are faded, which reduces the guidance provided to cyclists. The lack of visible bicycle markings also reduces the visual notification to pedestrians that they are on a bicycle-only facility, which increases the undesirable occurrence of pedestrians walking on the bike path. To enhance safety and guidance, it would be beneficial to repaint these markings. In addition, installing additional markings, such as "PED XING AHEAD" in advance of the marked pedestrian crossings would enhance safety at these locations.





Control Pedestrian Access to the Bike Path





The bike path is designed as a bicycle-only facility, while pedestrians have adjacent or nearby facilities that are intended solely for their use as well. When pedestrians travel on the bike path, safety for both users is reduced and frustrations often occur. Due to the tourist nature of the Pier, many pedestrians are unfamiliar with the separate facilities and walk on the bike path due to confusion. This issue can be addressed by the following:

- Install and/or modify the signage and markings that guide pedestrians to facilities appropriate for their use;
- Reduce the width of pedestrian crossing areas to limit the occurrence of pedestrians mistakenly entering the bike path; and,
- Address openings in the existing pedestrian barriers that could be used by pedestrians to mistakenly enter the bike path.

COORDINATION

This report has been coordinated between the Public Works and Information Technology Departments. Plan development will also be coordinated with the Police Department for input and consideration.

FISCAL IMPACT

Staff is preparing conceptual designs for these enhancements for presentation to the appropriate Commissions and then to the City Council. The costs to install the recommended enhancements will be fully developed at that time. Funding to prepare the conceptual design is available in the Public Works Engineering Division operating budget.

Submitted by:
Ted Semaan, Public Works Director

Approved for forwarding by:
Joe Hoefgen, City Manager

jrydell

Attachments:
- Attachment 1 - Vicinity map
- Attachment 2 – Conceptual bike dismount layout

From: Jim Light
Sent: Sunday, August 07, 2016 10:33 PM
To: Eleanor Manzano <Eleanor.Manzano@redondo.org>; Frank Angel <fangel@angellaw.com>; katie.owston@redondobeach.org
Subject: Water Front EIR Comments

Eleanor,

Attached are my comments on the Waterfront FEIR for the public record and for Harbor Commission Deliberations.

CITY PROCESS DESIGNED TO HINDER, DETER, AND LIMIT RESIDENT REVIEW, PARTICIPATION, AND COMMENT

The City produced a nearly 1500 page FEIR package that is heavily cross referenced in a format never before used by the city on a project of zoning change of this magnitude. The city continues change key elements of the project, especially the boat ramp location and configuration. The city is recommending bifurcating the approvals of the CenterCal project and the boat ramp, however, this move may eliminate the environmentally superior solution for the boat ramp and combined development. The city has not provided all the analysis on traffic. And the city relies on old studies and models for key impact assessments. The city has not conducted adequate analysis of safety and environmental impacts. For example after years of deliberation, the city has only a one day data point on harbor water quality for public swimming. And even today, the project description allows too much variability for a final project approval. The public has insufficient description and data to fully understand the true impacts of the final project.

INSUFFICIENT TIME/MOVING TARGET –

The public cannot reasonably comment on a changing or I'll defined project.

CHALLENGING FORMAT –

The complex cross-referencing renders the EIR much more difficult to understand, analyze and respond. By referring back to the DEIR, the city forces residents to look through nearly 8000 pages of information. The new format alone drives the need for more time for reasonable review.

INCOMPLETE DATA–

The city has not provided full traffic analysis as requested nor has it completed adequate analysis of parking, traffic, harbor water quality, and recreational impacts of the devleopment.

A final note on missing data – BBR sent in a public records act request for any new analyses,studies and data generated since the DEIR was published. The city responded that all is available in the DEIR. BBR has been unable to find the detailed assessment of LOS for weekend conditions. The city responded to a second request specificially for the detailed LOS assessment and now the city has responded it needs more time. BBR cannot respond to an analysis the city has not made available..

SUMMARY

BBR has been unable to fully analyze all data provided in and with the EIR.. BBR will continue to send in findings despite the expiration of the city's review period.
But regardless of the city responses, ***the EIR is not sufficient to define the impacts of a project that is at the entitlements stage. The appropriate action is to properly definitize the project including the location and configuration of the boat ramp, the final decision on the Sportfishing pier, and the number of slips to be reduced by the project. The city should and redo the impact analysis and rerelease as a Draft EIR.***

FEIR IMPACT ASSESSMENTS

BBR has been unable to complete a through review of all the information contained in the EIR. A top level analysis of the topics that follow is included based on the level of understanding that was achievable in the time period allotted.

IMPACT SUMMARY

	Infrastructure or Amenity	Impact	Level of Impact
CDC-1	Cumulative Development Cap	Project exceeds cumulative development cap. It consolidates too much of the cap into too small an area.	SIGNIFICANT – violation of state and local law.
HPWVA-1	Human Powered Water Vessel access	Insufficient and inconvenient parking and access	No parking was assessed for these users despite growing popularity. City only speculates at use rate. Parking in parking structure is a deterrent to use. Proposed mitigations are unproven, not reasonable and are predictably not viable.
HPWVA-2	Shared launch area with wading toddlers	Danger to toddlers. If lane is roped off it further limits usable space for toddlers.	SIGNIFICANT – Hazardous conditions are a deterrent to utilization.
HPWVA-3	Shared launch site or close proximity to boat ramp	Danger to human powered water craft users. Dangers include improperly designed dock float (too high) or use of slippery boat ramp. Danger of trailer boater not seeing or being unable to avoid contact with human powered vessle.	HAZARDOUS SIGNIFICANT – dangerous solution. Uses should not be collocates in close proximity. Danger is a deterrent. To use.

SSL-1	Seaside Lagoon	Decreased usable public parkland	SIGNIFICANT – Redondo is park poor by its own standard. This decreases usable parkland. Open space in commercial area is not configured to replace lost usable public parkland. EIR states there will be CenterCal events in the park area which will deny or further limit public access.
SSL-2	Seaside Lagoon	Decreased toddler wading area	Significant – at mid tide loss is about 75% of wading area.
SSL-3	Seaside Lagoon	Exposure to surge	HAZARDOUS/SIGNIFICANT – key attraction of current lagoon is the safety of no surge or wave action.
SSL-4	Seaside Lagoon	Exposure to tide	HAZARDOUS/SIGNIFICANT – Lifeguards cannot rope off safe depth for toddler wading as in current lagoon. Tide changes will significantly impact safe toddler wading area.
SSL-5	Seaside Lagoon	Exposure to breakwater rocks	HAZARDOUS/SIGNIFICANT – Large breakwater rocks on north and south end of proposed swim area would attract toddlers. Wet rocks, large holes, sharp edges combined with surge and tidal changes represents a significant hazard not present in current lagoon.

SSL-6	Seaside Lagoon	Shared with hand launch vessels	HAZARDOUS/SIGNIFICANT – Kayaks and SUPs (especially beginners) launching and returning through wading toddlers is a hazard not present in current lagoon, especially when combined with surge. Roping off launch area as separate from wading area further decreases usable wading area exacerbating that impact.
SSL-7	Seaside Lagoon	Inconvenient parking	SIGNIFICANT – Parking in parking structure is a deterrent as it creates difficulty in moving family and gear to and from the lagoon. Visitors would have to negotiate parking structure, commercial shops, an active road and a pedestrian promenade before arriving at the lagoon. During summer weekends, limited parking could mean parking significant distances away which would deter utilization. Proposed parking configuration would not support buses used by school, church and similar groups who use the lagoon.
SSL - 8	Seaside Lagoon	Loss of security fence	SECURITY/SIGNIFICANT - Families with children have confidence children cannot exit beach area alone and are protected from strangers outside the park.

SSL-9	Seaside Lagoon	Swimming with boat traffic	HAZARDOUS/SIGNIFICANT – The EIR suggest older children/adults would swim in harbor. Boat traffic would have difficulty seeing swimmers. Very dangerous situation. If swimming is limited to current hand launched boat ramp breakwater area, the area is too small for recreational swimming. The breakwater rocks on the sides represent a hazard to adventurous older children and adults.
SSL-10	Seaside Lagoon	Sea lion haul out potential	SIGNIFICANT/HAZARDOUS - Sea lions have been reported in the Marina parking lot. With the colony growing it is foreseeable that subdominant males would haul out on the beach. Waders, SUP'ers, and kayakers launching through or returning through sea lions would be hazardous and would violate MMPA. City officials are unlikely to be available at all hours. And there would be no means to call for help for a returning kayakers or SUP'er.
SSL-11	Seaside Lagoon	Monthly water testing	HEALTH RISK/ SIGNIFICANT - The mitigation plan requires monthly testing. This does not provide adequate health protection to prevent/ minimize exposure to unhealthy, untreated harbor waters.

SSL-12	Seaside Lagoon	Swim area silting	SIGNIFICANT – The EIR does not require the depth of swim area to be maintained. Swim area is already much smaller, losing more would increase impact.
SSL-13	Seaside Lagoon	Loss of play fountains and water slides	SIGNIFICANT/HAZARDOUS – Children love playing in the fountains and water slides. Loss of these amenities would decrease attraction of facility. Also children likely to be attracted to breakwater rocks for entertainment in the water.
SSL-14	Seaside Lagoon	Exposure to untreated harbor waters	HEALTH RISK/SIGNIFICANT – Waters north and south of the harbor fail health testing 25% of the time. City has only taken health related water quality tests on one day in harbor. Limited circulation combined with proximity to sea lion barge and bird guano on harbor breakwater rocks increases risk of unhealthy water. Flushing action of tide would be ineffective since ocean waters have questionable healthiness.
SSL – CUMULATIVE ASSESSMENT		SEASIDE LAGOON CUMULATIVE IMPACT	HAZARDOUS, SIGNIFICANT, AVOIDABLE - Sum of impacts represent a significant and avoidable impact. MITIGATION: maintain park usable open space in current configuration and same or similar water feature and provide convenient and adequate parking.

WP-1	Waterfront Parking	Insufficient parking	SIGNIFICANT - Waterfront area parking assessment ignored recreational uses and current evidence of saturation of current parking with current development. Parking increase is insufficient to accommodate current uses plus added commercial development. Parking is inconvenient for recreational uses to far, dangerous street crossings, improperly configured for long water vessels...Artificially limits access to long existing recreational and coastal dependent uses. Difficulty of parking configuration represents a real deterrent to recreational uses. MITIGATION – more parking. Surface level parking set aside for recreational uses in vicinity of use.

MMBR-1	Mole B Boat Ramp	Parking – loss of over 70 current parking spaces, insufficient trailer parking	SIGNIFICANT – Parking analysis not provided. Insufficient parking for concurrent boating, launching and outrigger canoe club activities especially on summer weekends. City states that they will provide a parking attendant but has not revealed how that would remedy inadequate parking. City ignores growth of demand as economy recovers and population increases. No overflow parking defined or analyzed. Proposed reservation system would be ineffective. Proposed parking does not comply with State Guidelines and when added together the lack of parking is compounded.
MBBR-2	Mole B Boat Ramp	Loss of 25-36 current, occupied boat slips	SIGNIFICANT – Current large boat slip utilization is currently at or near capacity. Demand for larger slips is expected to increase. Compounded by move of commercial vessels out of Basin 3 and potential elimination of slips in Basin 3.

MBBR-3	Mole B Boat Ramp	Basin 1 Fairway location – Hazard to Navigation	HAZARDOUS/SIGNIFICANT – Location at western end of narrow Basin 1 fairway puts trailer boat in in a cross wind situation and at a location with a blind turn and heavy boat and SUP traffic. Insufficient maneuvering space for queuing. Queuing dock/hoist dock is right in Galveston wall blind spot. Numerous well qualified boaters, ex-harbor masters, and lifeguards testified to the dangers that are denied by the city. City statements of early launches do not account for family boating and jet ski launches which would be during peak fairway utilization. Jetski's difficulty in maneuvering well at slow speed is well documented. This is exacerbated with infrequent jet skiers. Mole B location MAXIMIZES interaction with existing boating traffic. Must utilize Basin 1 fairway and main harbor fairway. Trailer boats must traverse entire length of harbor to reach harbor mouth.
MBBR-4	Mole B Boat Ramp	Crosswind	HAZARDOUS/SIGNIFICANT – Prevailing wind direction would blow vessels with motor problems into adjoining slips endangering the vessel in question and those downwind. Jet skiers have limited maneuverability at low speeds exacerbating this situation.

MBBR-5	Mole B Boat Ramp	Impacts on adjacent existing recreational uses	SIGNIFICANT – in addition to severe lack of parking during weekends and other peak use periods, the reconfiguration to accommodate the boat ramp reduces Moonstone Park and the room available for the outrigger canoe club operations. This could shut down the 46 year old, 300 member outrigger canoe club and decrease the public parkland. The city already fails its own parkland standard and the reduction of Moonstone Park is further exacerbated by the reduction of usable space at Seaside Lagoon.
MBBR-6	Mole B Boat Ramp	Elimination of emergency helicopter airlift	HAZARDOUS/SIGNIFICANT – The City Council included the requirement for helicopter access to Mole B to support Harbor Patrol/lifeguard/Coast Guard emergency airlift operations related to the Harbor Patrol and Lifeguard docks and building on this Mole.. This capability was used July 6th to get a diver to a hyperbaric chamber on Catalina. The proposed configuration precludes meeting this stated requirement and puts the lives of the public at risk.

MBBR-7	Mole B Boat Ramp	Vehicular ingress and egress	HAZARDOUS/SIGNIFICANT – Mole B vehicular movement is hampered by two narrow lanes with parking on both sides and between the lanes. Ingress to the site is hampered by a limited turn pocket to get off Harbor Drive. Queueing to launch or return, especially on busy days when the parking is at or over capacity could result in traffic impacts on Harbor Drive and on all traffic, including emergency vehicle traffic into and out of the Mole to support Harbor Patrol and Lifeguard operations.
MBBR-Cumulative Assessment		Mole B Boat Ramp Cumulative Assessment	HAZARDOUS/SIGNIFICANT/ IMMITIGABLE - Mole B is the worst alternative for a boat ramp in King Harbor. It will have significant impacts on long term existing recreational uses of the harbor. It presents hazards to navigation. And it impairs emergency activities critical to safe harbor operation. Of all alternatives, Mole B represents most transit distance and interaction with main fairways and existing boat traffic in harbor. SUPERIOR ALTERNATIVES: Moles C and D represent safer and less impactful solutions.

MCBR-1	Mole C Boat Ramp	Parking	LESS THAN SIGNIFICANT WITH MITIGATION– the Mole C Boat Ramp parking does not meet state guidelines. Also data from the Cabrillo boat ramp show traffic nearly every weekend would exceed proposed parking. MITIGATION: Overflow parking would have to be identified to meet expected and future needs. Potential sites include the Triton Oil site and the trailer parking east of Seaside Lagoon. However, both of these sites are currently slated for other uses. Moving overflow parking further away renders the solution untenable.
MCBR-2	Mole C Boat Ramp	Cross winds	SIGNIFICANT – prevailing cross winds would blow vessels with motor / operator problems away from ramp into rocks or the Seaside Lagoon swim/kayak/SUP area. PARTIAL MITIGATION: Configuring a breakwall east of the ramp would eliminate the risk to swimmers, kayakers, SUP'ers.

MCBR -3	Mole C Boat Ramp	Maneuvering/Impact on existing SUP/ Kayak launch area	LESS THAN SIGNIFICANT WITH MITIGATIONS – The turn basin is the best location for a boat ramp due to the ability to maneuver with ample space outside the main traffic lanes. However, proximity to the Seaside Lagoon swim and launch area make this specific area heavily trafficked by human powered watercraft. MITIGATION: Can be mitigated by building a breakwall that separate traffic. Bouys in the water do NOT mitigate the risk as engine failure or operator error puts human powered craft at risk. Jet skis in particular are known for their poor maneuvering as low speeds. Proximity to harbor mouth minimizes interaction with existing harbor traffic.

MCBR-4	Mole C Boat Ramp	Traffic/accessibility	SIGNIFICANT – Mole C suffers from the same limited turn pocket off of Harbor Drive that Mole B does. However, the roadway down Mole C is wider and does not have parking between and both sides of each lane. So it is better than Mole B. And since the Harbor Patrol is not on Mole C, emergency vehicle traffic is less of an impact. However, the planned parking structure and new road will bring more traffic into this immediate vicinity and Beryl is a major access road for the harbor. The traffic impacts are less than a boat ramp at Mole B but more than a ramp at Mole C.
MCBR-5	Mole C Boat Ramp	Surge	LESS THAN SIGNIFICANT WITH MITIGATIONS – Harbor surge study is obsolete and should be reaccomplished with modern modeling techniques. However this is the highest surge alternative. MITIGATIONS: Curtail launching in large surge conditions. Or add a breakwall to diminish surge.

MCBR-Cumulative Assessment		Mole C Boat Ramp Cumulative Assessment	A Mole C boat ramp is environmentally superior to Mole B. The turn basin is the best solution waterside as it provides ample maneuvering and queueing space outside of high traffic lanes. However, the location still has immitigable impacts to traffic. The Crab Shack lease makes this alternative more expensive or it delays the solution unnecessarily.
MDBR-1	Mole D Boat Ramp	Parking	SUPERIOR SOLUTION – Mole D already houses 67 trailer boat parking spots exceeding state guidelines for a two lane boat ramp. These parking spots can be relocated closer to the ramp site.
MDBR-2	Mole D Boat Ramp	Prevailing winds	SUPERIOR SOLUTION – prevailing winds would push vessels that have lost the ability to maneuver back to the launch point. No potential impact on other boats or slips.
MDBR-3	Mole D Boat Ramp	Maneuvering/Impacts on other recreational uses	SUPERIOR SOLUTION – Turn basin is best location as it affords ample maneuvering and queueing space outside of traffic lanes. If configured properly, ramp traffic would be well clear of Basin 3 Fairway and Sportfishing pier (for whale watching and Sportfishing vessel boarding). Least impact and largest safety margin for SUP and kayak traffic and launch points.

MDBR-4	Mole D Boat Ramp	Traffic Accessibility/ Impact	SUPERIOR SOLUTION – Trailer traffic off of Harbor Drive is not a major cross intersection with Harbor Drive. Traffic is easily separable from traffic for other uses. No long narrow mole traffic maneuvering issues. Ample room for turn radius and other maneuverability requirements.
MDBR-5	Mole D Boat Ramp	Surge	LESS THAN SIGNIFICANT WITH MITIGATION – Surge models are outdated and should be reaccomplished with new modern modeling techniques. Better protected from surge than Mole C. No major wave damage in this area since outer breakwall was built higher and thicker. If major storm would create damage here, a boat ramp is cheaper to replace than a commercial building. MITIGATION: Ramp can be closed if surge conditions become dangerous. A breakwall could be added to reduce surge substantially.
MDBR-6	Mole D Boat Ramp	Visual impacts	ENVIRONMENTALLY SUPERIOR SOLUTION – Using the south end of Mole D for boat ramp parking would preserve and enhance views from Czuleger Park.
MDBR-7	Mole D Boat Ramp	Boat Hoist	SUPERIOR SOLUTION – Current boat hoist could be retained with no additional coast.

MDBR-8	Mole D Boat Ramp	Site connectivity	LESS THAN SIGNIFICANT – Pedestrian bridge can still be accommodated. Waterfront promenade could include view points on either side of the ramp, similar to solution proposed at Seaside Lagoon in current EIR. Promenade could provide two routes, one across the ramp/parking area for low utilization periods (similar to pedestrian crossing at Boat Yard crane access), and provide an alternate routing from International Boardwalk directly to sport fishing pier area.
MDBR-9	Mole D Boat Ramp	Economic assessment	SUPERIOR SOLUTION - Only potential impacts to current leaseholds is Samba, which is on short term lease. Proposed Market Hall could be moved to a number of locations. Pacifica recommended a pier area location in their vision. Could also be in the International Boardwalk area where R10, Boardhouse, Marina Offices and Captain Kidd's are located. Other alternatives available as well.

MDBR-Cumulative Assessment		Mole D Boat Ramp CUMULATIVE ASSESSMENT	ENVIRONMENTALLY AND ECONOMICALLY SUPERIOR ALTERNATIVE – Mole D is the superior location and represents the most balanced compromise of capacity, impacts and economic viability. A Mole D location has the least impact on long standing recreational uses in the harbor. The turn basin is the safest location from a maneuvering and boat traffic perspective. Mole D boat ramp would be the shortest transit to harbor mouth and is less surge than Mole C. And Mole D is the only location with adequate parking space. Mole D represents the least traffic impact as well. Economically, the site is available with no lease buy out at end of Samba current short term lease. No cost to retain current boat hoist. Solution best preserves views from Czuleger Park. Before CenterCal project, in 2007 combined City staff, Harbor Commission and Harbor Boater representatives selected Mole D as best site in Harbor for a boat ramp. Original harbor boat ramp was located at Mole D.

EX-1	Exclusivity	Stated objective of development is to attract more affluent customers. Impact to lower cost uses reduces availability and desirability of harbor/pier area.	SIGNIFICANT – Project marketing states it seeks to attract higher income visitors. The project negatively impacts the uses that have the most regional draw. Exclusionary parking exacerbates the situation. MITIGATION – re balance project to emphasize enhance and increase uses that cater to all income levels.
TR-1	Traffic	Traffic analysis not provided	BBR cannot complete traffic assessment until requested analyses are provided.
TR-2	Traffic	Traffic analysis ignores infrastructure constraints. Under predicts impacts	SIGNIFICANT – the roads in the project area cannot handle the projected traffic increases despite EIR claims to the contrary. Evidence provided demonstrates conditions today exceed those projected after project completion. MITIGATION- reduce project, improve infrastructure, or adjust mix of uses to eliminate impacts.

TR-3	Traffic	Lack of parking exacerbates traffic impacts	SIGNIFICANT – The project does not include sufficient parking for the proposed uses. As we experience on summer weekend at the harbor and the beach, this increases traffic as visitors circle parking areas and finally move into neighborhoods to find parking. This impact is not evaluated in the EIR, yet there is ample evidence and testimony that it happens today. MITIGATION – provide adequate parking. Define offsite parking. Or downsize the development.
MS-1	Massing and Scale	Massing and scale exceeds that of harbor and surrounding uses. Creates a virtual wall between the public and the harbor.	SIGNIFICANT - impacts desirability of bike track and area in general. Violate zoning. MITIGATION – scale back and better spread development between harbor and AES site. Moving parking structure offsite.
VI - 1	View Impacts	Massing and density of development along Harbor Drive create a virtual wall of development drastically limiting views from Harbor Drive	SIGNIFICANT – more than 85% of current views blocked.. More if you include landscaping. MITIGATION – decrease harbor-side development. Increase width of view corridors substantially.

CI-1	Cumulative Impacts	City still refuses to assess cumulative impacts which result in understated impacts	SIGNIFICANT – City has failed to address cumulative impacts described by multiple parties including the City of Hermosa Beach. Foreseeable projects are ignored and instead regional growth numbers defined over a large area are applied to the project without regard to reasonableness. This invalid practice artificially underrepresents impacts to the public. MITIGATION – city reaccomplish assessments including foreseeable projects identified by multiple. Entities.
VI-2	View Impacts	Market Hall and hotel area development block substantial amount of views from Czuleger park particularly mid and lower Czuleger Park.	SUBSTANTIAL - EIR does not assess view impacts from majority of park. MITIGATION – reduce size of market hall and hotel area development. Or move market hall and hotel area development to reopen views.
BP-1	Bike path	Bike path solution dangerous	HAZARDOUS SUBSTANTIAL – Proposed bike path adds three street crossing for all bicyclists in both directions. Does not connect with Habor Drive Bike Track. MITIGATION – redesign to west side of new road.

BP-2	Bike Path	Shared use dangerous	HAZARDOUS SUBSTANTIAL – EIR still pretends it is safe to commingle pedestrian traffic and bike traffic so they can claim increased accessibility. Yet the current pier area crossing and pier areas at Hermosa and Manhattan require bicyclists to walk during peak periods. Bike peaks will occur at pedestrian peaks in shopping area precluding any substantive bike utilization. MITIGATION – separate bike traffic from pedestrian traffic in shopping areas.
LC-1	Legal Compliance	Project violate numerous state and local laws and requirements	SUBSTANTIAL – multiple violations of Coastal Act, Redondo Beach Local Coastal Program and Municipal Code. MITIGATION – redesign project to better balance coastal dependent uses with general commercial uses. See recommended project alternative.

DEVELOPMENT CAP ASSESSMENT

The City's response and interpretation of the development cap defined in the zoning is a convenient interpretation that supports their desired solution but is not well based on the factors of the matter. In the zoning that was put before the voters, the city used two clear and distinct terms. Whenever they were referring to floor area ratio for development the city used the specific term "floor area, gross" or "gross floor area". And floor area gross is clearly defined to exclude parking. However, where ever the city referred to the total development cap for the CC

areas they repeatedly used the term “floor area”. City staff never created a definition for this term. Because this zoning was established by a vote of the people of Redondo, it is the understanding and interpretation of the voters when they voted on the zoning that matters, rather than some interpretation by planning staff years later.

Since there was no definition of “floor area” in any material before the voter (including the ballot materials and in the campaign literature) and the city distinctly and exclusively used “floor area, gross” or “gross floor area” elsewhere in the zoning before the voters, it is only natural for the voter to conclude that all additional “cumulative development” would be included in the development cap. Absent a specific definition it is unreasonable to conclude the public would think the advertised development cap would exclude parking. That would mean the public voted to allow the city an unlimited amount of parking structure development. That is not a reasonable conclusion. The assertion that the general public did not believe that the zoning development cap did not apply to the parking structure is evidenced by the vast majority of public comments that specifically take issue with new parking structure. If the city meant the development cap did not include parking structures, why did the city not use the term “gross floor area” or “floor area, gross” as they do so many other places in the zoning?. If the city meant for the development cap to use they should have used their defined term “floor area, gross.” The City did not.

The ballot text chosen by the city also provides an indicator of what the residents thought they were voting for. The ballot language for Measure G asked: “Shall the Coastal Land Use Plan and the Zoning Ordinance for the Coastal Zone for the AES Power Plant, the Catalina Avenue corridor and the Harbor/Pier areas of the City of Redondo Beach be amended to provide for major changes in existing policies and development standards including: affirming Coastal Commission recommendations, **limiting total development**, height limitations, **floor area ratio limitations**, permitting parks on the AES site and gaining local authority to issue coastal development authority.” This question in the ballot clearly separates floor area limitations (which use floor area, gross) from total development limits. It is unreasonable that the residents interpreted “limiting total development” to exclude parking structures.

The City cites an example of questions during the deliberations of the Harbor Commission on the Measure G zoning, but it mischaracterizes the question. The question in that case was whether parking is included in Floor Area Ratio calculations. That answer is clearly no. The question was not whether parking structures were included in the 400,000 sq ft cumulative development cap. City staff then opines that figures given out for Shade Hotel did not include the floor area related to parking. Firstly, the Shade Hotel does not have parking as part of its structure. Parking is surface parking and offsite parking. Secondly, even if it did at the time, the cap was so far away from being "filled" the public did not pay attention. Clearly, the Shade Hotel would be below the cap. So the fact that staff "got away" with their interpretation there is hardly evidence of what the public understood when they voted for the current zoning language.

HUMAN POWERED WATER VESSEL ACCESS

1. The FEIR continues to ignore the impacts of the project parking configuration on the accessibility for the growing number of people who use the harbor to launch stand-up paddleboards (SUPs) and kayaks.

2. GROWING NUMBER OF SUP AND KAYAK PARTICIPANTS. Both SUP and kayak fishing are growing sports and more and more people participate in these activities. These activities are especially popular on summer weekends, but are also popular on weekdays. The times of peak use vary by type of participant. During the weekday, mornings and right after work hours represent peak usage. During weekends users are spread throughout the day. In the morning and evening kayak fishermen launch in greater numbers. SUP'ers who SUP for a workout generally launch early on weekends to take advantage of calm seas. Families, recreational users, and yoga SUP'ers launch midday as the air temperature warms up. While the comments to the FEIR chastise BBR for not supplying numbers, BBR does not have the resources to collect this data. However, the city is well award of the growth of SUP'ing and kayak fishing based on city meetings on SUP harbor traffic conflicts, SUP rental concessions, and on the Palos

Verdes peninsula MLPA proceedings. If the city wants to accurate scope the number of SUP'ers and kayakers using the current hand launch boat ramp, the City should have characterized the weekday and weekend traffic. BBR has previously provided industry statistics that show the year over year continued participation growth in the SUP sport.

3. PARKING AND ACCESS A DETERRENT. While businesses like Tarsans provide new SUP'ers access to the harbor, those who own their own SUP's have limited launch options in the harbor. If an SUP'er also leases a boat slip, he or she can launch in their marina. And some businesses have provided limited private SUP storage for a monthly fee. But the vast majority have to use the current hand launch boat ramp. Today, these users can drive up to the hand launch boat ramp, drop off their equipment and park within sight of their equipment. The access road configuration is isolated from other harbor uses and precludes anyone stealing the dropped off equipment without the owner seeing the activity. Ample parking is available at the end of the access road on surface level parking. Because of the close proximity, many just carry their equipment from the parking spot to the launch point.

   The FEIR shows a configuration that represents a major deterrent to SUP'ers and kayakers. The option of parking your vehicle and carrying your equipment to the launch point is eliminated. There are limited number of nearby surface level parking spaces. And the city has not reserved these spaces for these recreational uses. Therefore it is most likely that users would have to park in parking structures. The height of SUV's with an SUP or kayak on top would likely preclude the ability to even enter the parking structure. But even if a user could, they would then have to cart their equipment through the parking structure as elevators cannot hold standard SUP's or kayaks. Parking structures are not designed for people to walk down the ramps. It would be dangerous for users as there are many blind spots and task saturation for drivers looking for a parking spot. The length of the boards and kayaks would also likely risk in regular damage to vehicles and the SUP or kayak, especially carbon fiber SUP's and kayaks. Just the distance added by negotiating the levels of the parking structure represents a

major deterrent. But then, once free of the parking structure, the user would then have to navigate through two rows of shops and restaurants, cross the new street, and multiple pedestrian/bike paths to get to the reconfigured Seaside Lagoon. Then amidst all the people and bike traffic on the pedestrian/bike esplanade, the user would have to negotiate two 90 degree turns with equipment over 9 feet long and some 14 feet or longer and go down a set of stairs to reach the beach and launch. This represents a significant risk of injury to people and damage to property, landscaping and kayaks/ SUP's.

The FEIR attempts to remedy this by providing a drop off point and some lock boxes. But the FEIR fails to describe the dimension of these lockboxes or how they would work. Are they lockers with a door and key? Lockers that would fit the length of SUP's and kayaks and the height of their skegs, decks and bow and stern rocker, would be huge. If it is not a locker, it would be difficult to secure paddles, PFD's, fishing gear, and other equipment. How many would be provided? How do the users get the locks and keys? What happens if someone "camps" in a locker – preventing its use by others. No other harbor has a locker system for users who come to launch their SUP or kayak. Without proper definition of this solution, it is impossible to evaluate its viability as a realistic solution. And without characterizing the traffic, how does the city determine how many lockers are required? Neither the CUP nor the FEIR define the number of lockers.

Even assuming the city could create and manage such a complex system, the process would deter users. It would take on the order of 10 minutes to offload a vehicle; carry all the equipment to a locker negotiating people who are shopping, dining, walking and biking; carefully load all the equipment into the locker to preclude damage to the equipment; and returning to your vehicle. The same would be true on the return trip. So the simple act of loading and offloading one's equipment from their vehicle would take 20 minutes. But now the user must find parking in the parking structure. Based on the limited parking provided (see parking section) it is likely the user would have to search the few ground level parking spots, then try the harbor parking structure, then try the

other parking structures further south. It is easily foreseeable that on a busy weekend this process and walking back to the launch point would take half an hour or more. Even more frustrating is that the user cannot find any parking space or have to pay even more for valet parking.

This represents a significant access issue that is far, far worse than the situation today. The only reasonable conclusion is that the plan described in the FEIR would be a significant impact and would serve as a deterrent to users.

4. SHARED SPACE WITH SEASIDE LAGOON USERS – Navigating beach area with playing toddlers is a danger. Creating a safe lane for departing and returning both on land and in water significantly reduces parkland and water area usable to Seaside Lagoon visitors. The beach increases the potential for sea lion interaction (see Sea Lion section). Also, the FEIR describes the Seaside Lagoon being used for events. This would preclude or significantly impact the ability of SUP'ers and kayakers to access the launch point. This situation does not exist today because the launch area and access are physically separated from the Seaside Lagoon park area.

5. COMBINATION WITH THE TRAILER BOAT LAUNCH RAMP – City staff contemplate launching kayaks and SUP's off the proposed boat ramp on Mole B. First off, this solution already suffers from insufficient parking (see Boat Ramp section). But that aside, the ramp would have to have a separate floating dock for launching and retrieving SUP's and kayaks. The floating dock height for boats is too high for safely launching kayaks. Floating docks designed for kayak and SUP launching are closer to the water to facility save boarding and offloading. Launching by walking down the concrete ramp itself is dangerous as the ramps quickly become too slick for safe footing. Also, SUP's and kayaks "beaching" or launching from a concrete ramp would be easily damaged. Launching beside a trailer boat ramp is dangerous. The proximity to task saturated boaters trying to launch or retrieve their vessel is dangerous. Kayakers in particular sit

close to the water and may not be visible. Boaters waiting for a chance to return will jockey for position in waters just outside the launch creating further risk of collision. Jet skis are known for their poor handling at low speeds. And in the case of Mole B, the blind spot created by the Galveston wall combined with boat ramp traffic and normal Basin 1 traffic all represent significant danger to any kayaker or SUPer using the facility. This is a deterrent and hazard in general but especially to families who want to kayak or SUP together.

6. SUMMARY – The following table summarizes the assessment of attributes of the human powered watercraft launch solutions proposed in the FEIR. In summary, the solutions proposed increase hazards and are a significant deterrent to SUP'ers and kayakers. Compared to the situation today, the FEIR proposals represent a SIGNIFICANT IMPACT to use of the harbor for SUP'ers, kayakers, and users of other types of human powered watercraft.

Solution Attribute	Assessment	Comparison to current situation
Park in parking structure	Deterrent – distance, time, potential lack of parking or use of valet.	Significant impact
SUP/Kayak Locker	Unproven, lack of detail, number not specified, dubious viability, deterrent	Significant impact
Access	Dangerous – length of SUPs/ kayaks, negotiating roads, walkways, 90 degree turns and stairs risks injury to people and damage to equipment and facilities. Awkward to maneuver. Deterrent.	Significant impact

Shared Beach	Potential hazard to toddlers. Reduction in usable beach and water area. Increased risk of sea lion interaction. Events will inhibit or prevent access. Deterrent.	Significant Impact
Combination with trailer boat ramp	Insufficient parking. Dangerous solution. Deterrent.	Significant Impact

SEASIDE LAGOON

The FEIR continues to ignore city documents that define the unique attraction of the current configuration of Seaside Lagoon and the deterrents and impacts represented by the proposed configuration.

1. UNIQUE ATTRACTION FEATURES ELIMINATED - BBR has previous provided references to City documents that highlight the unique attributes of the current Seaside Lagoon. The sand bottomed salt water pool combined with the sand beach, play fountains, and sliding boards provide a toddler friendly environment – constant water depth with roped in wading areas, lifeguards surrounding all sides of the pool, play fountains in the pool for kids to play in, fenced-in safe environment, concession window for food from Ruby's at the outer boundary of the park. The fenced in park provides security for children, keeps children from wandering off, limits stranger access to children, and allows control for events without impacting use of the hand launch boat ramp.

   In addition to previously submitted evidence of the unique attributes of Seaside Lagoon, a November 20,2007 City Staff Administrative Report entitled "Seaside Lagoon Operation

and Facility Planning" calls the Lagoon a "uniquely designed recreational aquatic park".

The proposed solution eliminates these attributes. City staff have admitted the childrens' day camps will not likely survive the reconfiguration. Tidal changes preclude the definition of a safe wading area for toddlers. Access for lifeguards is limited to one side of the swim feature. Toddlers playing next to and around breakwater rocks bordering the beach and swim area creates new risks and hazards. The elimination of fencing prevents the use for private parties and creates interference between public events and the launching of SUP's and kayaks.

The elimination of the very elements that make Seaside Lagoon unique would reduce the attractiveness to current users. It is reasonable to conclude that attendance would drop dramatically.

2. HARBOR WATER QUALITY – The current Seaside Lagoon is treated with chlorine, designed to meet public pool standards, filtering total water volume 6x per day, and tested to meet public pool standards. The city failed to perform water quality testing of the harbor in the proposed Seaside Lagoon area. Instead the city relied on data from water testing south of the pier. BBR and the City provided evidence that these waters fail water quality testing over 25% of the time in both dry and wet weather conditions. The most recent Heal the Bay Beach Report Card rated these waters an F and it made the "Beach Bummer" list. The city states this is because of a specific outflow condition from the Hyperion plant, but Heal the Bay clearly states this as a possible cause. There is no conclusive analysis to support this conclusion. In fact, as submitted previously, these waters have failed in previous years without the referenced outfall condition.

The City responded to DEIR comments by BBR by performing water quality testing on a single day in April at a point near the proposed swim area.. Clearly a single data point on a single day is insufficient to conclude or even speculate the prevailing water quality of

the harbor swim location. Wind conditions and direction, water temperature, sea state, boating activity, amount of daylight, air temperature, presence of sea lions – all these variables affect pathogenic activities in harbor waters. It would take several years of data to be able to accurately assess the suitability of harbor waters for toddlers and swimmers. Toddlers are specifically more susceptible to water born pathogens. Any parent concerned about the health of their children would be deterred by the untreated harbor waters compared to the treated waters of the current Seaside Lagoon.

The city and CenterCal advertise that the proposed swim area will be “flushed” by tidal action every 48 hours. Firstly, that hardly compares to treated waters that are recirculated, filtered and chlorinated six times per day. Secondly, that “flushing” analysis assumes a non-biological contaminant released in the harbor that is not present outside the harbor. Biological pathogens breed. So the contaminant is not a fixed amount in this case. In the right conditions pathogens multiply rapidly. And if the ocean waters contain these same pathogens no amount of tidal action would result in a change in pathogen contamination of the swim area. City provided data shows the waters outside the harbor suffer from poor water quality over 25% of the time. Data previously provided by BBR shows water quality north of the harbor failing 25% of the time. Again these exceedances occurred in both wet and dry weather conditions.

While the city uses the excuse that preventing runoff from the harbor parking area would reduce pollution, that would only affect wet season events, when it is unlikley the area would be used by swimmers anyway. The city ignores other sources of contamination: boating activities; sea lion, birds and sea life defecating, and garbage being blown in by the prevailing winds. The city explains that the large number of birds at the pier may affect the water quality south of the pier (the test data originally provided by the city), but they neglect that the harbor breakwalls attract many more birds. In face many birds roost on the breakwaters. And tides and rains wash that excrement into the harbor waters. The city is silent on the failures north of the harbor. The city does try to compare our harbor with Dana Point that generally has better water quality than Cabrillo or MDR

internal beaches, but Dana Points Baby Beach is much bigger, much more open and is not in close proximity to main channel boating traffic, a fishing pier, and a sea lion barge. In fact Heal the Bay advises families to avoid beaches in enclosed waters including harbors.

Birds roosting on breakwall. Guano evident on breakwall rocks. Rains, surge, waves wash guano into harbor waters.

The city has made statements about the porosity of the harbor breakwall helping the cleansing action, but it is just as likely the rocks are a source of pathogens that would decrease water quality.

The city has known its plan to open Seaside Lagoon for years, but failed to perform any water quality testing until BBR commented on the DEIR. The city cannot demonstrate that the proposed solution is as safe as the current Seaside

Lagoon conditions because it failed to do the proper testing and analysis. The city offers speculation not evidence.

3. YEAR ROUND OPENING – The City advertises that the opening of the Seaside Lagoon year round would increase the use of the park. This conclusion is not supported by evidence. BBR previously provided City provided attendance data for Seaside Lagoon. The data clearly showed a dramatic drop off in attendance at the beginning and end of the season. Dropping air temperatures, increases in mid day wind velocity, lower water temperatures and school activities all contribute to reduced usage during the fall, winter, and spring months. The city opines that parents may take their kids to wade during warm offseason days. This ignores the demands of the school year and deterrent represented by cold water temps and offseason wind velocities. The City also concludes parents may take their kids to just play on the beach, but they can do this today on any beach in the SouthBay. The city even contradicts itself… In its response to the harbor water quality issue the city responds " lagoon users are less likely to engage in swimming in wet winter months." If the Seaside Lagoon were a big attraction in the off season, the city could open it year round or for extended season. The fact that the city has not extended the Seaside Lagoon season demonstrates that off season demand is low. Attempts to open the park for attractions such as ice skating have failed as well. There is no evidence that opening the Seaside Lagoon year round would make up for the lack of amenities that make the Seaside Lagoon unique and attractive to nearly 100,000 total users per year today.

As for SUP'er and kayaker access, these users already have year round access. When the small craft hand launch dock is removed for repair in the winter, SUPers and Kayakers use the asphalt path into the water in the immediate vicinity of the hand launch boat ramp or they use the boat hoist dock to launch. Opening up Seaside Lagoon year round does not represent an increase in access for SUPers/kayakers because they have

year round access today. ***As discussed in the Human Powered Watercraft section, the proposed project will actually have a detrimental and significant impact to access, safety and use by SUP'ers and kayakers.***

4. REDUCTION IN USABLE PARK SIZE – The proposed reconfiguration of Seaside Lagoon dramatically reduces the usable public open space in the park. One third of the current park footprint is paved over with a new access road for the CenterCal development, a few surface level parking spaces, the pedestrian esplanade, and new structures. The new road and parking represent a zoning violation unless the road and parking are dedicated to the park uses. Likewise the loss in space to "concessions" is a violation unless those concessions are primarily dedicated to serve the park uses. Added to this hard reduction is the impact of tides. The usable area of the park will be defined by the high tide line. Sand below this level will remain wet and be undesirable for a family to use as their spot on the beach. BBR provided city provided data on Seaside Lagoon attendance. This showed peak weeks average over 1300 Seaside Lagoon guests per day. While the city failed to produced daily use data, weekend use on these peak weeks would clearly surpass this number of guests. ***The reduction in usable grass and beach space significantly impacts the ability of the park to serve the current peak number of families and reduces the attractiveness to current users. The only reasonable conclusion is that the use of Seaside Lagoon by families with toddlers and other children will decrease in the proposed configuration.***

In fact, history shows that the city has been reducing the side of Seaside Lagoon for quite some time. An August 19, 2003 Staff Report entitled "Approval of New Lead and All Related Documents Between the City of Redondo Beah and MCC Redondo Beach II LLC for the Leashold at Redondo Beach Marina" clearly shows that the city allocated 2.5 acres for parking for Seaside Lagoon Park:

"*In exchange for operating the hoist, Redondo Beach Marina also operates the 2 ½ acre Seaside Lagoon parking lot, collects the revenues and absorbs the expenditures associated with the lot and the hoist."*

The lease agreement included with the staff report clearly states:

"C. Adjacent to the Leased Premises is a parcel of land (the "Adjacent Land") that is used for parking, including parking for the boat hoist and the recreational area known as the "Seaside Lagoon."

In fact, the agreement demonstrates that even back in 2003, the city realized parking would get saturated in the Harbor area:

"*In order to provide additional parking for Seaside Lagoon, MCC will cooperate with the City in developing a plan to use the Triton Oil site as overflow parking for Seaside Lagoon and other nearby uses.*"

This demonstrates that the parking for Seaside Lagoon was specifically setaside outside the park security fence. Thus the paving over of the usable park area in the proposed plan represents a much more substantive decrease in the land area set aside for this recreational use than just the park boundary. **The actual loss in total park area, parking AND usable public open space is closer to 3.5 acres out of a total of 5.5 acres – a 64% loss in space allocated to Seaside Lagoon.** In fact, it shows that the city recognized the 2.5 acres of parking was insufficient and that they were exploring overflow parking nearby.

5. USABLE WATER AREA - Today Seaside Lagoon is predominantly an attraction for families with children. Adults primarily use the waters to play with their children. The Seaside Lagoon is not designed as a lap pool. Toddlers are confined to wading areas that are consistently the same depth and are clearly marked by ropes and floats. Older children with the ability to swim can play in the deeper waters and use the water slides.

BBR previously provided an analysis of the usable water area assuming swimming would be prohibited outside the small breakwater protecting this area of the harbor from direct wave action. The city says the BBR analysis did not include the width of the breakwall that would be eliminate, however, BBR did include this added area in the analysis.

The reconfigured swim area described in the DEIR cannot define a safe wading are for

toddlers due to changing tides and surge conditions. And the proximity of breakwater rocks presents an additional hazard to toddlers. While toddlers today enjoy wading depths over more than 3/4ths of the perimeter of the current pool, in the proposed configuration, toddlers could only access one side of the swim area safely. If an area is roped off for SUP/kayak access to provide a safe demarcation from toddlers, this usable swim area is reduced even further. The elimination of slides and interactive water fountains reduces the attractiveness of the swim area to both toddlers and older children. Indeed, CenterCal's model of their development shows how small the wading actually would be and the proximity to dangerous breakwall rocks. The sandy beach area is approximately the same size as the current Lagoon pool. Clearly the wading area and swim area are much reduced in area and volume.

While adult swimmers may choose to swim in the harbor from this point, swimming outside the small enclosing breakwater represents a real hazard to the swimmer. Swimmers are not very visible to boaters and outside the small breakwater, the swimmer will be in well used navigable waterways. We find it it doubtful the Harbor Patrol would allow any appreciable swim area. It would be far, far safer for an adult swimmer wanting to swim for a workout to enter off a beach and swim just outside the surf line. That is exactly what open water swimmers do today. It is extremely unlikely adults who frequently swim in open waters for their work out would change their behavior and swim to and from the Seaside Lagoon. And if any do, they will not be great in number.

Therefore, it is reasonable to conclude any swimmers would be confined to the small enclosing breakwater. Tidal action will significantly impact the usable depth of even this small area. As BBR previously submitted, this depth will also be subject to silting. The current hand launch boat ramp area has been silting in for years. On low tides people can now walk to the hand launch boat ramp from the shore. And while the city claims otherwise surge and rain runoff will move beach sand into the swim area. There is no

feature designed into the project to prevent this erosion over time. The proposed beach is heavily sloped. When it rains or when harbor waters surge onto the beach, the beach sands will erode into the swim area. So dredging the small swim area will only grow smaller and smaller with each year.

The design of the proposed swim area reduces the usable area for those who use the current Seaside Lagoon the most and reduces its attractiveness due to loss of play amenities and increase in hazards. It is extremely unlikely that the loss of these users would be replaced by open water swimmers. The only reasonable conclusion is that the design proposed will decrease the use of the swim feature.

6. SUMMARY – The following table summarizes the proposed attribute of the Seaside Lagoon Reconfiguration, the assessment of that attribute, and the comparison to the current configuration. The only reasonable conclusion is thatUn the proposed reconfiguration will reduce the family use of this area by eliminating the very attributes that make the current Seaside Lagoon unique and attractive to families with small kids and by reducing its usable size overall. Furthermore, the city has presented no evidence that the harbor waters are safe for toddlers and adults during the peak summer months. Indeed the only data presented in this process. would reasonably force the conclusion that the facility would be closed over 25% of the time . While the new configuration may provide a spot for CenterCal to host its promotional activities, the residents of California will lose a unique and well attended regional family attraction that provides a safe stepping stone for kids to migrate to recreation in beach waters.

Attribute	Assessment	Comparison to Current Conditions

Unique attributes eliminated	Elimination of sand bottomed salt water pool, fountains and slides decreases attractiveness. Elimination of fence reduces attractiveness due to risks of children wandering off and more exposure to strangers. Deterrent	Significant impact
Harbor water quality is unknown	The city has provided no evidence that harbor waters are safe to swim in. One day of testing on an off season day is insufficient to draw conclusions. Data provided by the city only supports conclusion that feature would closed 25% or more of the time. Deterrent	Water quality is known. Water is treated. Water volume is circulated 6x per day. Significant Impact
Year round opening	No increase in access for SUP/Kayak users Evidence shows little demand on offseason.	Year round access currently not provided due to lack of demand..
Reduction is usable park size	Usable land area size substantially reduced due to development and tidal changes. Deterrent	Significant impact. Violation of zoning.

Reduction in usable water area	Toddler wading area variable and reduced substantially Hazards increased by tidal depth changes, surge, and exposure to sea wall and breakwater rocks. Silting and erosion will further reduce swim area without dredging. Deterrent	Significant impact.

WATERFRONT PARKING

The city response to waterfront parking concerns basically attempt to explain away their current plan rather than address the substantiated concerns submitted by BBR and others.

1. SIZE AND LOCATION OF PARKING STRUCTURES – The city attempts to justify location of the parking structure at Beryl and Harbor. It fails to address the configuration and location that force the new road and surface parking to pave over a substantial portion of Seaside Lagoon Park. ***Relocation and/or reconfiguration could have preserved the park in its entirety.***

2. PARKING FOR RECREATIONAL USERS – The city attempts to explain away why recreational uses are not included in the parking demand numbers. Primarily, the city says the parking demand numbers for other uses would account for the parking needed by recreational users. This is a false conclusion. Firstly, not all recreational users patronize the other uses. People going to Seaside Lagoon today regularly pack their

lunches and even the city admits in her EIR text that they bring their own coolers. People coming in after work to get in an SUP workout do not frequently stop by and get a drink at another harbor business. Secondly, if anything, any recreational users that frequent the other businesses, should INCREASE the parking required for those businesses. But this approach is just as faulty. Thirdly the number of people per vehicle is dependent on the primary purpose for the visit, not a secondary or tertiary purpose.

The parking demand be reaccomplished to include recreational uses. Parking should be based on the primary purpose for the visit. And then some of that may be decremented based on some evaluation of a dual purpose visit

Most SUP'ers working out after work will come one per vehicle. Seaside Lagoon users would have a higher per car factor. A November 20, 2007 staff report entitled " Seaside Lagoon Operation and Facility Planning" states:

"Parking for the facility is available in an adjacent 2.25 acre lot that is owned by the City, but operated privately by the Redondo Beach Marina Leaseholder, and contains 207 spaces for cars…."

Previous staff reports cited in the Seaside Lagoon section of this report, shows that the city considered the 2.5 acres east of Seaside Lagoon was allocated as Seaside Lagoon parking.

Likewise the City's lease with MarVentures specified the number of parking spaces for commercial boats and recreational boaters in Basin 3. From the August 19th, 2003 staff report entitled "Approval of a New Lease for Redondo Beach Marina":"

"MCC would allocate on a non-exclusive basis, 110 parking spaces to maritime

operations. (60 for sport fishing, etc. and 50 for slips) as well as space for showers/ lockers and sport fishing sales."

These numbers coincide with BBR estimates for parking demand for recreational uses:

Parking Generator	x per day	Max (boats)	Peak concurrent	People/car	Concurrent Parking Allocation
Voyager	2	125	120	2.5	48
Indian	Varies	24	15	2	8
Betty G	Varies	10	7	2	4
Highliner	Varies	10	7	2	4
SUP's		75	25	1.25	20
Kayakers		25	12.5	1.25	10
Seaside Lagoon		1500	750	3	250
Monstad Fishing		20	20	1.5	13
Sportfishing Pier Fishing		10	10	1.5	7
Beach/Other		150	150	4	38
Board House		15	15	1.25	12
TOTAL:		**1964**	**1131.5**		**412**

These numbers should be incremented to account for growth in these activities based on the expected population growth for the region.

The city falsely states that current parking is largely vacant and that only three weekends per year is parking saturated. BBR has provided photographic evidence that parking has a much higher use rate that the city admits. While we agree most weekdays have a lower parking utilization rate, nice weekends throughout the year generate utility rates that are much closer to capacity than indicated by the city. And during summer months nearly every summer weekend results in very high parking utilization in the harbor and pier. In fact on social media one resident commented that she had to abort an

anniversary dinner at Kinkaids as they spent 40 minutes looking for nearby parking. They got stuck in the parking structure line ups for others looking for parking.

As to access for the recreational uses, the City fails to accurately portray the conditions. It is true that today kayakers and SUP'ers who drop off their equipment at the hand launch boat ramp must park some distance away, but the city fails to assess that the access road is not a through road. It has one entrance and exit point that the owner of the dropped off equipment has in view at all times. This road is used almost exclusively for users of the small hand launch boat ramp. And the equipment is dropped off on the actual dock – it is not in the way of pedestrians, bicyclists and joggers who also use the path for access. These attributes are not repeated in the CenterCal project. The drop off point is two way road used by all visitor to the mall. While the owner is off looking for parking, anyone could stop throw the equipment on their roof rack or the bed of their truck and make off without the owner ever seeing the crime. And there is the added risk of a kid or other pedestrian tripping over, stepping on or otherwise accidentally or maliciously damaging the equipment. While the EIR discusses a locker system, there is no description as to number, configuration or management of the limited number of lockers.

Today, recreational users can park immediately adjacent to their intended use. In the EIR project description, users may have to park up to a quarter mile away in a parking structure and have to negotiate streets crossings, pedestrian traffic, bike traffic and shops and restaurants to reach their recreational activity. ***Any reasonable assessment that would conclude the parking configuration represents a significant impact to recreational, coastal dependent uses of the waterfront.***

3. PARKING FOR THE BOAT LAUNCH RAMP – The city continues to use its data on the current boat hoists to justify a ridiculously low number of parking spaces for the new boat

ramp. Multiple residents have testified that they do not use the boat hoists for a variety of reasons including the reliance on a hoist operator, limited hours of operation, and vessels that are not made to regularly hoist. If the Coastal Commission felt the hoists were not a deterrent, why do they require a ramp in the first place?

The city continually relies on long term averages to justify its choices. Staff have admitted they know peak uses are much higher. In fact that city has that data to show the fallacy of their justification. Another averaging fallacy the city uses is taking the number of lanes of boat launch facility and dividing it by the number of launches per day. While this may be a valid way to justify how many boat ramps you need, the city then twists this data to justify number of parking spaces per ramp. So if there were 10 launches per day in a facility with 10 ramps, the city would erroneously conclude that that only 1 parking space per lane is required. The two are independent variables. The total number of launches not the total number of lanes should be the indicator of parking demand.

Data provided by the city on boat ramp utilization rates show weekend traffic rates throughout the year are significantly higher than the city concludes. It is reasonable to assume that due to a midpoint location between MDR and Cabrillo Boat Ramp, Redondo's boat ramp can expect to attract about a third of the current traffic from each side and add the unserved users who reside in close proximity to King Harbor. In fact, because Redondo is much closer to Catalina, to prime fishing grounds off Palos Verdes and the spectacular views of PV's coastline, Redondo would capture a larger share of MDR traffic. It is also likely that the convenience of a nearby boat launch ramp would incentivize more nearby residents to buy a trailer boat or jet ski, who otherwise would not have due to the distance and traffic to get to Cabrillo or Marina Del Rey. As provided earlier, the boating industry is showing an increase in sales. And finally, the region still is experiencing population growth that has accelerated with the reversal of the economic

downturn. When you combine the convenience, the population growth, the boating industry's increased sales and the recover of the economy, it is only prudent to provide more parking to accommodate the foreseeable growth. Instead, the city is providing less than the minimum of the minimum range defined in California Department of Boating and Waterways Guidelines and uses misleading and inaccurate averaging techniques to justify it. And to add insult to injury, they are calling this parking shared with other boating uses that would peak at the same time.

A more appropriate assessment and determination of parking requirements was conducted by Dana Point for their harbor revitalization. Determination of parking was based on peak uses not average. Redondo should do the same.

Currently City zoning requires 67 double length parking spots for the boat hoists. The city kept this in the zoning that went before the voters and the Coastal Commission. To cut that by more than a third while building a boat ramp that is designed to attract more users is contrary to the goal of installing a boat ramp. As a minimum, the City should require 30 trailer spaces per lane and meet the guidelines for guest parking as well.

4. TOTAL PARKING FOR THE PROPOSED PROJECT – The city admits that the project does not meet RBMC individual parking standards. It then misleadingly compares to off season weekday utilization statistics. By the city's assessment, nearly every harbor in the US would have an excess of parking spaces. But again BBR previously provided photographic evidence that the parking lot utilization on weekends – even winter weekends exceeds that the city would have us believe in the EIR. So then the city uses ULI data to conveniently declare that a parking deficit has turned into a parking surplus. The city wrongly uses time of day assessments and misapplied them. For example, the city concludes recreational uses do not peak at the same time as other uses. That is not

supported by the actual peak uses in our harbor. Recreational uses peak in the hours after work during weekdays and at mid day on weekends. The same peaks of most of the other uses described in the project. The fact of the matter is, if the development is successful, the parking required to serve the commercial uses during summer weekends combined with unaccounted for recreational uses during a summer weekend will more than saturate the parking. We see at or near capacity conditions today on summer weekends. This project doubles commercial development while only increasing parking by 7%. Unless the proposed development dramatically underperforms, there is no way to reasonably draw the conclusion that the parking provided by the project is sufficient for all users. The CUP proposed allows CenterCal to define large blocks of this already limited parking for valet parking, which will only further exacerbate the parking shortage.

The City responds to the comment about the lack of any assessment of recreational

parking demand by stating the demand is accounted for by the commercial development. This is a laughable response. The beach area of Redondo experiences overflow conditions every summer weekend. Yet there is not one commercial use on the beach. The fact of the matter is the harbor and its recreational uses would have a substantial demand without any commercial development. But the city fails to attribute a single parking space for any recreational uses.

BBR has previously presented pictorial evidence of harbor and pier parking on non-holiday weekends exceeding City claims of excess parking capacity. Here is an additional picture evidencing the demand for parking without the increased development:

BOAT RAMP

The Final EIR text is confusing as it contradicts itself. In the project description, the table indicates that the boat ramp would be in an unnamed location in the Turn Basin, which would mean Mole C or D. But the Staff Recommended Alternative concludes Mole B is the best location for the ramp. But staff has already introduced new changes since the release of the final EIR and now advocates separating the Boat Ramp location and evaluation from the Project EIR. Regardless, the location of the boat ramp is critical to the “Waterfront” project. Whether it is included in the project area or elsewhere in the harbor, the zoning requires a boat ramp, the location of the boat ramp has significant impacts on access, circulation, recreation, and coastal dependent uses no matter where it is placed.

Staff’s recommendation ignores their own staff reports on EIR proceedings which clearly state the assessment of Boat Ramp location is critical a

Finalizing the CenterCal Waterfront project EIR and entitlements without first finalizing the boat ramp location could result in suboptimal boat ramp placement, public hazards and increased impacts to coastal dependent recreational commercial use. This EIR

cannot and should not be finalized or approved without a thorough vetting of final placement in the analysis of impacts and the public input. The public cannot assess the impacts of the Waterfront EIR without knowing the end solution for the location and broad configuration of the boat ramp.

Additionally, the City's inability to close on a solution for the boat ramp demonstrates it is prioritizing the non-coastal dependent uses proposed by CenterCal over the best location for this coastal dependent use. Every public discussion of the boat ramp resulted in the turn basin, Moles C or D as the ideal location for access, parking, safety, and proximity to the harbor entrance. But to build these solutions right would impact CenterCal's proposed development. BBR maintains the optimal boat ramp placement configuration and size should be designed first and the rest of the project should be built around it. This is a harbor. Harbor uses should come first.

It is also important to note that prior to the whole CenterCal project, City Staff, Harbor Commissioners and representatives of the boating community concluded that Mole D was the best site for a boat ramp of all sites in the harbor. According to the August 30, 2007 article in the Beach Reporter entitled "City studies feasibility of building a new public boat ramp", by Sascha Bush:

"For several years, the city has been actively evaluating several sites within King Harbor to locate the best possible site for a public-access boat launch ramp. The Harbor Area Working Group – a committee made up of two council members, city staff, and boaters – had identified the side at Mole D as havinG the most potential development of the ramp. The location provides the most convenient in/out water access, offers more space for watercraft to maneuver safely without creatinG excess traffic and compared to other sites in the harbor it enjoys the most shelter from the existing breakwater."

1. MOLE B BOAT RAMP LOCATION – The Mole B location for the boat ramp is a new and major change to the DEIR. Mole B was rejected in the DIER and recently proposed

configuration was never fully vetted in the CEQA process. This alternative, unless withdrawn, demands the recirculation of the DEIR with this option more throughly vetted, described and analyzed.

While the city conveniently removed the helipad requirement to squeeze in all the uses they intend to pack into Mole B, the City Council conclusion on the Mole B Master Plan directed city staff to include the helipad. City Harbor/Fire Officials argued its necessity from a public safety perspective. On July 5th, 2011, the City Council approved a Mole B Master Plan that included a helipad. Just recently, a SCUBA diver suffering from the bends was brought to Mole B to be helicoptered to they hyperbaric chamber on Catalina. From The Beach Reporter:

"Man airlifted to Catalina Island after diving injury in King Harbor

Megan Barnes Jul 6, 2016

A man injured while diving in Redondo Beach's King Harbor was airlifted to Catalina Island for treatment in a hyperbaric chamber Wednesday afternoon, authorities said.

Redondo Beach Baywatch lifeguards responded at about 12:15 p.m. to a 9-1-1 call of a man with "dive-related injuries," said Los Angeles County Lifeguards spokeswoman Lidia Barillas. Further details were not available.

Hyperbaric chambers are used to treat decompression sickness—or "the bends"—a condition in which scuba divers who ascend too quickly after prolonged exposure to water pressure experience pain from nitrogen causing bubbles in their blood.

Barillas said she did not know what the man's specific injuries were. His name was not released.

Redondo Beach Harbor Patrol, firefighters and Los Angeles County sheriff's deputies also responded to the incident, picking the injured diver up at Moonstone Park, an outcropping that separates two King Harbor boat basins."

In addition to the loss of the helipad, trailer boats and other traffic blocking the incoming and outgoing lanes of the Mole due to overflowing traffic would block Fire Department ingress and

egress to and from the Harbor Patrol station on Mole B. It is clear, that the location of a boat ramp on Mole B would jeopardize first responder response times.

King Harbor boaters have separately provided a litany of concerns based on the surprise assessment of yet another Mole B solution. These include blind spots created by the galveston wall, the narrow heavily trafficked fairway, the proximity to numerous main fairway activities, the limited parking and parking conflicts with existing uses, limited space and conflicts associated with returning boaters circling in the main and Basin 1 fairways while awaiting their turn to dock, and the large boats across the narrow fairway backing out into the boat ramp area.

Harbor boater representatives and Lanakila Outrigger Canoe Club requested a workshop on the Mole B location due to surprise changes from the DEIR and continuing changes to the proposed configuration. The City refused, but Councilman Bill Brand offered his monthly community meeting as a venue to discuss the City's recommendation. The Assistant City Manager and Harbor Economic Director attended a standing room only meeting in a 120 seat conference room. Resident Sheila Lamb volunteered to take minutes, since the city refused to send clerical staff. BBR has scanned in those raw minutes and will submit them separately. The testimony overwhelmingly opposed the Mole B location. Substantive concerns mainly concerned inadequate parking, safety, and inability of the Outrigger Club to continue operations. Lanakila provided a very informative video that demonstrated the space needed to move their outrigger canoes both into the harbor and out of parking area to participate in offsite competitions. The video also demonstrated parking demand that largely filled the area targeted for trailer parking. Testimony from current and former lifeguards and a former harbor master from Marina Del Rey highlighted the safety concerns with this location – site lines, cross winds, narrow fairway, lack of adequate queueing space, heavy traffic, proximity to large boats, and long transit to the harbor entrance. The former Marina Del Rey harbor master attested that Marina Del Rey explored moving their boat ramp to the end of a well used fairway and that solution was abandoned for safety reasons. This event is well documented in numerous newspaper articles. This testimony by well qualified attendees contradicts City staff's stated findings of their consultant.

Staff's proposed solution eliminates up to 36 boat slips that are currently occupied by recreational and commercial vessels. The city states that the boats would be moved to other currently vacant boat slips, but the city has failed to demonstrate that the number of vacant slips are adequately sized to accommodate the displaced boat, several of which are amongst the largest boats in the harbor. Calls to the King Harbor marinas reveals no vacancies for large

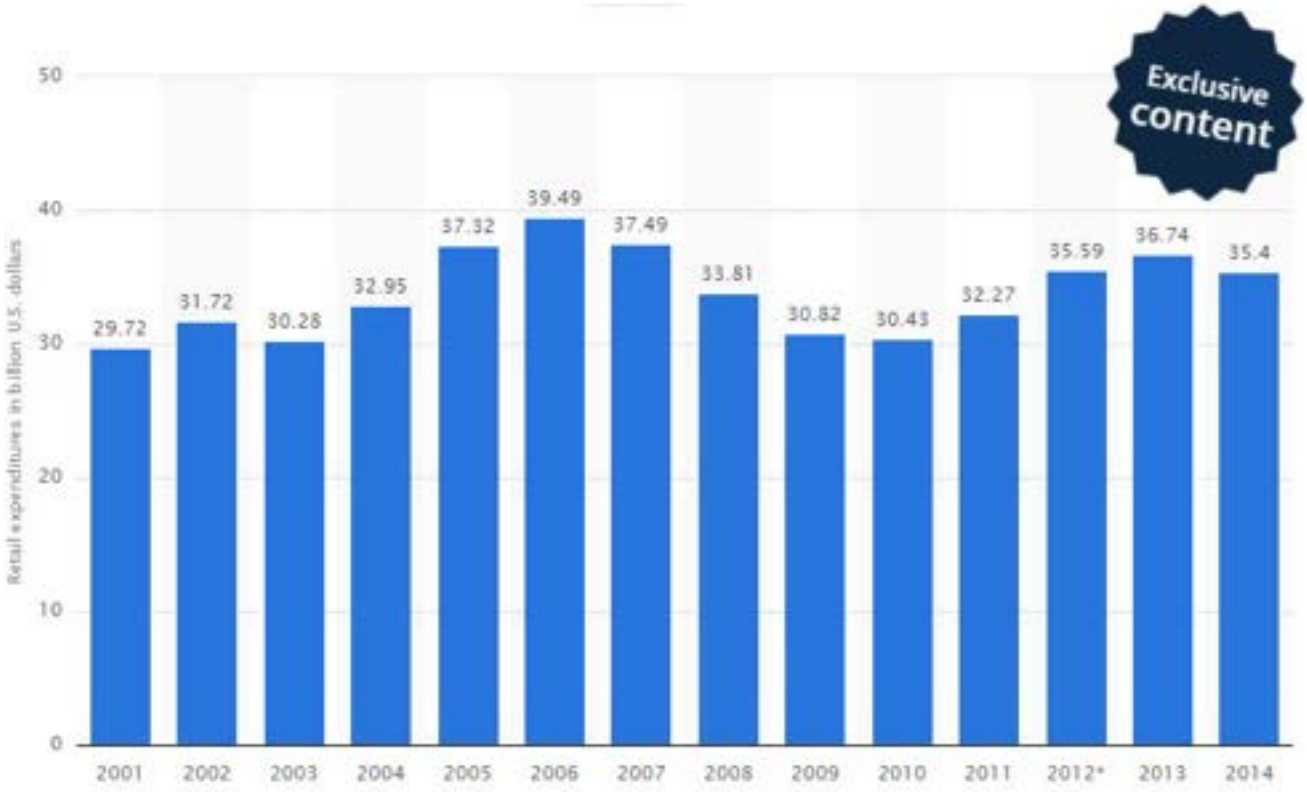
Retail volume of the recreational boating market in the United States from 2001 to 2014 (in billion U.S. dollars)

This statistic shows the retail volume of the recreational boating market in the United States from 2001 to 2014. Total expenditures in the recreational boating market reached 32.27 billion U.S. dollars in 2011.

The recreational boating market includes sales of new and pre-owned outboard boats, outboard engines, boat trailers, inboard boats, ski and wakeboard boats, cruisers, sterndrive boats, canoes, kayaks, inflatables, personal watercrafts, jet boats, houseboats, and sailboats. Also included in the total market sales are accessory aftermarket sales and other related sales such as fuel, finance, insurance, docking and maintenance.

More statistics and facts on recreational boating

Hide



© Statista 2016

slips and little vacancy in the medium slip sizes. This impact would be exacerbated by City's stated intent to move the large commercial vessels out of Basin 1 to mitigate impacts of the proposed pedestrian bridge. The solution ignores the fact that the vacancies that do exist today are a result of the recession. Prior to the recession 40 foot slips were on a 10 year and over waiting list by all the marinas. In fact one, refused to add any more people to the waiting list. Staff now states that they don't see demand for slips or trailer boating increasing, but that is contrary to boating industry performance.

Statistica, a Company that researches industry trends and sells the data, shows that the industry is recovering from a low new boat sales revenue in 2010 recovering through 2014.

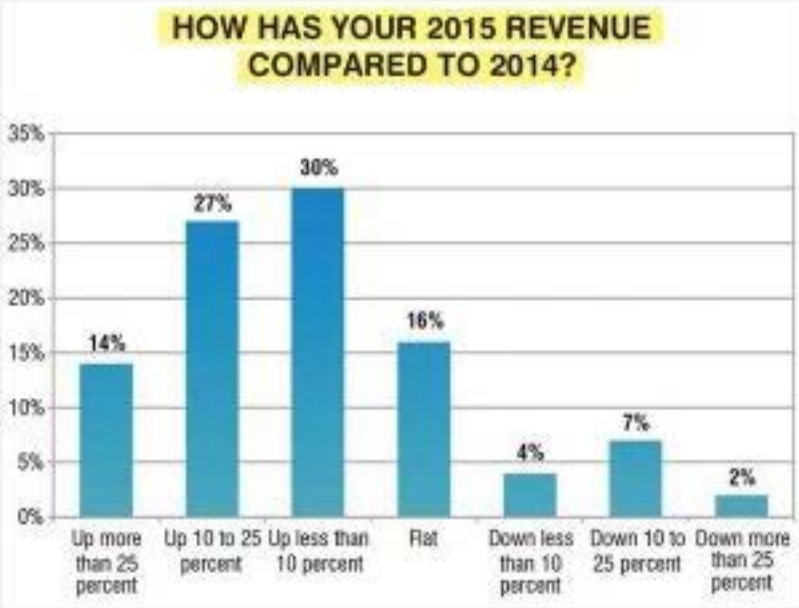
According to "Boating Industry" Magazine, a December 30, 2015 article by Jonathan Sweet entitled " 2016 Boating Industry Forecast", the outlook for the boat manufacturer sales will continue to improve on 2014 and 2015 sales increases.

"Industry estimates put 2015 unit growth in the high single-digit percentage range, with similar numbers expected for next year.

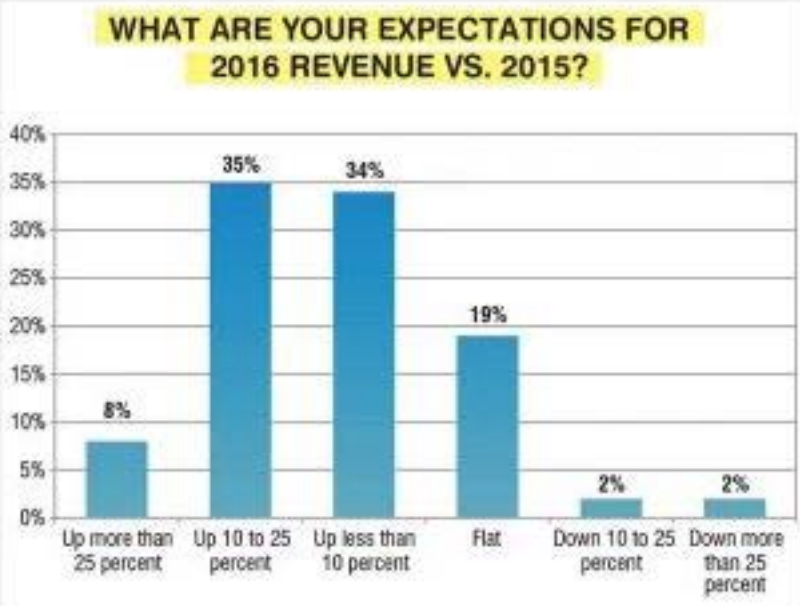
'2015 is going to go into the book as a pretty good year… And as we look at 2016, we're looking at another strong year,' said Thom Dammrich, president of the National Marine Manufacturers Association.

Many of the broader economic indicators are healthy which is helping the industry recover from the downturn."

From the article we can see the industry's growth from 2014 and expectations for 2016. 73% of new boat retailers saw growth over 2014 and 77% expected 2016 sales to exceed 2015 sales.



Click image to view larger (Source: Boating Industry survey)



Click image to view larger (Source: Boating Industry survey)

The staff recommendation eliminates current Mole B boater parking, all of the Mole B boater overflow parking, and much of the Moonstone Park and Lanakila parking. The city presents overhead images of parking utilization during unspecified dates and times, but these images misrepresent summer weekend utilization. There is insufficient parking for all the combined uses during the normal summer weekend days, much less peak weekends. Lanakila provided clear evidence that during summer weekends and evenings the parking utilization is much higher than depicted by the City staff.

As stated in the Human Powered Watercraft section, adding the hand launch boat ramp at this location would be dangerous and would only exacerbate the parking demand shortfall.

The Lanakila Outrigger Canoe Club has submitted a letter to the city stating that the proposed Mole B location would shut down their club. There is insufficient space to meet all the competing goals for the site and the loss of space and parking would prevent their club from operating. Lanakila provided images of parking that contradict City assertions that the parking on Mole B is underutilized and sufficient to meet all requirements. Lanakila alone represents a 54 to 78 parking space demand on Mole B. And their demand would peak on summer weekend when the parking demand for trailer boating, human powered watercraft, and recreational boaters renting slips would peak. Siting the boat ramp on Mole B as proposed would shut down an internationally renown and international competition winning outrigger club that has resided in our harbor since1970 and is enjoying increasing membership.

The Mole B solution results in significant impacts to long term recreational and commercial uses of the surrounding area. The location and configuration included in the EIR represent multiple hazards as well. This solution should be thrown out due to the wide ranging significant impacts and hazards.

When you look at the cumulative facts and evidence that have come to light, one can easily conclude that City staff has lost their objectivity. They seem so married to

executing the CenterCal solution, that they twist information to fit their desired outcome and ignore blatant contradictions to their findings.

2. MOLE D BOAT RAMP OPTION – Mole D in the vicinity of the current Samba's restaurant provides the best alternative for the siting of a boat ramp. This was the original site of the original boat ramp. It was damaged by a storm, but the harbor breakwall has since been reinforced and increased in height. There is ample park space available including 67 existing double length trailer parking spaces that could be relocated to the immediate vicinity. The lack of development affords ample space for maneuvering, washdown areas, and guest parking. The ramp would offload into the turn basin where trailer boat maneuvering would not interfere with the main fairway or Basin 3 fairway. It is in close proximity to the harbor mouth decreasing the exposure to increased boat traffic in and through the harbor. The city could continue to offer a boat hoist for solo, senior and disabled boaters who avoid boat ramps. And it is a short drive off of Harbor Drive that would not impact access to any access to Mole C uses, such as Seaside Lagoon, Portofino Inn, and Portofino Marina. An added benefit is a boat ramp here would preserve views through the southern tip of Mole D from Czuleger Park and Basin 3 of the harbor and ocean. A breakwater should be required for this location to mitigate waves and surge, but one should be required for any location along Mole C and D. The solution would require moving Samba's, but that is no more impactful than any other location examined by the city. For example, the Mole C site would require the movement of Joe's Crab Shack.

The city's primary reason for avoiding this logical solution is that it would reduce the amount of space available for development of non-coastal dependent uses.

3. MOLE C BOAT RAMP LOCATION – Mole C boat ramp location represents too much compromise for the ramp and existing users. The site is too small to provide sufficient parking for the trailer boaters and their guests. The long narrow access down Portofino Way would be shared with Portofino Inn, Baleen, Portofino Marina, Rocky Point kayak and SUP rentals, Seaside Lagoon, Shade Hotel parking at the Triton Oil site, the new street through the development and the new parking structure on the corner of Portofino and Harbor. Portofino

Inn's convention hall is right next door to the boat ramp and there is concern about boat ramp noise impacting events like weddings held in this facility. The location in close proximity to proposed Seaside Lagoon swim area and the current hand launch boat ramp, make this location a hazard to recreational users of the hand launch ramp or future swim feature without costly reconfiguration of breakwaters.

5. MOLE A BOAT RAMP LOCATION – Mole A would just be a dumb location. A boat ramp here would displace King Harbor Yacht Club which would force them to shutdown or move. Moving the yacht club creates rippling impacts to recreational uses to where ever the club is moved. Waves overtop the outer break wall here and would threaten people, boats, the boat launch facility itself and vehicles. Just south of the proposed site, the waters have shoaled to the point where they are dry on extreme low tides. This presents a hazard to navigation for users who are often infrequent users of their vessel, task saturated just after launch or awaiting retrieval, and who would not necessarily have a good understanding of the harbor. The road to Mole A requires a quick turn off of Harbor Drive barely south of Herondo. It then would have to snake through multiple 90 degree turns to get onto the road back to Mole A. This is tight maneuvering for a vehicle trailer combinations. Finally, this location is used for many popular boating, sailing, outrigger canoeing and SUP activities in the harbor that would create a conflict and hazard with boats launching into this part of the harbor.

6. MANNED KIOSK CONTROL AND RESERVATION SYSTEM

The city shows it understands its alternatives for a boat ramp facility do not provide adequate parking. The city allows itself the option of manned kiosk control, closing the boat ramp, and/or using a reservation system. Multiple avid boaters have testified they have never seen a reservation system for a boat ramp. Boaters will not know there is a reservation system until they have already arrived. This favors local boaters who frequent the harbor and know the "game". But the city provides zero details on how this would work. Would there be a fee. How would one prove their reservation? How long in advance can one make a reservation? What happens with no-shows? An undersized boat ramp will discourage non-locals from risking the

investment in time and energy to come to Redondo to launch. Clearly, the city has demonstrated they know the boat ramps planned are inadequate from a capacity perspective. And they have provided no evidence their unproven and counterintuitive remedies would be effective or fair.

6. SUMMARY – Other than placement on Mole D, placement of the boat ramp in any other location in the harbor represents significant impacts to long existing coastal dependent recreational uses of the harbor. ***Since the zoning requires a new boat ramp with the CenterCal development, the determination of the final location of the boat ramp is essential information required in evaluating the Waterfront EIR. Approving the EIR as written and granting CenterCal entitlements would eliminate the best and least impactful location for a boat ramp and forces significant impacts on other parts of the harbor. Mole D is the logical location for the boat ramp. It would allow a properly sized and designed boat ramp facility; and, the only real impacts would be on non-coastal dependent commercial uses. The EIR should be held in abeyance until a final solution for the boat ramp is defined and evaluated.***

EXCLUSIVITY

Throughout the proceedings CenterCal, CenterCal supporters and several elected officials have used public forums and social media to paint that the public is scared by the type of people the harbor area and especially the pier attract.

Fred Bruning, CenterCal CEO, August 29th, in Daily Breeze: *"From the greater community, we heard, 'I never go to the waterfront anymore. It's rundown. It's just a bunch of bars. I wouldn't go there after dark,' " he said. "And we found people wanted to reconnect with the waterfront, but there wasn't anything to reconnect with right now."*

Locals told Bruning they would perhaps go to Kincaid's restaurant once a year, or stop into Quality Seafood on the occasional Saturday, but they would leave immediately after.

" 'Because there's bad people there,' comments like that," he said.

Arnette Travis, CenterCal's 'CREW" leader on Facebook:

" It's scary on weekends and not reflective of Redondo's demographics."

Tony Trutanich is a member of the family that old the Old Tony's restaurant on the pier. He is an administrator of a pro-CenterCal Facebook page called King Harbor Boardwalk and Market Place. Trutanich has stated on multiple occasions that he works with and represents the position of CenterCal. On the Boardwalk Facebook Site, Mr. Trutanich also echoed the anti-minority and anti-outsider sentiment reflected in the CenterCal development:

The marketing brochure being floated by CenterCal's tenant sourcing partner, The McDevitt Company shows that the move to exclude regional minorities from the harbor and pier is more than just local marketing rhetoric. The following phrases from the marketing brochure paint a picture of anything but and inclusive waterfront development:

*"A hub of social vitality for people who choose to live in this **affluent** community"*

*"Full service restaurants with a diverse collection of cuisine and dining experiences to create a vibrant and **sophisticated** nightlife scene."*

*"**Elevated**-yet-relaxed restaurants""*

*"One-of-a-kind shops and established **best-in-brands**…"*

*"The Waterfront offers a nice relevant environment for **distinctive** brands to reach **exceptional** consumers who have chosen to live/work/play just steps from the beach."*

*" **Unique** retailers placed in a **sophisticated** yet laid back environment"*

*"**Best in class** health, beauty, and lifestyle amenities."*

*"Retail/restaurant **hand picked** to resonate with the **sophisticated**, yet laid back culture of the South Bay"*

The brochure then lays out the the demographics with terms like "*urban chic, connoisseurs, top rung, laptops and lattes, trendsetters, Pacific Heights, wealthy seaboard suburbs, and silver and gold*", most of the inland neighborhoods are designated "*all others*".

For comparison the lease opportunity advertising for Shoreline Village in Long Beach, reads "*Styled after a quaint Cape Cod fishing village, Shoreline Village is a family friendly destination by day the develops a sense of romance when night falls."* "*Refreshments available at the village range from casual to sophisticated." "Kids of all ages can experience the magic of Shoreline Village's carousel or practice their hoop skills in the arcade."* The site goes on to stress affordability and family experiences. The difference in marketing is a marked difference and is more inclusive rather than exclusive.

The City's market study analysis performed by AECOM and included in the DEIR as an attachment further demonstrates the project is aimed at more affluent customers. The hotel is described as a "boutique hotel" designed to "*create and promote a stylish, luxurious, aspirational, or advantage-grade ambiance.*" "*Boutique hotels will typically command a higher ADR than other hotel properties, with a premium up to 20 to 30 percent above market pricing for competitive properties.*" The analysis describes the movie theater as a "specialty or luxury cinema". "*The specialty cinemas target affluent and older movie going demographic and to some degree families." "The higher price point compared to traditional theaters indicates the market area is wider yet capture rate is lower.*"

The proposed Master Conditional Use Permit would allow CenterCal to establish exclusive parking through valet parking. This is simply another way of excluding recreational and less affluent harbor users from access to the limited parking. Furthermore the city contemplates a "reservation system" for the boat ramp and "SUP lockers" for SUPers to protect their SUP's while they find parking. While both of these are deterrents to those who do not frequent the harbor area, the City is silent on what the cost of these services would be. Charging for these services would just further the exclusive environment of the harbor and pier area. The under capacity boat ramps advocated by staff are just another form of exclusivity, setting those who cannot afford slips from using the harbor. The limited size of the boat ramp facility is directly impacted by staff and CenterCal's desire for more non-coastal dependent upscale commercial uses.

In summary, what is currently an extremely popular attraction for people from all backgrounds and all income levels, is being transformed into a more exclusive and sophisticated development targeting more affluent people. It is predominant in CenterCal social media rhetoric as well as their marketing for tenants and selection of uses.

The more affordable recreational opportunities are all negatively impacted by the development, Seaside Lagoon, access and parking for fishing, access for stand up paddling and kayaking, access and parking for passengers on whale watching and sportfishing boats, forcing the outrigger canoe club to shut down, and the staff's preferred alternatives for the boat ramp artificially limit the boat launching availability and capacity for those who cannot afford a slip in the harbor.

TRAFFIC

Despite a public records request, it does not appear that the city has provided all data, analysis and calculations related to the weekend traffic analysis for the protect. The author was unable to find the LOS calculations. Therefore this traffic analysis is not complete due to unreasonable time constraints and missing information. In fact, when the public records request was resubmitted, the City responded that they needed more time to supply the actual traffic analyses. This delay means BBR would not receive the information until after the comment period is closed. Therefore BBR cannot conclusively comment to the new information included

in the final EIR despite two proactive public records requests.

The proposed mitigations to traffic impacts create unsafe conditions by eliminating medians and decreasing lane widths at complicated saturated major intersections such as PCH/Herondo/ Catalina/190th.

CenterCal and the city have both stated that underperforming uses of the project would be repurposed. The movie theater was specifically given as an example. The conversion of a movie theater to a like sized retail or restaurant would increase traffic and parking demand. However, it is unlikely if a use such as the movie theater fails, the city would find anything but that a repurposing of the huge facility was required despite any impact on parking and traffic. Indeed Redondo has experienced this type of repurposing in the harbor already. The 60,000 sq ft Pier Plaza development on top of the pier parking structure was to be retail and restaurant uses. But after the development failed, the city has allowed it to be used mostly for office space that has nothing to do with coastal dependent uses or visitor serving commercial uses.

Despite comments in the DEIR, the city has failed to incorporate the real world constraints on traffic infrastructure in the project area. This renders the city's assessment of impacts inaccurate and understated. Rather than repeat all the infrastructure constraints, BBR references the traffic section submitted in its comments on the DEIR. Likewise the city continues to use trip generation tables instead of actual traffic counts to characterize current traffic. The city has repeatedly stated the harbor and pier businesses are underperforming. Use of the trip generation tables rather than real data or discounted trip generation numbers artificially lowers the impacts assessed on each intersection which then ripples into misrepresentation of LOS.

One way to test models is to compare them to real world observed conditions. The photos that follow show a current gridlock condition on Harbor Drive that the DEIR traffic calculations say should not exist even after cumulative development and the Waterfront project are fully built out. But this demonstrates the impact of the infrastructure limitations that are not included in the traffic calculations and modeling. The images show Sunday mid morning traffic on an overcast

mid July Sunday. The images show traffic on Harbor Drive backing up from the stop sign at the southern harbor parking entrance all the way back through the Beryl/Harbor/Portofino intersection. The rear of the back up was about a quarter mile from the start of the back up. This situation is the definition of gridlock. And it is not an anomaly. This is a regular weekend and weekday rush hour occurrence. Traffic flow has broken down because one intersection cannot handle the traffic flow and starts to affect flow through preceding intersections. Since the assessment does not accurately represent the current conditions and traffic flow, the predictions post project completion cannot be trusted or counted as valid. Again, the City analysis does not account for well known and documented infrastructure limitations and conditions. And as pointed out in the initial DEIR response, the project increases in driveways, repeat traffic circling looking for parking, and the poor bike path configuration will only compound the errors that are evident by looking at current conditions.

Also note, the first image shows that despite City EIR claims to the contrary, parking in the harbor is already near capacity on a non-holiday weekend.

MASSING AND DECEPTIVE RENDERINGS

CenterCal renderings and marketing videos released to the City, press and public were specifically designed to hide the real mass and compactness of the site. Recently, CenterCal released images of their model of the project. Again, they showed convenient perspectives. But after public pressure, CenterCal opened up their model for public viewing at their offices 8 miles away during limited hours. A CenterCal rep had to be present to control the messaging. But what has come out of that is pictures from the public that show the true massing of the project.

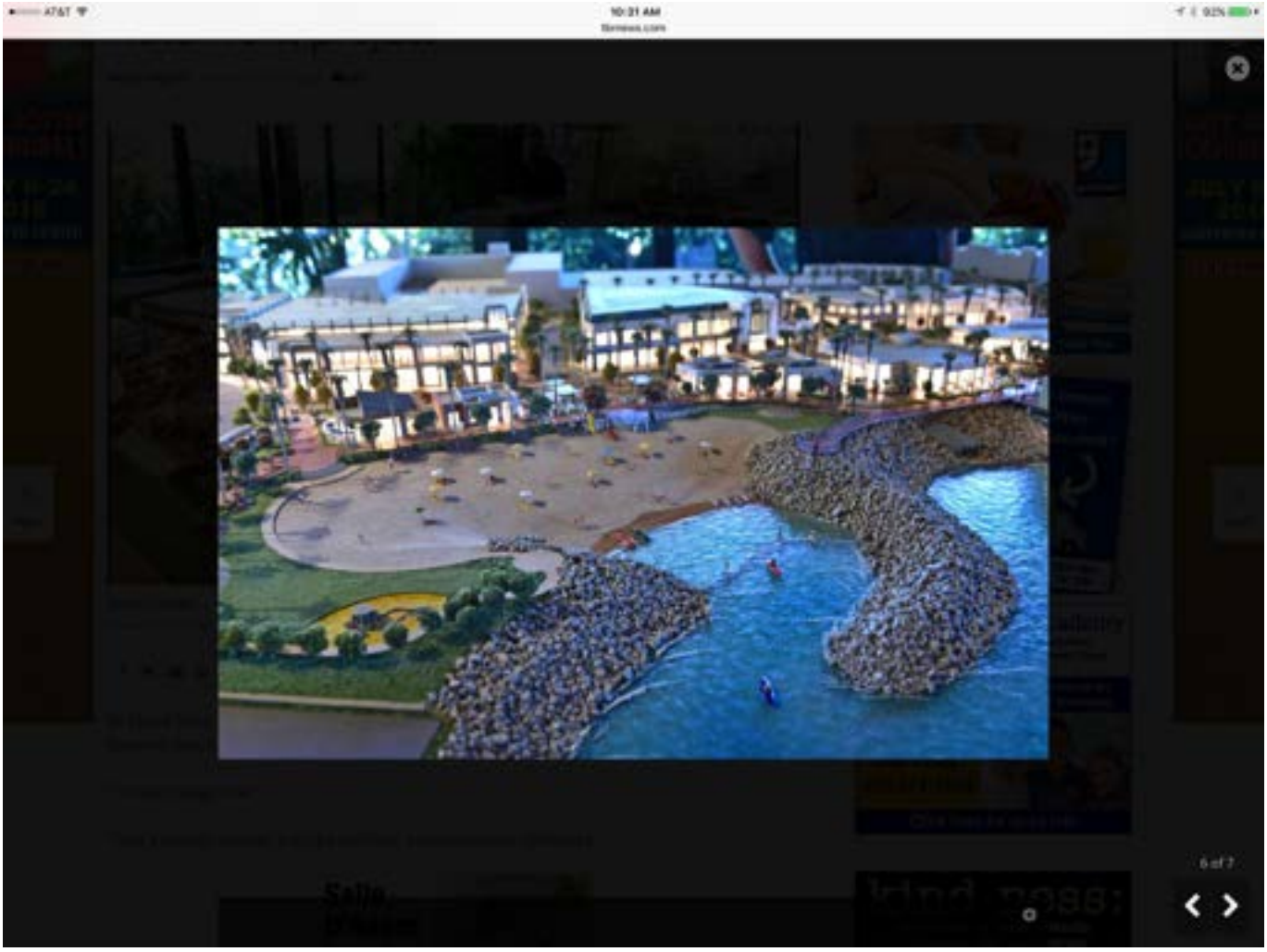
The following pictures show a massing that is not experienced in Redondo except for mall sites and industrial sites. This first image shows how massive and dominating the project will look from Harbor Drive.

This second image focuses more on just Harbor Drive. The project represents a virtual wall between residents and the harbor. This is how most residents will experience the development most of the time.

Here is a current image taken from a similar angle from the balcony at Redondo Hotel. The before and after images of massing and development are shocking. Yet the EIR concludes massing is consistent and there are no significant view impacts. Our previous DEIR comments address the dramatic impact on views.

This rendering demonstrates some of the manipulation practiced in the EIR and City/CenterCal representations to the public. Note the beach looks wide, endless north to south. And it looks deep, it looks like hundreds of yards to any sizable development. Palm trees dominate the skyline.

The next image is a photo of the scale model. This image clearly shows a much smaller beach/ harbor water interface tightly framed by breakwater boulders. It shows a much more constrained beach much closer to the development. And it shows how the massive parking structure/commercial building and the theater building will loom over the small beach area. Buildings not palm trees will dominate the skyline for any who use the Seaside Lagoon beach. The model brings the massing into a real perspective.



CUMULATIVE IMPACTS

The city provides an assessment that development on the AES property are speculative and that the city has chosen a generic growth assessment rather than assessing specific known projects. While the SCAG growth models project overall growth over a large area, that hardly means they are sufficient for specific areas with significant project activity. The city disregards major and cumulative projects that would stair step development above and beyond the broad averaged growth estimates of SCAG. The city fails to analyze that the known and foreseeable projects would fall within the SCAG growth estimates they used.

The AES property, the city knows that even if AES were to rebuild their power plant, they would have excess land that they would wish to repurpose. AES has repeatedly telegraphed this fact publicly. The City also knows AES desires to sell it land for development. Their Measure B would have allowed hundreds of condos and tens of thousands of feet of commercial development. AES had clearly shown its cards. The city should use the Measure B zoning as the upper cap of what will occur with the AES property.

The city of Hermosa Beach provided a list of projects and rezoning efforts that would impact traffic and intensity in the project area. The new zoning alone would allow over 600,000 sq ft of additional commercial development. The city should incorporate and assess the impacts of this change and the other projects cited by the City of Hermosa Beach.

The city's refusal to assess known major project represents a violation of CEQA.

VIEW IMPACTS

The city incorrectly assesses the comments wrt to view impacts. Standing at any point along S Harbor Drive in the project area, any observer has some view of the harbor, the ocean, boats in the harbor, and/or the cliffs of Palos Verdes. The site assessment provided by BBR used the plan views provided by CenterCal and were generous in that they did not assess all the views blocked by landscaping in few slivers of view corridor left in the proposed development. In fact the view blockage is over 85% even with the new sliver in the parking structure and the slight parking structure setback from Portofino/Harbor intersection. The city's assessment that 60% of the views are still available under the development are not supported by any evidence.

BIKE PATH

The proposed bike path on the east side of the new road joining Torrance Blvd to Harbor Drive reintroduces dangerous street crossings that the city just paid over $4M to eliminate on Harbor Drive. While the original double crossing requirement only affected north bound bike traffic at either end of Harbor Blvd, the proposed bike path requires bike traffic in BOTH directions to make the dangerous crossing twice and the northern crossing requires crossing two streets (see

second image of bike path from the CenterCal model). This solution is WORSE than the situation just remedied on Harbor Drive. The City should define alternate solution that eliminates any bike traffic crossing the new road. This is a dumb and dangerous design. The City should not have allowed it to make it to the FEIR. But it serves as yet another indicator that the commercial uses were given priority to all recreational uses in the project area. Photos of CenterCal's model highlight the poor design.

DANGER
How does the Harbor Drive Bike Track connect to the new bike path??? No safe passage...
DANGER
Bike Path crosses new CenterCal Road again at 4 way intersection

The city still allows the pedestrian path through the development to be labeled as a bike path. A recent study presented to the city council demonstrates the city understands the conflicts between pedestrians and bicyclists create hazards. And this study was just for the parking structure. The conflicts of people shopping and eating in the harbor area especially on the sloped drawbridge represents an even greater risk. It is deceptive and irresponsible for the city to allow the claim that the pedestrian path through the development would ever be a realistic and safe bike path.

CONSISTENCY WITH APPLICABLE STATE AND LOCAL REQUIREMENTS

BBR stands by it original assessment provided in its DEIR comments. Every current coastal-dependent recreational and commercial use is negatively impacted by the proposed development. The new boat ramp design is artificially constrained by the prioritization of non-coastal dependent commercial development. The most used park in Redondo beach is paved over for access and parking for non-coastal dependent recreational uses and rendered much less attractive to its current users. There is no parking allocated, protected or assessed for recreational uses of the waterfront. Forcing recreational users into parking structure represents a deterrent and access limitation to those uses. Public views from Harbor Drive and Czuleger park are significantly impacted despite City claims to the contrary. And cumulative development cap is exceeded when one includes the new parking structure in the assessment as the city properly should. These all represent violation of California Coastal Act, the City's Local Coastal Plan and the City's zoning ordinances. BBR provided specific citations in its DEIR comments that still stand.

Furthermore the City has violated the CEQA process by improperly assessing impacts as demonstrated herein and in our original DEIR comments, by inadequate definition of the project, by introducing substantial new changes (especially Mole B boat ramp location) just prior to the release of the FEIR. The city has failed to account for cumulative impacts properly. And the City's formatting of the FEIR, the short time constraint, and the remaining variability allowed in the project at this late stage have made it impossible for the public to provide a thorough review and comment.

Requirement	Summary	Inconsistency
Coastal Act 30001.5	Goal of Coastal Act is to assure priority of coastal-dependent and coastal-related development over other development of the coast.	EIR and project prioritize non-coastal dependent uses over existing and required coastal dependent uses

Coastal Act 30006	Planning and implementation of programs should include widest opportunity for public participation	Last minute changes to EIR and project, complicated arrangement of EIR, short review period, missing data and reports, and slow response to public records requests artificially limit public participation
Coastal Act 30006.5	Sound and timely scientific recommendations are necessary.	EIR analysis relies on outdated data such as harbor surge data and incomplete data such as harbor water quality to justify conclusions that there is no impact.
Coastal Act 30007.5	Conflicts between policies to be resolved in manner of which is most protective of coastal resources	EIRand project resolve conflicts to favor non-coastal dependent commercial development
Coastal Act 30105.5	Definition of cumulative effects	EIR analysis ignores probable future projects.

Coastal Act 30211 and 30212	Development shall not interfere with access	The traffic generated by the project combined with circulation infrastructure constraints interferes with access to access to coastal dependent activities. The lack of sufficient and convenient parking interferes with the public's access to coastal dependent activities. The creation of hazardous situations interferes with the public's access to coastal dependent activities and resources. The decrease in size and capacity of coastal dependent activities and areas interfere's with the public's access to coastal dependent activities and resources.
Coastal Act 30212.5	Public parking area and facilities shall be distributed to mitigate social and other impacts of overcrowding and overuse	The project more than doubles commercial development while shrinking usable public parkland. The project fails to assess or provide adequate and convenient parking for existing and new coastal dependent uses.

Coastal Act 30213	Encouragement of lower cost visitor and recreational facilities	Project designed to appeal to more affluent public. Unique recreational resources drawing all income level customers are negatively impacted by the project.
Coastal Act 30214	Legislative intent on implementation of public access policies	The project increases the intensity of site utilization to the point where it is a deterrent to those who want to enjoy coastal dependent uses. The project does not balance rights of public with that of developer/lessee.
Coastal Act 30220	Coastal areas suited for water-oriented recreational activities shall be protected for such uses.	Project develops harbor area such that water-oriented recreational uses are needlessly impacted.
Coastal Act 30221	Oceanfront land suitable for recreational use shall be protected for such use	Project redevelops oceanfront property in a manner that negatively impacts long established recreational uses
Coastal Act 30222	Use of private lands suitable for visitor serving and coastal recreational facilities shall have priority over general commercial development	The project prioritizes private retail, dining and entertainment uses over coastal recreational facilities.
Coastal Act 30223	Upland areas necessary to support coastal recreational uses shall be reserved for such uses	Uplands parking and vehicular access for coastal recreational uses are negatively impact by the project.

Coastal Act 30224	Increased recreational boating use shall be encouraged	Project reduces slips and provides insufficient space for adequate boat ramp. Project eliminates sufficient boater parking. Project forces recreational boating uses in small area that reduces overall capacity and efficacy of long standing recreational boating uses. Parking to support existing recreational boating uses are insufficient and inconvenient to the point of acting as a deterrent. Limited hours of pedestrian bridge discourages recreational boaters. Project does not accommodate future growth of demand of recreational boating infrastructure and opportunities.
Coastal Act 20234	Facilities serving commercial fishing and recreational boating industries shall be protected and upgraded. Existing facilities shall not be reduced.	Project forces commercial and recreational vessels out of Basin 3 due to pedestrian bridge. Project eliminates slips for commercial and recreational vessels. Project allows elimination of nearly 50% of current slips in Basin 3 without any analysis to show demand no longer exists.
Coastal Act 30234.5	The economic, commercial, and recreational importance of fishing shall be protected.	The project provides insufficient parking for pier, commercial and charter boat fishermen. The project reduces usable commercial and recreational boat slips.

Coastal Act 30240	Protection of sensitive habitat areas	The harbor area is known roosting place for multiple protected marine birds. Intensity of development will be a deterrent to future nesting/roosting.
Coastal Act 30251	Development shall be designed project views	Project blocks most public views from harbor drive.
Coastal Act 30252	Maintenance and enhancement of public access	Project prioritizes parking and access to retail, dining and entertainment uses over coastal dependent and coastal related uses. Inadequate parking to support current level or harbor recreation or for future growth in demand. Project decreases usable public parkland at Moonstone Park and Seaside Lagoon.
Coastal Act 30255	Coastal dependent development shall have priority over other development on or near the shoreline.	Coastal dependent uses, particularly the Seaside Lagoon and public boat ramp are negatively impacted by the prioritization of othe non-coastal dependent uses.
Redondo Beach. Coastal Land Use Plan Section VI, Subsection C	Cumulative development shall not exceed a net increase of 400,000 sq ft of floor area.	Project excludes new parking structure from analysis. Project and cumulative development exceeds cap. City interpretation does not reflect information presented to the voter when voters enacted this cap.
Redondo Beach. Coastal Land Use Plan Section VI, Subsection C	Protection of views from Czuleger Park	EIR does not adequately assess view impacts. Substantial impact on views from mid and lower sections of park by hotel/retail development in pier area and Market Hall in harbor area.

Redondo Beach. Coastal Land Use Plan Section VI, Subsection C	New development shall. Include view corridors from N Harbor Drive	Development blocks vast majority and most impactful public views from visitor serving hotels, Harbor Drive of harbor, ocean, coast of PV and Catalina Island. The development only affords narrow slivers of views and these are impacted by landscaping.
Redondo Beach, Coastal Land Use Plan, Section VI, Subsection D, Land Use Policy 1	Coastal dependent land uses encouraged. Existing facilities preserved, enhanced and expanded where feasible. Public boat launch shall be built. Removal of existing uses shall be strongly discouraged unless determined uses are no longer necessary.	The project cuts slips without any analysis or projection of future needs. The city shrank usable land and water area of Seaside Lagoon and configured it to discourage use. The project reduces parking for commercial uses and makes it inconvenient further discouraging and artificially limiting use. Public boat ramp is suboptimized due to non-coastal dependent use prioritization.
Redondo Beach, Coastal Land Use Plan, Section VI, Subsection D, Land Use Policy 2 a)	New development shall be designed to preserve and enhance public views from Harbor Drive	Project blocks vast majority of public views from Harbor Drive.

Redondo Beach, Coastal Land Use Plan, Section VI, Subsection D, Land Use Policy 2 c)	New development shall be designed to be consistent and harmonious with scale of existing development	Massing and scale are inconsistent with rest of harbor and surrounding area. Parking structure combined with commercial development increases development by 1000% in the harbor portion. Model shows massing is inconsistent and not harmonious with surrounding development. Lack of setbacks and buffers between massive structures exacerbates scale and massing inconsistencies.
Redondo Beach, Coastal Land Use Plan, Section VI, Subsection D, Land Use Policy 17 and 18	Development shall not impact environmentally sensitive habitat areas	Protected marine birds are known to nest in Palm trees throughout project. Size, scale, and intensity of project will impact nesting/roosting areas.
Redondo Beach Municipal Code 10-5.800 (b)	Provide development designed to enhance public opportunities for coastal recreation, including commercial retail and service facilities supporting recreational botany and fishing which primarily oriented toward meeting dees of visitors, boaters and residents seeking recreation; have balanced diversity of uses; provides regional serving recreation for all income groups, and protect coastal resources.	Development is designed to increase non-coastal dependent retail, dining and entertainment at the expense of recreational uses serving all income groups and businesses and facilities supporting those uses.
Redondo Beach Municipal Code 10-5.1110	Permitted and conditional uses of land zoned P-PRO	Permitted uses do not include public roads primarily serving private commercial development.

Redondo Beach Municipal Code10-5.1706	Parking regulations and Shared parking analysis	Shared parking analysis did not account for peak uses of proposed uses and for peak uses of recreational uses of harbor. Assessment did not consider impact of exclusionary valet parking.

SUPERIOR ALTERNATIVE:

Based on the evaluation provided in this report BBR presents the following as a superior and better balanced alternative to the massive development and understated impacts of the city staff recommended alternative or primary project description:

- Full sized or expanded Seaside Lagoon preserving or expanding current public open space land and water area within park. Swimming/wading/play water feature with sand bottom and direct beach access for at least a portion of the facility separate from harbor waters. 250 surface level parking spots contiguous with boundary of park. City shall explore land area and facility expansion to include a non-profit or public aquatic facility for storing, teaching, and renting human powered watercraft.

- Separate human powered boat launch with current facility road access and gradual sloping ramp to sand bottom from existing road. A minimum of 50 spaces nearby surface level parking for users.

- Two lane boat ramp on Mole D at or around Samba with a minimum of 60 trailer spaces through the southern end of the mole to preserve views from Czuleger Park. Retain operational boat hoist. Boat ramp shall not adversely impact existing recreational uses of harbor.

- Pedestrian Promenade to be built up to each side of the Mole D boat ramp with observation pad on either side. Promenade to have two paths – one across boat ramp, for low utilization periods and one from boat hoist area to Sportfishing pier area for busy ramp periods.

- Retention of Sportfishing pier and all slips in Basin 3. No reduction in slips permitted for this project. 120 parking space shall be allocated for basin 3 in close proximity to slips and without crossing an active road. 60 surface level parking spaces shall be allocated for the Sportfishing pier fishermen and public disembarking on Sportfishing or whale

watching vessels in close proximity to the Sportfishing pier. Accommodation of a tall ship at the sport fishing pier shall be investigated and implemented if feasible.

- Pedestrian bridge permitted but not required. Must be able to open within 10 minutes of call up for any vessel seeking access or egress to Basin 3.

- Bike path through project must connect directly with bike track without crossing east to west or visa versa.

- No new parking structure is permitted in the harbor area. No new public road shall be established connecting Harbor Drive to Torrance Blvd. And access road for public safety vehicles is permitted.

- Market Hall is permitted either in the vicinity of the pier parking structure or at the location of R10, Paddle House, Captain Kidd's, and Marina office area.

- Commercial development increase is permitted as allowed by Measure G and the other requirements stated in this alternative. Parking and traffic to be able to serve peak concurrent uses of all commercial development. Parking to be segregated from recreational/commercial coastal dependent uses. No sharing is permitted between general commercial development and recreational/commercial coastal dependent uses except that recreational users may use commercial parking.

- Redevelopment of International Boardwalk is permitted.

- Mole B to be developed per existing Master Plan.

- At least 40% of current views from Harbor Drive to be preserved including views of harbor, ocean, PV coastline and Catalina Island.

CITY OFFICIALS HAVE BECOME BIASED ADVOCATES FOR THE PROJECT

Mayor Aspel appears in the promotional video produced by CenterCal. He also stated at his annual State of the City address that those opposed to the project were a "sour grapes organization". From a Beach Reporter article by Kelcie Pegher on February 2, 2016 in an article entitled "Redondo Beach Mayor Steve Aspel pokes at opponents during State of the City address":

" 'There's a group – they call themselves grass-roots. They're not a grass-roots organization. They're a sour grapes organization,' Aspel said, a not-so-subtle dig at Rescue Our Waterfront,

billed as a community group supporting a 'more balanced revitalization' of the waterfront."

Mayor Aspel vetoed a council approved discussion about putting the project to a vote of the people. And he subsequently he vetoed a council approved simple financial assessment of CenterCal.
Similarly we find City staff cherry picking data that supports their desired conclusions supporting the development while ignoring blatant evidence to the contrary as has been pointed out throughout this report.

When one looks at the hard to follow format of the EIR (which is different than any previous EIR the city has produced), the lack of specificity in what is supposed to be a project EIR, the major changes even post EIR release, the attempt to segregate the boat ramp evaluation from the rest of the project, and the refusal to engage the public on the major changes, one can easily draw the conclusion that City staff and elected proponents have become advocates for the project and have lost their objectivity.

This process should be stopped. The project should be fully and properly documented complete with the required boat ramp. The impacts should be reevaluated using reasonable evidence. And the entire EIR should be rereleased as a draft for a full and proper public review.

From: Light, Jim
Sent: Monday, August 08, 2016 11:43 AM
To: Eleanor Manzano <Eleanor.Manzano@redondo.org>; Frank Angel <fangel@angellaw.com>
Cc: Jim Light
Subject: Emailing - Comments to the Statement of Overriding Considerations.pdf

Eleanor,

Attached are BBR's comments to the flawed and inaccurate statement of overriding considerations. The city relies on subjectivity and opinion and where it does claim factual numbers it provides no evidence they are accurate or believable. Please include the attachment in the public record on the Statement of Overriding Considerations deliberation.

VR,

Jim Light

Comments to the Statement of Overriding Considerations

Section	Statement	Issue	Resolution
1	Resident testimony on business activities	City cherry picks comments and ignores comments related to near capacity utilization of pier and harbor area facilities. **Commission and public cannot verify this claim without real data.**	Findings about business activities should be based on statistics – vacancies, revenues, etc year over year.
1	Enhancements include a small boat ramp	Key details of boat launch ramp including impacts and capacity are still in discussion. **How can the city make this claim while still deliberating on key boat ramp details and potential impacts to long standing recreational uses of the harbor? Statement shows City has determined conclusions in absence of evidence. Commission and public cannot determine whether city claim is factual.**	Assessment cannot be concluded until key details of the ramp are finalized.
1	Enhancements include Seaside Lagoon configuration	City provides no analysis that Lagoon reconfiguration would increase use. City has not provided analysis of harbor water quality except on one day. Proposed development shrinks usable wading and land area and eliminates key recreational attributes that even the city has stated made the attraction unique. Proposed project makes parking inconvenient and cannot accommodate buses from groups. Proposed solution introduces hazards to toddlers that would be a deterrent to use. City staff has admitted reconfiguration would eliminate day camp utilization. **Without this data the Commission and public cannot verify this claim.**	Conduct year round study of harbor water quality wrt public health/swimming activities. City to address areas of concern and demonstrate reconfiguration is a true enhancement that would continue to annually attract over 80,000 daily visitors (families bringing their children to enjoy the water feature), provide day camp for nearly 600 children.
1	Enhancements to bike path	Proposed solution includes 3 new dangerous road crossings after taxpayers just spent over $4M to eliminate this hazard on Harbor Drive. Proposed bike path does not connect with bike	Current condition is safer. City should rectify the dangerous design prior to making claims of enhancement. City should require more view protections and decrease height and massing so close to bike path at both ends of the

		track, it is on the wrong side of the street. Proposed commingled bike/pedestrian path is a hazard not an enhancement. City staff reports show recognition of danger when commingling bike traffic with pedestrian traffic particularly with visitors. Proposed solution eliminates ocean/harbor views and puts the bike path in shadows in the early afternoon. Tall development extremely close to bike path is a deterrent and ruins the experience of riding next to the harbor and pier. **Evidence presented in public comments contradicts city findings. Commission should not accept this statement without project changes.**	project.
1	Enhancement to pedestrian paths on water's edge.	Enhancement is overstated. Commingling with bike traffic is hazardous. Despite EIR claims to the contrary people can and do access the waterfront throughout the site today.	Eliminate hazardous commingling of bike and pedestrian traffic. Make factual statements about current levels of accessibility.
1	AECOM report	City fails to admit the report highlighted significant risks – competition and lack of visibility. Consultant testified that he did not analyze impact of limited traffic infrastructure. City study showed a minor underperformance of the development would result in negative city cash flow. The City has not released the details of leasing and other key financial terms to the public or to the commission. **The Commission cannot assess the city's claim without this critical information.**	Release city financial terms and conditions with the applicant. Release city financial analyses.
2	Increased net financial return, funding of infrastructure upgrades	The city has not provided a recent assessment of return to the public. Early assessments show potential for a negative cash flow for a relatively minor underperformance of the project. City has not released	Provide details to the Commission and to the public. Demonstrate that less impactful alternatives are not feasible.

		critical details to verify this statement such as lease term agreements and other financial agreements with the applicant; commitments as to which party is responsible to fund what infrastructure enhancements. **City ignores other potential funding sources and combinations of strategies that achieve infrastructure upgrades without far less impact to coastal dependent uses than the current project. Commissioners and Public have not been provided the information to validate this claim by the city.**	
3	Development Cap	City has provided convenient interpretation of Measure G zoning that excludes new parking structure development. This interpretation was not before the voters when Measure G was put on the ballot. The average voter would have no reason to believe that the development cap did not include the huge new parking structure. The voter intent is what should prevail in interpreting the zoning since it was only effective with voter approval. Project violates zoning cap with this reasonable interpretation. **Commissioners should reject project until it conforms to development cap.**	City should produce evidence that the information in front of the voters clearly showed that parking structures were excluded from the Measure G development cap.
3	Effectuate goals and objectives of LCP	Project is lopsided and unbalanced. The city has pencil-whipped their assessment of impacts to coastal dependent recreational and commercial uses, views and accessibility. Evidence produced by the public shows the substantial negative and unmitigated impacts. The city prioritized the non-coastal dependent commercial development over coastal dependent uses. The city ignored goals related to massing	Reject the project as presented. Send it back for redesign in compliance balancing all goals and objectives of the LCP.

		and scale. Even if the city did correctly interpret the development cap, the goals and objectives stated in the LCP would prevent concentrating 72% of the development cap for the whole harbor into much less than 22% of the harbor area. **Commissioners have been presented evidence showing the city assessment to be inaccurate. Commissioners should reject the statement and the project and force the project back for better balance and compliance.**	
3	Bicycle oriented development	This statement is simply inaccurate. The proposed bike path, the location of new driveways and parking structure exits and entrances are all designed to prioritize automobile access by customers of the commercial development. **Commissioners should reject this false statement.**	Redesign bike path, driveways, and parking structure entrances and exits to prioritize bike traffic.
3	Equal open space	The EIR counts mall accoutrements, pedestrian pathways, and open space and landscaping that is unusable or undesirable for public use in order to trump up the claim that eliminating 1/3rd of the current usable public parkland is not a significant impact. To add insult to injury, the reduction in public parkland is primarily due to the installation of a public road whose primary purpose is circulation in the commercial development. **Commissioners should reject this misleading assessment and claim.**	Redesign the project to preserve all of the usable open space of the existing public parkland. The City and Measure G proponents advertised that Measure G would save Seaside Lagoon park from development "forever". This design does not reflect that commitment to the public.
3	Surface level parking	City refuses to acknowledge that every harbor and marina needs surface level parking. The loss of conveninent parking is a deterrent to access to coastal dependent uses and thus violates our LCP and the Coastal Act. **Commissioners should reject**	Redesign the project with adequate and convenient parking for long established and any new coastal dependent uses, including the required boat ramp.

		this claim and assessment.	
4	CenterCal "most qualified" applicant	Subjective interpretation. CenterCal has never performed a waterfront project or a resort. Other applicants had. CenterCal expertise is retail development. Not harbors and piers. **Commissioners should reject this subjective and unsupported statement.**	Correct statement.
4	Highest and best use	The harbor is city property largely managed on behalf of the residents of California. The City's objective should be to protect this limited resource paid for with taxpayer money's for the uses for which it was primarily built. The harbor is the only one in 25 miles of coastline. It was built to provide coastal dependent boating and recreational access to the ocean. That is the highest and best use in this case. Commercial development should be a secondary and complimentary use to support the primary raison d'etre. **Commissioners should reject this statement as it does not accurately reflect the responsibilities of the city and the commitment required by the LCP and Coastal Act.**	Delete statement
4	New annual tax revenue	The city keeps repeating this, yet it has provided no public substantiation. The city has not released financial terms with CenterCal. Previous analysis showed a negative cash flow with relatively minor underperformance by the commercial development. **Commissioners should reject**	City should make the details of the financial agreements with the applicant and the analyses of revenues and costs through construction and out through operation.

		this statement as the city has not provided the necessary evidence to support it.	
5	Restore community's connection with the waterfront	Pacific Avenue reconnection – contradicts previous statements about a bicycle and pedestrian oriented development. Pedestrian bike connectivity already exists and is well used despite city claims to the contrary. **Commissioners should require the statements to be more accurate. However, this objective does not justify the significant impacts of the project and the Commission should reject this statement in supporting that conclusion.**	Statement is not justification for significant impacts to long standing and well used coastal dependent uses of the harbor.

BLUE FOLDER ITEM

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

HARBOR COMMISSION MEETING
REGULAR MEETING
AUGUST 8, 2016

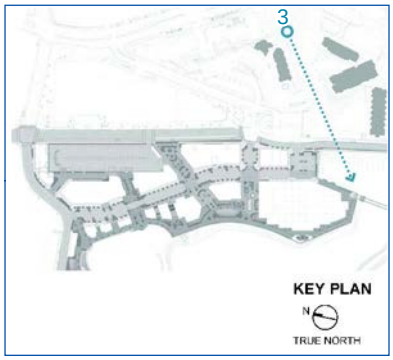
9. WATERFRONT PROJECT - CONSIDERATION OF APPROVAL/CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT AND WATER SUPPLY ASSESSMENT (SCH# 2014061071 / FILE NO. 2014-04-EIR-001), FACTS AND FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION MONITORING AND REPORTING PROGRAM; CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW (INCLUDING SIGN REVIEW AND LANDSCAPE/IRRIGATION PLANS), COASTAL DEVELOPMENT PERMIT, AND VESTING TENTATIVE TRACT MAP NO. 74207, FOR APPROXIMATELY 36 ACRES OF DEVELOPMENT IN THE REDONDO BEACH HARBOR/PIER AREA, AND CONSIDERATION OF THE RECREATION AND PARK COMMISSION'S RECOMMENDATIONS RELATED TO SEASIDE LAGOON.

CASE NUMBERS: **2016-06-HC-001**
2016-06-CDP-004

APPLICANT: **REDONDO BEACH WATEFRONT LLC**
(AFFILIATE OF CENTERCAL PROPERTIES LLC)

ATTACHMENT: Photo simulations of project views from Czuleger Park

**Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.*



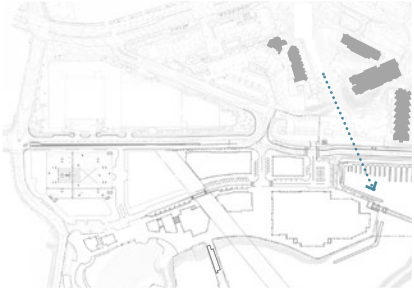
EXISTING CONDITION

PROPOSED DEVELOPMENT WITHOUT LANDSCAPING

PROPOSED DEVELOPMENT WITH LANDSCAPING

Source: CDM Smith & Callison, 2015
For discussion purposes only. Actual development and placement details may vary.

Figure 3.1-7
Key Observation View 3



EXISTING CONDITION

PROPOSED
DEVELOPMENT WITHOUT LANDSCAPING

PROPOSED
DEVELOPMENT WITH LANDSCAPING

VIEW CORRIDOR (BOTTOM) - GREY SHADED

Administrative Report

Harbor Commission Hearing Date: **August 8, 2016**

AGENDA ITEM: 9 (Public Hearing)

PROJECT LOCATION: THE REDONDO BEACH WATERFRONT BETWEEN PORTOFINO WAY AND TORRANCE CIRCLE

APPLICATION TYPE: WATERFRONT PROJECT - CONSIDERATION OF APPROVAL/CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT AND WATER SUPPLY ASSESSMENT (SCH# 2014061071 / FILE NO. 2014-04-EIR-001), FACTS AND FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION MONITORING AND REPORTING PROGRAM; CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW (INCLUDING SIGN REVIEW AND LANDSCAPE/IRRIGATION PLANS), COASTAL DEVELOPMENT PERMIT, AND VESTING TENTATIVE TRACT MAP NO. 74207, FOR APPROXIMATELY 36 ACRES OF DEVELOPMENT IN THE REDONDO BEACH HARBOR/PIER AREA, AND CONSIDERATION OF THE RECREATION AND PARK COMMISSION'S RECOMMENDATIONS RELATED TO SEASIDE LAGOON.

CASE NUMBERS: 2016-06-HC-001
2016-06-CDP-004

APPLICANT: REDONDO BEACH WATERFRONT LLC
(AFFLIATE OF CENTERCAL PROPERTIES LLC)

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of a Final Environmental Impact Report (SCH# 2014061071 / FILE NO. 2014-04-EIR-001), Facts And Findings, Statement Of Overriding Considerations, A Mitigation Monitoring And Reporting Program and Water Supply Assessment; Coastal Development Permit, Harbor Commission Design Review (including Sign Review and Landscape/Irrigation Plans), Conditional Use Permit, and Vesting Tentative Tract Map No. 74207, for a project that consists of the demolition of most of the existing buildings; the construction and operation of commercial, office, hotel, theater, and recreational uses totaling approximately 511,460 square feet of new construction (312,289 square

feet of net new development) on property at the Redondo Beach Waterfront located within the Coastal Commercial (CC) Zones and P-PRO Zone between Portofino Way and Torrance Circle. Approximately 12,479 square feet of existing development would remain, for a total of 523,939 square feet on site.

Implementation of certain elements of the Staff Recommended Alternative are contingent upon the granting of permits by state and federal agencies, including but not limited to the California Coastal Commission (Coastal Development Permit for areas of original jurisdiction), U.S. Army Corps of Engineers (401 and 404 permit), and U.S. Coast Guard (bridge permit).

DEPARTMENT'S RECOMMENDATION:

It is recommended that the Harbor Commission take the following actions:

1. Reconvene the public hearing;
2. Receive and file the administrative report that provides additional information on questions raised during testimony, revised draft recommended land use entitlement conditions, and the final project materials;
3. Accept any additional public testimony;
4. Close the public hearing; and
5. Adopt the following updated resolutions for the Staff Recommended Alternative by title only, waiving further reading:

    A. A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, CERTIFYING FINAL ENVIRONMENTAL IMPACT REPORT (SCH# 2014061071), ADOPTING THE FACTS AND FINDINGS, APPROVING THE WATER SUPPLY ASSESSMENT, STATEMENT OF OVERRIDING CONSIDERATIONS AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE WATERFRONT ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL (CC) ZONES AND P-PRO ZONE AT THE REDONDO BEACH WATERFRONT

    B. A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, SELECTING THE STAFF RECOMMENDED ALTERNATIVE DESCRIBED IN THE FINAL EIR AND GRANTING THE REQUESTS FOR A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW INCLUDING SIGN REVIEW AND LANDSCAPE/IRRIGATION PLANS, COASTAL DEVELOPMENT PERMIT, AND A VESTING TENTATIVE TRACT MAP NO. 74207 TO ALLOW THE CONSTRUCTION OF A COASTAL COMMERICAL PROJECT TOTALING 523,939 SQUARE FEET OF DEVELOPMENT, ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL ZONE (CC-1, CC-2,

AND CC-3) AND THE PARKS, RECREATION, AND OPEN SPACE ZONE (P-PRO) LOCATED BETWEEN PORTOFINO WAY AND TORRANCE CIRCLE.

EXECUTIVE SUMMARY

The Harbor Commission has conducted four well-attended public hearings/workshops to consider the proposed Waterfront project, a comprehensive and integrated project to transform and revitalize the City's aging harbor and pier area. The public hearings were held on May 9, 2016 (Workshop), June 13, June 27, and July 18, 2016. At each public meeting, the Harbor Commission received public testimony regarding a variety of issues.

During the most recent public hearing on July 18, 2016, the Harbor Commission reconvened the public hearing and received additional public testimony from over sixty speakers. Following the public testimony, the Commission discussed several topics as well as considered the Final EIR, supporting materials, and the Resolutions certifying the Final EIR and conditionally approving the land use entitlements. The Harbor Commission ultimately moved to continue the public hearing to August 8, 2016.

This report responds to the discussion that took place on July 18, 2016 and provides revised recommended conditions based upon the Harbor Commission's discussion.

BACKGROUND

On April 20, 2016 the Recreation and Parks Commission provided the Harbor Commission with their recommendation to proceed with the proposed modifications to Seaside Lagoon. On May 9, 2016 the Redondo Beach Harbor Commission held a public workshop on the Waterfront Project. On June 13, 2016, the Harbor Commission held the first public hearing at which time staff presented the Staff Recommended Alternative. On June 27, 2016, the Harbor Commission reconvened the continued public hearing. At that meeting, staff presented a summary of the questions and issues raised at the June 13, 2016 Public Hearing and presented the draft recommended project entitlement conditions. A presentation from the applicant that addressed issues raised on June 13, 2016 followed the staff presentation. On July 18, 2016, the Harbor Commission reconvened the continued public hearing and staff presented a summary of the questions and issues raised at the June 27, 2016 meeting.

During the public hearing on July 18, 2016, testimony was taken from sixty-eight (68) individuals. Following testimony, the Harbor Commission continued discussion regarding the project and considered the Final EIR, supporting materials, and Resolutions certifying the Final EIR and conditionally approving the land use entitlements. The Resolution conditionally approving the land use entitlements included revisions to several conditions as well as several new conditions in response to previous Commission discussion.

This report responds to several key topics and concerns raised during the July 18, 2016 public hearing by providing additional information and clarification regarding the following:

- ***What will the final enhanced design of the northern parking structure look like?***
- ***Are there specific development guidelines provided by the City Council?***
- ***How much shading will be caused by the northern parking structure?***
- ***What artwork exists at the Waterfront and what can be saved?***
- ***Will all income levels be able to enjoy the Waterfront?***
- ***How will the project improve traffic flow and safety on Harbor Drive and the Harbor Drive Extension?***
- ***How will parking be reconfigured to accommodate the required traffic improvements under MM TRA-2 and Conditions 55 through 57?***
- ***How is the Triton site utilized now and can it accommodate overflow parking for the Waterfront?***
- ***How will the proposed Mole B Boat Launch design address overflow parking during holidays and occasional peak periods?***
- ***Mole B Boat Launch design and Planning for Mole B.***
- ***Will the proposed Mole B Boat Launch design interfere with the Outrigger Club?***
- ***Would a boat launch ramp at Mole B pose safety concerns?***
- ***What advantages does the Mole B boat ramp location offer in comparison to Mole C?***
- ***Would a boat launch ramp at Mole D with 67 parking spaces be feasible?***
- ***How does the peak December parking data represent the busy summer months?***
- ***Do any of the modifications to the proposed project trigger recirculation of the EIR?***

The Administrative Reports from the June 13, June 27, and July 18 public hearings are attached for reference. The overview of the Final EIR documents as well as the criteria and findings necessary for approval of the land use entitlements are described in greater detail in the July 18, 2016 Administrative Report (Attachment 8). As a

clarification, a Minor Subdivision Application (Vesting Tentative Tract Map), and applications for a conditional use permit, Harbor Commission Design Review, and Coastal Development Permit was deemed complete on June 23, 2016.

KEY TOPICS AND CONCERNS

What will the final enhanced design of the northern parking structure look like?

Since the July 18, 2016 public hearing, the northern parking structure has been modified to include additional architectural enhancements. These high-quality features include recesses, brick work, and wainscoting. Pedestrian-oriented features have also been added including bicycle racks, public benches, and public art. The revised elevation is included as Attachment 10 to this report and Condition 3 has been revised to reflect that the new design is included as part of the design submittal and is, therefore, an integral part of the approved project. These revisions would not result in new or increased environmental impacts.

Are there specific development guidelines provided by the City Council?

The City Council has not adopted formal guidelines for the style or theme of the Waterfront. In general, the City Council has requested that the Waterfront have features that harken to an earlier time. The project does indeed include various "vintage" design elements. Redondo Beach has an eclectic mix of architectural styles including, but not limited to, Craftsman, Spanish Colonial, Victorian, Streamline Modern, Deco and Contemporary. The building designs proposed within the Waterfront Project reflect a compatible mix of architectural styles and materials specifically selected by the several project architects to achieve important design objectives. The project includes brick, wood, stucco, non-reflective glass, tile, metal, and concrete accents in a variety of combinations. The design includes buildings with a high degree of articulation and varied rooflines. This provides variations throughout the site, but the project still has a visual cohesiveness designed to provide a sense of place. The design concept is rooted in the historic beach towns of Southern California and in the history of the City itself, while at that same time presenting a contemporary aesthetic that reinforces the uniqueness of the site and the coastal commercial, recreational character. The proposed architectural design solution is consistent with all design requirements and design guidance provided by the City Council.

How much shading will be caused by the northern parking structure?

As discussed in the EIR "The only land uses located in proximity to the project site that could include facilities or uses sensitive to shadows are outdoor spaces associated with residential uses. The tallest structure on the project site is 45 feet tall (the new parking structure), and is not anticipated to shade any of the surrounding land uses (given the nearest building is at a distance of approximately 112 feet to the east), for any large portion of the day. The nearest building, the adjacent hotel to the east of the northern portion of the project site, would be shaded only in the late afternoon. There are no residential (shade sensitive) uses within the vicinity of the new parking structure and the

other structures at the project site would be not as tall and are further within the project site. Because no shade sensitive uses would be exposed to permanent shading, shading would be less than significant." As shown in Attachment 11, the northern parking structure will only shade a portion of Portofino Way, parallel to and north of the structure, during the spring (March) and fall (September) equinox at approximately 9 a.m. During the winter (December) equinox, the structure will shade Portofino Way and a portion of the lot to the north during this same morning hour.

Noontime shading during the spring and fall will include the northern entrance corner and in December, the noontime shading will include portions of Portofino Way and Harbor Drive.

Afternoon shading at approximately 3 p.m. during the summer (June) equinox will include shading of the eastern sidewalk immediately adjacent to the structure. Spring and fall shading will include Harbor Drive, and winter shading will include Harbor Drive and a small portion of the lot to the east.

In general, the summer months will see the least amount of shading from the parking structure with the spring and fall seeing gradually more shading and the winter months seeing the most covering. Because the Crowne Plaza Hotel is taller than the proposed parking structure, the structure will not result in any significant shading of the new main street or proposed westward buildings.

What artwork exists at the Waterfront and what can be saved?

The Ocean Steps mosaic located on the face of the stairs leading to Turtle Park has been discussed at previous public hearings. A condition has already been proposed that states the mosaics "are to be salvaged prior to demolition, if feasible, and the applicant shall work with the Public Arts Commission to establish a new location for the salvaged or new replacement mosaics in or around the Waterfront Project site."

There are other existing art installations at the Waterfront and these include the mural in the Pier Parking Structure, the George Freeth Bust, the Sails and concrete stamps on the Horseshoe Pier, the ceramic tiles along the retaining wall adjacent to the Village/Seascape Apartments, and the Meistrell Brothers Statue. Each of these installations are discussed in greater detail in Section 3.1 of the EIR (Aesthetics and Visual Resources).

The applicant intends to place the George Freeth Bust near its original location at the southern entrance leading to the Monstad and Horseshoe Piers. There is a multi-colored compass rose inset in the concrete walkway below the current location of the bust, however, this will most likely not be recreated. The applicant intends to place the Meistrell Brothers Statue very close to its current location at the corner entrance to Seaside Lagoon.

The mural inside the Pier Parking Structure will not be saved or recreated at the project site, nor will the ceramic tiles along the retaining wall adjacent to the eastern multi-

family units. The sails on the Horseshoe Pier will also most likely not be saved, however, the applicant is exploring a similar, but updated art installation on the pier. The applicant is considering maintaining the stamped concrete figures on the Horseshoe Pier, however, a final determination has not yet been made. Furthermore, the applicant will be required to install new artwork as part of the project, pursuant to the City's Public Art Ordinance and the Conditions of Approval.

Will all income levels be able to enjoy the Waterfront?

All people who enjoy the Waterfront today will be able to enjoy the new Waterfront Project when it is complete. Access to the Waterfront will be improved with the removal of the fencing around Seaside Lagoon and the elimination of entry fees (the proposed project will allow the lagoon to be open year round and all day for no cost rather than for an admission fee and only during the summer months for specified hours under existing conditions). High-quality public open spaces throughout the project site, including public seating, gathering, and passive and active recreational spaces will be available for general enjoyment. Play areas and passive parks are proposed to allow for public gatherings as well as casual picnicking. The Horseshoe Pier will continue to be open and available for leisurely strolls or oceanside viewing. The Sportfishing Pier will be reconstructed and available for pier fishing and oceanside viewing. The enhanced shoreline promenade and improved multi-modal pathways will allow for easy beachfront access to anyone visiting the Waterfront. Furthermore, the City's existing coastal zoning regulations provide for the payment of in-lieu fees to support lower cost visitor accommodations, as provided under RBMC Section 10-5.811(b)(8).

Much like the Waterfront today, the project includes retail, restaurant, and visitor-serving commercial recreation businesses. However, those visitors who merely wish to relax and enjoy the scenic views and ocean breezes, can do so on any given day.

How will the project improve traffic flow and safety on Harbor Drive and the Harbor Drive Extension?

While Staff and the EIR have concluded that the traffic flow and traffic safety are less than significant with mitigation, Staff are also recommending the following additional series of conditions to provide additional traffic flow and safety benefits. The conditions will result in the lengthening (and in one case widening) of the right turn pockets, the installation of two traffic signals (for safety not capacity) and other safety improvements for the two locations that the cycle track must cross Harbor Drive and the Harbor Drive extension. With these improvements as specified by the City's Traffic Engineers,Staff is confident that the proposed traffic flow and overall safety will be significantly enhanced. These conditions would not affect the significance conclusions in the EIR. The following conditions Nos. 55-57 are included in the recommended resolution:

55. That the following traffic flow improvements on Harbor Drive, and the Harbor Drive extension shall be designed and constructed prior to final occupancy of the project. The project Applicant shall provide a fair share contribution for these improvements. If the installation of these improvements results in the loss of any

on street parking that parking shall be replaced at a one to one ratio.[1] Replacement parking can be accommodated within the parking structures proposed for the project (i.e. any excess above the ULI parking demand numbers from the Final EIR) or on another site or sites within the Harbor and Pier area. Signal timing, phasing, equipment, signage and markings shall be adjusted to accommodate all modes of travel. The final design of these improvement shall be subject to the review and approval of the City Engineer.

a. Design and construct a southbound right turn lane on Harbor Drive at Yacht Club Way sufficient to accommodate the projected turning volumes such that all turning vehicles are serviced within one signal cycle. The right turn lane shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction. *(no loss of parking)*

b. Design and construct a southbound right turn lane on Harbor Drive at Marina Way sufficient to accommodate the projected turning volumes such that all turning vehicles are serviced within one signal cycle. The right turn lane shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction. *(4 spaces lost along cycle track median)*

c. Design and construct a southbound right turn lane on Harbor Drive at Portofino Way/Beryl Street sufficient to accommodate the projected turning volumes such that all turning vehicles are serviced within one signal cycle. The right turn lane shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction. *(4 spaces plus one Police Department parking only space lost along cycle track median)*

d. Construct a new traffic signal on Harbor Drive at the primary entry to the Harbor Drive parking structure just south of Portofino Way. The traffic signal shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction. *(4 spaces plus one Police Department parking only space lost along cycle track median)*

[1] The number of parking spaces that would be lost is presented in parenthesis and italicized text following each measure. This is provided for informational purposes and is not included as part of the conditions.

e. Design and construct a southbound right turn lane on Harbor Drive at the primary entry to the Harbor Drive parking structure just south of Portofino Way sufficient to accommodate the projected turning volumes such that all turning vehicles are serviced within one signal cycle of the new traffic signal. The installation of the traffic signal and right turn lane may include realignment of the existing lanes on Harbor Drive. *(5 spaces lost along the east side of Harbor Drive plus 2 taxi spaces lost, assuming lanes are realigned to provide the southbound right-turn lane)*

f. Design and construct a new traffic signal controlled intersection at the intersection of Pacific Avenue, Harbor Drive and the Public Market surface parking lot access driveway. The design of said intersection shall provide a protected and efficient crossing of the Harbor Drive Cycle Track to the eastern alignment and shall control traffic entering and exiting the Harbor Drive extension, Pacific Avenue and the Public Market. *(1 space lost along the east side of Harbor Drive south of the all-way stop intersection)*

56. That the pedestrian crossing at the mid-point of the Harbor Drive extension shall be designed and constructed to provide a protected crossing that is actuated by pedestrians. Actuation may be active or passive, at the discretion of the City. The project Applicant shall provide a fair share contribution for these improvements prior to final certificate of occupancy or prior to final certificate of occupancy for Phase 1 if the project is phased. The crossing shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction. The crossing controls shall be analyzed to ensure that City-approved levels-of-service are maintained based on the projected volumes.

57. That the pedestrian and bicycle crossing at the southern end of the Harbor Drive extension shall be designed and constructed to provide a protected crossing that is actuated by pedestrians. Actuation may be active or passive, at the discretion of the City. The project Applicant shall provide a fair share contribution for these improvements prior to final certificate of occupancy or prior to final certificate of occupancy for Phase 1 if the project is phased. The crossing shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction. The crossing controls to be maintained based on the projected volumes.

How will parking be reconfigured to accommodate the required traffic improvements under MM TRA-2 and Conditions 55 through 57?

The traffic mitigation to provide two though travel lanes in each direction for at least one-half of the block at Pacific Coast Highway will result in the need to relocate on-street parking spaces. While the precise number of spaces to be relocated would depend on the final design of the mitigation, subject to the review and approval of the City Engineer, the number of spaces to be relocated is estimated to be between 14 and 35 spaces. The traffic flow improvement conditions on Harbor Drive discussed above will require relocation of approximately 15 spaces. The proposed project includes 2,181 parking spaces in parking structures and 115 spaces of surface parking, for a total of 2,296 spaces. This is 149 more spaces than the calculated ULI parking demand of 2,147 spaces. There are also approximately 47 spaces of surplus parking located on the Triton site that are not allocated to any specific use (the Cheesecake Factory is no longer a user of these spaces – see next response). Therefore, up to approximately 50 parking spaces that require relocation will be accommodated within the project and/or the Triton site.

How is the Triton site utilized now and can it accommodate overflow parking for the Waterfront?

The City-owned Triton site near the intersection of Harbor Drive and Portofino Way provides a pool of parking that can be used for a variety of needs. Following site closure and cessation of oil extraction activities, the site sat vacant or was used intermittently as a dirt lot for parking purposes. The development of the Shade Hotel presented the need to accommodate 50 parking spaces that could not be developed in a subterranean level due to site conditions. The Shade leaseholder agreed to construct a larger parking area than was necessary at no cost to the City in exchange for use of 50 parking spaces. The use agreement and conditions of approval provide that the City can relocate the 50 spaces as necessary in the future. In the past, the City also had a month to month agreement to allow the Cheesecake Factory to utilize the Triton site for employee parking. As stated in the original lease, the agreement was designed to address weekend parking associated with holidays and special events and was not based on a code requirement. This agreement was terminated in April 2014. Consequently, use of the Triton site for parking would not affect the existing cheesecake factory.

Since the Triton site is capable of accommodating 97 parking spaces, and approximately two times that number if valet is used, the site provides parking that can be used to offset some of the loss of parking on Herondo due to restriping for traffic mitigation if needed.

How will the proposed Mole B Boat Launch design address overflow parking during holidays and occasional peak periods?

The conceptual design for the Mole B Boat Launch includes parking for approximately 32 vehicle/trailer combinations. This includes 20 spaces (including one ADA space) that

are 40 feet in length; 6 spaces that are 50 feet in length; and 6 spaces that are 55 feet in length. As noted in Final EIR Master Response #7, this would provide adequate parking demand under typical circumstances. Additionally, Staff has been working with MCL, the master leaseholder for most of Mole B, to secure overflow parking within the Marina Cove Leasehold near the Harbor Drive Entrance during holidays and the occasional peak periods.

Regarding parking overall for Mole B, as described in Chapter 1 of the Final EIR (page 1-80 to 1-81) in August 2000, as part of the Heart of the City Draft EIR, parking surveys were conducted, which included Mole B. Based on the 2000 survey, the entire Mole B/Marina parking supply consisted of 271 parking spaces/stalls. Of these 271 spaces, average peak parking on the weekday was 45 percent occupancy (at 7:00 p.m.) and 65 percent occupancy on weekends (at noon). Using Google Earth Pro and NAIP, several years' worth of historical aerial photos were reviewed to also determine parking supply usage in the area of the proposed Mole B launch facility (e.g., western area of Mole B adjacent to Docks K and L, as well as adjacent to Moonstone Park). Within the proposed Mole B launch facility area there are currently approximately 90 spaces. Following is a list of historical aerial photos/imagery reviewed and the number of spaces occupied within the proposed launch area:

Date of Aerial	Number of Occupied Spaces	Percentage (%) of Occupancy (Parked Vehicles) - Based on ~90 Spaces
May 30, 1994	6	6.6
November 30, 2003	16	17.7
April 28, 2004	15	16.6
Summer '05	25	27.7
December 3, 2005	26	28.8
March 15, 2006	30	33.3
April 24, 2007	32	35.5
July 30, 2007	27	30.0
January 8, 2008	27	30.0
May 24, 2009	20	22.2
Summer '09	26	28.8
November 14, 2009	32	35.5
Summer '10	22	24.4
March 7, 2011	15	16.6
Summer '12	48	53.3
October 13, 2012	13	14.4
April 16, 2013	3	3.3
April 23, 2014	15	16.6
Summer '14	9	10.0
February 18, 2015	6	6.6
March 23, 2015	11	12.2
February 2, 2016	15	16.6

Source: Google Earth Pro & NAIP; CDM Smith

Based on the information above, as well as the average demand information per lane usage and average demand factors from Cabrillo and Marina Del Rey boat ramps, (see Master Response #7: Waterfront Parking in the Final EIR Chapter 2), the parking at Mole B, including the area of the proposed launch facility, is underutilized during most periods and there would be adequate capacity to meet demand for the boat launch and the existing facilities.

Mole B Boat Launch design and Planning for Mole B.

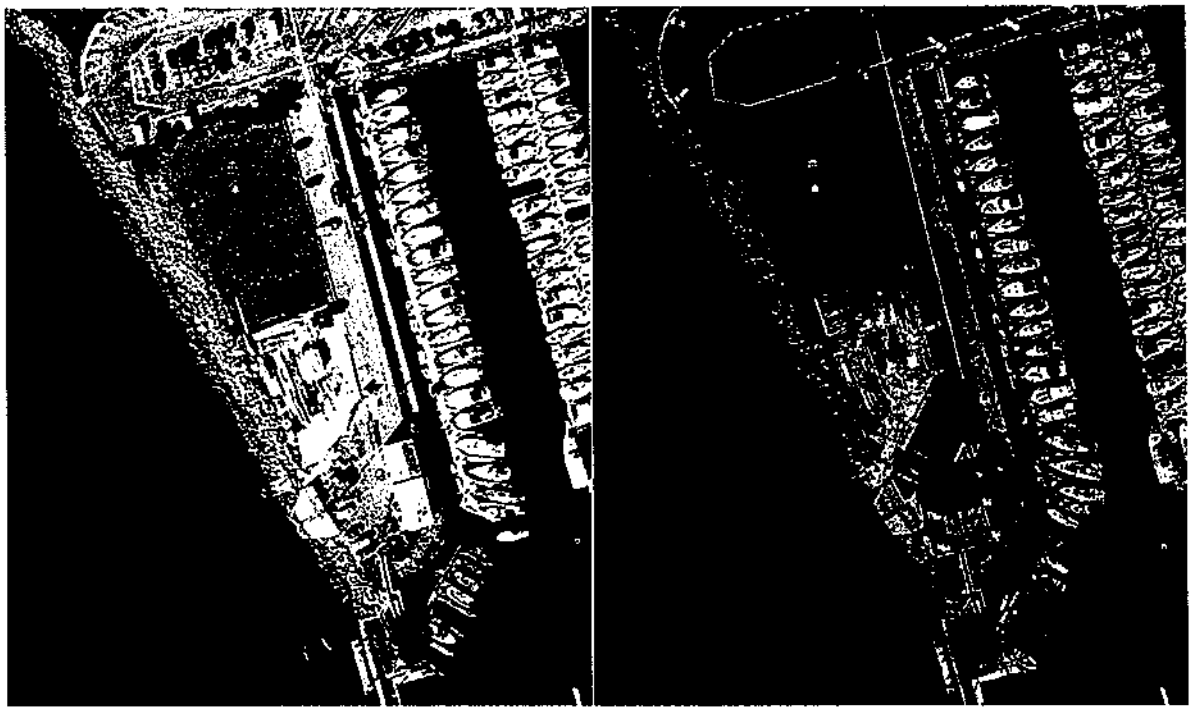
In January 2012, City Council approved a conceptual design plan[2] for Moonstone Park that included enhanced park and boating uses on City owned property and property under lease to Marina Cove Ltd, (MCL) that was contingent on successful lease boundary renegotiation. The necessary MCL lease negotiations were terminated and the conceptual plan was scrapped when it became clear that the sailing center identified in the plan was too expensive to construct. On September 16, 2014, the City Council received a new proposed design concept for Mole B that addressed the exclusion of the MCL leasehold property and set an outreach schedule to receive feedback on the new conceptual plan. However, further action on the conceptual plan for Mole B was put on hold pending a decision on the boat ramp location (City of Redondo Beach, City Council Administrative Report, June 2015, page 140). The conceptual design prepared in 2014 included park space, outrigger storage and operation space, restroom facilities with outdoor showers, and related parking.

The proposed conceptual design for placing the boat launch at Mole B that has been presented to the Harbor Commission includes each of the elements outlined in the most recent master planning effort, although the site would be reconfigured. The primary difference between the current conceptual plan and the 2014 conceptual plan is that the land that is currently leased to MCL, which they use for parking, has been reprogrammed for use as a boat launch facility with associated parking.

Will the proposed Mole B Boat Launch design interfere with the Outrigger Club?

The proposed Mole B Boat Launch design includes and fully incorporates the outrigger club operations. Under the terms of the current lease with the City, the outrigger clubs lease approximately 10,090 sq ft of land from the City for their operation; however, the club's operation has expanded outside of the lease area and now encroaches on the adjacent public parkland (indicating that the outriggers have previously operated successfully with a smaller amount of land area).

[2] While some comments referenced this as a "Mole B Master Plan", these materials were referenced by the City as "conceptual designs" associated with Moonstone Park, and are not official planning documents prepared pursuant to the Government Code (i.e. these materials are not considered a General Plan, a Specific Plan, or zoning).



Mole B (November 2009) Mole B (February 2016)

Additionally, the current lease includes an allocation of 15 parking spaces for use by the outrigger clubs on Mole B. Staff has been working with and will continue to work with the outrigger clubs to create a design for Mole B that can accommodate their operation on a site that is similar in size and provides similar parking capacity as the current lease terms. In addition, the current conceptual plan for the Mole B boat launch includes 32 vehicle/trailer parking spaces for the boat launch ramp facility, and parking for 45 single vehicle parking spaces. This is a total of 77 spaces provided. A total of 73 existing (non-trailered vehicle) spaces would be eliminated, which results in an increase of four parking spaces. Because the proposed boat launch facility is anticipated to peak on summer weekend mornings, and the existing outriggers peak parking occurs during weekday evenings, the proposed modifications would increase accessibility of parking on Mole B for the outriggers and would increase the accessible parking space numbers above what is currently provided in the outriggers lease. Furthermore, there would be a reduction in existing parking demand due to the elimination of 26 boat slips, i.e. 19.5 parking spaces, as based on the City's municipal code parking provisions of 3/4 parking space per boat slip. Furthermore, as demonstrated in the 2016 figure above, much of the laydown area for the outriggers is currently utilized for access rather than storage; the City will continue to work with the outriggers to provide access through the park, which would allow them to more efficiently utilize the land area within their current leasehold for boat storage.

Although the outriggers may prefer to utilize their existing boat ramp access on the southern portion of the Mole, the new boat launch ramp facility at the northern portion of the Mole would provide an ADA accessible facility that could be accessed by the clubs to launch their watercraft, as opposed to the current practice of launching over the rocks on the southern portion of the Mole. Construction of a Boat Launch at Mole B would not result in safety concerns or interfere with the outriggers. This issue was addressed in greater detail in Final EIR, Chapter 1, page 1-83.

Based on initial design testing, sufficient turning radius would be provided from the primary Mole B roadway to the roadway that provides access to the outrigger club and Harbor Patrol facility to allow vehicles trailering outrigger canoes to access the site.

Would a boat launch ramp at Mole B pose safety concerns?

As discussed in Chapter 1 of the Final EIR (page 1-82 to 1-83), although the boat ramp at Mole B would be available throughout the day for launching small craft for various water recreation (such as fishing and jet skiing), it is expected that the peak use of the ramp for outgoing boats would be early in the morning (around 6:00 am). This is expected to be outside of the period of busiest use of the harbor (i.e., when sailing lessons, peak SUP, kayak, outrigger, etc. use is occurring). It would be expected that approximately 10 percent of boats (or 140 boats) would leave the marinas on a busy day, and thus, even during the expected peak of boat ramp users returning to the facility (between noon and 2:00 pm for fishermen and 2:00 to 4:30 pm for other boating users), it is not expected that conflicts with other boaters would occur. In addition, there would be sufficient space in the channel for boaters and other types of recreational watercraft. As also outlined in Draft EIR Table 3.13-8, the harbor has operated safely with a greater level of boat traffic. (See also Section 3.13.2.4.3 of the Draft EIR for discussion of the harbor's channel capacity.) Furthermore, it is not reasonable to expect all of the vessels in the marinas to leave or return at once, the boats associated with the boat ramp facility, would also not leave or return all at once. The addition of approximately 32 or more boats (there are 32 trailed parking spaces) associated with the boat ramp throughout the day would be a small increase in the overall amount of vessel traffic within the harbor, and as such would not be expected to create new use conflicts between the various users of the harbor. Depending upon the skill of the boater, launches would occur at a rate that is expected to vary between one every five to 15 minutes. Consequently, boats feeding into the Basin 1 fairway would be spaced sufficiently far enough apart so that they would be smoothly introduced into arriving or departing Basin 1 boat traffic. As discussed further below, there is sufficient visibility to guide boaters to determine their right-of-way passage to avoid conflict with other boaters, SUPs, and other water users that may be navigating through the fairway. Existing fairway widths would be preserved between the ramp and M Dock and across to Mole A slips.

The proposed Mole B launch ramp is located approximately 300 feet east of the entrance to Basin 1. The ramp is oriented on an azimuth of 21 degrees. This alignment away from the entrance is intended to maximize the sight line distances from the

entrance to the Basin 1 fairway channel. At a no wake speed of no greater than 5 miles per hour (4.3 knots), a separation buffer distance of at least 40 seconds is available for boaters who enter Basin 1 to survey the channel ahead and adjust steerage as appropriate. Figure 1 of Attachment 12 illustrates the site lines and buffer distances for inbound and outbound boats.

The Mole B launch ramp is envisioned to operate in the following manner.

1. Departing boats that launch from the ramp would either enter the Basin 1 fairway directly as shown in Figure 1 of Attachment 12 or proceed to the Departing Queue Dock to load additional passengers, gear, or attend to other make ready operations. No departing boats would be allowed to use the Arriving Queue Dock to ensure that boat cross traffic does not occur near the fairway channel entrance. The dock is recessed within the protected zone of the baffle wall. This location results in an offset distance of about 50 feet from the inbound path of travel that boats will follow. This buffer distance and the prohibition to come about for departure will help to promote safe navigation close to the Basin 1 entrance.

2. Returning boats to the launch ramp would queue at the Arriving Queue Dock as necessary. In most cases it is anticipated that returning boats would proceed directly to the ramp's boarding float.

3. Boats that are occasionally launched from the hoist pier, would be placed in the water with their bows facing toward Basin 1 as shown in Figure 1 of Attachment 12. The departing boats would then be required to proceed on an easterly heading toward the launch ramp. Boat would not be allowed to come about until they are near the ramp fairway and the Basins 1 fairway is clear to maneuver safely.

Sight lines on boats are restricted to some extent directly over their bow. As an example, Figure 2 of Attachment 12 illustrates the geometry for a Catalina 30 sail boat. As shown in the figure, the analysis suggests that the blind spot zone immediately in front of any boat will be approximately 1.5 times its overall length. Sight lines over the port and starboard quarters will be much better and afford the boater sufficient visibility to assess potential navigation hazards dead ahead. Power boats with more elevated cabins, forward helms, and flying bridges will obviously enjoy greater visibility to all points. The ability for boats to see oncoming or crossing traffic within their specific bow blind spots will depend upon the profile height or air draft of the water craft in or near their path of travel. Kayaks with their lowest profile potentially represent the most difficult craft to spot. However, the kayak would need to be closer than about 50 feet from the bow in order to be completely obstructed from view. Standup paddleboards and most ocean going trailerable boats anticipated to use the Mole B launch ramp will have profiles that are estimated to generally provide good visibility to other vessels navigating within the Basin 1 fairway.

As for safe maneuvering and navigation of the boat ramp users at the Mole B site with youth sailing, the Yacht Club, SUP craft from Tarsan launch, and outrigger traffic off of channel side of Mole B as it exists today, in addition to varying times and numbers of boat ramp uses during any one time, there are navigational signage, aids, and rules for the safe use of the harbor by multiple users. In addition, sailing classes could move further down the mooring area to avoid ramp boaters. Most boat ramp launches may be done before sailing classes commence. Weekday traffic would be very low. The use of Mole B as a boat ramp facility could co-exist and not infringe upon existing boating activities or reduce safety in the Harbor. Hand launch from the proposed ramp could occur at the same time as boat ramp activity. Clear line of sight as described above and no wake speeds would provide safe operations for both users of the ramp and hoist. In addition, as already occurs within the harbor, buoys with signage would be placed to delineate, and segregate, waterside boat lanes and personal recreational watercraft lanes.

It is anticipated that the facility would be managed by City staff to ensure that safe operating conditions would be maintained. In addition, due to the direct line of sight and proximity to the Harbor Patrol, it is expected that interaction with SUPs violating rules and other rules-of-the–road violators would continue to be managed and enforced by Harbor Patrol as they do on a regular basis and especially the more busy days of harbor use.

What advantages does the Mole B boat ramp location offer in comparison to Mole C?

Several commenters suggested that Mole C would be a preferred location for the boat launch facility over Mole B. The June 13, 2016 staff report to the Harbor Commission (Attached as Attachment 6) outlined the staff recommendation for Mole B, and that recommendation was based on the following factors:

- Mole B has the lowest total estimated cost ($6M) to bring the facility on-line. Since the current leaseholder has indicated a willingness to amend their lease to exclude the Mole B property, the overall cost for design and construction is the lowest of the three options. The cost to acquire the Mole C location is estimated to be $4-8M with a total estimated cost including construction of approximately $8.25-12.25M.

- Mole B has the lowest ongoing maintenance costs. Due to inner harbor location of the Mole B ramp, the site is better protected from storms and surge than the other two locations.

- Mole B provides the opportunity to construct the facility and the Waterfront Project in a timely manner. The City's Coastal Land Use Plan, Policy 1 requires the development of a public boat launch ramp in conjunction with future development projects within the Harbor area. Developing a boat launch ramp facility at Mole B best meets the project objectives because it allows the project to be completed in in a timely manner due to the City's site control of a significant

portion of Mole B, and because the existing leaseholder of the remaining area has indicated a willingness to work with the City to accommodate the boat launch.

- The design of boat launch facility at Mole B can accommodate multiple users and methods of launching water craft. The design for the site can accommodate trailered ramp launches, hand launches, and launches from a hoist. The site also provides the opportunity to provide queuing docks for boats arriving and departing the facility. Finally, the site is directly connected to Harbor Drive via straight drive lanes and would keep trailered vehicles away from the center of the Waterfront.

- The Mole B is in the direct line of sight and sits on the same Mole as the Harbor Patrol Building – enhancing the overall safety of the facility.

Would a boat launch ramp at Mole D with 67 parking spaces be feasible?

The Draft EIR did consider potential alternatives with a boat launch at Mole D with up to 39 parking spaces for vehicles with trailers. (Draft EIR, page 4-301 et seq.) As noted in the Draft EIR a project which utilized Mole D as a boat launch, instead of the Market Hall, "would result in more dense development in other areas of the northern portion of the project site and may result in some development shifting from the northern portion of the site to the southern portion of the site, [and] it is likely the new main street would be eliminated....No pedestrian /bicycle bridge would be constructed." A boat launch ramp at Mole D with 67 parking spaces would require a substantially larger portion of that site and would further separate the pedestrian active components of the project. As noted in the City's April 8, 2008 Admin Report, the City had concerns about setting development density too low, which would not achieve a pedestrian activated area. This concept is equally applicable to separating the pedestrian related components of the project to two disconnected areas, as would occur with an alternative boat launch ramp at Mole D. As expressly noted in that 2008 Report "it is intended under the General Plan for development to be reconfigured to create a unified seaside 'village', siting buildings adjacent to one another and orienting them along common pedestrian promenades and public plazas."

Furthermore, one of the underlying goals of the project is "optimize the full potential of approximately 36 acres of the Redondo beach Waterfront" which includes the elimination of inefficient surface parking. As noted in FEIR Master Response #7, under existing conditions the two boat hoists typically only see a maximum 12 to 14 boat launches per day, with a maximum on holiday weekends of 20 to 25. Placing the boat launch facility and associated parking at Mole D would greatly limit the area available for creating a pedestrian-oriented environment and it would benefit only a small number of individuals and maintain a large area as inefficient surface parking. As also noted in Master Response #7, by eliminating inefficient surface parking, and creating parking structures, the City has been able to increase the amount of useable active land area by approximately eight acres in the Harbor. Consequently, a Mole D boat launch

alternative is not recommended by Staff because it would not fully comply with the City's project objectives and would be undesirable from a policy perspective.

How does the peak December parking data represent the busy summer months?

In order to assess the worst case scenario, the shared parking study did not assume any deviation from the Urban Land Institute (ULI) national averages for seasonal variation, which is why the peak parking demand was identified to occur in December during the holiday season when retail, dining, and entertainment activity typically peaks. Although the overall peak demand is expected to occur on a December weekend based on national parking demand averages, the parking demand estimates for August are similar to the parking demand estimates for December (2,116 spaces vs. 2,147 spaces). Further, as described in Chapter 2, of the Final EIR in Master Response #7 on Page 2-66, due to the coastal nature of the project, it is anticipated that the parking demand could approach levels equivalent to parking demand identified for December the for a few hours on busy days during the summer. This summer demand would be accommodated by the minimum of 2,147 parking spaces that would be located at the project site.

Do any of the modifications to the proposed project trigger recirculation of the EIR?

The Staff Recommended Alternative, including a boat launch ramp at Mole B, is not considerably different from the Alternatives analyzed in the Draft EIR. As noted under CEQA Guidelines Section 15126.6(a), "An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation." The Draft EIR included a reasonable range of eight alternatives; with the last alternative including different boat launch ramp locations within the Redondo Beach Harbor, which were located within the project site (Mole D), adjacent to the project site (Mole C), and approximately 0.5 miles northwest of the project site (Mole A).

Alternative 8 informed the public and the decision-makers regarding the possibility for alternative locations for the boat launch ramp project component. Inclusion of a boat launch ramp at Mole B within the Redondo Beach Harbor (approximately 0.33 miles northwest of the project site) is within the range of alternatives previously analyzed. Furthermore, this modification would only affect one out of the 27 project elements identified in Table 4-1 of the Draft EIR (and Final EIR Table 1-4). Similar to Alternative 4, the Staff Recommended Alternative also includes the reconfiguration of buildings in the northern portion of the project site.

Comments asserted that the proposed Initiative Measure requires recirculation of the EIR.

The proposed initiative measure provides new analytical requirements and development regulations which are inconsistent with the Waterfront project objectives; this is not surprising given that the Notice of Intent to Circulate the Petition stated that the initiative

measure is designed to "prevent generations of residents and visitors from being burdened by the [proposed Waterfront project]." (Notice of Intent to Circulate Petition received by the City Clerk at 4:25 pm on June 28, 2016.)[3]

Many of the development standards are inconsistent with the project objectives and the purposes behind the underlying zoning. (1) The Initiative would prohibit development of a new parking structure in the CC-3 zone and disallows the use of shared parking for some uses. This is inconsistent with the project objectives of optimiz[ing] the full potential of approximately 36 acres of the Redondo beach Waterfront." As noted in the City's April 8, 2008 Admin Report "Clustered new development in conjunction with replacing surface parking with parking structures will in fact increase the amount of useable open space, provide pedestrian walkways and view corridors in place of walking through parking lots, and enhance the character of the Harbor area as a pedestrian-active area." As noted above, installation of a parking structure and shared parking has allowed the City to reclaim approximately eight acres of land area for active land uses (rather than surface parking). (2) Similarly, the Initiative prohibits the City from opening Seaside Lagoon to the Harbor. However, one of the objectives of the project is to provide "improvements to operational on-site water quality." As noted Section 3.8 of the Draft EIR, the opening of the Lagoon has been proposed to eliminate the continuing and increasing set of fines ($195,000) for water discharge violations associated with the Lagoon's operations under the NPDES permit. This modification has also been proposed to address the closing of once-through water cooling operations at the adjacent Power Plant (as mandated by the State) which currently provides the water source for the Lagoon.

(3) The Initiative also provides a complicated set of development regulations for a boat launch facility. These regulations include, but are not limited to (a) a two lane requirement, (b) a requirement for at least 60 double length parking spaces, (c) new roadway design guidelines which could require additional land area, (d) a prohibition on net loss of boat slips associated with the construction of a new boat ramp, (e) requiring design of the launch facility to allow launching and recovering of a boat during surge conditions. It is not entirely clear which locations (if any) in the Harbor would meet these requirements. However, implementation of these regulations might yield an alternative similar to a Mole D boat launch. As noted above, this would not fulfill all of the project objectives or the underlying intent of the zoning.

(4) The Initiative also incorporates parking structures in the cumulative development cap, thereby lowering the amount of permissible development. As noted below, this is inconsistent with previous planning decisions, which require a certain amount of development adjacent to the existing pedestrian environment along Harbor Drive to create a pedestrian active environment. (See also Senate Bill 375 [Regional Transportation Plans with the goals of fostering infill and dense development in

[3] As of July 28, 2016, the Notice of Intent associated with the Initiative had not been published pursuant to Election Code § 9205.

proximity to alternative modes of transportation, such as the California Coastal Trail on the project site (bicycle/pedestrian paths) and transit service at the project site.)

(5) The Initiative would also prohibit the development of a publicly accessible vehicular roadway associated with the Pacific Avenue Reconnection (Harbor Drive extension). An Alternative without the Pacific Avenue reconnection was included in the Draft EIR, however, this would be inconsistent with the project objective of "improved connectivity to and along the Waterfront via enhanced...motorized vehicle access."

Furthermore, the initiative does not actually provide a new alternative for the project, rather it provides analytical requirements and development regulations. Under the proposed regulations within the initiative, development could look similar to the reduced density alternative included in the EIR in combination with the Mole D Boat Launch Alternative. As noted under the CEQA Guidelines Section 15126.6(a) an "EIR need not consider every conceivable alternative to a project" or different iterations of existing alternatives. Furthermore, the Initiative seeks to modify the detailed set of development standards which were reviewed and approved by the Planning Commission, Harbor Commission, City Council, the Redondo Beach voters, and the Coastal Commission; it has taken the City nearly a decade to go from initial zoning proposals to an actual Waterfront development proposal. This EIR is not required to analyze alternatives which second guess previous planning decisions. (*Citizens v. Goleta Valley v. Board of Supervisors of Santa Barbara County* (1990) 52 Cal.3d 553, 571-573 ["case-by-case reconsideration of regional land-use policies, in the context of a project specific EIR, is the very antithesis of [the legislative] goal.")

Finally, this issue was addressed under similar circumstances by the Court of Appeal in *Save Laguna Street Campus v. City and County of San Francisco* (1st Dist., May 25, 2010, Case No A124531) 2010 WL 2059470 [Court rejected argument that the EIR must be recirculated to address the "Modified Preservation Alternative" proposed by Appellants seven months after the close of the Draft EIR comment period]:

> Appellant contends the EIR must be recirculated with evaluation of the MPA. However, appellant fails to provide any authority that City is obligated to recirculate the EIR to include discussion of a late-presented alternative that the lead agency has found to be infeasible. [¶]...on point is the California Supreme Court's decision in Goleta Valley, supra, 52 Cal.3dm 553. There, the court concluded that the decision of a county board of supervisors to reject as infeasible certain alternatives to a resort hotel project was supported by substantial evidence. (Id. at p. 559.) In addition to concluding that the findings were supported by the evidence in the record, the court concluded that, because the objector to the project suggested the additional alternatives after expiration of the comment period, the lead agency did not err in making administrative findings that the additional alternatives were infeasible, rather than analyzing the late-presented alternatives in a supplemental EIR. (Id. at pp. 569-570.) The same reasoning is applicable in this case, where the MPA was not presented to City until seven months after close of the comment period.

CONDITIONS

At the July 18, 2016 public hearing, the Harbor Commission considered a Resolution approving the land use entitlements which included 56 proposed project conditions. These conditions were crafted to address maintenance and operations, specific operation plans, construction regulation, the details to be included in the final plans, and the Mitigation Measures and conditions as stated in the EIR.

The maintenance and operation conditions include, but are not limited to, restrictions on the hours of operations, the ratio of the types of uses allowed on site, trash management, loading and unloading for businesses, equipment storage and temporary drop-off at Seaside Lagoon, and the use of public transit by employees. The specific operation plan conditions include, but are not limited to, the pedestrian bridge operations, parking structure operation and maintenance, valet parking, the concessionaire agreement for Seaside Lagoon, and a Marine Mammal Management Program. The construction conditions include, but are not limited to, traffic management and safety, a temporary access plan to public areas, tree assessment and relocations, the salvaging of the Ocean Steps, site maintenance, and erosion control measures. Final plan conditions include, but are not limited to, requiring detailed lighting, landscape, hardscape, signage, and public art drawings.

The Harbor Commission provided feedback at the July 18, 2016 public hearing requesting that Staff modify or further refine various conditions. The following list, while not comprehensive, references the key points raised that were incorporated into the revised conditions reflected in Attachment 2:

- Updated the Conditions of Approval to allow modifications to final design to be reviewed and approved by the Community Development Director if the modifications are minor in nature and propose less than 10% change in the design of any specific building or buildings.
- Required Boat hoist interruption be minimized to the extent practical based on the proposed construction schedule.
- Revised conflicting language regarding final approvals between the signage condition and **COA AES-1**.
- Clarified responsibilities for performing the quarterly water testing at Seaside Lagoon, and submitting laboratory results.
- Further clarified some of the land uses in the hours of operation chart.
- Provided a new condition that specifies the criteria for allowable architectural features and related maximum heights.
- Added an additional condition requiring the applicant to provide a Public Information Officer during construction.
- Specified design improvements to the exterior of the northern parking structure

- Reinstated the condition providing the applicant the option to utilize overflow parking.
- Deleted the condition referencing allowances to operate a trolley.
- Provided new conditions to improve all modes of traffic flow on Harbor Drive, including motorized vehicles, bicycles, pedestrians and transit.

The Harbor Commission has expressed an interest in having many of the design and operational plans be reviewed by the Harbor Commission. It is important to understand that many of the final design and operational issues cannot be reasonably determined until construction drawings are developed and a final leasing plan has been determined. This will not take place for months, if not years, after project approval. It is also critically important in a project of this scope to allow for some flexibility in the final design. Please note that some of the conditions, such as the condition for erosion protection and stormwater drainage plans, require a technical review by the Engineering Division which is the current administrative practice. In many cases, the final plans will require input from multiple departments, further vetting their substantial compliance with the approved project.

For the reasons stated above, it would be challenging to have each final plan come back to the Commission for review. However, there are certain plans that are suggested for future Commission review and these include the following:

- The signage and wayfinding plans
- The Basin 3 reconstruction and bridge operations (which will be subject to Federal Regulatory review [see below])
- The Seaside Lagoon use and operating plan

It should also be noted that that federal and/or state regulatory review is required for several elements of the proposed project (in particular, the in-water elements such as the bridge, pier reconstruction, Basin 3 reconstruction, the opening of Seaside Lagoon, and construction of the boat launch ramp. Should permit conditions or other requirements of regulatory agencies require changes to the plans, Condition 60 authorizes the Community Development and the Waterfront & Economic Development Departments to approve such changes.

ENVIRONMENTAL REVIEW

Pursuant to the California Environmental Quality Act (CEQA), an EIR was prepared to address the potential environmental impacts associated with the proposed project and alternatives for 14 environmental resource areas. The potential for environmental impacts were analyzed for each of the resource areas for both construction (e.g., short-term impacts throughout construction) and operation (e.g., long-term impacts) of the proposed project.

The Harbor Commission is responsible for reviewing and certifying the Final EIR. The Final EIR includes the Draft EIR, all comments received, and responses to those comments. As part of the CEQA process, the Harbor Commission must also approve the Mitigation Monitoring and Reporting Program (MMRP) and the Findings of Fact and Statement of Overriding Considerations. The MMRP includes a list of project mitigation measures, identifies the responsible agency or party for implementation, and notes time frames for compliance. City staff has prepared resolutions which include certification of the Final EIR (Attachment 3), adoption of the MMRP (Attachment 1), CEQA Findings (Attachment 1), and the Statement of Overriding Considerations (Attachment 1). While provisions in the resolutions, MMRP, and CEQA Findings have been updated from the materials provided on July 18, more information regarding these materials is included in the July 18, 2016 Admin Report (Attachment 8).

As noted in Waterfront Final EIR Master Response #1: any reuse of the power plant for non-industrial purposes would be a lengthy process. In addition to the processes described therein, the physical removal and potential remediation of the existing AES Power Plant would likely be a lengthy process in and of itself. For example, the process for closing and demolishing the South Bay Power Plant (located in Chula Vista) was first considered in a CEQA document prepared on October 13, 1998 ("Mitigated negative Declaration and Initial Study California Public Utilities Commission *San Diego Gas and Electric Component's Application No. 97-12-039 Proposal for Divestiture*" ["The Port District endeavors to purchase the plant in order to eventually decommission and dismantle the plant."].). The power plant operator, continued operations and began shutting down units in December 2009. The above ground demolition phase did not begin until February 2, 2013.[4] Even then, the demolition of the South Bay Power Plant did not include demolition of below ground structures or remediation. These subsequent actions were considered by Coastal Commission in 2014, which issued a Coastal Development Permit.[5] At that time, the process was contemplated to take an additional 12 months.

Comments have also generally asserted that the City has not utilized cross references as part of Response to Comments in CEQA documents. Contrary to these assertions, the City has a long history of utilizing cross references in response to comments, including (1) The Kensington Final EIR certified in 2015, e.g. Response B-5 stating in part "Please see Section 4.10 (Public Services) for additional details." (2) The Legado Final MND which was approved in June 2016, e.g. Response 25.1 "Please see response to comment 3.2 for additional details", (3) 2809 190th Street Residential Final MND approved in 2012, e.g. Response 1.14 "For discussion of groundwater issues, please see Response 1.6."

Some minor modifications to the Final EIR have been included as an attachment to this Admin Report (Attachment 5). These modifications do not result in any new or significant impacts.

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[4] See also: https://www.portofsandiego.org/south-bay-power-plant.html
[5] http://documents.coastal.ca.gov/reports/2014/1/W15a-1-2014.pdf

FISCAL IMPACT

The cost for preparing this report is included within the Community Development and Waterfront and Economic Development Department's portion of the adopted FY 2015-2016 Annual Budget and is part of those department's annual work program.

Submitted by:
Aaron Jones
Community Development Director

Submitted by:
Stephen Proud
Waterfront and E. D. Director

Attachments:

Attachment 1 – A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, CERTIFYING FINAL ENVIRONMENTAL IMPACT REPORT (SCH# 2014061071), ADOPTING THE FACTS AND FINDINGS, APPROVING THE WATER SUPPLY ASSESSMENT, STATEMENT OF OVERRIDING CONSIDERATIONS AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE WATERFRONT ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL (CC) ZONES AND P-PRO ZONE AT THE REDONDO BEACH WATERFRONT

[Attachment 1 includes the following exhibits: updated Mitigation Monitoring and Reporting Program and updated Findings of Fact and Statement of Overriding Considerations]

Attachment 2 – A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, SELECTING THE STAFF RECOMMENDED ALTERNATIVE DESCRIBED IN THE FINAL EIR AND GRANTING THE REQUESTS FOR A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW INCLUDING SIGN REVIEW AND LANDSCAPE/IRRIGATION PLANS, COASTAL DEVELOPMENT PERMIT, AND A VESTING TENTATIVE TRACT MAP NO. 74207 TO ALLOW THE CONSTRUCTION OF A COASTAL COMMERICAL PROJECT TOTALING 511,460 SQUARE FEET OF DEVELOPMENT, ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL ZONE (CC-1, CC-2, AND CC-3) AND THE PARKS, RECREATION, AND OPEN SPACE ZONE (P-PRO) LOCATED BETWEEN PORTOFINO WAY AND TORRANCE CIRCLE.

Attachment 3 – The FINAL ENVIRONMENTAL IMPACT REPORT (EIR), July 7, 2016 including Volume 1 - Final Environmental Impact Report, Volume 2 – All Appendices (Digital Copy only), and Appendix A – Draft EIR

Attachment 4 – Water Supply Assessment and Will-Serve Letters (also included as Appendices M1 and M2 to the Draft EIR)
Attachment 5 –Errata to the EIR

Attachment 6 – Administrative Report from June 13, 2016
Attachment 7 – Administrative Report from June 27, 2016
Attachment 8 – Administrative Report from July 18, 2016
Attachment 9 – Correspondence received since July 18, 2016
Attachment 10 – Revised Elevation of the Northern Parking Structure
Attachment 11 – Shade and Shadow Information
Attachment 12 – Mole B Line of Sight Figures

RESOLUTION NO. 2016-XX-HCR-XXX

A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (SCH# 2014061071), ADOPTING THE FACTS AND FINDINGS, WATER SUPPLY ASSESSMENT, STATEMENT OF OVERRIDING CONSIDERATIONS AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE WATERFRONT ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL (CC) ZONES AND P-PRO ZONE AT THE REDONDO BEACH WATERFRONT

WHEREAS, an application was filed by Redondo Beach Waterfront LLC, Affiliate of Centercal Properties LLC (Applicant) with respect to an approximately 36-acre site located at the Redondo Beach Waterfront, legally described on Exhibit A, which is attached hereto requesting approval of various approvals for development of a project that consists of the demolition of approximately 199,171 square feet of existing structures, replacement of the existing Pier Parking Structure, retention of 12,479 square feet of existing development, and construction of up to 511,460 square feet to include retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel.

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code, Division 13, Section 21000, et seq.), the State CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, et seq.; "CEQA Guidelines"), and Title 10, Chapter 3 (Environmental Review Pursuant to the California Environmental Quality Act) of the Redondo Beach Municipal Code (RBMC). The Lead Agency prepared and circulated an Initial Study/Notice of Preparation from June 19, 2014 through July 9, 2014, pursuant to the requirements of the CEQA Statutes and determined that the proposed project requires an Environmental Impact Report (EIR); and

WHEREAS, on June 19, 2014, a Notice of Preparation/Notice of Initial Study/Notice of Scoping Meeting for The Waterfront was published in the Easy Reader and sent to city, county, state, and federal agencies, planning groups and organizations, business operators and lease holders in the harbor area, and residential property owners and occupants within 300 feet of the project site. 165 comment letters were provided by email, mail, or hand-delivery; and

WHEREAS, on June 19, 2014, copies of the Notice of Preparation and Initial Study were sent via overnight mail to responsible and trustee agencies and other agencies and the State Clearinghouse and was made available for review on the City's website. The Initial Study is included in Appendix A of the Draft EIR; and

WHEREAS, on July 9, 2014, the City held a public scoping meeting to present the proposed project and to receive agency and public input regarding concerns related to the environmental effects of the project. At the scoping meeting, 216 names were recorded on the sign in sheets and 95 comments were received orally and in writing; and

WHEREAS, on November 17, 2015, pursuant to Section 15085 of the State CEQA Guidelines, a Notice of Completion (NOC) was filed with the State Office of Planning and Research (OPR) and the Draft EIR was circulated for a 63-day comment period beginning on November 17, 2015 and ending January 19, 2016; and

WHEREAS, on November 5, 2015, a Notice of Availability/Public Hearing (NOA) of the Draft EIR on November 17, was published in the Easy Reader newspaper. Hard copies of the Draft EIR were located at the City of Redondo Beach City Hall, City Clerk and Planning Division Counter. Electronic Copies of the Draft EIR were sent to responsible agencies, local agencies, and concerned agencies and individuals, and available at no cost at the City of Redondo Beach City Hall, City Clerk and Planning Division Counter. The NOA was also distributed to residents/property owners within 300 feet of the project site. An announcement was posted on the City's cable television station and it was presented as an item for discussion at the Redondo Beach City Council meeting on November 17, 2015; and

WHEREAS, on November 21, 2015, December 9, 2015 and January 9, 2016 the City held public workshops to present the Draft EIR and received written and oral comments regarding concerns related to the environmental effects of the project. A total of 413 names were recorded on the sign-in sheets; and

WHEREAS, on April 20, 2016, the Recreational and Parks Commission conducted a public meeting in the City Hall Council Chambers, at 415 Diamond Street, Redondo Beach, California which provided its unanimous recommendation to approve the modifications to Seaside Lagoon (area within the P-PRO zone) described in the Draft EIR Chapter 2, Project Description, Section 2.4.1.2 for the Proposed Project and direct staff to convey this motion to the decision making body.

WHEREAS, a notice of the time, place and purpose of the aforesaid meeting was provided. The Final Environmental Impact Report, Draft Responses to Comments, Draft Mitigation, Monitoring and Reporting Program, staff report, and evidence, both written and oral, were presented to and considered by the Harbor Commission at the scheduled hearing; and

WHEREAS, on June 13, 2016, June 27, 2016, July 18, 2016, and August 8, 2016 the Harbor Commission of the City of Redondo Beach held continued public hearings and reviewed and considered the EIR and associated documents, Conditional

Use Permit, Coastal Development Permit, Harbor Commission Design Review, and Vesting Tentative Tract Map; and

WHEREAS, notice of the time and place of this public hearing was published according to law in the Easy Reader, a newspaper of general circulation in the City; and

NOW, THEREFORE, THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND AS FOLLOWS:

SECTION 1. CERTIFICATION. The City of Redondo Beach hereby certifies:

1. That the Final EIR contained as an attachment to the Administrative Report (which includes an Introduction, Comments and Responses, and Modifications to the Draft EIR and the Draft EIR and Appendices as an attachment and the Errata contained as a separate attachment to the Administrative Report) has been completed in compliance with CEQA.

2. The Final EIR was presented to the Harbor Commission of the City of Redondo Beach, and that the Harbor Commission has reviewed and considered the information contained in the Final EIR prior to approving the project.

3. The Final EIR reflects the City of Redondo Beach's independent judgement and analysis.

SECTION 2. MITIGATION MONITORING AND REPORTING PROGRAM AND WATER SUPPLY ASSESSMENT. The City of Redondo Beach hereby adopts the Mitigation Monitoring and Reporting Program included as an attachment to the August 8, 2016 Administrative Report and the Water Supply Assessment included in Draft EIR Appendix M1 and Final EIR Section 1.3.4.14.

SECTION 3. ENVIRONMENTAL IMPACTS AND FINDINGS.

1. Pursuant to Public Resources Code § 21081 and CEQA Guidelines §15091, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more of the following findings with respect to each significant impact:

    a. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

b. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

c. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

2. The City of Redondo Beach has made one or more of these specific written findings regarding each significant impact associated with the project. Those findings are in Finding of Fact and Statement of Overriding Considerations (attached to this resolution as Exhibit B).

3. Concurrent with the adoption of these findings, the City of Redondo Beach adopts the Mitigation Monitoring and Reporting Program (attached to this resolution as Exhibit C).

4. The EIR evaluation included a detailed analysis of impacts in 14 environmental disciplines, analyzing the Project and alternatives, including a No Project Alternative. The EIR discloses the environmental impacts expected to result from the construction and operation of the Project. Where possible, mitigation measures were identified to avoid or minimize significant environmental effects. In addition, the applicant committed to implementing measures in order to reduce the direct and indirect impacts that will result from Project activities. The mitigation measures identified in the EIR are measures proposed by the lead agencies, responsible or trustee agencies or other persons that were not included in the Project but could reasonably be expected to reduce adverse impacts if required as conditions of approving the Project, as required by CEQA Guidelines § 15126.4(a)(1)(A).

SECTION 3. FINDINGS ON RESPONSES TO COMMENTS ON THE DRAFT EIR AND REVISIONS TO THE FINAL EIR.

The Final EIR includes the comments received on the Draft EIR and responses to those comments as well as additions and modifications to the Draft EIR. The focus of the responses to comments is on the disposition of environmental issues as raised in the comments, as specified by CEQA Guidelines § 15088(b). The City of Redondo Beach finds that responses to comments made on the Draft EIR and revisions to the Final EIR merely clarify and amplify the analysis presented in the document and do not trigger the need to re-circulate per CEQA Guidelines §15088.5(b). The City further finds that the Staff Recommended Alternative is not considerably different from those analyzed in the Draft EIR and incorporates revisions suggested by the Public and City Staff. As noted under CEQA Guidelines Section 15126.6(a), “An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public

participation." The Draft EIR included a reasonable range of eight alternatives; with the last alternative including different boat launch ramp locations within the Redondo Beach Harbor. Alternative 8 informed the public and the decision-makers regarding the possibility for alternative locations for the boat launch ramp project component. Inclusion of a boat launch ramp at another Mole within the Redondo Beach Harbor is within the range of alternatives previously analyzed. Furthermore, this modification would only affect one out of the 27 project elements identified in Table 4-1 of the Draft EIR (and Final EIR Table 1-4). Similar to Alternative 4, the Staff Recommended Alternative also includes the reconfiguration of buildings in the northern portion of the project site. While the Staff Recommended Alternative includes reconstruction of the Sportfishing Pier, this option was included with the proposed project (Draft EIR page 2-57.)

SECTION 4. CUSTODIAN OF RECORDS. The documents and other materials that constitute the record of proceedings on which the Project findings are based are located at the City of Redondo Beach Planning Division, 415 Diamond Street, Redondo Beach, California 90277. The custodian for these documents is the Planning Division.

SECTION 5. STATEMENT OF OVERRIDING CONSIDERATION DECISION. Effects in four resource areas (air quality, cultural resources, hydrology and water quality, and noise) will remain significant and unavoidable after mitigation. Based upon specific economic, social, technical or other considerations, the City hereby adopts the Statement of Overriding Considerations (attached as Exhibit B).

SECTION 6. The City Clerk shall certify to the passage and adoption of this resolution, shall enter the same in the Book of Original Resolutions of said City, and shall cause the action of the Harbor Commission in adopting the same to be entered in the official minutes of said Harbor Commission.

SECTION 7. SEVERABILITY. If any section, subsection, sentence, clause, or phrase of this Resolution is for any reason held to be invalid, unconstitutional or unenforceable by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Resolution. The Harbor Commission hereby declares that it would have passed this Resolution and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid, unconstitutional or unenforceable.

SECTION 8. Certification, Posting and Filing. This resolution shall take effect immediately upon its adoption by the Harbor Commission of the City of Redondo Beach, and the City Clerk shall certify to the vote adopting this resolution and shall cause a certified copy of this resolution to be filed and direct City Staff to file a Notice of Determination.

PASSED, APPROVED AND ADOPTED this 8th day of August, 2016.

_____
Harbor Commission Chair
City of Redondo Beach

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

I, Stephen Proud, Waterfront and Economic Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. HC- was duly passed, approved and adopted by the Harbor Commission of the City of Redondo Beach, California, at a regular meeting of said Harbor Commission held on the 8th day of August, 2016, by the following roll call vote:

AYES:

NOES:

ABSENT: None

_____
Stephen Proud
Waterfront and Economic Development Director

APPROVED AS TO FORM:

_____
City Attorney's Office

EXHIBIT A

LEGAL DESCRIPTION

BEING A SURVEY OF PORTIONS OF RANCHO SAN PEDRO, AS PER MAP RECORDED IN BOOK 1, PAGE 119 OF PATENTS; OCEAN BEACH SUBDIVISION AS PER MAP RECORDED IN BOOK 2, PAGE 35 OF MAPS; OFFICIAL MAP AS RECORDED IN BOOK 4 PAGES 81, 82 AND 83; OFFICIAL MAP NO. 9 AS RECORDED IN BOOK 5, PAGES 11 AND 12; RECORD OF SURVEY AS RECORDED IN BOOK 84 PAGES 36 THROUGH 39, INCLUSIVE, OF RECORDS OF SURVEY; ALL IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND PORTIONS OF TIDELANDS AND SUBMERGED LANDS IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AND TORRANCE BOULEVARD, WEST OF CATALINA AVENUE

WATERFRONT PROJECT

CEQA FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE STAFF RECOMMENDED ALTERNATIVE

I. CEQA FINDINGS

I.1 Project Description Summary

The project involves revitalization of approximately 36 acres of the 150-acre City of Redondo Beach waterfront area, as part of a City-wide waterfront revitalization effort initiated by the City. The project site is located west of Catalina Avenue, south of Portofino Way, and north of Torrance Boulevard. The main components of the current project, which is represented by the "Staff Recommended Alternative" described in the Final EIR. are demolition of approximately 199,171 square feet of existing buildings (which includes demolition of all buildings/structures with the exception of Kincaid's and the restroom facility at the Seaside Lagoon, which equals approximately 12,479 square feet), demolition of the existing Pier Parking Structure (approximately 495,000 square feet), and construction of up to 511,460 square feet of new buildings for a total of 523,939 square feet of development (312,289 square feet of net new development) to include retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel, and construction of two new parking structures. The new parking structure in the northern portion of the project site would be approximately 276,836 square feet and three stories with parking on five levels, including the roof. The replacement parking structure on the southern portion of the project site would be two stories with five levels of parking, including two levels of parking underground and rooftop parking. This structure would have approximately 347,340 square feet. The project also includes public recreation enhancements such as a new small craft boat launch ramp facility at Mole B (including a boat hoist and a two-lane boat ramp with one-lane for trailered vessels and the other lane for both trailered vessels and hand launching), reconstruction of 60 boat slips within Basin 3 at the project site, improvements to Seaside Lagoon (which includes the opening of the lagoon to King Harbor as a protected beach), new parking facilities, expanded boardwalk along the water's edge, enhanced open space, pedestrian and bicycle pathways, and new landscaping and lighting. The project includes the reconstruction of the Sportfishing Pier with approximately 1,836 square feet of commercial use on the pier

Proposed site improvements related to site connectivity and public access to and along the water include the establishment of a new pedestrian bridge across the Redondo Beach Marina/Basin 3 entrance, a new main street flanked by commercial uses and

public walkways would traverse the northern portion of the project site from north to south, approximately parallel to Harbor Drive, and the reconnection of Pacific Avenue.

I.2 Project Objectives

The objectives of the project are as follows:

- Optimize the full potential of approximately 36 acres of the Redondo Beach Waterfront by providing a distinctive high quality mixed-use environment to support the City's ongoing economic and recreational revitalization of the Waterfront, reducing seasonality, and renewing a source of pride for the community that honors Redondo Beach's rich history and family-friendly beach culture.
- Reestablish a vibrant Waterfront destination that serves the local community and attracts residents and visitors 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.
- Increase net financial return to provide for the repair and replacement of aging and obsolete infrastructure (e.g., Pier Parking Structure), improvements to operational on-site water quality, adaptation to address sea level rise, enhancement of public safety, public amenities, and an upgrade of the deteriorated visual character of the Waterfront.
- Effectuate the goals and objectives of the City's Local Coastal Program, which provide for the development of up to 400,000 net new square feet of commercial development in the Waterfront area.
- Leverage a public-private partnership that generates sufficient revenues to support a coordinated revitalization of the Waterfront.
- Create a project with readily accessible and easily identifiable pedestrian connections, transit connections, and conveniently located parking facilities providing access by foot, bike, bus and car to a synergistic mix of commercial and recreational uses.
- Restore and enrich the community's connection to the Waterfront by providing improved connectivity to and along the Waterfront via enhanced pedestrian, bicycle, and motorized vehicle access, including the completion of a missing link in the California Coastal Trail.
- Continue to preserve the tidelands and submerged lands granted to the City of Redondo Beach for the benefit of all citizens of California for purposes consistent with the Public Trust Doctrine.

I.3 Procedural Compliance with CEQA

The City of Redondo Beach published a Draft Environmental Impact Report (EIR) on November 17, 2015 and a Final EIR on July 7, 2016 in compliance with CEQA

requirements. The Final EIR has been prepared for the Waterfront Project in accordance with CEQA and the CEQA Guidelines, as amended. As allowed for in CEQA Guidelines § 15084(d)(2), the City of Redondo Beach retained a consultant to assist with the preparation of the environmental documents. The City of Redondo Beach, acting as Lead Agency, has directed, reviewed and edited as necessary all material prepared by the consultant, and such material reflects the City of Redondo Beach's independent judgment. The key milestones associated with the preparation of the EIR are summarized below. In addition, an extensive public involvement and agency notification effort was conducted to solicit input on the scope and content of the EIR and to solicit comment on the results of the environmental analysis presented in the Draft EIR. In general, the preparation of the EIR included the following key steps and public notification efforts:

- The Notice of Preparation/Initial Study (NOP/IS) for the Draft EIR was prepared and circulated pursuant to CEQA; having been published on June 19, 2014.
- The review period for the NOP/IS took place from June 19 to July 21, 2014, with a scoping meeting/open house held on July 9, 2014. Approximately 260 comment letters on the NOP/IS were received. This included a scoping meeting held on July 9, 2014.
- The Draft EIR was published on November 17, 2015 and made available for a 63-day public comment period, which ended on January 19, 2016.
- The Draft EIR was made available for general public review at the following locations:
    - City Hall Community Development Department, 415 Diamond Street, Door "E"
    - City Clerk, 415 Diamond Street, Door "C"
    - The Redondo Beach Public Library Main Branch, 303 N. Pacific Coast Highway
    - The Redondo Beach Public Library North Branch, 2000 Artesia Boulevard
    - http://www.redondo.org (follow link to Waterfront on Home Page)
- Three (3) Public Meetings to introduce the public to the Draft EIR and encourage public comment during the public and agency review period were held during the 63-day comment period, as follows:
    - Saturday, November 21, 2015 from 9:00 AM - 1:00 PM at the Crowne Plaza Hotel at 300 N. Harbor Drive, Redondo Beach,
    - Wednesday, December 9, 2015 from 6:00 PM - 9:00 PM at the City's Main Library, 403 N. Pacific Coast Highway (second floor), and
    - Saturday, January 9, 2016 from 9:00 AM - 1:00 PM at the Crowne Plaza Hotel at 300 N. Harbor Drive, Redondo Beach.

- The public meetings each included a presentation on the project, the results of the environmental analysis, and the opportunity to provide oral or written comments at the meeting.
- The Redondo Beach Recreation and Parks Commission held a duly noticed public hearing on April 20, 2016 and provided their recommendations associated with the Waterfront Project.
- The Redondo Beach Harbor Commission held a public workshop on the Waterfront Project entitlement process on May 9, 2016. The Harbor Commission subsequently held a public hearing on June 13, 2016, wherein City staff introduced the Staff Recommended Alternative, provided additional information in the entitlement process, and additional information on small craft boat launch facility options. This meeting was then continued to June 27, 2016.
- At the continued Harbor Commission meeting on June 27, 2016, responses were provided to comments received from the public and the Commission at the June 13, 2016 public hearing, and the proposed conditions of approval were discussed.
- The Final EIR was completed on July 7, 2016 and includes:
    - Chapter 1, *Introduction*, consisting of a summary of the contents of the Final EIR, a summary of the originally proposed project addressed in the Draft EIR, a summary of the Staff Recommended Alternative, and analysis of the Staff Recommended Alternative;
    - Chapter 2, *Responses to Comments,* consisting of a list of all 568 different pieces of correspondence submitted to the City of Redondo Beach on the Draft EIR, each identified with the author's or agency's name and an alphanumeric reference number to their comment correspondence, along with written responses to the comments;
    - Chapter 3, *Modification to the Draft EIR*, identifying revisions to the Draft EIR that incorporate clarifications developed in response to comments on the Draft EIR; and
- The Draft EIR in its entirety, including technical appendices.

I.4 Certification

CEQA Guidelines § 15090(a). Certification of the Final EIR

(a) Prior to approving a project the lead agency shall certify that:

(1) The Final EIR has been completed in compliance with CEQA;

(2) The Final EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the Final EIR prior to approving the project; and

(3) The Final EIR reflects the lead agency's independent judgment and analysis.

I.5 Environmental Impacts and Findings

Pursuant to Public Resources Code § 21081 and CEQA Guidelines §15091, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more of the following findings with respect to each significant impact:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

The City of Redondo Beach Harbor Commission (City) has made one or more of these specific written findings regarding each significant impact associated with the project. Those findings are presented below, along with a presentation of facts in support of the findings. Concurrent with the adoption of these findings, the City adopts the Mitigation Monitoring Program for the Waterfront Project.

The EIR evaluation included a detailed analysis of impacts in 14 environmental disciplines, analyzing the project and alternatives, including a No Project Alternative. The EIR discloses the environmental impacts expected to result from the construction and operation of the project. Where possible, mitigation measures were identified to avoid or minimize significant environmental effects. In addition, the applicant committed to implementing measures in order to reduce the direct and indirect impacts that will result from project activities. The mitigation measures identified in the EIR are measures proposed by the lead agencies, responsible or trustee agencies or other persons that were not included in the project but could reasonably be expected to reduce adverse impacts if required as conditions of approving the project, as required by CEQA Guidelines § 15126.4(a)(1)(A).

I.5.1 Findings on Less than Significant Impacts

Based on the issue area assessment in the Draft EIR, the City of Redondo Beach has determined that the project will have no impact or less than significant impacts for several issues as summarized in Table 1 below. The rationale for the conclusion that no

significant impact would occur in each of the issue areas in the table is based on the discussion of these impacts in the detailed issue area analyses of the Draft EIR and Final EIR, including but not limited to the cumulative impacts evaluation, in Sections 3.1 through 3.3 and Sections 3.5 through 3.14 of the Draft EIR, and further discussed in Sections 1.3.4.1 through 1.3.4.3 and Sections 1.3.4.5 through 1.3.4.14 of the Final EIR specific to the Staff Recommended Alternative, that were found to have no impact or less than significant impacts. Significance criteria referenced below may include multiple sub-conclusions (e.g., for operation and construction), consequently, these thresholds may show up in multiple tables below.

Table 1: Summary of Less Than Significant Impacts

Environmental Impacts
Aesthetics and Visual Resources
AES-1: The proposed project would not have a substantial adverse effect on a designated local valued view available to the general public
AES-2: The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings
AES-3: The proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area
Air Quality
AQ-1: Operation of the proposed project would not violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation
AQ-2: The proposed project would not expose sensitive receptors to substantial pollutant concentrations
AQ-3: The proposed project would not create objectionable odors during construction that affects a substantial number of people
Biological Resources
BIO-2: The proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS
BIO-5: The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
Geology and Soils
GEO-1: The proposed project would not expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault, strong seismic ground shaking, or seismic-related ground failure, including liquefaction.
GEO-2: The proposed project would not result in substantial soil erosion or the loss of topsoil

Table 1: Summary of Less Than Significant Impacts

Environmental Impacts
GEO-3: The proposed project would not result in a significant impact due to on-site or off-site lateral spreading, subsidence, liquefaction, corrosiveness, or collapse due to being located on a geologic unit or soil that is unstable or that would become unstable as a result of the project.
GEO-4: The proposed project would not create substantial risks to life or property due to the presence of expansive soil, as defined in the California Building Code
Greenhouse Gases
GHG-1: The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
GHG-2: The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.
Hazards and Hazardous Materials
HAZ-1: The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction.
HAZ-2: The proposed project would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, but is not expected to create a significant hazard to the public or the environment
HAZ-3: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
Hydrology and Water Quality
HWQ-1: The proposed project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality.
HWQ-2: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site.
HWQ-3: The proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff that would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects not already addressed as part of the proposed project.
HWQ-4: The proposed project would not create or place structures within a 100-year flood hazard area such that flood flows would be impeded or redirected or expose people or structures to a significant risk of loss, injury, or death involving flooding.
HWQ-5: The proposed project would expose people and structures to substantial risk associated with inundation by mudflow
Land Use and Planning
LUP-1: The proposed project would not conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, local coastal program, or zoning

Table 1: Summary of Less Than Significant Impacts

Environmental Impacts
ordinance) and would not result in a physical change to the environment not already addressed in the other resource chapters of this EIR.
Noise
NOI-1: The proposed project would not expose sensitive receptors to a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
Public Services
PBS-1: The proposed project would not result in substantial adverse physical impacts associated with the construction of new or physically altered fire protection facilities (i.e., fire stations), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project, in order to maintain adequate services
PBS-2: The proposed project would not result in substantial adverse physical impacts associated with the construction of new or physically altered police protection facilities (including land-based and maritime police protection/law enforcement), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project , in order to maintain adequate services
Recreation
REC-1: The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
REC-2: The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the proposed project.
Traffic and Transportation
TRA-1: The project would not exceed the applicable significance threshold relative to parking.
TRA-2: The project would not conflict with an applicable congestion management program.
Utilities
UTL-1: The proposed project would not exceed the capacity of local wastewater infrastructure and result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the proposed project.
UTL-2: The proposed project would not exceed existing potable water supplies, entitlements and resources, or require and result in new and expanded entitlements.
UTL-3: The proposed project would not result in a net increase in project-related solid waste generation that could not be accommodated by existing or permitted regional landfills or other disposal facilities, or conflict with solid waste policies and objectives intended to help achieve federal, state or local waste statutes and regulations.
UTL-4: The proposed project would not exceed the capacity of electricity or natural gas transmission facilities and result in the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the proposed project

I.5.2 Findings on Significant Environmental Impacts That Can Be Reduced to a Less than Significant Level

The City finds that the following environmental impacts, as summarized in Table 2 below and further discussed thereafter, can and will be mitigated to below a level of significance based upon the implementation of the mitigation measures in the EIR. These findings are based on the discussion of impacts in the detailed issue area analyses, as well as the cumulative impacts evaluation, in Sections 3.3, 3.4, 3.8, and 3.13 of the Draft EIR, and further discussed in Sections 1.3.4.3, 1.3.4.4, 1.3.4.8, and 1.3.4.13 of the Final EIR specific to the Staff Recommended Alternative. An explanation of the rationale for each finding is presented in the discussion below the summary table. Additional details on the timing and implementation of the mitigation measures described below are included in the Mitigation Monitoring and Reporting Program ("MMRP") which has been adopted concurrently with these findings.

Table 2: Summary of Impacts that Can be Reduced to Less Than Significant With Mitigation

Environmental Impacts Without Mitigation	Mitigation Measures to Reduce Impacts to Less Than Significant
Biological Resources	
BIO-1: The proposed project could have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS, or any species that meets the criteria for endangered, rare, or threatened in CEQA Guidelines 15380	**MM BIO-1: Protection of Marine Mammals During Construction:** Pile-driving could result in Level B harassment that leads to avoidance behavior by marine mammals. Therefore, a Level B (harassment) safety zone shall be established around the pile-driving site and monitored for marine mammals as shown in Table MM BIO-1 below. The Level B radius is based on the estimated safe distance for installation of piles proposed for use in the project and is adequate to ensure that pinnipeds would not be exposed to Level B harassment sound levels. The safety zone varies by pile size and hammer type. Because the noise levels anticipated under this analysis are based on measured values from multiple different projects, the protective buffer has been increased by 20 percent to address inherent variability. The buffers are to be applied using direct straight line exposure thus barriers that create an acoustic shadow (e.g., a jetty or breakwater) separating the noise generation from mammal receptors would eliminate the buffer requirement. The pile-driving site will move with each new pile; therefore, the safety zones shall move accordingly. Prior to commencement of pile-driving, a qualified marine mammal observer on shore or by boat shall survey the safety zone to ensure that no marine mammals are seen within the safety zone before pile-driving of a pile segment begins. If a marine mammal is observed within the safety zone during pile-driving operations, pile driving shall be delayed until the marine mammal moves out of the safety zone. If a marine mammal remains within the zone for at least 15 minutes before pile-driving commences then pile-driving may

Table 2: Summary of Impacts that Can be Reduced to Less Than Significant With Mitigation

Environmental Impacts Without Mitigation	Mitigation Measures to Reduce Impacts to Less Than Significant
	commence with a "soft start" to warn mobile aquatic species to leave the area.

Table MM BIO-1: Pile Driving Safety Zone Buffer By Pile Type and Pile Driving Method

Project Element Pile Type	Pile Driving Methods	Level B (160 dBRMS) Distance (meters)	Level B Buffer (160 dBRMS) Dista (meters) + 20 Perce
Horseshoe Pier: 18-inch steel piles	Vibratory hammer	>12 and <16	63 ft (19 m)
Pedestrian/Bicycle Bridge: 14-18-inch steel piles	Vibratory hammer	>3 and <16	63 ft (19 m)
Sportfishing Pier: 11-14-inch wood or concrete piles	Impact hammer	10 meters	39 ft (12 m)
Small Craft Boat Launch Ramp: >18-inch concrete pile	Impact hammer	>14 meters	55 ft (17 m)
Marina Reconstruction: 16-inch concrete pile	Impact hammer	13-18 meters	71 ft (22 m)

dBRMS - decibels Root Mean Square
ft – feet
m - meters

If marine mammals enter the safety zone after pile driving of a segment has begun, pile driving will continue. The qualified marine mammal observer shall monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile-driving shall cease until the animal leaves the area. Prior to the initiation of each new pile-driving episode, the area will again be thoroughly surveyed by the qualified marine mammal observer.

MM BIO-2: California Grunion: Horseshoe Pier construction that could disturb the sandy beach under the pier structure shall be scheduled outside of the grunion spawning season (March to August), unless the applicant fulfills the following procedures:

If construction overlaps the grunion spawning season, grunion monitoring shall be conducted prior to any sandy beach-disturbing activity (check California Department of Fish and Wildlife [CDFW] website for spawning events as spawning events occur bi-weekly). If no grunion are observed, construction may proceed. If spawning occurs within the work area and is of a Walker Scale[1] 2 or higher, work shall not be performed if it would disrupt the high spawning beach used by grunion. Work shall be deferred until after the next spring tide series when eggs would be expected to hatch and larval fish would return to the water. However, construction can continue where work would not overlap with grunion spawning locations.

[1] The Walker Scale for assessment of California Grunion (Leuresthes tenuis) spawning runs, developed by K. Martin, M. Schaadt and S. Lawrenz-Miller, is named for Boyd Walker, whose pioneering research

Table 2: Summary of Impacts that Can be Reduced to Less Than Significant With Mitigation

Environmental Impacts Without Mitigation	Mitigation Measures to Reduce Impacts to Less Than Significant
	provided the scientific basis for understanding the periodicity of L. tenuis spawning runs in California. Scale increases exponentially with greater numbers of fish, greater area involved, and increased duration of the run.
BIO-3: The proposed project could have a substantial adverse effect on federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means	**MM BIO-4: Fill in Waters of the U.S.:** The applicant shall comply with U.S. Army Corps of Engineers (USACE) Clean Water Act and Rivers and Harbors Act permitting requirements. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that any required permits such as Clean Water Act Section 404 permit, Section 401 Water Quality Certification, and/or Rivers and Harbors Act Section 10 permit have been obtained. If it is determined that fill of waters of the United States would result from implementation of the proposed project, authorization for such fill shall be secured through the Section 404 and/or Section 10 permitting process. The net amount of Waters of the United States that would be removed during project implementation shall quantified and replaced or rehabilitated in accordance with the USACE mitigation guidelines. If required in compliance with permit requirements, mitigation shall be implemented that includes one of the following: avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the enhancement of marine habitat associated with the opening of Seaside Lagoon to the waters of King Harbor or other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere Santa Monica Bay ; (b) obtaining credits from a mitigation bank; and/or (c) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.

Table 2: Summary of Impacts that Can be Reduced to Less Than Significant With Mitigation

Environmental Impacts Without Mitigation	Mitigation Measures to Reduce Impacts to Less Than Significant
BIO-4: Construction activities associated with the proposed project could interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	**MM BIO-2: California Grunion:** Horseshoe Pier construction that could disturb the sandy beach under the pier structure shall be scheduled outside of the grunion spawning season (March to August), unless the applicant fulfills the following procedures: If construction overlaps the grunion spawning season, grunion monitoring shall be conducted prior to any sandy beach-disturbing activity (check California Department of Fish and Wildlife [CDFW] website for spawning events as spawning events occur bi-weekly). If no grunion are observed, construction may proceed. If spawning occurs within the work area and is of a Walker Scale[1] 2 or higher, work shall not be performed if it would disrupt the high spawning beach used by grunion. Work shall be deferred until after the next spring tide series when eggs would be expected to hatch and larval fish would return to the water. However, construction can continue where work would not overlap with grunion spawning locations. [1] The Walker Scale for assessment of California Grunion (Leuresthes tenuis) spawning runs, developed by K. Martin, M. Schaadt and S. Lawrenz-Miller, is named for Boyd Walker, whose pioneering research provided the scientific basis for understanding the periodicity of L. tenuis spawning runs in California. Scale increases exponentially with greater numbers of fish, greater area involved, and increased duration of the run.
Cultural Resources	
CUL-2: Construction of the proposed project could cause a substantial adverse change in the significance of an archaeological resource.	**MM CUL-4: Phase I Archaeological Work:** A Phase I archaeological evaluation shall be conducted in association with excavation activities (either prior to or during excavation) of the northeast and southern edges of the project site as shown on Figure 3.4-5 Phase I Archaeological Mitigation Area of the Waterfront Draft EIR. The Phase I archaeological evaluation shall be conducted with a backhoe, two supervising archaeologists, and a Native American monitor. The archaeologist in charge shall meet or exceed the qualifications set by the Secretary of the Interior's Standards and Guidelines as published in the Code of Federal Regulations, 36 CFR Part 61. If resources are determined to be present, then an evaluation of their significance would be undertaken, and if feasible, the archaeological resources shall be preserved in place. If preservation in place is infeasible, a Data Recovery Plan shall be prepared and implemented that includes, treatment, recordation and/or curation consistent with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation. Once a decision has been made to recover archeological information through the naturally destructive methods of excavation, a research design and data recovery plan based on firm background data, sound planning, and accepted archeological methods should be formulated and implemented. Data recovery and analysis should be accomplished in a thorough, efficient manner, using

Table 2: Summary of Impacts that Can be Reduced to Less Than Significant With Mitigation

Environmental Impacts Without Mitigation	Mitigation Measures to Reduce Impacts to Less Than Significant
	the most cost- effective techniques practicable. A responsible archeological data recovery plan should provide for reporting and dissemination of results, as well as interpretation of what has been learned so that it is understandable and accessible to the public. The data recovery plan shall be grounded in and related to the priorities established by the local historic preservation commission plans and the needs of other City Departments (such as the Waterfront and Economic Development Department). Appropriate arrangements for curation of archeological materials and records shall be made.
CUL-3: Construction of the proposed project could directly or indirectly destroy a unique paleontological resource.	**MM CUL-5: Potential to Encounter Unknown Paleontological Resources:** Prior to excavation activities, a qualified paleontologist (i.e., a paleontologist with an M.S. or Ph.D. degree in paleontology or geology and be familiar with paleontologic salvage or mitigation procedures and techniques) shall examine final design construction plans and bore logs of the project site to determine if potentially fossiliferous strata underlying the site would be encountered by excavation and, if so, what level of paleontologic monitoring should be implemented during excavation. If it is determined that such strata would be encountered by excavation, the paleontologist shall develop a written storage agreement with a recognized museum repository such as the Natural History Museum of Los Angeles County (LACM) regarding the permanent storage and maintenance of any remains that might be recovered as a result of implementing these mitigation measures. If warranted, the paleontologist shall be present at a preconstruction meeting to consult with appropriate City of Redondo Beach and Construction Contractor staff. During the meeting, the paleontologist shall conduct an employee environmental awareness training session for all personnel who will be involved with excavation. If it is determined that monitoring is necessary, a paleontologic monitor shall be on site to inspect new exposures created by excavation once that earth-moving activity has reached a depth of five feet below the current ground surface in areas underlain by Holocene beach sediments, but at any depth when excavation involves lagoonal deposits or Pleistocene marine deposits. Monitoring will allow for the recovery of fossil remains that might be uncovered by excavation. If fossil remains are discovered, the monitor will recover them and record associated specimen and locality data. If necessary, excavation at the fossil locality will be halted or diverted temporarily around the locality until the remains have been recovered. The paleontologic monitor will be equipped to allow for the timely recovery of such remains. If necessary to reduce the potential for a delay of excavation, additional personnel will be assigned to the recovery of an unusually large or productive

Table 2: Summary of Impacts that Can be Reduced to Less Than Significant With Mitigation

Environmental Impacts Without Mitigation	Mitigation Measures to Reduce Impacts to Less Than Significant
	fossil occurrence. Following the discovery of the remains, monitoring will be raised to full time when excavation involves the fossil-bearing unit and full-time monitoring is not already in effect. On the other hand, if too few or no fossil remains have been found once 50 percent of the area comprising a particular rock unit has been excavated, the Principal Paleontologist can recommend that monitoring be reduced. Recovered fossil remains will be prepared to the point of identification, identified to the lowest taxonomic level possible by knowledgeable paleontologists, and curated and cataloged in compliance with designated museum repository requirements. All curation is assumed to meet the standards identified in 36 CFR 79.9, and specifically set forth by the Department of Interior - Museum Property Handbook, DM 411, which is the standards that must be meet for facilities that house federally owned museum collections. The entire fossil collection (along with associated specimen data and corresponding geologic and geographic locality data and copies of pertinent field notes, photos, and maps) will be transferred to the repository for permanent storage and maintenance. Associated specimen data and corresponding geologic and geographic locality data will be archived at the repository and, along with the fossil specimens, will be made available to paleontologists for future study. A final report of findings that summarizes the results of the work conducted under these mitigation measures will be prepared by the Principal Paleontologist and submitted to the City of Redondo Beach. A copy of the report will be filed at the museum repository. Submission of the report will signify completion of the mitigation program.
Hydrology and Water Quality	
HWQ-5: The proposed project would expose people and structures to substantial risk associated with inundation by sea level rise	**MM HWQ-3: Sea Level Rise Adaption Plan:** The Applicant shall every 10 years from the first Certificate of Occupancy issued for the proposed project, review information from the National Oceanographic and Atmospheric Administration's (NOAA) tide measurement at the Santa Monica tide gauge and the recorded sea level rise trend, as well as pertinent literature that updates the sea level rise trend, to determine if sea level rise at the project site is trending toward the high, mid-level or low projections recommended by the Californian Ocean Protection Council (COPC). If the review of information shows that trend is consistent with the high projections of the COPC, then the Applicant shall design and implement a supplemental feature, such as a parapet adaptation to (and on top of) the proposed recurved splash wall or a raised splash wall to respond to sea level rise under the high projection trend (see Figure 3.8-17 of the Waterfront Draft EIR). If the future sea level rise shows an accelerating trend, the construction of such

Table 2: Summary of Impacts that Can be Reduced to Less Than Significant With Mitigation

Environmental Impacts Without Mitigation	Mitigation Measures to Reduce Impacts to Less Than Significant
	adaptations may then be implemented at an appropriate time in the future.
Traffic and Transportation	
TRA-1: The proposed project could exceed the applicable significance thresholds	**MM TRA-1: Valley Drive/Francisca Avenue & Herondo Street (Intersection 6) – City of Hermosa Beach:** A traffic signal would be installed at this intersection for which the project Applicant would provide fair share funding. **MM TRA-2: Pacific Coast Highway & Herondo/Anita Street (Intersection 7):** An additional westbound and eastbound through lane would be added. For the westbound approach, the center-raised median would be narrowed or eliminated. The two westbound left turn lanes would be shifted to the south to accommodate the additional westbound through lane. An additional westbound receiving lane would be added extending for a minimum of half a block length to the west of Intersection 7. The additional eastbound through lane would need to extend for a minimum of half the block length to the west of Intersection 7. The on-street angled parking on Herondo Street conflicts with the additional eastbound and westbound lane, and will require their removal. Parking will be replaced at 1:1 ratio to the satisfaction of the City Engineer, which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive, and/or parking at the project site over and above the ULI Parking Demand of 2,147 parking spaces. In addition, the on-street bike lanes would be shifted from their current location, but can be accommodated with the addition of the two through lanes. **MM TRA-3: Pacific Coast Highway & Catalina Avenue (Intersection 10):** One additional eastbound left turn lane would be added to provide two left turn lanes onto Pacific Coast Highway northbound. The intersection would also be restriped to provide one shared left-right lane, for a total of three lanes on the eastbound approach. **MM TRA-4: Pacific Coast Highway & Beryl Street (Intersection 19):** Add a southbound dedicated right-turn lane. This additional lane would encroach into the existing sidewalk right-of-way of the Gertruda Avenue cul-de-sac, and require the removal of mature trees that line the western side of the street. The sidewalk would need to be reconstructed to the west of its current location, which would narrow the end of the cul-de-sac. **MM TRA-5: Pacific Coast Highway & Torrance Boulevard Avenue (Intersection 26):** A northbound and an eastbound right-turn lane would be added at this intersection to mitigate the project's impact. The northbound right-turn lane is an approved

Table 2: Summary of Impacts that Can be Reduced to Less Than Significant With Mitigation

Environmental Impacts Without Mitigation	Mitigation Measures to Reduce Impacts to Less Than Significant
	project identified as mitigation from a prior project in the City, and therefore, the Applicant would provide a fair share contribution for these improvements. The eastbound right-turn lane would be fully-funded by the proposed project. The eastbound right-turn lane can be accommodated through restriping the outer eastbound lane on Torrance Boulevard, which measures 24 feet. **MM TRA-6: Pacific Coast Highway & Palos Verdes Drive (Intersection 36):** Add a southbound right-turn lane. The project Applicant shall provide a fair share percentage of contribution to this mitigation measure along with other development projects that would impact this intersection.

- **Biological Resources**

Impact BIO-1: The proposed project could have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS, or any species that meets the criteria for endangered, rare, or threatened in CEQA Guidelines 15380

Marine Mammals

Marine mammals, including harbor seal, and California sea lion, have the potential to occur in the project area. As part of the project, pier piles are proposed to be set at a number of locations using a number of driving methodologies. Noise and vibration associated with pile driving activities could result in harassment of marine mammals that are present in the immediate area from the piles. Such harassment is anticipated to result in avoidance behavior rather than injury to the animals. During construction, marine mammals would be expected to voluntarily move away from the area due to the presence of noise and human activity. However, if they are present during construction, there would be potential for impacts related to mortality or injury from contact with construction equipment. In addition, potential effects, including behavioral effects and effects on hearing, could occur from the noise of pile driving activities if marine mammals are nearby. Such effects would be a significant impact.

The pile-driving site will move with each new pile; therefore, the safety zones shall move accordingly. Prior to commencement of pile-driving, a qualified marine mammal observer on shore or by boat shall survey the safety zone to ensure that no marine mammals are seen within the safety zone before pile-driving of a pile segment begins. If a marine mammal is observed within the safety zone during pile-driving operations, pile driving shall be delayed until the marine mammal moves out of the safety zone. If a marine mammal remains within the zone for at least 15 minutes before pile-driving

commences then pile-driving may commence with a “soft start” to warn mobile aquatic species to leave the area. If marine mammals enter the safety zone after pile driving of a segment has begun, pile driving will continue. The qualified marine mammal observer shall monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile-driving shall cease until the animal leaves the area. Prior to the initiation of each new pile-driving episode, the area will again be thoroughly surveyed by the qualified marine mammal observer.

Implementation of mitigation measure MM BIO-1, presented in Table 2 above, will establish a harassment safety zone to keep marine mammals a safe distance from pile driving activities. Each pile-driving site will move with each new pile; therefore, the safety zones shall move accordingly. Prior to commencement of pile-driving, a qualified marine mammal observer on shore or by boat shall survey the safety zone to ensure that no marine mammals are seen within the safety zone before pile-driving of a pile segment begins. If a marine mammal is observed within the safety zone during pile-driving operations, pile driving shall be delayed until the marine mammal moves out of the safety zone. If a marine mammal remains within the zone for at least 15 minutes before pile-driving commences then pile-driving may commence with a “soft start” to warn mobile aquatic species to leave the area.

Mitigation measure MM BIO-1 will mitigate the significant impact to marine mammals to a less than significant level.

***Finding*.** The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact BIO-1, as related to marine mammals. Specifically, the mitigation measure MM BIO-1 presented in Table 2 above, and also found on pages 3.3-48 and 3.3-49 of the Draft EIR, is feasible and is adopted to mitigate significant effects from Impact BIO-1 to marine mammals to a less than significant level.

Rationale for Finding. Implementation of the measures presented in MM BIO-1 will establish safety zones around pile-driving sites that are designed to keep marine mammals at a sufficient distance away from the subject activity so as to avoid significant impacts from noise/vibration-related harassment. Additionally, MM BIO-1 includes provisions for the subject areas to be surveyed by a qualified marine mammal observer prior to commencement of pile-driving activities to ensure that no marine mammals are within the safety zone or, if there is a marine mammal within the safety zone, that pile-driving activities be delayed or initiated in a manner that would warn mobile aquatic species to leave the area. In light of such precautionary and protective measures, impacts to marine mammals will be reduced a less than significant level.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.3 and Final EIR Section 1.3.4.3.

<u>California Grunion</u>

Project-related construction activities at Horseshoe Pier within sandy beach habitat could result in direct impacts, including mortality or injury, to grunion if they are present

in the project area during their spawning season (March to August). In addition, construction within spawning areas would result in physical harm or disturbance of eggs during the 10-day incubation period following spawning. This would be a significant impact.

Implementation of MM BIO-2, presented in Table 2 above, indicates that Horseshoe Pier construction under the pier structure will be scheduled to occur outside of the grunion spawning season (March to August). If construction overlaps the grunion spawning season, grunion monitoring will be conducted prior to any sandy beach-disturbing activity. If no grunion are observed, construction may proceed. If spawning occurs within the work area and is of a specified level (i.e., Walker Scale 2 or higher), work will not be performed if it would disrupt the high spawning beach used by grunion. Work will be deferred until after the next spring tide series when eggs would be expected to hatch and larval fish would return to the water; however, construction can continue where work would not overlap with grunion spawning locations.

Mitigation measure MM BIO-2 will mitigate the significant impact related to California grunion to a less than significant level.

***Finding*.** The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact BIO-1, as related to California grunion. Specifically, the mitigation measure MM BIO-2 presented in Table 2 above, and also found on page 3.3-49 of the Draft EIR, is feasible and is adopted to mitigate significant effects from Impact BIO-1, as related to California grunion to a less than significant level.

Rationale for Finding. Implementation of the measures presented in MM BIO-2 will serve to schedule construction activities at Horseshoe Pier outside the grunion spawning season (i.e., avoid impacts) or, if construction activities overlap the spawning season, that field monitoring will occur to determine appropriate measures for avoiding significant disruption of grunion spawning. In light of such precautionary and protective measures, impacts to California grunion will be reduced a less than significant level.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.3 and Final EIR Section 1.3.4.3 and Response to Comment AL001-5.

Water Surface Cover

The project would alter the amount of square footage of overwater structures that provide surface cover. While the aquatic habitat still exists below an overwater structure (such as a bridge or a pier), surface cover reduces the amount of available open water foraging habitat for waterbirds, including special-status species such as California least tern, California brown pelican, and double-crested cormorant. Structures with high clearance above the water and few piles located within well-flushed environments (e.g., Horseshoe Pier and pedestrian bridge) would have less effects on limiting foraging habitat that structures that are at or near the water surface (small craft boat launch ramp).

The original project proposal addressed in the Draft EIR development of a boat launch ramp facility at Mole C, which would result in an increase of approximately 2,700 square

feet of water surface cover including installation of boarding floats and gangways, which would be a significant impact; however, the impact could be mitigated to less than significant with implementation of Mitigation Measure MM BIO-3. Under the Staff Recommended Alternative, development of the boat launch ramp facility would occur at Mole B instead of Mole C, which would reduce the amount of existing surface water coverage by approximately 4,760 through removal of existing docks and gangways associated with marina slips that would be replaced by the boat launch ramp facility.

Finding. The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact BIO-1, as related to increased water surface cover. Specifically, the current proposal under the Staff Recommended Alternative to develop the boat launch ramp facility at Mole B instead of Mole C would completely avoid significant effects on the environment from Impact BIO-1, as related to increased water surface cover.

Rationale for Finding. The nature, location, and conceptual design of the boat launch ramp facility at Mole B would result in a net reduction in existing water surface cover, compared to the proposal at Mole C, which calls for improvements extending into water areas and resulting in an increase in water cover.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.3 and Final EIR Section 1.3.4.3.

Impact BIO-3: The proposed project could have a substantial adverse effect on federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means

The existing Seaside Lagoon within the project site is an excavated and enclosed lagoon located inside King Harbor that was originally built in the 1950s as a recreational amenity. It supports soft-bottom habitat and a sandy beach. The lagoon is a non-tidal saltwater facility fed by a diversion of cooling water from the AES power plant. As further described in Section 3.3.2.2 of the Draft EIR, the Seaside Lagoon is situated in an area that was historically open water and beach face prior to the construction of King Harbor that commenced in 1956. When Seaside Lagoon and the moles in the harbor area were originally constructed, fills were placed in Traditionally Navigable Waters (TNW). Historic photographs and portions of construction plans that have been obtained fail to identify whether Seaside Lagoon was ever completely filled (to the point of being terrestrial as opposed to water or wetland) prior to its being put into the present condition as a drain and fill controlled and seasonally operated sand bottom pool. It is uncertain at this time whether the Seaside Lagoon is considered to be within Waters of the United States. That determination is expected to occur during the federal permitting process for the in-water improvements associated with the project.

With implementation of the project, permanent impacts to federally protected waters would include the placement of fill in areas where new pilings and breakwaters are installed. In addition, permanent alteration of marine habitat types would occur with the installation of the proposed in-water project elements. If the U.S. Army Corps of

Engineers (USACE) determines that Seaside Lagoon is jurisdictional waters, a net loss of jurisdictional marine habitat would occur, which is considered a significant impact. If the USACE determine that Seaside Lagoon is not jurisdictional waters, the impact would be less than significant.

If Seaside Lagoon is jurisdictional waters, the significant impacts would be reduced to less than significant by implementation mitigation measure MM BIO-4. Specifically, MM BIO-4 requires compliance with USACE Clean Water Act and Rivers and Harbors Act permitting requirements that specifically address, and mitigate for, impacts to Waters of the United States. If required in compliance with permit requirements, mitigation can include one of the following: avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the enhancement of marine habitat associated with the opening of Seaside Lagoon to the waters of King Harbor or other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere Santa Monica Bay; (b) obtaining credits from a mitigation bank; and/or (c) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities.

Mitigation measure MM BIO-4 will mitigate the significant impact to federally protected waters, should the Seaside Lagoon be determined to be jurisdictional water, reducing the impact to a less than significant level.

Finding. The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact BIO-3. Specifically, the mitigation measure MM BIO-4 presented in Table 2 above, and also found on page 3.3-57 of the Draft EIR, is feasible and is adopted to mitigate significant effects from Impact BIO-3.

Rationale for Finding. The federal regulatory permitting process encompassed in MM BIO-4 is specifically designed and intended to address impacts to federally protected waters, which is the very subject of Impact BIO-3.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.3 and Final EIR Section 1.3.4.3

Impact BIO-4: The proposed project could interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

As noted above in the discussion of Impact BIO-3, there is the potential for California grunion spawning at the project site. The construction activities associated with the Horseshoe Pier in water near the sandy beach has the potential to disturb the California grunion spawning if the grunion are present (spawning is between March to August). This impact would be significant.

As also noted above, mitigation measure MM BIO-2 will mitigate to a less than significant level the project-related impact to grunion spawning.

Finding. The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact BIO-4. Specifically, the mitigation measure MM BIO-2 presented in Table 2 above, and also found on page 3.3-49 of the Draft EIR, is feasible and is adopted to mitigate significant effects from Impact BIO-4.

Rationale for Finding. Implementation of the measures presented in MM BIO-2 will serve to schedule construction activities at Horseshoe Pier outside the grunion spawning season (i.e., avoid impacts) or, if construction activities overlap the spawning season, that field monitoring will occur to determine appropriate measures for avoiding significant disruption of grunion spawning. In light of such precautionary and protective measures, impacts to California grunion will be reduced a less than significant level.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.3 and Final EIR Section 1.3.4.3.

- **Cultural Resources**

Impact CUL-2: Construction of the proposed project could cause a substantial adverse change in the significance of an unknown archaeological resource.

Based on the observed modifications to the project area (i.e., existing buildings and other improvements) and in comparison with the surrounding area, it is likely that the majority of the project area has been mechanically modified (i.e. disturbed soil). The only exceptions are in the northeast and southern edge of the project area where there is a potential for archaeological (prehistoric) deposits or unknown archaeological resources.

Given the presence of previous structures in the project site and surrounding area, and the prehistoric resource adjacent to the project site, it is possible that unknown archaeological resources (including buried features or possible structural remnants) may be present within the project site. Therefore, construction of the project within the northeastern and southeastern portions of the project site has the potential to have a substantial adverse change in the significance of an unknown archaeological resource. Based upon this potential, impacts are considered significant.

Mitigation measure MM CUL-4 will mitigate potential impacts to archaeological resources, if encountered during construction, to a less than significant level.

Finding. The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact CUL-2. Specifically, the mitigation measure MM CUL-4 presented in Table 2 above, and also found on page 3.4-69 of the Draft EIR, is feasible and is adopted to mitigate significant effects from Impact CUL-2.

Rationale for Finding. Mitigation measure MM CUL-4 requires that a subsurface archaeological evaluation to be conducted prior to or during excavation of the northeast and southern edges of the project site to assess whether previously unknown archaeological resources are present. The evaluation will be conducted by a team of

archaeologists and a Native American monitor. If resources are determined to be present, an evaluation of their significance would be undertaken and, if feasible, the archaeological resources would be preserved in place. If such preservation is not feasible, a Data Recovery Plan will be prepared and implemented, including measures consistent with the U.S. Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, as well as provisions responsive to the priorities established by local historic preservation plans and the needs of other City Departments. The mitigation program set forth in MM CUL-4 will reduce impacts to archaeological resources, if encountered, to a less than significant level.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.4 and Final EIR Section 1.3.4.4.

Impact CUL-3: Construction of the proposed project could directly or indirectly destroy an unknown paleontological resource.

Based on existing geotechnical information, in the northern portion of the project site, earth-moving activities would likely encounter artificial fill, beach deposits, and younger and older dune sand. Excavation to an elevation of about seven feet for the northern parking structure would encounter only artificial fill, but might also encounter lagoonal deposits below the artificial fill. In the southern portion of the project site, earth-moving activities would likely encounter artificial fill and beach sediments. Excavation for the southern parking structure could also encounter Pleistocene marine deposits.

Although no fossil remains and no previously recorded fossil locality have been documented from lagoonal deposits at the project site or area, there would be a potential for scientifically important fossil remains or previously unrecorded fossil locality in this rock unit to be encountered or lost due to project-related earth-moving activities that encounter these deposits. Therefore, earth-moving activities, particularly excavation for the northern parking structure, have the potential to have an adverse effect on unknown paleontological resources; therefore, impacts are considered significant.

Although there has been no previously recorded fossil at the project site, because fossil mollusk shell fragments have been recorded in Pleistocene marine deposits, there would be a potential for scientifically important fossil remains and previously unrecorded fossil localities in this rock unit to be encountered or lost due to project-related earth-moving activities. Therefore, in areas of Pleistocene marine deposits, earth-moving activities associated with construction of the project could have a substantial adverse change in the significance of an unknown paleontological resource, particularly excavation for the southern parking structure.

Mitigation measure MM CUL-5 will mitigate potential impacts to paleontological resources, if encountered during construction, to a less than significant level.

Finding. The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact CUL-3. Specifically, the mitigation measure MM CUL-5 presented in Table 2 above, and also

found on pages 3.4-71 and 3.4-72 of the Draft EIR, is feasible and is adopted to mitigate significant effects from Impact CUL-2.

Rationale for Finding. Mitigation measure MM CUL-5 requires that a qualified paleontologist review final design construction plans and subsurface bore logs to determine if potentially fossiliferous strata underlying the site would be encountered during excavation and, if so, what level of paleontologic monitoring should be implemented during excavation. Additional pre-construction/pre-excavation measures would also be undertaken by the paleontologist and, if determined necessary, a paleontologic monitor will be on-site to inspect new subsurface exposures created by excavation. If fossil remains are discovered, the monitor will recover them and record associated specimen and locality data, and will follow-up with appropriate curation, documentation, and disposition of the remains, per the requirements of MM CUL-5. The mitigation program set forth in MM CUL-5 will reduce impacts to paleontological resources, if encountered, to a less than significant level.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.4 and Final EIR Section 1.3.4.4.

- **Hydrology and Water Quality**

Impact HWQ-5: The proposed project would expose people and structures to substantial risk associated with inundation by wave uprush or sea level rise

With regard to wave uprush, the computed wave run-up elevation indicates an inundation depth of at least 0.3 feet flowing across the proposed boardwalk toward the landward end in the northern segment during a 25-year storm event. Further, an upward splash could occur as the sea water runs up the steeper wall face of the concrete wall during storm conditions that coincide with king tides. While the height of the water uprush cannot be precisely calculated, it is estimated that in extreme cases the splash could extend upwards of four feet. The potential for overtopping that would occur in this location would not change with implementation of the project, and while risks would be localized and occur only during storm conditions when fewer people are likely to be present, there is a risk of injury or damage to structures to an increased number of site patrons and structures. Thus, while the heights and frequency of wave overtopping would not change under the project, given the potential increase for injury and structural damage to occur, wave overtopping along this the boardwalk east of Horseshoe Pier is considered a significant impact.

Sea level rise would not be affected by the project, and the raising of the northern portion would reduce the potential for hazards and damage associated with future sea level rise as compared to existing conditions. However, sea level rise would increase the frequency and maximum elevation of wave uprush, and therefore, the areas within the project site that may be subject to inundation would increase compared to existing conditions. With revitalization of the project site, including the net increase in building area, the desired increase in activities at, and patronage of, the project site, there is the potential that more people and structures would be subject to risks associated with

inundation as a result of sea level rise. Therefore, should the projected high sea level rise occur in the future, the potential impacts are considered significant.

***Finding*.** The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact HWQ-5, as related to wave uprush and sea level rise. Specifically, the mitigation measures MM HWQ-2 and MM HWQ-3 presented in Table 2 above, and also found on page 3.8-77 of the Draft EIR, are feasible and are adopted to mitigate significant effects from Impact HWQ-5, as related to wave uprush and sea level rise.

Rationale for Finding. Mitigation measures MM HWQ-2 requires that a four-foot high recurved splash wall be placed within the existing revetment at the seaward edge of the boardwalk to redirect up-rushed water back toward the ocean or other wave uprush protection that prevents inundation from occurring at the buildings and pedestrian boardwalk located landward of the northern portion of the Horseshoe (Municipal) Pier (just to the north and south of Kincaid's restaurant) be installed, subject to California Coastal Commission recommendations and approval, prior to certificates of occupancy for the buildings. Mitigation measure MM HWQ-3 requires the preparation of a seal level rise adaptation plan that includes periodic review of data related to current and projected trends in sea level rise and, if/as appropriate, the design and implementation of supplemental features such as a parapet adaptation to (and on top of) the proposed recurved splash wall or a raided splash wall to respond to sea level rise. The mitigation requirements set forth in MM HWQ-2 and MM HWQ-3 will reduce exposure impacts related to wave uprush and sea level rise to a less than significant level.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.8 and Final EIR 1.3.4.8.

- **Traffic and Transportation**

Impact TRA-1: Operation of the proposed project could exceed the applicable significance thresholds (Intersections).

Development and operation of the project will result in an increase in the number of vehicle trips currently generated at the project site, including during the morning (AM) and afternoon (PM) peak commute travel hours. Relative to the project-related changes to the operational characteristics of the signalized intersections under the Existing (2013) plus Project Condition scenario, as compared against those of the Existing (2013) Conditions scenario, the following intersections would be significantly impacted:

Intersection 7 - PCH/Catalina Avenue & Herondo Street/Anita Street

Intersection 10 - PCH & Catalina Avenue

Intersection 19 - PCH & Beryl Street

Intersection 26 - PCH & Torrance Boulevard

Intersection 36 - PCH & Palos Verdes Boulevard.

The above signalized intersections would also be significantly impacted under the Cumulative plus Project Conditions (2019) scenario, as compared against the Cumulative Conditions (2019) without Project scenario. Additionally, under this cumulative impacts scenario, the following unsignalized intersection would be significantly impacted:

Intersection 6 - Valley Drive/Francisca Avenue & Herondo Street

Mitigation measures MM TRA-1 through MM TRA-6 provide for specific improvements at each of the above intersections, which will reduce the project-related impacts to less than significant levels.

***Finding*.** The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact TRA-1, specifically as related to roadway intersections as identified in the Final EIR. Specifically, the mitigation measures MM TRA-1 through MM TRA-6 presented in Table 2 above, and also found on pages 3.13-69 and 3.13-70 of the Draft EIR, are feasible and are adopted to mitigate significant effects from Impact TRA-1, as related to roadway intersections.

It should be noted that while mitigation measures MM TRA-1 through MM TRA-6 are considered feasible and would reduce intersection impacts to levels that are less than significant, implementation of these mitigation measures lies within the jurisdiction of public agencies other than the City of Redondo Beach. Consequently, the City further finds that the changes associated with MM TRA-1 are partially within the responsibility and jurisdiction of another agency and not completely within the jurisdiction of the City of Redondo Beach. Such changes have been adopted by the City of Redondo Beach and can and should be adopted by the City of Hermosa Beach (for MM TRA-1), City of Torrance (for MM TRA-6), and Caltrans (for MM TRA-2 through MM TRA-6).

Rationale for Finding. The significant impacts identified at these intersections were determined using quantitative evaluation methods such as the Intersection Capacity Utilization (ICU) method and the Highway Capacity Manual (HCM) method, as described in Section 3.13.4.1.1 of the Draft EIR, which analyze “critical movements” within an intersection. The traffic modeling conducted for the project analyzed how project-related trips would affect the operational characteristics of intersections within the traffic study area and where there was a reduction in operational efficiency that exceeded the thresholds presented in Section 3.13.4.2 of the Draft EIR, the impact was deemed to be significant. Mitigation measures MM TRA-1 through MM TRA-6 delineate improvements specific to each of the six intersections that would be significantly impacted by project-related operational traffic. The specified improvements pertain to the particular design, configuration, and operational characteristics of each intersection, and through intersection modifications such as lane design, turning movement controls, signal timing, and the like, serve to improve the overall operational efficiency of the intersection to the point where it no longer exceeds the applicable threshold of

significance. Such is the case relative to Intersections 7, 10, 19, 26, and 36, which are existing signalized intersections that with the improvements specified in MM TRA-2 through MM TRA-6 would experience a change in operational efficiency that would be less than significant, as reflected in Tables 3.13-23, -24, -25, -36, -37, and -38 in the Draft EIR. Relative to Intersection 6, which is an unsignalized intersection that would be significantly impacted by project-related traffic; however, with the installation of a signal at that intersection, as required by MM TRA-1, the impact would be reduced to a less than significant level.

The City further finds that the loss of boat slips does not constitute an adverse physical environmental impact and is a matter of convenience. Additionally, while the Mole B facility would result in the removal of approximately 26 marina boat slips of various sizes within Basin 1 of the King Harbor Marina, King Harbor Marina has consistently had approximately 60 vacant boat slips in the marina since 2010.[1] Therefore, a reduction in boat slips to accommodate a boat launch ramp facility would not reduce the recreational access to the harbor, further boat slips do not result in secondary environmental impacts, because these are subject to long term leases.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.13 and Final EIR Section 1.3.4.13.

I.5.3 Findings on Significant Environmental Impacts That Cannot Be Avoided or Reduced to a Less than Significant Level

Based on the issue area assessment in the Draft EIR, the City has determined that the project will have significant impacts in the resource areas identified in Table 3 below and further discussed thereafter, and that these impacts cannot be avoided or reduced despite the incorporation of all feasible mitigation measures. These findings are based on the discussion of impacts in the detailed issue area analyses and associated cumulative impacts evaluations in Sections 3.2, 3.4, 3.8, and 3.10 of the Draft EIR. For each significant and unavoidable impact identified below, the City has made a finding(s) pursuant to Public Resources Code § 21081. An explanation of the rationale for each finding is also presented below in the discussion that follows Table 3.

[1] Guthrie, Maryann. Public Testimony, Redondo Beach Harbor Commission Meeting, June 13, 2016.

Table 3: Summary of Unavoidable Significant Impacts

Environmental Impacts	Mitigation Measures That Would Reduce But Not Eliminate Significant Impacts
Air Quality	
AQ-1: Construction of the proposed project would violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation (Construction emission associated with NOx and CO under existing and cumulative conditions)	**MM AQ-1: Fleet Modernization for Construction Equipment:** Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that the construction contractor shall ensure that all off-road equipment with a horsepower greater than 50 horsepower (HP) be required to have USEPA certified Tier 4 interim engines or engines that are certified to meet or exceed the NOx emission ratings for USEPA Tier 4 engines. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. During construction, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the City's Building and Safety Division. The construction equipment list shall state the makes, models, and numbers of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449. These activities shall be verified by the Building and Safety Division during construction. **MM AQ-2: Use of Low-VOC Coatings and Paints:** Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the construction plans and specifications stipulate that all architectural coatings shall meet a volatile organic compound (VOC) content of 50 grams per liter (g/L) or less for interior coating and 100 g/L or less for exterior coatings. Use of low-VOC paints shall be verified by the Building and Safety Division during construction. However, if the project is phased such that less square footage is coated on a daily basis, then coatings with higher VOC levels may be used over a longer period of time subject to South Coast Air Quality Management District standards.
Cultural Resources	
CUL-1: The proposed project would cause a substantial adverse change in the significance of a historical resource under existing and cumulative conditions.	**MM CUL-1: Recordation:** Prior to the issuance of any project related demolition or grading permits, the applicant shall prepare comprehensive documentation of the significantly impacted historic resources the property, including all features previously identified as contributive to its historic character. The project-specific historical resources identified as meeting the eligibility criteria for City of Redondo Beach Landmark designation (although there is no official designation) are:

Table 3: Summary of Unavoidable Significant Impacts

Environmental Impacts	Mitigation Measures That Would Reduce But Not Eliminate Significant Impacts
	• Sportfishing Pier (including buildings) • 208-210 Fisherman's Wharf (Tony's On The Pier and its companion building, Tony's Hats 'N Things) • Redondo Beach Pier Complex (includes the timber portion of the Horseshoe [Municipal] Pier and the Monstad Pier) The documentation shall be consistent with the requirements of Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) Level II, and shall conform with the applicable standards described in the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. HABS/HAER/HALS Level II documentation typically includes a written historical report accompanying photocopies of any existing architectural drawings and a set of large format (minimum 4" x 5" neg.) archival quality black and white photographs. The original documentation package shall be submitted to the City of Redondo Beach Community Development Department and Historical Commission for review. The approved documentation package shall be submitted to the Community Development Department and City's Historical Commission for curation, with copies distributed to the Redondo Beach Public Library and the Redondo Beach Historical Society Museum, where they shall be accessible to the public. **MM CUL-2: Interpretive Program:** An interpretive program shall be developed to include an internet website that shall be of educational benefit to the public and illustrate the history and historic architecture of the historical resource through photographs, video, and oral history interviews collected from persons familiar with the history and historic functioning of the property. Additionally, a permanent, on-site interpretive facility presenting the history of the property and incorporating HABS/HAER documentation, historical images, and salvaged elements of the historic property shall be created. The interpretive program shall be coordinated with the City of Redondo Beach Community Development Department, in coordination with the City's Historical Commission, and other agencies and organizations, as appropriate. Integration of the interpretive program with existing programs, such as the Paths of History marker program, and the Redondo Beach Historical Society website is acceptable. **MM CUL-3: Protection of the Monstad Pier During Construction:** Prior to the issuance of demolition permits associated with the Horseshoe (Municipal) Pier element of the project, construction documents shall be reviewed and approved by a qualified preservation professional to ensure that the important historic character defining elements of the Monstad Pier are maintained. To ensure that the Monstad Pier is not inadvertently damaged during construction, plans and specifications shall incorporate measures consistent with National Park Service guidance for temporary protection of historic structures ("Temporary Protection No. 3:

Table 3: Summary of Unavoidable Significant Impacts

Environmental Impacts	Mitigation Measures That Would Reduce But Not Eliminate Significant Impacts
	Protecting a Historic Structure during Adjacent Construction." National Park Service, Technical Preservation Services, Washington, D.C., 2001). These plans shall also be submitted to, and reviewed by, the City's Historical Commission, pursuant to Redondo Beach Municipal Code Section 10-4.501.
Hydrology and Water Quality	
HWQ-5: The proposed project would expose people and structures to substantial risk associated with inundation by seiche or tsunami under existing and cumulative conditions	**MM HWQ-1: Tsunami/Seiche Awareness Notification Program:** The following shall be implemented on-site to reduce risks associated with tsunami: The following shall be implemented on-site to reduce risks associated with tsunami: 1. Signage shall be provided throughout the project area, showing the designated tsunami emergency evacuation route. 2. A public address system audible at both northern and southern locations of the site shall be installed and used to inform the public of evacuation order or emergency procedures in the event a tsunami warning or alert is issued. Contact information for the on-site management office with access to the public address system shall be provided to the Redondo Beach Fire Department and provided for inclusion in City tsunami preparation/emergency response procedure manuals. 3. A tsunami evacuation map and a copy of any City tsunami preparation/emergency response procedure manuals shall be kept in the on-site management office at all times. 4. Tsunami preparedness training shall be provided to on-site security personnel. 5. Additional information, such as brochures and signage, promoting tsunami awareness and providing the website to the City's emergency preparedness website shall also be made available at the project site. **MM HWQ-2: Wave Uprush Protection:** A four-foot high recurved splash wall shall be placed within the existing revetment at the seaward edge of the boardwalk to redirect up-rushed water back toward the ocean (as shown in Figure 3.8-16 of the Waterfront Draft EIR), or other wave uprush protection that prevents inundation from occurring at the buildings and pedestrian boardwalk located landward of the northern portion of the Horseshoe (Municipal) Pier (just to the north and south of Kincaid's restaurant) shall be installed, subject to California Coastal Commission recommendations and approval, prior to certificates of occupancy for the buildings. The top of the splash wall shall be level with the finished grade of the boardwalk.

Table 3: Summary of Unavoidable Significant Impacts

Environmental Impacts	Mitigation Measures That Would Reduce But Not Eliminate Significant Impacts
Noise	
NOI-2: Construction activities associated with the proposed project would expose sensitive receptors to or generation of excessive groundborne vibration or groundborne noise levels under existing and cumulative conditions.	**MM NOI-1: Pile Driving Vibration:** Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits for construction activities involving the use of pile drivers (impact) within 55 feet of non-engineered timber and masonry structures/buildings or within 30 feet of structures/buildings constructed of reinforced-concrete, steel, or timber, and to the satisfaction of the City of Redondo Beach Building and Safety Division, the project applicant shall retain a Professional Structural Engineer to perform the following tasks: • Review the project plans for demolition and construction; • Investigate the area where pile driving is proposed to occur, including geological testing, if required; and • Prepare and submit a report to the Director of Building and Safety to include, but not be limited to, the following: - Description of existing conditions at the subject area; - Vibration level limits based on building conditions, soil conditions, and pile driving approach to ensure vibration levels would be below 0.2 in/sec for non-engineered timber and masonry buildings if nearby or 0.5 in/sec for structures or buildings constructed of reinforced-concrete, steel, or timber if nearby; and - Specific measures to be taken during pile driving to ensure the specified vibration level limits are not exceeded.
NOI-3: The proposed project would cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project and in excess of the City's standards under existing and cumulative conditions.	No mitigation is available.
NOI-4: Construction activities associated with the proposed project would cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project and in excess of the City's standards under existing and cumulative conditions.	**MM NOI-2: Equipment Mufflers:** During all project construction, all construction equipment, fixed or mobile, shall be operated with closed engine doors, if so equipped, and shall include properly operating and maintained residential-grade mufflers consistent with manufacturers' standards. **MM NOI-3: Stationary Equipment:** Stationary construction equipment (fixed equipment such as compressors, generator, fans, as well as idling vehicles, etc.) operating in proximity to noise sensitive receptors (i.e., residential structures) shall be placed a minimum of 50 feet away from such receptors so that emitted noise is naturally dissipated from the receptors. **MM NOI-4: Equipment Staging Areas:** Equipment staging shall be located in areas that are shielded from and/or set back noise sensitive receptors, with a minimum of 50 feet separation between the sensitive receptor and the nearest edge of the staging area

Table 3: Summary of Unavoidable Significant Impacts

Environmental Impacts	Mitigation Measures That Would Reduce But Not Eliminate Significant Impacts
	MM NOI-5: Electrically-Powered Tools and Facilities: Where available, electrical power from a grid connection shall be used to run air compressors and similar power tools and to power any temporary equipment. **MM NOI-6: Sound Barriers:** Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and the residences to the east as needed during construction phases with high noise levels. Temporary sound barriers shall consist of either sound blankets capable of blocking approximately 20 A-weighted decibels (dBA) of construction noise or other sound barriers/techniques such as acoustic padding or acoustic walls placed near the existing residential buildings to the east of the project site that would reduce construction noise by approximately 20 dBA. Barriers shall be placed such that the line-of-sight between the construction equipment and immediately adjacent sensitive land uses is blocked. **MM NOI-ALT-1: Temporary Relocation of Liveaboards:** A temporary moorage location within King Harbor shall be provided to liveaboard vessels located within 150 feet of construction activities as needed during construction phases with high noise levels. The need for relocation should be evaluated on a case-by-case basis considering the type of construction activities occurring, equipment being used, duration, and distance to the noise sensitive receptors.

- **Air Quality**

Impact AQ-1: Construction of the proposed project would violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation

Construction activities associated with the project would generate air pollutant emissions from the following construction activities: (1) demolition, site preparation, grading, and excavation; (2) construction workers traveling to and from project site; (3) delivery and hauling of construction supplies to, and debris from, the project site; (4) fuel combustion by on-site construction equipment; (5) building construction; application of architectural coatings; and paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring simultaneously.

As indicated in Table 3.2.9 of the Draft EIR the construction-related regional emissions would exceed the thresholds of significance for reactive organic gases (ROG), nitrogen oxides (NOx), and carbon monoxide (CO). Specifically, peak daily ROG emissions in Construction Year 2017 would reach 199 pounds, exceeding the applicable threshold of 75 pounds per day, peak daily NOx emissions in construction years 2017 and 2018

would reach 719 pounds and 173 pounds, respectively, exceeding the applicable threshold of 100 pounds per day, and peak daily CO emissions in construction year 2017 would reach 736 pounds, exceeding the applicable threshold of 550 pounds per day.

Mitigation measure MM AQ-1 sets forth the requirement that project construction contractor utilize off-road equipment, with diesel engines having more than 50 horsepower, that are USEPA certified Tier 4 USEPA certified Tier 4 interim engines or engines that are certified to meet or exceed the NOx emission ratings for USEPA Tier 4 engines. Tier 4 engines represent the lowest emission diesel engines currently available for commercial use. Also included in MM AQ-1 is the requirement that nonessential engine idling of construction equipment be limited to five minutes or less.

Mitigation measure MM AQ-2 requires that all architectural coatings, such as paints, be low-VOC.

As indicated in Table 3.2-11 of the Draft EIR, implementation of mitigation measures MM AQ-1 and MM AQ-2 would reduce construction-related ROG emissions to a less than significant level (i.e., 68 pound per day); however, emissions of NOx and CO would not be reduced to levels less than significant (i.e., mitigated peak NOx emissions would be 383 pounds per day in construction year 2017 and 130 pounds per day in construction year 2018, and mitigated peak CO emissions would be 697 pounds per day in construction year 2018).

Findings.

The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact AQ-1, as related to construction emissions. Specifically, the mitigation measures MM AQ-1 and MM AQ-2, set forth above in Table 3 and also found on page 3.2-40 of the Draft EIR, are feasible and are adopted to mitigate significant effects from Impact AQ-1, as related to construction emissions. However, even with implementation of these measures, significant unavoidable impacts will occur as described above related to construction emissions for NOx and CO. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact AQ-1, as related to construction emissions, to a less than significant level.

Rationale for Finding.

Implementation of mitigation measures MM AQ-1 and MM AQ-2 will reduce construction-related ROG, NOx, and CO emissions to the extent feasible, which will reduce ROG emissions to a less than significant level, but not so for NOx and CO. Emissions of NOx and CO are primarily associated with the operation of heavy-duty diesel-powered construction equipment. MM AQ-1 requires the use of the cleanest diesel engine type that is now commercially available, and includes restrictions on the operation of such engines (i.e., non-essential idling limited to no more than five minutes). There are no other feasible technologies or construction operations aspects

that can be applied to further reduce those emissions and bring them to less than significant levels.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.2 and Final EIR Section 1.3.4.2.

- **Cultural Resources**

Impact CUL-1: The proposed project would cause a substantial adverse change in the significance of a historical resource.

Numerous structures, also referred to as "properties," exist within the project site. As detailed in Section 3.4 of the Draft EIR, the majority of those properties do not have historic significance and their demolition/removal as part of the project would not result in significant impacts to historic resources. Three properties within the project side were determined to be of historic significance, including the Sportfishing Pier, buildings at 208-210 Fisherman's Wharf (i.e., Tony's On The Pier, Tony's Hats 'N Things), and the Redondo Beach Pier Complex, as described below.

Sportfishing Pier

The Redondo Sportfishing Pier appears eligible for designation as a Redondo Beach landmark. Specifically, for its association with the 1960s redevelopment of the Redondo Beach Harbor, a pattern of events which brought about a significant physical and economic transformation of the community. The Redondo Sportfishing Pier (Polly's Pier) has been the site of sportfishing excursions, boat rentals and rides, tackle and bait sales, along with harbor side dining at Polly's on the pier, since the late 1960s. The Sportfishing Pier also has local historical significance relative to being an intact representative example of a timber frame coastal fishing pier. Implementation of the project would result in the complete reconstruction of the Redondo Sportfishing Pier and development of an 1,836-square foot commercial use on the pier. As such, the Sportfishing Pier would no longer have its historic character, which would constitute a significant adverse impact to a potential historical resource.

208-210 Fisherman's Wharf (Tony's On The Pier, Tony's Hats 'N Things)

Tony's On The Pier, or "Old Tony's", as it's known, is perhaps the oldest feature remaining on the Horseshoe Pier. The original one-story restaurant was established by owner Tony Trutanich in 1952. Immediately popular with pier visitors, the restaurant's success allowed Trutanich to be selected as a "master leaseholder" when King Harbor was developed in the 1960s. Constructed on the pier around 1960-61, directly adjoining Tony's restaurant on the southeast and also owned and operated by Tony Trutanich, was a shop that was called the Sea Spray Gift Shop. Presently known as Tony's Hats 'N Things, the shop also incorporated a variety of whimsical elements such as an exaggerated gabled entrance, scrolled vergeboards, and a roofline balustrade. Tony's On The Pier, with its companion structure, is eligible for designation as Redondo Beach local landmark as an excellent and intact example of 1960s era fantasy-themed commercial architecture. The building is also eligible for local landmark listing for its association with its developer, Tony Trutanich, and is also significant for its association

with important patterns of events in Redondo Beach history. Specifically, for its contribution to the popularity and success of the redeveloped pier during the era of waterfront renewal and expansion in Redondo Beach in the early to mid-1960s. Implementation of the project would result in the demolition of the Tony's On The Pier and its companion structure. This would constitute a significant adverse impact to a potential historical resource.

Redondo Beach Pier Complex

The "Redondo Beach Pier Complex" is composed of the Monstad Pier and the Municipal or "Horseshoe" Pier. The Monstad Pier and the timber portion of the Horseshoe Pier share close similarities in their construction, both being wood frame, timber pile piers. They are comparable in their dates of initial construction, being built within two years of each other, in 1926 and 1928, respectively. Further, the two structures are physically joined together, and for roughly a third of their lengths appear, when viewed from the shore or from the pier deck, as a single monolithic structure. These factors indicate that it is, therefore, most appropriate that the two timber piers be considered as a combined resource, the Redondo Beach Pier Complex, when assessing historical significance.

The piers serve as a reminder of the early days of wooden wharf and pier construction in the City and are a physical connection to the community's past. The early success of Redondo Beach was directly tied to its functioning as a port, supplying lumber shipped from the Pacific Northwest, and other goods, to the growing town and to the region. Redondo Beach once supported three timber framed wharfs, all active at the same time, and used by ships and the railroads to transport cargo, as well as by fishermen and weekend beach tourists alike. Later, as shipping declined and use of the wharfs faded, pleasure piers replaced them and were among the City's principal attractions, drawing tourists from throughout the region and beyond to Redondo Beach. The surviving portion of the Horseshoe Pier and the Monstad Pier date to this period in Redondo Beach harbor history when beach tourists thronged to the waterfront on weekends and summer days to enjoy the many attractions along El Paseo, and enjoy a stroll or some angling out over the harbor's waters on the piers.

Implementation of the project would result in the demolition of the timber portion of the Horseshoe Pier and may result in direct impacts to the Monstad Pier in the area immediately adjacent to the connection between the two piers (potential impacts are associated with the demolition and reconstruction of the connecting platform and pier support systems and joints of the Horseshoe Pier where it connects with the Monstad Pier). This would constitute a significant adverse impact to a historical resource.

Mitigation measure MM CUL-1 requires that prior to issuance of demolition or grading permits, the applicant shall prepare comprehensive documentation of the property, including all features previously identified as contributive to its historic character. The documentation shall be consistent with the requirements of Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) Level II, and shall conform with the applicable standards

described in the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. The approved documentation package shall be submitted to the Community Development Department and City's Historical Commission for curation, with copies distributed to the Redondo Beach Public Library and the Redondo Beach Historical Society Museum, where they shall be accessible to the public. Mitigation measure MM CUL-2 requires that an interpretive program be developed to include an internet website that shall be of educational benefit to the public and illustrate the history and historic architecture of the historical resource through photographs, video, and oral history interviews collected from persons familiar with the history and historic functioning of the property. Additionally, a permanent, on-site interpretive facility presenting the history of the property and incorporating HABS/HAER documentation, historical images, and salvaged elements of the historic property shall be created. Mitigation measures MM CUL-1 and MM CUL-2 serve to document and memorialize the significant historic features of the project site, including those that would be removed or substantially altered as part of the project, such as the Sportfishing Pier, buildings at 208-210 Fisherman's Wharf (i.e., Tony's On The Pier, Tony's Hats 'N Things), and the Redondo Beach Pier Complex. Additionally, MM CUL-3 sets forth requirements to ensure that the important historic character defining elements of the Monstad Pier are maintained during constructions. While the above mitigation measures will help maintain the memory and record of the historic features of the project site, they will not avoid the physical removal/loss or substantial alteration of the aforementioned historic properties.

Findings.

The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact CUL-1. Specifically, the mitigation measures MM CUL-1 through MM CUL-3, set forth above in Table 3 and also found on pages 3.4-65 and 3.4-66 of the Draft EIR, are feasible and are adopted to mitigate significant effects from Impact CUL-1. However, even with implementation of these measures, significant unavoidable impacts will occur as described above. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact CUL-1 to a less than significant level.

Rationale for Finding.

The complete reconstruction of Sportfishing Pier and the demolition of the timber portion of the Horseshoe Pier, which includes the removal of Tony's On The Pier and its companion building, and connects with the adjacent Monstad Pier, are essential elements of the project. Avoidance, relocation, or partial retention of these resources is not possible due to the existing condition of these structures. As detailed in Section 3.5 Geology and Soils of the Draft EIR, inspections of the Sportfishing Pier and Horseshoe Pier found the condition of the pier structures to be in very poor condition and any attempt to repair or replace existing piles and decks was determined to require demolition of a portion of the existing buildings and decks to sufficiently expose the bottom and allow equipment to repair and replace the structures. This essentially

translates to nearly total demolition and replacement of the existing piers and buildings (those on the Sportfishing Pier and Tony's On The Pier), which would result in removal or alteration to these potentially historical resources; therefore, a significant unavoidable impact would occur to Sportfishing Pier, Tony's On The Pier and its companion building, and the Redondo Beach Pier Complex.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.4 and Final EIR Section 1.3.4.4, Master Response #5, and Response to Comment PC312-1.

- **Hydrology and Water Quality**

Impact HWQ-5: The proposed project would expose people and structures to substantial risk associated with inundation by seiche, tsunami, mudflow, or sea level rise.

The project site is located within a tsunami-induced inundation zone for a tsunami originating in the coastal waters of California, according to the potential inundation map for the Redondo Beach area prepared by the California Governor's Office of Emergency Services. While the potential is rare, given the potential for future occurrence of earthquakes and tsunamis along the Pacific Rim, on- or near-shore development in Southern California, including the project site, would involve some measure of risk of impacts from a tsunami or seiche. Although rare, should a large tsunami or seiche occur, it would be expected to cause some amount of damage and possibly injuries and risk of life to most on or near-shore locations. As a result, this is considered as the average or normal condition for most on- and near-shore locations in Southern California, which would include the project site.

Since tsunamis and seiches are derived from wave action, the risk of damage or injuries from these events is lessened if the location is high enough above sea level, far enough inland, or protected by structures such as dikes or concrete walls. Implementation of the project would include raising the site elevation in the northern portion of the site. The raising of the boardwalk and some portions of the site in the northern portion would reduce, to some degree, the potential for hazards and damage associated with a future tsunami or seiche event compared to existing conditions; however, with revitalization of the project site, including the net increase in building area and the desired increase in activities at, and patronage of, the project site, there is also the potential of more people being present at the project site, and at risk, should a major tsunami or seiche occur in the future. Emergency planning and coordination by the City of Redondo Beach Fire Department and other City and County agencies, would contribute to reducing onsite injuries during a tsunami. However, the effectiveness of an emergency response would vary depending on amount of warning time provided (i.e., a distant tsunami may provide ample time to initiate an evacuation or other safety precautions, but there may only be a few minutes warning for local event). While no tsunami is known to have ever significantly affected the Los Angeles Coast in the past, the likelihood of such a future event is largely unknown, the potential exposure of buildings and people at the project

site to risk and damage associated with a tsunami or seiche is considered to be a significant impact.

Mitigation measure MM HWQ-1 sets forth the requirements for a tsunami/seiche awareness notification program, including placement of signage throughout the project area showing the designated tsunami emergency evacuation route, installation of a public address system that will be used to inform the public of evacuation order or emergency procedures in the event a tsunami warning or alert is issued, having on-site in the property management office a tsunami evacuation map and a copy of any City tsunami preparation/emergency response procedure manuals, providing tsunami preparedness training to on-site security personnel, and also make available at the project site additional information, such as brochures and signage, promoting tsunami awareness and providing the address to the City's emergency preparedness website. MM HWQ-1 provides numerous measures for warning of, and safety measures for, a tsunami event; however, due to natural uncertainties of such an event occurring in the future, it is not possible to conclude that the associated risks would be fully mitigated.

Findings.

The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact HWQ-5. Specifically, the mitigation measure MM HWQ-1, set forth above in Table 3 and also found on pages 3.8-76 and 3.8-77 of the Draft EIR, is feasible and is adopted to mitigate significant effects from Impact HWQ-5. However, even with implementation of these measures, significant unavoidable impacts will occur as described above. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact HWQ-5 to a less than significant level.

Rationale for Finding.

Due to natural uncertainties of a tsunami an event occurring in the future, including uncertainties regarding the timing, size, duration, and other characteristics of such an event, it is not possible to conclude that the associated risks can be fully mitigated.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.8 and Final EIR Section 1.3.4.8.

- **Noise**

Impact NOI-2: Construction activities associated with the proposed project would expose sensitive receptors to or generation of excessive groundborne vibration or groundborne noise levels.

Construction equipment associated with the project, such as dozers and plate compactors, would generate vibrations that could result in groundborne noise or vibration that may affect nearby structures and sensitive receptors. The estimated vibration levels associated with project construction would be below the significance thresholds at the majority of receptor locations for most construction equipment. The

most notable exception would be for pile drivers (impact type), which would exceed the annoyance thresholds at all locations and the structural damage thresholds at receptors close to the project site. Relative to other aspects of construction vibration near sensitive receptors possibly resulting in annoyance impacts, vibration associated with several other types of construction equipment operating in close proximity to sensitive receptors, such as large bulldozers, hoe rams, and loaded trucks, operating directly adjacent to the residential condominiums along the eastern edge of the site or Veterans Park, would exceed the significance threshold.

Depending on the type of pile driver to be used, vibration from an impact pile driver would exceed the criterion for potential damage of non-engineered wooden buildings/structures (0.2 in/sec) at a distance of 53 feet or less, and vibration from a sonic/vibratory pile driver would exceed that criterion at a distance of 23 feet or less. Based on the above, vibration from construction activities associated with the project would result in significant impacts relative to potential structural damage when pile drivers (impact type) operate within 55 feet of non-engineered timber and masonry buildings or within 30 feet of structures or buildings constructed of reinforced-concrete, steel, or timber. Additionally, short-term significant impacts related to human annoyance from vibration would occur during construction activities in close proximity to sensitive receptors.

Mitigation measure MM NOI-1 requires that, prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits for construction activities involving the use of pile drivers (impact) within 55 feet of non-engineered timber and masonry structures/buildings or within 30 feet of structures/buildings constructed of reinforced-concrete, steel, or timber, the project applicant shall retain a Professional Structural Engineer to perform certain tasks that will serve to ensure that construction–related vibration levels do not exceed significance thresholds at those nearby structures.

Findings.

The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact NOI-2. Specifically, the mitigation measure MM NOI-1, set forth above in Table 3 and also found on page 3.10-30 of the Draft EIR, is feasible and is adopted to mitigate significant effects from Impact NOI-2. However, even with implementation of these measures, significant unavoidable impacts will occur as described above. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact NOI-2 to a less than significant level.

Rationale for Finding.

With implementation of MM NOI-1, impacts related to potential structural damage from constructed–related vibration, particularly as related to pile driving (impact) would be less than significant. No feasible mitigation measures are available relative to human

annoyance from construction-related vibration, even though such impacts would only be short-term and periodic.

Reference. Draft EIR Section 3.10.

Impact NOI-3: The proposed project would cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

There is the potential for increased roadway noise level to result from project-related operational traffic. The greatest potential for increased roadway noise levels would occur in close proximity to the project site where increased traffic directly associated with the project would be most prominent (i.e., project-related traffic would be more dispersed, using different streets, at greater distances from the project site). Table 3.10-9 in the Draft EIR identifies roadways in close proximity to the project site that have noise sensitive uses (i.e., residential or hotel) nearby, the estimated existing CNEL along each roadway, the existing average daily traffic (ADT) for each road, the ADT for existing plus project-related traffic for each road, and the amount of CNEL increase attributable to the project-related traffic. As indicated in that table, the project-related increases in daily traffic on most of the local roadways with noise sensitive uses nearby would not exceed the allowable increments that define a significant impact; however, the project's operations-related increase in traffic and associated roadway noise on Torrance Circle/Boulevard between Project Site and Catalina Avenue would exceed the significance threshold (i.e., would result in a 4.4 dB increase to the existing ambient noise level of 60 CNEL, which would exceed the applicable significance threshold of 2 dB) and would, therefore, be a significant noise impact. No mitigation is available.

Findings.

The City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact NOI-3 to a less than significant level.

Rationale for Finding.

The increase in the existing ambient noise level on Torrance Circle/Boulevard between Project Site and Catalina Avenue is due to the increase in vehicle traffic along that segment, as attributable to the proposed reconnection of Pacific Avenue. Specifically, the existing ADT along that roadway segment would increase from an estimated 5,869 to 16,083. It is that increase in traffic volume that results in the projected 4.4 dB increase in outdoor ambient noise levels, which exceeds the threshold of 2 dB. Mitigation of roadway noise impacts typically occurs through the installation of a noise wall/barrier in order to achieve acceptable exterior and/or interior noise standards; however, in the case of the project, the resultant noise level of 60 CNEL for the existing ambient noise level plus the 4.4 dB increase from project-related traffic is still below the outdoor noise land use compatibility of 65 CNEL for the noise-sensitive uses located nearby. To achieve that level of noise reduction a 39-foot tall wall would need to be

constructed at the ground floor of the neighboring residential property line. Such a development is considered legally, socially, and environmentally infeasible. The City's certified Coastal Land Use Plan Implementing Ordinance generally prohibits walls in excess of six feet. (RBMC §§ 10-5.516(g) and 10-5.1524(b)(1)(b).) Furthermore, the City has received comments regarding concerns from the neighboring residences associated with blockage of private views; consequently, the City believes it would be socially infeasible to construct a 39-foot wall. Furthermore, construction of a 39-foot wall has the potential to effect biological resources, including birds, and, therefore, the City determines this measure is environmentally infeasible.

Reference. Draft EIR and Final EIR, including but not limited to Draft EIR Section 3.10 and Final EIR Section 1.3.4.10 and Response to Comment PC-039-7.

Impact NOI-4: Construction activities associated with the proposed project would cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project and in excess of the City's standards.

Existing ambient noise levels during the daytime at sensitive receptor areas around the site range from approximately 52 dBA to 63 dBA. As indicated in Table 3.10.5 of the Draft EIR, noise levels associated with various types of construction equipment generally range around 80 dBA to 90 dBA at 50 feet, and construction noise levels associated with typical phases of development (i.e., multiple pieces of construction equipment operating at the same time during each phase), such as site clearing, grading, foundation work, construction, paving, and finishing, range from approximately 81 dBA to 85 dBA at 50 feet. As such, it is concluded that construction of the project would cause a substantial temporary and periodic increase in ambient noise levels in the project vicinity above levels existing without the project, exceeding the threshold of significance (i.e., construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use).

Mitigation measures MM NOI-2 through MM NOI-6 set forth numerous requirements to limit or attenuate construction-related noise, including requirements related to equipment mufflers, placement of stationary construction equipment and equipment staging areas away from noise-sensitive receptors, using grid-power instead of portable generators to power electric tools, and installation of temporary sound barriers. In addition, mitigation measure MM NOI-ALT-1 provides for the temporary relocation of liveaboards located near the proposed boat launch ramp facility, thereby reducing exposure of noise sensitive uses to temporary significant noise during construction of the subject facility. Collectively, all of the aforementioned requirements would largely mitigate substantial temporary construction-related increases in ambient noise levels.

Findings.

The City finds that changes or alterations have been incorporated into the project which mitigate significant effects on the environment from Impact NOI-4. Specifically, the

mitigation measures MM NOI-2 through MM NOI-6 set forth above in Table 3 and also found on pages 3.10-36 and 3.10-37 of the Draft EIR, are feasible and are adopted to mitigate significant effects from Impact NOI-4. However, even with implementation of these measures, significant unavoidable impacts will occur as described above. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact NOI-4 to a less than significant level.

Rationale for Finding.

Implementation of mitigation measures MM NOI-2 through MM NOI-5 would help reduce construction noise impacts, and mitigation measure MM NOI-6 could provide for a substantial reduction in construction noise impacts. With a 20 dBA of noise reduction associated with such noise barriers, the attenuated construction noise levels at most of the noise sensitive receptors around the project site would be generally comparable to, if not less than, existing ambient noise levels. The exceptions would be: (1) the western edge of Czuleger Park; (2) the northern edge of Veterans Park; (3) the western portions of the condominium complexes located immediately east of the project site; and (4) the Crowne Plaza Hotel during construction of the upper levels of multi-story structures within the project site. At Czuleger Park, the 20 dBA noise reduction offered by MM NOI-5 would largely, but not fully, reduce the noise exposure impact to a level that is less than significant. Similarly, a 20 dBA noise reduction offered by placement of a noise barrier along the northern edge of Veterans Park would largely, but not fully, address the construction noise impact. Relative to the condominiums east of the site, the combination of their close proximity to the project site and their elevated and multi-story nature would render any noise barrier as being unable to achieve a construction noise level reduction that would make the impact less than significant. A noise barrier located along the edge of the project site, which is approximately 20+/- feet lower than the base elevation of the condominiums, could not effectively shield/attenuate construction noise from reaching the westernmost portions of those condominium complexes, and even if it did, a 20 dBA noise reduction would not be sufficient. With regard to differences in elevation, construction of the upper levels of multi-story structures within the eastern portions of the project site, such as proposed Buildings A and D and the parking structures at the north and south ends of the site, may expose adjacent noise sensitive receptors, such as the Crowne Plaza Hotel and the condominiums east of the site, to temporary periods of construction noise that cannot be shielded/attenuated by construction noise barriers. There may also be other situations where it is not possible to effectively position a temporary noise barrier to break the line of sight (sound) between construction noise sources and nearby receptors, such as when constructing improvements at or near water areas. In summary, as indicated on page 3.10-37 of the Draft EIR, implementation of the project would result in an unavoidable significant construction noise impact.

Reference. Draft EIR Section 3.10.

I.6 Findings on Project Alternatives

I.6.1 Alternatives Screened Out from Detailed Consideration in the EIR

The City finds that the alternatives eliminated from further consideration in the Draft EIR (including the modifications contained in the Final EIR) are infeasible, would not meet most project objectives, and/or would not reduce or avoid any of the significant effects of the project, for the reasons described in Section 4.2.3 of the Draft EIR.

I.6.2 Alternatives Analyzed in the EIR

- **Alternative 1 – No Project – No Build**

Under this alternative, the project site would retain the existing physical conditions with future regional growth occurring, such as changes in area-wide traffic. The project site is currently developed with approximately 219,881 square feet of existing structures (not including the parking structures) which would remain. Further, under Alternative 1, no new infrastructure or other site improvements would occur.

Finding/Rationale: The Draft EIR determined that Alternative 1 would be environmentally superior to the project being approved. The City finds that this alternative is infeasible for specific economic, legal, social, technological, or other reasons and rejects this alternative. Specifically, Alternative 1 would not meet the project objectives. By leaving the project site in its current condition, Alternative 1 would not optimize the full potential of approximately 36 acres of the Redondo Beach Waterfront, would not reestablish a vibrant Waterfront destination that serves the community and attracts residents and visitors, would not increase net financial return to provide for the repair and replacement of aging and obsolete infrastructure, would not effectuate the goals and objectives of the City's Local Coastal Program, would not leverage a public-private partnership that generates sufficient revenues to support a coordinated revitalization of the Waterfront, would not create a project with readily accessible and easily identifiable pedestrian connections, transit connections, and conveniently located parking facilities, and would not restore and enrich the community's connection to the Waterfront by providing improved connectivity to and along the Waterfront via enhanced pedestrian, bicycle, and motorized vehicle access, including the completion of a missing link in the California Coastal Trail.

- **Alternative 2 – No Project – Necessary Infrastructure Improvements**

Under Alternative 2, project components would include improvements reasonably expected to occur in the foreseeable future if the project was not approved. Such improvements would respond to existing infrastructure and public safety needs. Replacement in-kind of some existing development would occur, but the amount of square footage at the project site would remain 219,881 square feet (not including the parking structures) or less if some structures were removed and not replaced.

Finding/Rationale: The City finds that this alternative is infeasible for specific economic, legal, social, technological, or other reasons and rejects this alternative.

Specifically, as indicated in Table 4-2 in the Draft EIR, all of the types of unavoidable significant impacts of the project would still occur under Alternative 2, with the exception of noise

Implementation of Alternative 2 would result in an unavoidable significant impact for Impact BIO-3 that would not occur under the project because, under Alternative 2, there is no readily foreseeable compensatory mitigation available for the filling of Seaside Lagoon (if it is determined to be federally protected jurisdictional Waters of the United States). Additionally, implementation of Alternative 2 would not meet the project objectives. Specifically, by limiting the project to only necessary infrastructure improvements and some amount of replacement of existing uses, Alternative 2 would not optimize the full potential of approximately 36 acres of the Redondo Beach Waterfront, would not reestablish a vibrant Waterfront destination that serves the community and attracts residents and visitors, would not increase net financial return to provide for those infrastructure improvements, would not effectuate the goals and objectives of the City's Local Coastal Program, would not leverage a public-private partnership that generates sufficient revenues to support a coordinated revitalization of the Waterfront, would not create a project with readily accessible and easily identifiable pedestrian connections, transit connections, and conveniently located parking facilities, and would not restore and enrich the community's connection to the Waterfront by providing improved connectivity to and along the Waterfront via enhanced pedestrian, bicycle, and motorized vehicle access, including the completion of a missing link in the California Coastal Trail.

- **Alternative 3 – Landside Construction Only (No Federal Action)**

Under this alternative, no project elements requiring a USACE permit (i.e., waterside project elements) would be implemented. As with the project, a maximum of 312,289 square feet of net new development would be constructed, that includes retail, restaurant, creative office, an approximately 700-seat specialty cinema, and hotel, however, some of the square footage would be relocated under Alternative 3 as compared to the project.

Finding/Rationale: The City finds that this alternative is infeasible for specific economic, legal, social, technological, or other reasons and rejects this alternative.

Under this alternative, it is important to note that the waterside project elements that would not be implemented which are integral to the overall purpose, character, and benefits of revitalizing the Waterfront area as a coastal resource. Such improvements that would not be implemented under Alternative 3 include: construction of the boat launch ramp; creation of the natural beach area that would occur through opening the Seaside Lagoon to waters of King Harbor; demolition and possibly replacement of the Sportfishing Pier, which is currently suffering from deterioration; replacement of the timber portion of Horseshoe Pier, which is needed to support new development on the pier; limited modifications where the Monstad Pier connects with the Horseshoe Pier; provision of a new pedestrian/bicycle bridge at the mouth of Basin 3; reconstruction/redevelopment of the docks, gangways, and boat slips in Basin 3 and

buildings; and, the extent of enhancement and expansion of the pedestrian boardwalk along the water's edge that would otherwise occur with the project. By eliminating the waterside project elements under Alternative 3, the ability to meet the project objectives would be compromised in terms of not optimizing the full potential of approximately 36 acres of the Redondo Beach Waterfront, not fully reestablishing a vibrant Waterfront destination that serves the community and attracts residents and visitors, not effectuating the goals and objectives of the City's Local Coastal Program, not creating a project with readily accessible and easily identifiable pedestrian connections to the same extent that would occur under the project, and not restoring and enriching the community's connection to the Waterfront to the extent that the project would in providing improved connectivity to and along the Waterfront.

- **Alternative 4 – No Property Exchange with the State**

Alternative 4 would not include any property exchange that would require State Lands Commission approval. Therefore, under Alternative 4, the proposed change in designation of approximately 86,000 square feet of Tidelands on Mole D to Uplands, and in exchange for Basin 3 becoming subject to the Public Trust would not occur. All uses on the Tidelands need to be consistent with Public Trust Doctrine and meet certain criteria including allowable uses and time restrictions on leases in tidelands. As described in Section 2.2.1 of the Draft EIR, the Tidelands held in trust by the City are based on the Mean High Tide Line designated in 1935, prior to the construction of King Harbor in its current configuration, including Basin 3. As such, Basin 3 is classified as Uplands. Alternative 4 would be identical to the project with the exception of a reconfiguration of the conceptual site plan at Mole D.[2]

Finding/Rationale: The City finds that this alternative is infeasible for specific economic, legal, social, technological, or other reasons and rejects this alternative. Specifically, implementation of Alternative 4 would essentially have similar environmental impacts as those of the project. Additionally, Alternative 4 would not meet the project objective to continue to preserve the tidelands and submerged lands granted to the City of Redondo Beach for the benefit of all citizens of California for purposes consistent with the Public Trust Doctrine.

- **Alternative** 5 **–** No Pacific Avenue Reconnection

Alternative 5 would include all the project elements except there would be no reconnection of Pacific Avenue as a roadway. The International Boardwalk and elevated walkway would be retained; however, the shops at the International Boardwalk may be closed in the future if the frequency of flooding at that location increases with a

[2] The currently proposed project, under the Staff Preferred Alternative, includes a modification to the layout of buildings originally proposed in the Draft EIR for the northern portion of the project site. Specifically, the subject modifications include the addition of a view corridor extending south from Harbor Drive through to the marina/bay. While this modification reflects some reconfiguration of uses within Mole D, it does not represent a complete reconfiguration of uses as would be required under Alternative 4.

predicted rise in sea levels. Should this occur, the building would be walled off, although the access road and elevated walkway would remain open to the public.

Finding/Rationale: The City finds that this alternative is infeasible for specific economic, legal, social, technological, or other reasons and rejects this alternative. Failure to provide the Pacific Avenue Reconnection would compromise the project's ability to meet several of the project objectives, such as: supporting adaptation to address sea level rise, enhancement of public safety, public amenities, and an upgrade of the deteriorated visual character of the Waterfront (i.e., under Alternative 5, the International Boardwalk and elevated walkway would be retained; however, the shops at the International Boardwalk may be closed and walled-off in the future if the frequency of flooding at that location increases with a predicted rise in sea levels); creating a project with readily accessible and easily identifiable pedestrian connections, transit connections, and conveniently located parking facilities providing access by foot, bike, bus and car to a synergistic mix of commercial and recreational uses (i.e., the Pacific Avenue Reconnection will provide a continuous link along the eastern edge of the site, including dedicated lanes/paths for vehicle access, pedestrian access, and bicycle access, that connects the northern portion of the site with the southern portion of the site, including transit access at the Torrance Circle).

- **Alternative 7 – Reduced Density**

Under this alternative, the amount of net new development on the site would be reduced by 50 percent (152,029 square feet). This would result in a total of 371,910 square feet of development at the project site (which equals an approximately 29 percent reduction in total square footage as compared to the project). The proposed uses of retail, restaurant, creative office, hotel, and specialty cinema would be the same under Alternative 7 and the conceptual site plan would be similar to the project, but some buildings would be eliminated or reduced in size. The other main elements of the project, including improvements in site connectivity and modification of Seaside Lagoon, would be implemented.

Finding/Rationale: The City finds that this alternative is infeasible for specific economic, legal, social, technological, or other reasons and rejects this alternative. Implementation of Alternative 7 would not respond, or only partially respond, to some of the project objectives. Specifically, the 29 percent reduction in development that would occur under Alternative 7, as compared to the project, would not respond to the objective to optimize the full potential of approximately 36 acres of the Redondo Beach Waterfront and would only partially respond to the project objectives to: reestablish a vibrant Waterfront destination that serves the local community and attracts residents and visitors 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; increase net financial return to provide for the repair and replacement of aging and obsolete infrastructure (e.g., Pier Parking Structure), improvements to operational on-site water quality, adaptation to address sea level rise, enhancement of public safety, public amenities, and an upgrade of the deteriorated visual character of the Waterfront; effectuate the goals and objectives of the City's Local

Coastal Program, which provide for the development of up to 400,000 net new square feet of commercial development in the Waterfront area; and, leverage a public-private partnership that generates sufficient revenues to support a coordinated revitalization of the Waterfront. The City is not required to second guess previous planning decisions in the context of project specific EIRs. (See also *Citizens v. Goleta Valley v. Board of Supervisors of Santa Barbara* County (1990) 52 Cal.3d 553,571-573 [The Court held that the analysis of alternative locations in a project level EIR "would have been in contravention to the legislative goal of long-term, comprehensive planning…case-by-case reconsideration of regional land-use policies, in the context of a project specific EIR, is the very antithesis of that goal.") As discussed in Draft EIR Section 2.1.1.5.8, the project site has been the subject of over a decade of planning efforts, which were approved by Planning Commission, City Council, Coastal Commission, and the Redondo Beach electorate, which specifically allow for development of 400,000 square feet in the Harbor Pier area. As noted in the Draft EIR, the Harbor Commission, Planning Commission and City Council considered the appropriate amount of new development in the City's Harbor-Pier area. This cumulative development cap was reduced from 750,000 sq. ft., to 557,000 sq. ft., to the current 400,000 sq. ft. limit. Furthermore, it development is proposed that is not dense enough, it would not accomplish the underling goals of the zoning of creating a pedestrian oriented development. As noted in the City's April 8, 2008 Admin Report, p. 37 "a low [Floor to Area ratio or FAR] may not achieve the character and amenities desired for the Harbor area, and too low a FAR is not likely to result in a pedestrian-active character."

- **Alternative 8 – Alternative Small Craft Boat Ramp Facilities Within King Harbor**

A public boat launch ramp facility has been contemplated for King Harbor for many years, and is required to be implemented under the City's Local Coastal Program. Alternative 8 includes most elements of the project with an alternate location and/or design for the proposed small craft boat launch ramp facility. In developing Alternative 8, multiple locations and boat ramp designs were considered. Four possible locations were identified as potential locations for a boat ramp within King Harbor, considering navigational safety, existing site constraints (such location of existing boat slips and other physical features), and others factors such as typical wave patterns and storm conditions: Mole A, Mole B, Mole C, and Mole D.

Of the four possible locations, Mole D is located within the project site, Mole C is located adjacent to the project site, and Mole A and Mole B are located to the north. Mole A is located along the North (Outer) Breakwater at the existing King Harbor Yacht Club approximately 0.5 miles northwest of the project site. There are existing docks as well as parking and yacht club facilities at this site. Mole B is the site of Moonstone Park and the Harbor Patrol Headquarters. It is approximately 0.33 mile northwest of the project site. Portofino Marina boat slips are located to the east of Mole B and the main channel is to the west.

For the potential development of a boat launch ramp facility at Mole A, Mole C, or Mole D, several different designs were selected for further evaluation, resulting in six options analyzed under Alternative 8. The six small craft boat ramp design options by location are described below, as well as a description of any difference between each option and the project. Each of the boat launch ramp facility options includes either one-lane or two-lane ramps with 20- or 40-stall parking lots. Each facility would have a wash down space or stall with a stormwater interceptor or other water treatment system that would treat runoff water before discharging it to the storm drain or sewer system.

Implementation of the boat launch ramp facility design at Mole B under the Staff Recommended Alternative would avoid a significant, albeit mitigable, impact to biological resources, specifically as related to surface water cover, that would otherwise occur with development of a boat launch ramp facility at Mole C under the project proposed in the Draft EIR. Developing a boat launch ramp facility at Mole B would be more feasible than doing so at Mole C, mainly because much of Mole B is owned and currently controlled by the City and because the leaseholder for a portion of Mole B has indicated a willingness to work with the City, whereas the site at Mole C is occupied by a use that currently has a long-term lease, which could substantially delay and complicate the ability to develop a boat launch ramp facility. That site control issue also affects the ability to fund the boat launch ramp facility.

Finding/Rationale: The City finds that, with the exception of a boat launch ramp facility at Mole B as designed and proposed under the Staff Recommended Alternative, Alternative 8 is infeasible for specific economic, legal, social, technological, or other reasons and rejects this alternative. As indicated in Table 4-3 in the Draft EIR, all of the unavoidable significant impacts of the project would still occur under all of the options for Alternative 8 and, as summarized below and more fully documented in Section 4.4.8.3 of the Draft EIR and Section 1.3.4 of the Final EIR (relative to the Staff Preferred Alternative), none of the unavoidable significant impacts of the project would be substantially reduced under Alternative 8. As noted in the Draft EIR project description (Chapter 2), the City has deteriorating infrastructure on the project site, which needs to be replaced in the near future. However, the City's Coastal Land Use Plan, Policy 1 requires the development of a public boat launch ramp in conjunction with future development projects within the Harbor area. Developing a boat launch ramp facility at Mole B best meets the project objectives because it can be completed in a short timeframe and because the Mole B leaseholder has indicated a willingness to work with the City to expedite such a facility, whereas the site at Mole C is occupied by a use that currently has a long-term lease, which could substantially delay and complicate the ability to develop a boat launch ramp facility. That site control issue also affects the ability to fund the boat launch ramp facility. Furthermore, construction at Mole C is anticipated to cost considerably more than Mole B (approximately $8.25-12.25 million for Mole C versus approximately $6 million). Furthermore, Mole B better meets the project objectives because it is located away from the entrance to King Harbor and would therefore reduce long-term operational costs and maintenance due to reduced wave activity. (See Harbor Commission June 13, 2016 Administrative Report for further details.)

Similar to Mole C, Mole B would be more feasible for developing a boat launch ramp facility in a timely manner than doing so at Mole A. This is mainly because placement of the proposed facility at Mole A compared to Mole B would take a longer period of time due to the current tenant's unwillingness to negotiate, which could substantially delay and complicate the ability to develop a boat launch ramp facility. Site control issue also affects the ability to fund the boat launch ramp facility. A boat launch ramp facility at Mole D is considered infeasible because both Mole D options would encompass a prime portion of the project site that is available for redevelopment, which would conflict with the project objectives, in particular the objective to "optimize the full potential of approximately 36 acres of the Redondo beach Waterfront" which includes the elimination of underutilized surface parking. Under existing conditions, the two boat hoists typically only see a maximum 12 to 14 boat launches per day, with a maximum on holiday weekends of 20 to 25. Placing the boat launch facility and associated parking at Mole D would greatly limit the area available for creating a pedestrian-oriented environment and it would benefit only a small number of individuals and maintain a large area as underutilized surface parking. By eliminating underutilized surface parking, and creating parking structures, the City has been able to increase the amount of useable active land area by approximately eight acres in the Harbor.

In addition, a boat launch ramp at Mole D would conflict with the objective to improve connectivity because 1) no pedestrian bridge would be constructed to connect the northern and southern portions of the site; 2) only a limited walkway would be provided along Mole D to meet minimum code requirements and safety considerations (as opposed to a 20 to 30-foot multi-use promenade); 3) the development would be more dense resulting in constraints on pathways and bikeway design; and 4) the village concept connecting the northern and southern portions of the site would not be implemented. Further, the project would have a denser development with buildings likely built to maximum height limits and floor area ratio limits, concentrated in a smaller area at both the northern and southern portions of the site. This would result in less public open space, reduced views and reduced public access to the waterfront, as compared to the project and it would affect circulation at and within the project site. A boat launch ramp at Mole D with 67 parking spaces would require a substantially larger portion of that site and would further separate the pedestrian active components of the project. As noted in the City's April 8, 2008 Administrative Report, the City had concerns about setting development density too low, which would not achieve a pedestrian activated area. This concept is equally applicable to separating the pedestrian related components of the project to two disconnected areas, as would occur with an alternative boat launch ramp at Mole D. As expressly noted in that 2008 Report "it is intended under the General Plan for development to be reconfigured to create a unified seaside 'village', siting buildings adjacent to one another and orienting them along common pedestrian promenades and public plazas."

Additionally, given the proximity of a ramp at Mole D to the mouth of Basin 3 and to the Sportfishing Pier, potential traffic conflicts with vessels (i.e., including charter vessels maneuvering to and from berths at the Sportfishing Pier) could pose a potential safety hazard, particularly during times of peak use. Additionally, a launch ramp at Mole D

could result in potential traffic conflicts associated with queuing of vehicles along Harbor Drive waiting to access the boat ramp site. Depending on the precise location of the entrance to the boat ramp facility and entrance to the project development on the northern portion of the project site, this could cause potential backups along Harbor Drive, Pacific Avenue, and the Pacific Avenue Reconnection, and result in potential conflicts with the cycle track located along Harbor Drive.

1.7 Findings on Suggested Project Revisions in Comments

Several comments on the Draft EIR suggested additional project modifications. Where the suggestions requested minor modifications in adequate mitigation measures, requested mitigation for impacts that the Draft EIR determined were less than significant, or requested mitigation for impacts for which the Draft EIR already identified measures that would reduce the impact to less than significant, these requests were declined as unnecessary. Similarly, where the suggestions proposed minor variations or iterations of project alternatives presented and addressed in the Draft EIR, these requests were also declined as unnecessary. The City adopts and incorporates by reference the specific reasons for declining such measures contained in the responses to comments in the Final EIR as its grounds for rejecting these measures.

Additionally, certain mitigation measures and/or alternatives suggested in comments could reduce impacts that would otherwise be significant, but implementation of measures and/or alternatives would be infeasible.

Finding. The City finds that specific economic, legal, social, technological, or other considerations make infeasible the following mitigation measures or project alternatives identified in the Final EIR, for the reasons explained below.

- Comments were received suggesting ways to reduce roadway noise impacts from traffic associated with the Pacific Avenue Reconnection. Such comments included suggestions to restrict traffic on, or divert traffic from, the subject roadway segment. As discussed in Response to Comment PC317-3 of the Final EIR, traffic management measures such as those suggested are contrary to the project objectives, could create their own air quality and noise impacts that would not otherwise occur with the proposed project, and are legally infeasible. Specifically, the subject segment of Pacific Avenue, between North Harbor Drive and Torrance Circle provides a key connection between Catalina Avenue and Harbor Drive, serving not only the residents along the block but also the uses in the waterfront area. As noted in Draft EIR Chapter 2, one of the project objectives is to provide improved vehicular access, at which implementation of the proposed project with the Pacific Avenue Reconnection would improve vehicular access in the local area and support that objective. Installation of speed bumps, traffic lights, and/or stop signs, as suggested by the commenter, would hinder the flow of traffic along the subject street segment and therefore would compromise the project's ability to respond to that project objective. Additionally, the installation of speed-bumps, traffic lights, and/or stop signs along the subject street segment would result in air

quality and noise impacts that would not otherwise occur with the project as currently proposed, due to repeated vehicle deceleration and (re)acceleration associated with approaching and departing from such traffic control devices. The City of Redondo Beach's policy on installing speed cushions (a form of traffic calming devices similar to speed humps) indicates that these traffic-calming devices "shall only be installed on local neighborhood residential streets." Additionally, Harbor Drive is listed as exempt from speed cushion installation because of its designation and use as an access route for the Fire Department. Per the Manual on Uniform Traffic Control Devices, stop signs are used for intersection control. Stop signs are typically not installed for speed control alone.

- Other comments related to roadway noise impacts along Pacific Avenue included the suggestion to ban motorcycles from Torrance Circle. Such as measure would do little to reduce roadway noise impacts, given the relatively low percentage of motorcycles within the typical daily vehicle mix, and, moreover, is considered legally infeasible. The state has plenary power and has preempted the field of traffic control. (Vehicle Code Section 21.) More specifically, California Vehicle Code Section 21101.6 states "local authorities may not place gates or other selective devices on any street which deny or restrict the access of certain members of the public to the street, while permitting others unrestricted access to the street." While some exceptions have been permitted for certain categories of vehicles, such as trucks or tractors, motorcycles are not inherently noisy, and must comply with noise limits contained under California Vehicle Code Sections 27201 and 27202. Furthermore, such limitations would, in practice, be difficult to enforce, and are not expected to significantly reduce or avoid a significant noise impact and would simply relocate the vehicles to a different location adjacent to other structures.

- Comments related to reducing roadway noise impacts also included suggestions to fund double-paned windows for condominiums exposed to additional noise. Such comments generally came from homeowners/occupants located in areas where the project-related increase in ambient noise levels would be both less than significant and within acceptable noise exposure levels (i.e., would be less than 65 decibels, Community Noise Equivalent Level [CNEL], and, therefore, mitigation is not warranted. The only area where the proposed project would result in a significant roadway noise impact would be at Torrance Circle between the project site and Catalina Avenue. Along this roadway segment, the project-related increase in existing ambient noise levels, due to increased traffic associated with the Pacific Avenue Reconnection, would exceed the applicable threshold of significance; however, the resultant noise exposure level at the nearby condominiums would still be within acceptable limits. Additionally, the noise levels calculations used to assess the significance of noise impacts apply to exterior/outdoor noise

levels, and do not reference interior residential noise levels; hence, installation of windows would not alter this significance conclusion. It should also be noted that the outdoor-to-indoor noise reduction level typical for residential buildings is typically at least 20 dB (i.e., outdoor noise level of 64.5 dB would be reduced to approximately 44.5 dB indoors). This is also consistent with California Building Code, which requires installation of noise insulation for residential developments. Notwithstanding that the future noise levels along the subject roadway segment would be within noise exposure levels considered acceptable for residential development, it should also be noted that construction of a noise barrier along the roadway segment to shield nearby residential development from the project-related 4.5 dB increase is not feasible as described above under the NOI findings. Other considerations contributing to the infeasibility of such a noise wall/barrier include costs, constructability, and long-term maintenance.

I.8 Finding on Responses to Comments on the Draft EIR and Revisions to the Final EIR

Chapter 2 of the Final EIR includes the comments received on the Draft EIR and responses to those comments. The focus of the responses to comments is on the disposition of significant environmental issues as raised in the comments, as specified by CEQA Guidelines § 15088(b). The City finds that responses to comments made on the Draft EIR and revisions to the Final EIR merely clarify and amplify the analysis presented in the document and do not trigger the need to recirculate per CEQA Guidelines §15088.5(b). The City further finds that the Staff Recommended Alternative is not considerably different from those analyzed in the Draft EIR and incorporates revisions suggested by the Public and City Staff. As noted under CEQA Guidelines Section 15126.6(a), “An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation.” The Draft EIR included a reasonable range of eight alternatives; with the last alternative including different boat launch ramp locations within King Harbor. Alternative 8 informed the public and the decision-makers regarding the possibility for alternative locations for the boat launch ramp project component. Inclusion of a boat launch ramp at another Mole within the King Harbor is within the range of alternatives previously analyzed. Furthermore, this modification would only affect one out of the 27 project elements identified in Table 4-1 of the Draft EIR (and Final EIR Table 1-4). Similar to Alternative 4, the Staff Recommended Alternative also includes the reconfiguration of buildings in the northern portion of the project site. While the Staff Recommended Alternative includes reconstruction of the Sportfishing Pier, this option was included with the proposed project (Draft EIR page 2-57.) While the Staff Recommended Alternative may be phased, this is consistent with Alternative 6 in the Draft EIR; phasing will depend upon the ability to acquire leaseholds after the initial project approvals.

I.9 Custodian of Records

The documents and other materials that constitute the record of proceedings on which the project findings are based are located at the City of Redondo Beach Community Development Department, 415 Diamond Street, Redondo Beach, CA. The custodian for these documents is the Community Development Department of the City of Redondo Beach. This information is provided in compliance with Public Resources Code §21081.6(a)(2) and CEQA Guidelines §15091(e).

II. STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable." (CEQA Guidelines § 15093.) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency must state in writing the specific reason to support its actions based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record. (Id.)

Having (i) adopted all feasible mitigation measures, (ii) recognized all significant, unavoidable impacts, and (iii) balanced the benefits of the project against its significant and unavoidable impacts, the City finds that the project's benefits outweigh and override its significant unavoidable impacts for the reasons stated below. Each benefit (and subsection thereof) set forth below independently constitutes an overriding consideration warranting approval of the project despite each and every unavoidable impact.

1. **Revitalization of the Redondo Beach Waterfront through the provision of a distinctive high quality mixed-use environment that supports economic and recreational revitalization of the area, serves the local community, attracts residents and visitors, and honors Redondo Beach's rich history and family-friendly beach culture.**

   As described in Section 2.1, Introduction, of the EIR, Redondo Beach, including the Waterfront Area in particular, has a long and rich history of coastal development uses, beginning in the late 1800s when it showed promise as an industrial harbor and a resort. With the decline of the shipping industry at Redondo Beach near the turn of the century, tourism and recreation became the City's main focus. The development of resort uses and activities in the local area, along with the quick and convenient electric rail to Los Angeles, made Redondo Beach a major resort destination. Over the next several decades, Redondo Beach underwent many changes, especially along the waterfront, including the periodic addition of new buildings and uses, as well as the demolition and loss of historic structures.

   The last major revitalization of the pier and waterfront was in the 1970s. The characteristics (e.g., design, layout, and functionality) of many properties within the ocean-side area still reflect that time period of over 30 years ago. Although a number of buildings have since been constructed or modernized, many

properties are aging and in need of renovation or reconstruction, including the Pier Parking Structure which likely had only five to ten years of service life remaining since the time of publication of the Draft EIR. In 1988, a major storm and subsequent fire on the Horseshoe Pier destroyed much of the pier as well as more than 22,000 square feet of leasehold commercial improvements. The damaged portions of the pier were subsequently reconstructed with the restored pier opening in 1995; however, patronage patterns to the pier and waterfront were significantly interrupted during that period of damage and reconstruction and have never fully recovered. The ongoing degradation of both the physical condition of the waterfront area and the business and activity levels of the waterfront area was acknowledged by many residents of the local area and former patrons of the waterfront, who indicated in oral testimony at public meetings held during the review period for the Draft EIR that while they used to frequent the waterfront area in past times, the current state of the area is no longer attractive and, as such, they, their families, and their guests now go to other coastal business and recreation complexes outside of Redondo Beach (including but not limited to Final EIR Comments PC225, PM1-18, PM1-19, PM1-21, PM1-25, PM1-29, PM1-30, PM2-06, PM2-09, PM2-26, PM2-28, and PM3-09, PM3-10, and PM3-15).

The project is intended to revitalize approximately 36 acres of land and water by redeveloping and expanding local and visitor serving commercial uses, enhancing public access and recreational opportunities and facilities, and improving the aging support infrastructure and parking facilities. The project also proposes substantial improvements in site connectivity, and public access and public views to and along the waterfront. The main components of the project include the proposed demolition of approximately 207,402 square feet of existing structures, demolition/renovation of the existing Pier Parking Structure, and construction of up to approximately 511,460 square feet resulting in approximately 312,289 square feet of net new development (the project includes renovation of approximately 12,479 square feet of existing structures), to include retail, restaurant, creative office, specialty cinema, a market hall, and a boutique hotel. Enhancements to public recreation and open space include a new small craft boat launch ramp, Redondo Beach Marina/Basin 3 reconstruction/redevelopment (including repair of bulkhead and cap within Basin 3), the opening of Seaside Lagoon to the harbor as a protected beach (currently the lagoon is not directly connected to the ocean), new and expanded pedestrian and bicycle pathways, as well as new open spaces. Site connectivity and coastal access would be increased by the establishment of a new pedestrian bridge across the Basin 3 entrance, a new pedestrian promenade along the water's edge from the base of the pier to Seaside Lagoon, and the Pacific Avenue Reconnection. Project elements also include water quality benefits (associated with new storm-water facilities described in the EIR and opening the Seaside Lagoon to ocean waters which will eliminate the ongoing clean water act

regulatory issues), measures to accommodate sea level rise projections, and replacement or upgrades to aging infrastructure.

The nature and mix of uses proposed at the project site are projected to succeed in revitalizing the waterfront area, based on the *Market Study of the Proposed Waterfront Revitalization Project* completed by AECOM in February 2015. The Study concluded that, in summary, current and anticipated future market demand appears sufficient to support the proposed project's programming. AECOM's analysis on comparable development of similar quality and scale suggest that the project will perform strongly in the market based on its mix of proposed uses. A detailed summary of the competitive market area, retail, dining, and entertainment or RDE, upscale boutique hotel, and creative office components are provided below. In short, implementation of the project as proposed will provide the benefit of revitalizing the Redondo Beach Waterfront through the provision of a distinctive high quality mixed-use environment that supports economic and recreational revitalization of the area, serves the local community, attracts residents and visitors, and honors Redondo Beach's rich history and family-friendly beach culture.

2. **Increase net financial return to provide for the repair and replacement of aging and obsolete infrastructure (e.g., Pier Parking Structure), improvements to operational on-site water quality, adaptation to address sea level rise, enhancement of public safety, public amenities, and an upgrade of the deteriorated visual character of the Waterfront.**

   Much of the public infrastructure in the Waterfront, including parking structures, marina basins, pathways, and roadways were constructed over 50 years ago. The age of the construction coupled with decades of exposure to the ocean elements has significantly degraded much of the infrastructure. An engineering report by Walker Parking Consultants indicates that the Pier parking structure, specifically, has less than 5 to 10 years of remaining useful life. Replacement cost for the Pier parking structure, essential to Waterfront merchants and visitors, is estimated to be as much as $30 million. Through the project, CenterCal, the Waterfront Project developer selected by the City, will contribute to the upgrade and replacement of aging City infrastructure at the Waterfront, including the Pier Parking Structure. Additionally, the project has the potential to deliver significant benefits to Redondo Beach, and could generate as much as $4-$5 million in new annual tax revenue.

   Additionally, as described in Section 3.8, Hydrology and Water Quality, of the EIR, implementation of the project will provide extensive improvements to the existing storm water drainage system on-site. Presently, surface runoff, including stormwater runoff as well as non-stormwater runoff, such as from washing-down surface areas, irrigation systems, and various "nuisance flows", flow directly into the bay/ocean. Implementation of the project will include compliance with the City of Redondo Beach's Low Impact Development (LID) Ordinance to treat both

the quantity and quality of storm/surface water flows. Per the LID Ordinance, Best Management Practices (BMPs) are required to treat, infiltrate, and/or retain the first 0.75 inches of rain in bio-retention basins or the 85th percentile 24-hour storm event, whichever is greater. The quantity of flow would be reduced and the quality of flow improved by implementing BMPs including, but not limited to, permeable pavers, infiltration, bio-filtration planters, modular wetlands and french drains. The project as proposed would also add/redevelop approximately 119,000 square feet of new roadway areas (new main street and Pacific Avenue Reconnection). The new roadways would be required to comply with the City's Green Street Policy adopted in May 2015. Green streets are required to incorporate infiltration, biofiltration, and/or storage and use BMPs to collect, retain, or detain stormwater runoff in conjunction with design elements to create attractive streetscapes. These BMPs would reduce runoff and pollutants from discharging into the Pacific Ocean. Runoff from the project site would reduce contamination associated with roadways, parking lots, landscaping, and accumulated atmospheric deposition on impervious surfaces in comparison to existing conditions. Approval of a LID implementation plan is required by the City prior to beginning construction.

Additionally, as discussed in Section 4.8 of the EIR, the project would open the Seaside Lagoon to King Harbor, consequently the existing NPDES discharge permit for the facility would no longer be required. Cooling water from the AES power generating station (AES power plant) that currently serves as the water for the facility would be replaced with tidal flows from the harbor. This would eliminate water quality requirements currently imposed on the facility, including addressing total suspended solids (TSS). The water exchange time for the area within the proposed breakwater entrance, including Seaside Lagoon and the area that is outside of the lagoon but inside of the breakwater entrance, would be approximately 20 hours, which would be much shorter than the exchange time for the three existing marina basins of King Harbor. A shorter water exchange time can potentially lead to better water quality. The results indicate that the project components would have a less than significant impact to the overall water quality within King Harbor. The water residence time for the project area would be less than two days, which would be shorter than most regions of King Harbor.

As also discussed in Section 4.8 of the EIR, portions of the project site, particularly the boardwalk area, are currently subject to inundation during periods of extreme high tides. Additionally, based on a sea level analysis conducted for the proposed project, more extensive inundation could occur in the future due to projected sea level rise, ranging from 0.20 feet to 1.1 feet at Year 2040 and 0.99 feet to 4.5 feet at Year 2090. Implementation of the project would include raising the site elevation in the northern portion of the site. Specifically, the boardwalk would be raised approximately four feet and the overall raising of the site would vary from zero to eight feet. Site elevations would not substantially change on the southern portion. The raising of the boardwalk and some portions of the site

in the northern portion would reduce, to some degree, the potential for hazards and damage associated with a future tsunami or seiche event compared to existing conditions. The project also includes several mitigation measures that would provide certain improvements and benefits, compared to existing conditions, as related to potential inundation hazards. Such mitigation measures include MM HWQ-1: Tsunami/Seiche Awareness Notification Program, MM HWQ-2: Wave Uprush Protection, and MM HWQ-3: Sea Level Rise Adaption Plan.

3. **Effectuate the goals and objectives of the City's Local Coastal Program, which provide for the development of up to 400,000 net new square feet of commercial development in the Waterfront area**

   As described in Section 3.9, Land Use and Planning, in the EIR, the proposed net new construction under the project is within the cap of 400,000 square feet of net new floor area allowed within all CC zones based on existing land use on April 22, 2008. Redondo Beach Resolution No. 2011-09-HC-002 (Shade Hotel) states that there are approximately 371,638 remaining square feet of allowed development under the City's 400,000 square foot limit (RBMC Sections 10-5.813(a), 10-5.814(a), 10-5.815(a), and 10-5.816(a)). Subsequent to the adoption of this resolution, there was an amendment to the Shade Hotel Project approval, which increased the square footage of that project by 8,649 square feet (allowing for an additional 362,989 square feet under the City's 400,000 square foot limit). With the additional 277,901 square feet of net new construction in the Coastal Commercial zones that would occur under the project under the Coastal Zoning Baseline, the total net new development within the CC zones since April 22, 2008 would be 314,912 square feet. This is within the 400,000 square foot maximum. After buildout of the project, 85,088 square feet of remaining net new development would be allowed within the CC zones. As detailed in Tables 3.9-5 through 3.9-8, of the EIR, the project complies with the many applicable policies and development standards of the Local Coastal Plan for Redondo Beach. The ability to provide for the size and nature of a mixed-use development that effectuates the goals and objectives of the City's Local Coastal Program is not easy and is considered to be a key benefit of project as proposed.
   The project would also promote alternative modes of transportation by creating a pedestrian active and bicycle oriented development. As noted in the City Council's 2008 Administrative Report for the current zoning "pedestrian-active commercial areas generally require higher FARS than auto-oriented centers…Although the Harbor area will not be a 'downtown', it is intended under the General Plan for development to be reconfigured to 'create a unified seaside 'village', siting buildings adjacent to one another and orienting them along common pedestrian promenades and public plazas." As described in greater detail in Draft EIR Chapter 2, the proposed project provides a number of these amenities.

Furthermore, construction of the parking structures will reduce the amount of surface parking, thereby freeing additional lot area to be utilized in the Harbor for non-parking purposes. This is consistent with the underlying goals of the City, as discussed in the April 8, 2008 Administrative Report for the current zoning, "Clustered new development in conjunction with replacing surface parking with parking structures will in fact increase the amount of useable open space, provide pedestrian walkways and view corridors in place of walking through parking lots, and enhance the character of the harbor area as a pedestrian-active area." As noted in the Final EIR, under existing conditions the project site has lot coverage of approximately 546,056 square feet (or over 12 acres) of surface and structured parking footprints (not including Joes Crab Shack). Under the project, the site would consist of approximately 184,879 square feet (or just over four acres) of surface-and structured parking footprints.

4. **Leverage a public-private partnership that generates sufficient revenues to support a coordinated revitalization of the Waterfront.**

   One of the central strategies in the Redondo Beach 2007 Assess Management Plan is to promote the highest and best use of the waterfront property through consolidated ownership and the attraction of new private section investment. The ultimate goal of this property consolidation was to attract a private section partner with the capital and resources to redevelop the Waterfront within the parameters established by the citizens through Measure G. In October 2012, after a lengthy and comprehensive evaluation process, the City Council selected CenterCal Properties as the preferred development partner for the Waterfront. Based on the submittals, extensive references, and site visits, CenterCal was deemed the most qualified to take on the complex mix of uses and extensive community engagement that the project would require. CenterCal has an impressive track record of building and operating great places as a proven, long-term capital partner. Subsequent to selecting CenterCal, an Exclusive Negotiating Agreement was approved on January 8, 2013, providing negotiating certainty and exclusivity for both parties. Over the past 3+ years, the City and CenterCal have worked together in the formulation, evaluation, and refinement of a concept for redevelopment of the Waterfront area. This public-private partnership provides a solid foundation for realizing a development plan that results in significant revitalization of the City's Waterfront and could generate as much as $4-$5 million in new annual tax revenue.

5. **Restore and enrich the community's connection to the Waterfront by providing improved connectivity to and along the Waterfront via enhanced pedestrian, bicycle, and motorized vehicle access, including the completion of a missing link in the California Coastal trail.**

A major component of the project is improved site connectivity between the pier and harbor area with residents and visitors serving uses to the east. Site connectivity improvements include new pedestrian and bicycle pathways, many of which are separated from vehicular traffic, a new pedestrian bridge across the Redondo Beach Marina/Basin 3 entrance, and the reconnection of Pacific Avenue to Torrance Circle (also known as Coral Way) south of the Waterfront area. Implementation of the project would further enhance the bicycle and pedestrian environment, providing even more favorable conditions for bicycling and walking.

The Pacific Avenue Reconnection will convert an existing car-free, pedestrian-only facility into a full-access roadway for vehicles, bicyclists, and pedestrians with sidewalks and a marked crossing. The provision of high-quality crossings and other new pedestrian facilities, including new pedestrian pathways and a pedestrian bridge across Basin 3, would enhance access within the project site. Additionally, the character and mix of uses included in the project are compatible with pedestrian-oriented areas. Visitors to the project site arriving on foot, or those choosing to circulate around the project site on foot after having parked, will be able to utilize wide sidewalks provided throughout the project site, particularly along the Pacific Avenue Reconnection and enhanced crosswalks. While the operation of the project would add vehicular traffic to new pedestrian crossing points, the added traffic would not exceed the capacity of these facilities based on their design, and this additional traffic would not be expected to add significant delay for pedestrians. Pedestrian crossings along the Pacific Avenue Reconnection will provide sufficient capacity to accommodate the added pedestrian volumes based on the design of those facilities. The project would also create a more typical four-way perpendicular intersection geometry for the intersection of Pacific Avenue and Harbor Drive compared with the existing condition, which has a near 270 degree turn from the southbound Harbor Drive to northbound Pacific Avenue.

Visitors to the project arriving by bicycle may utilize existing bicycle facilities on Harbor Drive, Catalina Avenue, Diamond Street, and through Veterans Park. A Class IV cycle track was recently completed as part of the Herondo Gateway project. It will be extended through the project site along the Pacific Avenue Reconnection to connect the existing Class I bicycle path in Veterans Park, providing high-quality bicycle facilities along the Waterfront where today there are none. The project would also provide a missing link of the California Coastal Trail.

Overall, implementation of the project as proposed would restore and enrich the community's connection to the Waterfront by providing improved connectivity to and along the Waterfront via enhanced pedestrian, bicycle, and motorized vehicle access, including the completion of a missing link in the California Coastal Trail.

Exhibit C

Mitigation Monitoring and Reporting Program

Introduction

Assembly Bill 3180 (AB 3180) codified in Section 21081.6(a) of the California Public Resources Code (PRC), became effective January 1, 1989, and requires a Lead Agency to adopt a mitigation monitoring and reporting program (MMRP) when approving or carrying out a project for which mitigation measures have been identified in the environmental review process. The Lead Agency responsibility also originates in the State California Environmental Quality Act (CEQA) Guidelines Sections 15097 (Mitigation Monitoring or Reporting). As the Lead Agency under CEQA, the City of Redondo Beach (City) is required to adopt a program for reporting or monitoring regarding the implementation of mitigation measures for The Waterfront Project (hereafter referred to as the "proposed project" or 'project'), if it is approved, to ensure that the adopted mitigation measures are implemented as defined in the Environmental Impact Report (EIR). The EIR, prepared for the proposed project, addressed the potential environmental impacts and identified measures, where appropriate, to reduce adverse environmental impacts to less than significant levels.

As such, the purpose of this MMRP is to ensure that adopted mitigation measures are successfully implemented. Once the Redondo Beach Harbor Commission adopts the MMRP, the applicable City department(s) will incorporate the mitigation monitoring/reporting requirements in the appropriate permits (i.e., engineering specifications, engineering construction permits, real estate entitlements, and/or coastal development permits). Therefore, in accordance with the aforementioned requirements, this document lists each mitigation measure, describes the methods for implementation and verification, and identifies the responsible party or parties as detailed below in the MMRP Implementation section. While the Draft EIR also discussed Conditions of Approval (COA), these conditions were not proposed to reduce or avoid a significant environmental impact. The finalized COA will be included as an attachment to the Waterfront project's entitlement resolution(s).

Mitigation Compliance Responsibility

The Applicant or City is responsible for successfully implementing all the mitigation measures in the MMRP and for assuring that these requirements are met by all of its contractors and field personnel throughout the design/construction and operation of the proposed project.

Monitoring and Reporting Procedures

The City is responsible for administering and enforcing the procedures adopted for monitoring throughout the design, construction and operation of the proposed project. The City and responsible/jurisdictional agencies may delegate their duties and responsibilities for monitoring to staff or consultants as "environmental monitors." The environmental monitor assigned to the proposed project shall maintain adherence to all mitigation measures by tracking and documenting compliance through periodic reports; notifying appropriate parties of any noncompliance issues and, coordinating any deficiencies are promptly corrected. The number of designated monitors for the proposed project will depend on the number of concurrent activities and their locations. Some of the mitigation measures can be completed in the short-

term and will not require additional monitoring. Others are long-term or on-going and will require annual or on-going monitoring for the foreseeable future.

Mitigation Monitoring Table

Table 1 presents a summary of MMRP requirements for the mitigation measures identified in the EIR as applicable to the proposed project. This MMRP identifies each mitigation measure by discipline, the entity (organization) responsible for its implementation, and the report/permit/certification required for each measure. Certain inspections and reports may require preparation by qualified individuals, and these are specified as needed. The timing and method of verification for each measure is also specified. This mitigation measures below are applicable to the complete Waterfront project, consequently, if the project is phased and mitigation measures are implemented during the first phase, the city shall retain mitigation credit for any subsequent phases of the project, including but not limited to the transportation mitigation measures.

Table 1: Mitigation Measure Reporting Program Requirements for the Mitigation Measures Identified in The Waterfront EIR

Mitigation Measure	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
Air Quality						
MM AQ-1: Fleet Modernization for Construction Equipment: Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that the construction contractor shall ensure that all off-road equipment with a horsepower greater than 50 horsepower (HP) be required to have USEPA certified Tier 4 interim engines or engines that are certified to meet or exceed the NOx emission ratings for USEPA Tier 4 engines. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. During construction, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the City's Building and Safety Division. The construction equipment list shall state the makes, models, and numbers of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449. These activities shall be verified by the Building and Safety Division during construction.	Prior to issuance of any grading permit and during construction	Applicant/Construction Contractor to submit grading plan, building plans, and construction specifications for review by the City for compliance with MM-AQ-1; routine inspections during construction	Redondo Beach Building and Safety Division and Public Works Department			
MM AQ-2: Use of Low-VOC Coatings and Paints: Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the construction plans and specifications stipulate that all architectural coatings shall meet a volatile organic compound (VOC) content of 50 grams per liter (g/L) or less for interior coating and 100 g/L or less for exterior coatings. Use of low-VOC paints shall be verified by the Building and Safety Division during construction. However, if the project is phased such that less square footage is coated on a daily basis, then coatings with higher VOC levels may be used over a longer period of time such that the combination of daily square footage coated and VOC content does not exceed South Coast Air Quality Management District's regional threshold for ROG during construction of 75 pounds per day when combined with other on-site activities occurring on the same day.	Prior to issuance of any grading permit and during construction	Applicant/Construction Contractor to submit grading plan, building plans, and construction specifications associated with Coatings and Paints for review by the	Redondo Beach Building and Safety Division and Public Works Department			

Mitigation Measure	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
		City for compliance with MM-AQ-2; routine inspections during construction				
Biological Resources						
MM BIO-1: Protection of Marine Mammals During Construction: Pile-driving could result in Level B harassment that leads to avoidance behavior by marine mammals. Therefore, a Level B (harassment) safety zone shall be established around the pile-driving site and monitored for marine mammals as shown in Table MM BIO-1 below. The Level B radius is based on the estimated safe distance for installation of piles proposed for use in the project and is adequate to ensure that pinnipeds would not be exposed to Level B harassment sound levels. The safety zone varies by pile size and hammer type. Because the noise levels anticipated under this analysis are based on measured values from multiple different projects, the protective buffer has been increased by 20 percent to address inherent variability. The buffers are to be applied using direct straight line exposure thus barriers that create an acoustic shadow (e.g., a jetty or breakwater) separating the noise generation from mammal receptors would eliminate the buffer requirement. The pile-driving site will move with each new pile; therefore, the safety zones shall move accordingly. Prior to commencement of pile-driving, a qualified marine mammal observer[1] on shore or by boat shall survey the safety zone to ensure that no marine mammals are seen within the safety zone before pile-driving of a pile segment begins. If a marine mammal is observed within the safety zone during pile-driving operations, pile driving shall be delayed until the marine mammal moves out of the safety zone. If a marine mammal remains within the zone for at least 15 minutes before pile-driving commences then pile-driving may commence with a “soft start” to warn mobile aquatic species to leave the area. Table MM BIO-1: Pile Driving Safety Zone Buffer By Pile Type and Pile Driving Method	Prior to and during pile drive construction activities	Routine site inspections	Redondo Beach Building and Safety Division through the use of a qualified marine mammal observer[1]			

<table>
<tr><th rowspan="2">Mitigation Measure</th><th rowspan="2">Monitoring Timing/ Frequency</th><th rowspan="2">Action Indicating Compliance</th><th rowspan="2">Monitoring Agency</th><th colspan="3">Verification of Compliance</th></tr>
<tr><th>Initial</th><th>Date</th><th>Remarks</th></tr>
<tr><td>
<table>
<tr><th>Project Element
Pile Type</th><th>Pile Driving Methods</th><th>Level B
(160 dBRMS) Distance (meters)</th><th>Level B
Buffer
(160 dBRMS) Distance (meters) + 20 Percent</th></tr>
<tr><td>Horseshoe Pier: 18-inch steel piles</td><td>Vibratory hammer</td><td>>12 and <16</td><td>63 ft (19 m)</td></tr>
<tr><td>Pedestrian/Bicycle Bridge: 14-18-inch steel piles</td><td>Vibratory hammer</td><td>>3 and <16</td><td>63 ft (19 m)</td></tr>
<tr><td>Sportfishing Pier: 11-14-inch wood or concrete piles</td><td>Impact hammer</td><td>10 meters</td><td>39 ft (12 m)</td></tr>
<tr><td>Small Craft Boat Launch Ramp: >18-inch concrete pile</td><td>Impact hammer</td><td>>14 meters</td><td>55 ft (17 m)</td></tr>
<tr><td>Marina Reconstruction: 16-inch concrete pile</td><td>Impact hammer</td><td>13-18 meters</td><td>71 ft (22 m)</td></tr>
</table>
dBRMS - decibels Root Mean Square
ft – feet
m - meters

If marine mammals enter the safety zone after pile driving of a segment has begun, pile driving will continue. The qualified marine mammal observer shall monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile-driving shall cease until the animal leaves the area. Prior to the initiation of each new pile-driving episode, the area will again be thoroughly surveyed by the qualified marine mammal observer.

[1] A qualified marine mammal observer must meet the professional expectations laid out in the Marine Mammal Observer Associations website: http://www.mmo-association,org/about-mmos, or equivalent, as applicable
</td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>MM BIO-2: California Grunion: Horseshoe Pier construction that could disturb the sandy beach under the pier structure shall be scheduled outside of the grunion spawning season (March to August), unless the applicant fulfills the following procedures:

If construction overlaps the grunion spawning season, grunion monitoring shall be conducted prior to any sandy beach-disturbing activity (check California Department of Fish and Wildlife [CDFW] website for spawning events as spawning</td><td>During construction activities that would disturb the sandy beach near Horseshoe</td><td>Inspection of Horseshoe Pier Beach during Horseshoe Pier construction</td><td>Redondo Beach Building and Safety Division through the use of a qualified</td><td></td><td></td><td></td></tr>
</table>

Mitigation Measure	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
events occur bi-weekly). If no grunion are observed, construction may proceed. If spawning occurs within the work area and is of a Walker Scale1 2 or higher, work shall not be performed if it would disrupt the high spawning beach used by grunion. Work shall be deferred until after the next spring tide series when eggs would be expected to hatch and larval fish would return to the water. However, construction can continue where work would not overlap with grunion spawning locations. 1 The Walker Scale for assessment of California Grunion (Leuresthes tenuis) spawning runs, developed by K. Martin, M. Schaadt and S. Lawrenz-Miller, is named for Boyd Walker, whose pioneering research provided the scientific basis for understanding the periodicity of L. tenuis spawning runs in California. Scale increases exponentially with greater numbers of fish, greater area involved, and increased duration of the run. 2 The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related environmental science, having a demonstrated familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the site, demonstrated familiarity with the laws and regulations governing the protection of the species, and 2 years of construction and/or operations effects monitoring experience.	Pier (limits during March to August-check CDFW spawning event listing).		biologist[2]			
MM BIO-3: Mitigation for Increase in Surface Coverage: The applicant shall be required to obtain all required permits from appropriate federal and state agencies for in-water work such as a Clean Water Act Section 404 permit, Section 401 Water Quality Certification and/or Rivers and Harbors Act Section 10 permit. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that permits have been obtained and significant impacts related to any net increase in surface coverage of harbor waters that would occur as a result of the proposed project would be mitigated to less than significant through avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the establishment of an equivalent amount of new open water surface area within King Harbor through the opening of Seaside Lagoon to harbor waters; (b) other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere in Santa Monica Bay; (c) obtaining credits from a mitigation bank within the Santa Monica Bay; and/or (d) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities within the Santa Monica Bay. Any required	Prior to issuance of any grading or construction permits for in-water elements of the project	Applicant/Construction Contractor to submit evidence to the City that permits were obtained from appropriate federal and state agencies	Redondo Beach Community Development Department - Planning Division			

Mitigation Measure	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
compensatory mitigation or other mitigation shall be implemented as set forth in the permits.						
MM BIO-4: Fill in Waters of the U.S.: The applicant shall comply with U.S. Army Corps of Engineers (USACE) Clean Water Act and Rivers and Harbors Act permitting requirements. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that any required permits such as Clean Water Act Section 404 permit, Section 401 Water Quality Certification, and/or Rivers and Harbors Act Section 10 permit have been obtained. If it is determined that fill of waters of the United States would result from implementation of the proposed project, authorization for such fill shall be secured through the Section 404 and/or Section 10 permitting process. The net amount of Waters of the United States that would be removed during project implementation shall quantified and replaced or rehabilitated in accordance with the USACE mitigation guidelines. If required in compliance with permit requirements, mitigation shall be implemented that includes one of the following: avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the enhancement of marine habitat associated with the opening of Seaside Lagoon to the waters of King Harbor or other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere Santa Monica Bay; (b) obtaining credits from a mitigation bank; and/or (c) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.	Prior to issuance of any grading or construction permits for in-water elements of the project	Applicant/Construction Contractor to submit evidence of permits obtained from U.S. Army Corps of Engineers (Section 404 Permit and Section 10 Permit), and California Regional Water Quality Control Board (Section 401 Water Quality Certification)	Redondo Beach Community Development Department - Planning Division and Building and Safety Division			
Cultural Resources						
MM CUL-1: Recordation: Prior to the issuance of any project related demolition or grading permits, the applicant shall prepare comprehensive documentation of the significantly impacted historic resources, including all features previously identified as contributive to its historic character. The project-specific historical resources identified as meeting the eligibility criteria for City of Redondo Beach Landmark designation (although there is no official designation) are:	Prior to issuance of demolition and grading permits	Applicant/Construction Contractor to submit documents for review and	Redondo Beach Community Development Department and Historical			

Mitigation Measure	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
• Sportfishing Pier (including buildings) • 208-210 Fisherman's Wharf (Tony's On The Pier and its companion building, Tony's Hats 'N Things) • Redondo Beach Pier Complex (includes the timber portion of the Horseshoe [Municipal] Pier and the Monstad Pier) The documentation shall be consistent with the requirements of Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) Level II, and shall conform with the applicable standards described in the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. HABS/HAER/HALS Level II documentation typically includes a written historical report accompanying photocopies of any existing architectural drawings and a set of large format (minimum 4" x 5" neg.) archival quality black and white photographs. The original documentation package shall be submitted to the City of Redondo Beach Community Development Department and Historical Commission for review. The approved documentation package shall be submitted to the Community Development Department and City's Historical Commission for curation, with copies distributed to the Redondo Beach Public Library and the Redondo Beach Historical Society Museum, where they shall be accessible to the public.		approval	Commission			
MM CUL-2: Interpretive Program: An interpretive program shall be developed to include an internet website that shall be of educational benefit to the public and illustrate the history and historic architecture of the historical resource through photographs, video, and oral history interviews collected from persons familiar with the history and historic functioning of the property. Additionally, a permanent, on-site interpretive facility presenting the history of the property and incorporating HABS/HAER documentation, historical images, and salvaged elements of the historic property shall be created. The interpretive program shall be coordinated with the City of Redondo Beach Community Development Department, in coordination with the City's Historical Commission, and other agencies and organizations, as appropriate. Integration of the interpretive program with existing programs, such as the Paths of History marker program, and the Redondo Beach	Design review and prior to construction	Applicant to submit interpretative program for review for compliance with MM CUL-2	Redondo Beach Community Development Department – Building and Safety Division and Planning Division, and Historical Commission			

Mitigation Measure	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
Historical Society website is acceptable.						
MM CUL-3: Protection of the Monstad Pier During Construction: Prior to the issuance of demolition permits associated with the Horseshoe (Municipal) Pier element of the project, construction documents shall be reviewed and approved by a qualified preservation professional to ensure that the important historic character defining elements of the Monstad Pier are maintained. To ensure that the Monstad Pier is not inadvertently damaged during construction, plans and specifications shall incorporate measures consistent with National Park Service guidance for temporary protection of historic structures ("Temporary Protection No. 3: Protecting a Historic Structure during Adjacent Construction." National Park Service, Technical Preservation Services, Washington, D.C., 2001). These plans shall also be submitted to, and reviewed by, the City's Historical Commission, pursuant to Redondo Beach Municipal Code Section 10-4.501.	Prior to issuance of demolition permits associated with the Horseshoe (Municipal) Pier element of the project	Applicant/Construction Contractor to submit site plans, construction/ building plans and specifications for review for compliance with MM CUL-3	Redondo Beach Building and Safety Division, and Historical Commission through the use of a qualified preservation professional			
MM CUL-4: Phase I Archaeological Work: A Phase I archaeological evaluation shall be conducted in association with excavation activities (either prior to or during excavation) of the northeast and southern edges of the project site as shown on Figure 3.4-5 Phase I Archaeological Mitigation Area of the Waterfront Draft EIR. The Phase I archaeological evaluation shall be conducted with a backhoe, two supervising archaeologists, and a Native American monitor. The archaeologist in charge shall meet or exceed the qualifications set by the Secretary of the Interior's Standards and Guidelines as published in the Code of Federal Regulations, 36 CFR Part 61. If resources are determined to be present, then an evaluation of their significance would be undertaken, and if feasible, the archaeological resources shall be preserved in place. If preservation in place is infeasible, a Data Recovery Plan shall be prepared and implemented that includes, treatment, recordation and/or curation consistent with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation. Once a decision has been made to recover archeological information through the naturally	Prior to or during excavation activities of the northeast and southern edges of the project site as shown on Figure 3.4-5 Phase I Archaeologi	Applicant/Construction Contractor to conduct a Phase I archaeological evaluation per Figure 3.4-5 of the Draft EIR; upon discovery of archaeological artifacts, submit results of data	Redondo Beach Community Development Department and Historical Commission; Waterfront and Economic Development Department, if applicable			

Mitigation Measure	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
destructive methods of excavation, a research design and data recovery plan based on firm background data, sound planning, and accepted archeological methods should be formulated and implemented. Data recovery and analysis should be accomplished in a thorough, efficient manner, using the most cost-effective techniques practicable. A responsible archeological data recovery plan should provide for reporting and dissemination of results, as well as interpretation of what has been learned so that it is understandable and accessible to the public. The data recovery plan shall be grounded in and related to the priorities established by the local historic preservation commission plans and the needs of other City Departments (such as the Waterfront and Economic Development Department). Appropriate arrangements for curation of archeological materials and records shall be made.	cal Mitigation Area of the Waterfront Draft EIR	recovery plan and analysis for review for compliance with MM CUL-4				
MM CUL-5: Potential to Encounter Unknown Paleontological Resources: Prior to excavation activities, a qualified paleontologist (i.e., a paleontologist with an M.S. or Ph.D. degree in paleontology or geology and be familiar with paleontologic salvage or mitigation procedures and techniques) shall examine final design construction plans and bore logs of the project site to determine if potentially fossiliferous strata underlying the site would be encountered by excavation and, if so, what level of paleontologic monitoring should be implemented during excavation. If it is determined that such strata would be encountered by excavation, the paleontologist shall develop a written storage agreement with a recognized museum repository such as the Natural History Museum of Los Angeles County (LACM) regarding the permanent storage and maintenance of any remains that might be recovered as a result of implementing these mitigation measures. If warranted, the paleontologist shall be present at a preconstruction meeting to consult with appropriate City of Redondo Beach and Construction Contractor staff. During the meeting, the paleontologist shall conduct an employee environmental awareness training session for all personnel who will be involved with excavation. If it is determined that monitoring is necessary, a paleontologic monitor shall be on site to inspect new exposures created by excavation once that earth-moving activity has reached a depth of five feet below the current ground surface in areas underlain by Holocene beach sediments, but at any depth when excavation involves lagoonal deposits or Pleistocene marine deposits. Monitoring will allow for the recovery of fossil remains that might be	Prior to excavation activities and during construction activities if determined to be necessary by the Paleontological Monitor.	Review of construction plans, designs, and bore logs submitted by the Applicant; upon discovery of fossiliferous strata or recovery of fossil remains, implement paleontologic monitoring plan. Evidence from the Applicant showing that an employee environmental	Redondo Beach Building and Safety Division and Historical Commission utilizing a qualified paleontologist			

Mitigation Measure	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
uncovered by excavation. If fossil remains are discovered, the monitor will recover them and record associated specimen and locality data. If necessary, excavation at the fossil locality will be halted or diverted temporarily around the locality until the remains have been recovered. The paleontologic monitor will be equipped to allow for the timely recovery of such remains. If necessary to reduce the potential for a delay of excavation, additional personnel will be assigned to the recovery of an unusually large or productive fossil occurrence. Following the discovery of the remains, monitoring will be raised to full time when excavation involves the fossil-bearing unit and full-time monitoring is not already in effect. On the other hand, if too few or no fossil remains have been found once 50 percent of the area comprising a particular rock unit has been excavated, the Principal Paleontologist can recommend that monitoring be reduced. Recovered fossil remains will be prepared to the point of identification, identified to the lowest taxonomic level possible by knowledgeable paleontologists, and curated and cataloged in compliance with designated museum repository requirements. All curation is assumed to meet the standards identified in 36 CFR 79.9, and specifically set forth by the Department of Interior - Museum Property Handbook, DM 411, which is the standards that must be meet for facilities that house federally owned museum collections. The entire fossil collection (along with associated specimen data and corresponding geologic and geographic locality data and copies of pertinent field notes, photos, and maps) will be transferred to the repository for permanent storage and maintenance. Associated specimen data and corresponding geologic and geographic locality data will be archived at the repository and, along with the fossil specimens, will be made available to paleontologists for future study. A final report of findings that summarizes the results of the work conducted under these mitigation measures will be prepared by the Principal Paleontologist and submitted to the City of Redondo Beach. A copy of the report will be filed at the museum repository. Submission of the report will signify completion of the mitigation program.		awareness training session has occurred. If fossil remains are encountered, then the applicant shall submit a final summary report indicating compliance.				
Hydrology and Water Quality						

Mitigation Measure	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
MM HWQ-1: Tsunami/Seiche Awareness Notification Program: The following shall be implemented on-site to reduce risks associated with tsunami: The following shall be implemented on-site to reduce risks associated with tsunami: 1. Signage shall be provided throughout the project area, showing the designated tsunami emergency evacuation route. 2. A public address system audible at both northern and southern locations of the site shall be installed and used to inform the public of evacuation order or emergency procedures in the event a tsunami warning or alert is issued. Contact information for the on-site management office with access to the public address system shall be provided to the Redondo Beach Fire Department and provided for inclusion in City tsunami preparation/emergency response procedure manuals. 3. A tsunami evacuation map and a copy of any City tsunami preparation/emergency response procedure manuals shall be kept in the on-site management office at all times. 4. Tsunami preparedness training shall be provided to on-site security personnel. 5. Additional information, such as brochures and signage, promoting tsunami awareness and providing the website to the City's emergency preparedness website shall also be made available at the project site.	During design and prior to construction Once the project is operational, the applicant shall provide tsunami preparedness training and keep emergency response manuals on-site.	Applicant/Construction contractor to submit design plans for review for compliance with MM HWQ-1.	Redondo Beach Fire Department and Building and Safety Division			
MM HWQ-2: Wave Uprush Protection: A four-foot high recurved splash wall shall be placed within the existing revetment at the seaward edge of the boardwalk to redirect up-rushed water back toward the ocean (as shown in Figure 3.8-16 of the Waterfront Draft EIR), or other wave uprush protection that prevents inundation from occurring at the buildings and pedestrian boardwalk located landward of the northern portion of the Horseshoe (Municipal) Pier (just to the north and south of Kincaid's restaurant) shall be installed, subject to California Coastal Commission recommendations and approval, prior to certificates of occupancy for the buildings.	Prior to construction and prior to obtaining certificate of occupancy associated with building	Applicant/Construction contractor to submit design plans for review and approval	Redondo Beach Building and Safety Division, and California Coastal Commission			

Mitigation Measure	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
The top of the splash wall shall be level with the finished grade of the boardwalk.	and boardwalk located landward of the northern portion of the Horseshoe Pier					
MM HWQ-3: Sea Level Rise Adaption Plan: The Applicant shall every 10 years from the first Certificate of Occupancy issued for the proposed project, review information from the National Oceanographic and Atmospheric Administration's (NOAA) tide measurement at the Santa Monica tide gauge and the recorded sea level rise trend, as well as pertinent literature that updates the sea level rise trend, to determine if sea level rise at the project site is trending toward the high, mid-level or low projections recommended by the Californian Ocean Protection Council (COPC). If the review of information shows that trend is consistent with the high projections of the COPC, then the Applicant shall design and implement a supplemental feature, such as a parapet adaptation to (and on top of) the proposed recurved splash wall or a raised splash wall to respond to sea level rise under the high projection trend (see Figure 3.8-17 of the Waterfront Draft EIR). If the future sea level rise shows an accelerating trend, the construction of such adaptations may then be implemented at an appropriate time in the future.	Ten year increments after first issued certificate of occupancy	Applicant to submit evidence of the review of NOAA information	Redondo Beach Community Development Department - Building and Safety Division			
Noise						
MM NOI-1: Pile Driving Vibration: Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits for construction activities involving the use of pile drivers (impact) within 55 feet of non-engineered timber and masonry structures/buildings or within 30 feet of structures/buildings constructed of reinforced-concrete, steel, or timber, and to the satisfaction of the City of Redondo Beach Building and Safety Division, the project applicant shall retain a Professional Structural Engineer to perform the following tasks: • Review the project plans for demolition and construction;	Prior to approval of grading plans and/or prior to issuance of demolition, grading and	Applicant/Construction contractor to submit structural engineering report for review for	Redondo Beach Building and Safety Division			

Mitigation Measure	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
• Investigate the area where pile driving is proposed to occur, including geological testing, if required; and • Prepare and submit a report to the Chief Building Official to include, but not be limited to, the following: - Description of existing conditions at the subject area; - Vibration level limits based on building conditions, soil conditions, and pile driving approach to ensure vibration levels would be below 0.2 in/sec for non-engineered timber and masonry buildings if nearby or 0.5 in/sec for structures or buildings constructed of reinforced-concrete, steel, or timber if nearby; and - Specific measures to be taken during pile driving to ensure the specified vibration level limits are not exceeded.	building permits for construction activities involving the use of pile drivers (impact) within 55 feet of non-engineered timber and masonry structures/buildings or within 30 feet of structures/buildings constructed of reinforced-concrete, steel, or timber	compliance with MM NOI-1				
MM NOI-2: Equipment Mufflers: During all project construction, all construction equipment, fixed or mobile, shall be operated with closed engine doors, if so equipped, and shall include properly operating and maintained residential-grade mufflers consistent with manufacturers' standards.	Throughout construction	Routine in-field inspections	Redondo Beach Building and Safety Division			
MM NOI-3: Stationary Equipment: Stationary construction equipment (fixed equipment such as compressors, generator, fans, as well as idling vehicles, etc.) operating in proximity to noise sensitive receptors (i.e., residential structures) shall	Throughout construction	Routine in-field	Redondo Beach Building and			

Mitigation Measure	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
be placed a minimum of 50 feet away from such receptors so that emitted noise is naturally dissipated from the receptors.		inspections	Safety Division			
MM NOI-4: Equipment Staging Areas: Equipment staging shall be located in areas that are shielded from and/or set back noise sensitive receptors, with a minimum of 50 feet separation between the sensitive receptor and the nearest edge of the staging area.	Throughout construction	Review of site plans and routine in-field inspections	Redondo Beach Building and Safety Division			
MM NOI-5: Electrically-Powered Tools and Facilities: Where available, electrical power from a grid connection shall be used to run air compressors and similar power tools and to power any temporary equipment.	Throughout construction	Routine in-field inspections	Redondo Beach Building and Safety Division			
MM NOI-6: Sound Barriers: Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and the residences to the east as needed during construction phases with high noise levels. Temporary sound barriers shall consist of either sound blankets capable of blocking approximately 20 A-weighted decibels (dBA) of construction noise or other sound barriers/techniques such as acoustic padding or acoustic walls placed near the existing residential buildings to the east of the project site that would reduce construction noise by approximately 20 dBA. Barriers shall be placed such that the line-of-sight between the construction equipment and immediately adjacent sensitive land uses is blocked.	Throughout construction	Review of site plans and routine in-field inspections	Redondo Beach Building and Safety Division			
MM NOI-ALT-1: Temporary Relocation of Liveaboards: A temporary moorage location within King Harbor shall be provided to liveaboard vessels located within 150 feet of construction activities as needed during construction phases with high noise levels. The need for relocation should be evaluated on a case-by-case basis considering the type of construction activities occurring, equipment being used, duration, and distance to the noise sensitive receptors.	Throughout construction	Review of site plans and routine in-field inspections. The applicant shall coordinate with the Waterfront	Applicant and Redondo Beach Building and Safety Division			

Mitigation Measure	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
		and Economic Development Department and the Harbor Master on temporary moorings.				
Traffic and Transportation						
MM TRA-1: Valley Drive/Francisca Avenue & Herondo Street (Intersection 6) – City of Hermosa Beach: A traffic signal would be installed at this intersection for which the project Applicant would provide fair share funding.	Prior to final certificate of occupancy or prior to final certificate of occupancy for Phase 1 if the project is phased	Applicant shall pay the City of Redondo Beach a fair share contribution. Upon receipt of funding, the City shall consult with the City of Hermosa Beach to implement the physical improvements (fair share funding for installation of traffic signal).	Redondo Beach Public Works Department			
MM TRA-2: Pacific Coast Highway & Herondo/Anita Street (Intersection 7): An additional westbound and eastbound through lane would be added. For the westbound approach, the center-raised median would be narrowed or eliminated. The two westbound left turn lanes would be shifted to the south to accommodate	Prior to final certificate of occupancy or prior to	Applicant shall pay the City of Redondo Beach a fair	Redondo Beach Public Works			

Mitigation Measure	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
the additional westbound through lane. An additional westbound receiving lane would be added extending for a minimum of half a block length to the west of Intersection 7. The additional eastbound through lane would need to extend for a minimum of half the block length to the west of Intersection 7. The on-street angled parking on Herondo Street conflicts with the additional eastbound and westbound lane, and will require their removal. Parking will be replaced at 1:1 ratio to the satisfaction of the City Engineer, which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive, and/or parking at the project site over and above the ULI Parking Demand of 2,147 parking spaces. In addition, the on-street bike lanes would be shifted from their current location, but can be accommodated with the addition of the two through lanes.	final certificate of occupancy for Phase 1 if the project is phased	share contribution. Upon receipt of funding, the City shall implement the improvements or the applicant shall install the physical improvements under MM TRA-2 including but not limited to an additional westbound and eastbound through lanes with replacement parking	Department			
MM TRA-3: Pacific Coast Highway & Catalina Avenue (Intersection 10): One additional eastbound left turn lane would be added to provide two left turn lanes onto Pacific Coast Highway northbound. The intersection would also be restriped to provide one shared left-right lane, for a total of three lanes on the eastbound approach.	Prior to final certificate of occupancy or final certificate of occupancy for Phase 1 if the project is phased	Applicant shall pay the City of Redondo Beach a fair share contribution. Upon receipt of funding, the City shall implement the	Redondo Beach Public Works Department			

Mitigation Measure	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
		improvements or the applicant shall install the physical improvements under MM TRA-3				
MM TRA-4: Pacific Coast Highway & Beryl Street (Intersection 19): Add a southbound dedicated right-turn lane. This additional lane would encroach into the existing sidewalk right-of-way of the Gertruda Avenue cul-de-sac, and require the removal of mature trees that line the western side of the street. The sidewalk would need to be reconstructed to the west of its current location, which would narrow the end of the cul-de-sac.	Prior to final certificate of occupancy or prior to final certificate of occupancy of Phase 1 if the project is phased	Applicant shall pay the City of Redondo Beach a fair share contribution. Upon receipt of funding, the City shall implement the improvements or the applicant shall install the physical improvements under MM TRA-4	Redondo Beach Public Works Department			
MM TRA-5: Pacific Coast Highway & Torrance Boulevard Avenue (Intersection 26): A northbound and an eastbound right-turn lane would be added at this intersection to mitigate the project's impact. The northbound right-turn lane is an approved project identified as mitigation from a prior project in the City, and therefore, the Applicant would provide a fair share contribution for these improvements. The eastbound right-turn lane would be fully-funded by the proposed project. The eastbound right-turn lane can be accommodated through	Prior to final certificate of occupancy or prior to final certificate of occupancy	Applicant shall pay the City of Redondo Beach a fair share contribution. Upon receipt	Redondo Beach Public Works Department			

Mitigation Measure	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
restriping the outer eastbound lane on Torrance Boulevard, which measures 24 feet.	of Phase 1 if the project is phased	of funding, the City shall implement the improvements or the applicant shall install the physical improvements Document showing traffic improvement credit (fair share funding) for installation of additional northbound lane; installation of eastbound right-turn lane				
MM TRA-6: Pacific Coast Highway & Palos Verdes Drive (Intersection 36): Add a southbound right-turn lane. The project Applicant shall provide a fair share percentage of contribution to this mitigation measure along with other development projects that would impact this intersection.	Prior to final certificate of occupancy	Applicant shall pay the City of Redondo Beach a fair share contribution. Upon receipt of funding, the City shall implement the improvements or the applicant shall	Redondo Beach Public Works Department			

Mitigation Measure	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
		install the physical improvements Document showing traffic improvement credit (fair share funding) for installation of additional southbound right-turn lane				

RESOLUTION NO. 2016-XX-HCR-XXX

A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, SELECTING THE STAFF RECOMMENDED ALTERNATIVE DESCRIBED IN THE FINAL EIR AND GRANTING THE REQUESTS FOR A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW INCLUDING SIGN REVIEW AND LANDSCAPE/IRRIGATION PLANS, COASTAL DEVELOPMENT PERMIT, AND A VESTING TENTATIVE TRACT MAP NO. 74207 TO ALLOW THE CONSTRUCTION OF A COASTAL COMMERICAL PROJECT TOTALING 523,939 SQUARE FEET OF DEVELOPMENT, ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL ZONE (CC-1, CC-2, AND CC-3) AND THE PARKS, RECREATION, AND OPEN SPACE ZONE (P-PRO) LOCATED BETWEEN PORTOFINO WAY AND TORRANCE CIRCLE.

WHEREAS, applications were filed by Redondo Beach Waterfront, LLC requesting approval of a Conditional Use Permit, Harbor Commission Design Review, Coastal Development Permit, and Vesting Tentative Tract Map No. 74207 to allow the construction of coastal commercial office, hotel, theater, retail, restaurant, and recreational uses totaling approximately 523,939 square feet of development in the Coastal Commercial Zone (CC-1, CC-2, and CC-3) and the Parks, Recreation, and Open Space Zone (P-PRO) ; and

WHEREAS, the City of Redondo Beach Harbor Commission held a public workshop on May 9, 2016 which provided a project description, the key project goals and objectives, a comprehensive description of the project entitlement process, and the specific findings and criteria for approval; and

WHEREAS, a notice of the City of Redondo Beach Harbor Commission's ("Harbor Commission") public hearing was published in the Easy Reader, mailed City-wide, and posted throughout the Harbor on or before June 2, 2016; and

WHEREAS, the Harbor Commission reviewed and considered the applicant's design submittal, the Vesting Tentative Tract Map, the Zoning and General Plan Consistency Tables, presentations from Staff and the applicant at the public hearing held on the 13th day of June, 2016. After accepting testimony from the public, the Harbor Commission moved to continue the public hearing to a special meeting on June 27, 2016; and

WHEREAS, the Harbor Commission reconvened the public hearing on June 27, 2016 and reviewed and considered the project applications, responses to feedback received at the June 13, 2016 public hearing, and the draft project entitlement

conditions. After accepting testimony from the public, the Harbor Commission moved to continue the public hearing to a special meeting on July 18, 2016; and

WHEREAS, the Harbor Commission reconvened the public hearing on July 18, 2016 and reviewed and considered the Final Environmental Impact Report including Responses to Comments, the Mitigation Monitoring and Reporting Program, the Fact of Findings and Statement of Overriding Considerations, and all other final project documents. After accepting testimony from the public, the Harbor Commission moved to continue the public hearing to the regularly scheduled meeting on August 8, 2016; and

WHEREAS, the Harbor Commission reconvened the public hearing on August 8, 2016 and reviewed and considered all of the final project documents as well as additional clarifications in response to feedback received during the previous public hearings; and

NOW, THEREFORE, THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:

1. In accordance with Municipal Code Sections 2-9.711, 10-2.2512, 10-2.2506(b), and 10-5.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the reasons described below. The Findings provided in this resolution are also supported by information and analysis in the Draft EIR, the Final EIR, the MMRP, the CEQA Findings, the Statement of Overriding Considerations, and the Administrative Report.

    a) The proposed Waterfront Project is conditionally permitted in the Coastal Commercial (CC-1, CC-2, and CC-3) Zone and the Parks, Recreation, and Open Space Zone (P-PRO), in which the site is located, and the site is adequate in size and shape to accommodate the uses including all setbacks, spaces, walks and fences, parking, loading, landscaping and other features, and the project is consistent with the requirements of Chapters 2 and 5, Title 10 of the Redondo Beach Municipal Code.

    b) As substantiated in Final Environmental Impact Report (SCH# 2014061071 / FILE NO. 2014-04-EIR-001) and the Traffic Impact Study prepared by Fehr & Peers, the site has adequate access to public streets of adequate width to carry the kind and quantity of traffic generated by the Waterfront Project with the implementation of Mitigation Measures TRA-1 through TRA-6 in the adopted Mitigation Monitoring Program.

    c) The proposed Waterfront Project will have no adverse effect on abutting property or the permitted use thereof, subject to the adopted Mitigation Monitoring Program and Conditions of Approval.

d) The proposed Waterfront Project conforms to all of the requirements of the Coastal Zoning Ordinance and the Coastal Land Use Plan, and is therefore, consistent with the Local Coastal Program.

e) The proposed Waterfront Project is consistent and in conformance with (1) the General Plan including the "CC Coastal Commercial" designation and the "P Public or Institutional" designation, (2) the Harbor/Civic Center Specific Plan, (3) and the Certified Coastal Land Use Plan.

f) The Mitigation Monitoring Program and Conditions of Approval adopted in this resolution are deemed necessary to protect the public health, safety, and general welfare.

g) The Waterfront Project is in compliance with the applicable development standards by zone, including allowable uses, height requirements, F.A.R. maximums, and other standards as outlined in the summary table labeled as Attachment 4 to Administrative Report A presented at the June 13, 2016 Harbor Commission meeting.

h) The proposed Waterfront Project qualifies for a floor area ratio FAR bonus as it provides office and hotel uses and it provides new high quality public open space within amenities such as enhanced and expanded public pathways, new landscaping, lighting, and features such as seating and children play equipment. Specifically:

a. In the CC-2 Zone, the project qualifies for a .15 FAR bonus because it includes a hotel above the ground floor of Building P per RBMC 10-5.813(a)(1)a, and it qualifies for an additional .15 FAR bonus because it includes the equivalent of 20% (approximately 47,632 square feet) of high quality open space per RBMC 10-5.813(a)(1)b. This allows for a total permissible FAR of .65. The Waterfront Project would, therefore, be consistent with this requirement as the Project would result in an FAR of .60 in the CC-2 zone.

b. in the CC-3 zone, the project qualifies for a .15 FAR bonus because it includes offices above the ground floors of Buildings A, B, and D per RBMC 10-5.814(a)(1)a, and it qualifies for an additional .15 FAR bonus because it includes the equivalent of 20% (approximately 157,102 square feet) of high quality open space per RBMC 10-5.814(a)(1)b. This allows for a total permissible FAR of .65. The Waterfront Project would, therefore, be consistent with this requirement as the Project would result in an FAR of .56 in the CC-3 zone.

i) That given the fact that it is not possible at this time to know the exact leasing plan for specific uses, and the fact that most of the future uses would require a Conditional Use Permit, it is expedient and desirable to grant an overall Master Conditional Use Permit to more uniformly establish overall operating conditions and allowances for uses within the scope of a Master Conditional Use Permit at this time.

2. In accordance with Municipal Code Sections 10-2.2512, 10-2.2502(b), 10-5.2512, and 10-5.2502(b), 10-2.1802, 10-5.1802, and 10-5.1900 of the Redondo Beach Municipal Code, the applicant's request for Harbor Commission Design Review is consistent with the criteria set forth therein for the following reasons:

   a) The design of the proposed Waterfront Project considers the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.

   b) The natural terrain was removed from the project site more than 60 years ago when the first development took place. Therefore, there is no natural terrain or natural landscape features that can be integrated into the project. Furthermore, it would not be feasible to preserve the existing landscaping because the existing landscaping is not draught tolerant and would not conform to the City's landscaping regulations for new development.

   c) The final design of the proposed Waterfront Project is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment subject to the conditions of approval.

   d) The surrounding built environment includes a wide variety of structures in terms of architecture, design style, building height, mass, bulk and scale, such that the architecture, design style, building height, mass, bulk and scale of proposed Waterfront Project is consistent within the existing framework.

   e) The design of the proposed Waterfront Project provides innovation, variety, and creativity in the proposed design solution and serves to minimize the appearance of flat facades and box-like construction subject to the conditions of approval.

   f) The conceptual signage proposed on the exterior elevations would be consistent with sign regulation criteria in RBMC Sections 10-5.1802 and 10-5.1810.

g) The use of specific design elements, such as decorative parapets or towers are permitted to exceed the maximum building height restriction because they do not contain habitable floor area and are deemed as being design elements that are integral to the overall architectural style of the project and that other structures such parapets, towers, signage, flagpoles, and columns, and mechanical equipment are also permitted to exceed the building height restriction because they are necessary to the overall functioning of the project and will in some cases, such as in the case of the solar panels, contribute to make the project more environmentally sustainable. (RBMC Sections 10-2.1522(b) and 10-5.1522(b).)

3. In accordance with Section 10-5.2218 (c) of the Redondo Beach Municipal Code the applicant's request for a Coastal Development Permit is consistent with the criteria set forth therein for the following reasons:

a) That the Waterfront Project is in conformity with the Certified Local Coastal Program because it will preserve and enhance public views of the water/marina and increase the on-site public-serving amenities by providing the following: public accessibility from Harbor Drive and the new Pacific Avenue reconnection through to the water's edge/marina; a new public promenade with additional resting and viewing opportunities; bicycles racks at numerous locations on the site; landscaping that will create a new aesthetic on the property; and custom designed lighting that will add ambience to the area and make it useable during the evening hours. Most importantly, the proposed project provides new visitor-serving and local-serving hotel, retail, theater, office, restaurant and event space that is strongly encouraged in the Coastal Land Use Plan. As also outlined in the findings above for the Design Review and the Conditional Use Permit, the Project would be consistent with the FAR, height limits, and permissible uses laid out in in the Coastal Zoning for the CC-1, CC-2, and CC-3 zones.

b) That the proposed Waterfront Project will also improve the quality of the storm water runoff and reduce the pollution that may contribute to adverse impacts on recreational access to beaches, coastal resources or coastal waters through the incorporation of all the Best Management Practices (BMPs) required in the Low Impact Development (LID).

c) That the proposed Waterfront Project, which is located between the sea and the first public road paralleling the sea, is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code. As outlined in greater detail in the Environmental Impact Report and the associated Fehr and Peers Traffic Report, public access to the waterfront and the associated esplanade would be maintained throughout the site. The project would also widen the existing public esplanade and provide bicycle related amenities and pathways.

d) That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project and in approving the proposed development, the decision-making body is not violating any CEQA prohibition that may exist on approval of projects for which there is a less environmentally damaging alternative or a feasible mitigation measure available. The project has been evaluated for environmental impacts through the preparation of an Initial Environmental Study and an Environmental Impact Report which details all of the required feasible mitigation measures and conditions that shall be incorporated into the project.

4. The Vesting Tentative Tract Map No. 74207 meets the requirements of Chapter 1, Subdivisions, Article 5 of the City's Municipal Code, and the California State Subdivision Map Act. The City further finds that the Staff Recommended Alternative is consistent with the City's General Plan and Local Coastal Program, as outlined in the Draft EIR (including but not limited to Section 3.9), the Final EIR, and the City's Administrative Reports for the Waterfront Project. As outlined in the Initial Study (Section XIII), the Draft EIR, and the Final EIR (Response AL001-13), the City has also considered housing needs. The Vesting Tentative Tract Map No. 74207 is consistent with the criteria set forth therein for the following reasons:

    a. That Vesting Tentative Tract Map No. 74207 filed and deemed complete on June 1, 2016 is in conformance with Section 10-1.102 (Purpose and intent) of the Redondo Beach Municipal Code which establishes the rules, regulations, and specifications to control and regulate the division of an land, building, or air space for any purpose whatsoever within the City.

    b. That in accordance with Section 10-1.103 (General responsibilities: Subdividers) of the Redondo Beach Municipal Code, the Subdivider has prepared a map consistent with the design standards and has assured the accomplishment of improvements consistent with the subdivision section of the Redondo Beach Municipal Code.

    c. That in accordance with Section 10-1.105 (General responsibilities: City Engineer) of the Redondo Beach Municipal Code the City Engineer has reported to the Harbor Commission that the proposed improvements are consistent with the regulations set forth in this chapter relating to technical engineering requirements and improvements to the public right-of-way.

    d. That in approving the Vesting Tentative Tract Map the Harbor Commission has investigated and concludes that the design and improvement of the proposed subdivision is in conformance with the General Plan and the requirements of the Subdivision section of the Redondo Beach Municipal Code and hereby reports its actions to the subdivder pursuant to Section 10-1.106 of the Redondo Beach Municipal Code.

e. That pursuant to Sections 10-1.514 and 10-1.5508 of the Redondo Beach Municipal Code the approval of the Vesting Tentative Tract Map shall expire thirty-six (36) months after the date the map was approved or conditionally approved. The person filing the tentative map may request an extension of the tentative map or vesting tentative map approval or conditional approval by a written application to the Commission, such application to be filed at least thirty (30) days before the approval or conditional approval is due to expire. The application shall state the reasons for requesting the extension.

f. That the approval of the Vesting Tentative Tract Map granted herein shall confer a vested right to proceed with development in substantial compliance with the ordinances, policies, and standards described in Section 66474.2 of the Government Code of the State. However, if said Section 66474.2 is repealed, the approval or conditional approval of a vesting tentative map shall confer a vested right to proceed with development in substantial compliance with the ordinances, policies, and standards in effect at the time the vesting tentative map is approved or conditionally approved.

g. That the street and lot layout is appropriate to the commercial land use for which the subdivision is proposed and conforms to the proposed land use and standards established in the General Plan and Zoning Ordinance. The subdivider has demonstrated to the satisfaction of the Commission that the street, parcel, and block pattern proposed is specifically adapted to the uses anticipated and takes into account other uses in the vicinity. The Harbor Commission finds that: The following principles and standards are met by this subdivision:

(a) The proposed parcels or lots are suitable in area and dimensions to the types of development anticipated.
(b) The street rights-of-ways and pavement are adequate to accommodate the type of volume of traffic anticipated to be generated thereon.
(c) That special requirements may be imposed by the City with respect to street, curb, gutter, and sidewalk design and construction.
(d) That special requirements may be imposed by the City with respect to the installation of public utilities, including water, sewer, and storm water drainage.
(e) That every effort has been made to protect adjacent residential areas from the potential nuisance of proposed uses including the provision of extra depth and building setback lines in parcels backing up on existing or potential residential developments and provisions for a permanently landscaped buffer strip when necessary.
(f) That streets carrying nonresidential traffic including truck traffic are appropriately extended and connected and do not interconnect to existing streets intended for predominantly residential traffic.

(g) That the subdivision for proposed commercial development takes into account all areas proposed for vehicular circulation and parking, for pedestrian circulation, and for buffer strips and other landscaping.

5. That the RBMC Sections 10-5.812, 10-5.813(a), 10-5.814(a), 10-5.815(a), 10-5.816(a), state that "cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008." The Waterfront Project would provide an additional 285,855 square feet of net new construction in the CC zones and in conjunction with 34,309 square feet of net new construction for the Shade Hotel and 2,702 square feet of net new construction for the Harbor Patrol building, the total net new development within the CC zones since April 22, 2008 would be 322,866 square feet. After buildout of the Staff Recommended Alternative, 77,134 square feet of remaining net new development would be allowed within the CC zones. The Harbor Commission hereby finds that the Waterfront Project is within the 400,000 square foot maximum development cap. These findings are not intended to limit development (in the event that these municipal code/coastal zoning ordinance sections are revised), but rather to catalogue increases in gross floor area that fall under these municipal code sections. The Harbor Commission further finds, consistent with the May 23, 2016 Record of interpretation included with the Final EIR, that these RBMC regulations do not consider parking facilities and utilize the definition of gross floor area.

6. The plans, specifications and drawings submitted with the applications associated with the Staff Recommended Alternative described in the Final EIR have been reviewed by the Harbor Commission and are approved. Project materials were made available for review at City Hall, on the City website, and were included as attachments to the Administrative Reports presented to the Harbor Commission.

NOW, THEREFORE, THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The Harbor Commission does hereby find that the above recitals and findings are true and correct and are incorporated herein by reference as if set forth in full.

Section 2. That based on the above findings, the Harbor Commission does hereby select the Staff Recommended Alternative described in the Waterfront Final EIR Chapter 1, and grant and approve the Conditional Use Permit, the Harbor Commission Design Review, the Coastal Development Permit, and the Vesting Tentative Tract Map pursuant to the plans and applications considered by the Harbor Commission at its meeting on the 18th day of July, 2016. These entitlements shall be held by both the City and the applicant, Redondo Beach Waterfront, LLC.

Section 3. That the approved Coastal Development Permit, Conditional Use Permit, Harbor Commission Design Review, and Vesting Tentative Tract Map shall become null

and void if not vested within 36 months from the effective date of this resolution, unless an extension is granted pursuant to law.

Section 4. These permits shall be void in the event that the applicant does not comply with the adopted Mitigation Monitoring Program adopted concurrently in the associated CEQA resolution, or the following conditions:

1. That the Harbor Commission hereby approves the architectural design of the Waterfront Project. The precise architectural treatment of building exteriors, roofs, walks, walls, landscape, hardscape, lighting and other features shall be reviewed and approved by the Community Development Department prior to the issuance of building permits.

2. That the façades of all buildings shall incorporate significant façade articulation and varied surfaces to avoid the appearance of solid/continuous/unbroken smooth/reflective walls. Street trees and other landscaping shall also be provided between the buildings and the roadway to absorb/disperse roadway noise.

3. That in order to maintain continuous visual interest, activity and energy along the street edge, the east elevation of the northern parking structure between the proposed street-facing retail shall be architecturally enhanced through the incorporation of additional high quality architectural features including, but not limited to recesses, projections, materials changes and other design enhancements. The area at the pedestrian level shall also be activated through the incorporation of additional pedestrian-oriented features such as bicycle racks, public benches, public art and similar enhancements. The revised elevation provided as an attachment to the July 18, 2016 Administrative Report is hereby included as part of the design submittal and is, therefore an integral part of the approved project.

4. That the revised rendering of the Pacific Avenue Reconnection (Harbor Drive Extension) presented by the applicant on June 27, 2016 is hereby included as part of the design submittal and is, therefore, an integral part of the approved project.

5. Projections may be allowed above the permitted height limit of the zone in which it is located, provided that the structure contains no habitable floor area and shall meet the following criteria: 1) Mechanical equipment and housing, including screening, may exceed the height limit by no more than four feet; 2) Chimneys may exceed the height limit only to the extent necessary to comply with Building and Fire codes; 3) Television and radio whip antennae may exceed the height limits by no more than ten feet; 4) Church steeples and bell towers may exceed the height limit by no more than fifteen feet, 5) Flagpoles may exceed the height limit by no more than ten feet; and 6) Architectural design elements integral to the overall design character of a building and intended to distinguish its design shall be permitted provided that the design element does not significantly increase the mass or bulk of the building.

6. That the applicant shall submit complete signage and wayfinding plans for review by the Harbor Commission. Said plans shall provide for high-quality, creative and artistic sign installations that avoid visual clutter and unnecessary repetition. Signs shall be architecturally compatible with the facades upon which they are proposed. The sign plans shall provide for unique signs that add character, whimsy and artistic charm. This may include projecting signs, awning and canopy signs, sculptural signs, neon signs, integrated roof signs and other signs that are determined to enhance the visual quality and character of the project. It is the specific intent and authorization that these types of signs be included in the project. The signage and wayfinding plans are to be implemented by the Waterfront & Economic Development and Community Development Departments.

7. That the use of valet parking within the project is hereby authorized by the Harbor Commission. Any business requesting to utilize valet parking shall submit a valet parking plan to the City and said plan shall be reviewed and approved by the Community Development and Public Works Departments prior to implementation of valet parking operations.

8. That complete landscape, hardscape and irrigation plans (pursuant to the requirements of the Assembly Bill 1881, the Water Conservation in Landscaping Act of 2006) shall be submitted for review and approval by the Community Development Department prior to installation. Said plans shall incorporate extensive use of California native, drought-tolerant and water-wise plant materials and tree plantings.

9. That a final lighting plan in substantial conformance with the approved conceptual lighting plan shall be prepared and submitted to the Community Development Department. The plan shall include all information, details and calculations necessary to determine if the proposed installation will achieve the necessary and appropriate levels of illumination for safety and security and aesthetic and architectural enhancement while shielding and protecting off-site properties from unnecessary and unintentional illumination. Said plan shall be reviewed and approved by the Community Development Department, Police Department and Public Works Department prior to the issuance of electrical permits.

10. That pursuant to the City's Public Art Ordinance, the applicant shall provide a zoning requirement contribution equivalent to one percent (1%) of the building valuation above $250,000. This contribution can take the form of: 1) installation of public art on the subject property, commissioned by the developer, but subject to the approval of the City's Public Art Commission; 2) a request that the installation of public art on the subject property be commissioned and approved by the Public Art Commission; 3) an installation of public art on the subject property valued at less than the required 1% contribution and an election to provide the balance of the 1% for the public art zoning requirement contribution to the John Parsons Public Art Fund: or 4) payment of the zoning requirement fee to The John Parsons

Public Art Fund to be used for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program. If a decision regarding the public art contribution is not finalized prior to the issuance of building permits, the applicant will be required to deposit the 1% zoning requirement fee in a set aside account. The monetary deposit will be held by the City until such time as the public art contribution is satisfied. The art contribution must be completed prior to the issuance of a Certificate of Occupancy.

11. That in order to ensure compliance with all water quality regulations, the construction drawings for the project shall be prepared in accordance with all standards, requirements and design features of the approved Low Impact Development (LID) prepared for the subject site. The initial installation requirements and ongoing operational maintenance requirements of said plan shall be implemented in accordance with the approved LID.

12. That the project shall incorporate electric vehicle charging stations, short and long term bicycle parking, the use of low-emitting materials, the diversion of construction waste from landfills, and the use of Best Management Practices to prevent storm water pollution.

13. That final exterior color and material samples, including the use of marine-grade finishes when feasible, shall be reviewed and approved by the Community Development Department prior to the issuance of Building Permits.

14. That roof mounted mechanical equipment and appurtenances to be used in the operation or maintenance of a building shall be installed so as not to be visible from any point at or below the roof level of the subject building. The features so regulated shall in all cases be either enclosed by outer building walls or parapets, or grouped and screened in a manner architecturally compatible with the building.

15. That Traffic Management and Safety Plans shall be reviewed and approved by the Public Works Department prior to commencement of any work within the public right-of-way. Provisions of said plans shall be implemented at all times during construction.

16. That the applicant shall provide a Security/Crime Prevention Program Plan for the proposed project. The plans, specifications and other related documents shall be reviewed and approved by the Community Development Department and the Police and Fire Departments. The plan shall be completed prior to the issuance of Building Permits. Inspections by the appropriate Staff members shall be made to ensure compliance with the approved plan prior to the issuance of a Certificate of Occupancy and the plan shall be implemented throughout operation of the project. The plan shall incorporate the following:

    (a) Provide Security Plans and design specifications that show the location of visual camera systems for key areas to which access is granted to the public.

(b) Provide specifications and/or security plans that provide the police with visual access to the interior of all commercial tenant spaces.

(c) Provide details on emergency access to the property by police and fire responders in the event of an emergency including a numerical address system and an “on-site” map.

(d) Provide a garage lighting plan along with design specifications that include lighting of the garage stair wells, ramps and all access roads. The plan shall ensure that the lighting does not encroach on the adjacent residential properties to the east.

(e) Provide a painting scheme for the garage areas that employs the use of light and highly reflective color to enhance visibility and improve lighting effectiveness.

(f) Provide plans for the installation of a “repeater” system, if necessary, allowing the use of personal cell phones on all levels of the parking garage.

(g) The applicant/property owner shall ensure that the visual security equipment be monitored as necessary during business hours and that regular daily patrols of the subject property be made by security personnel.

17. That the Final Vesting Tract Map shall be recorded within 36-months of the effective date of this resolution, unless an extension is granted pursuant to law.

18. That the Final Vesting Tract Map shall be prepared, signed and sealed by or under the direction of a registered civil engineer or a licensed land surveyor, per Subdivision Map Act. The Vesting Tentative Tract Map shall meet the following conditions:

(a) The Map title shall include the following: Vesting Tentative Tract Map No. 74207, In the City of Redondo Beach - County of Los Angeles - State of California, Redondo Beach Waterfront, For Commercial Subdivision Purposes;

(b) The Map shall include a sufficient legal description as well as all the relevant and applicable APNs to clearly identify the boundary (property limits) of the proposed subdivision;

(c) The Map shall include a vicinity map showing streets, adjoining subdivisions, piers, launching and other facilities, sufficient to locate the proposed subdivision and show its relation to the community;

(d) The Map shall include project information including names, addresses and other pertinent information such as: project name, property address and owner; project developer and engineer/surveyor; existing and proposed zoning and land use; and a table listing all proposed lot numbers and corresponding square foot areas;

(e) The Map shall include date, north arrow, scale, key map, legend, plan/sheet index; and utility easement and encumbrance notes. The legend shall

provide for a clear distinction between the Property Limits, Boundary and Lot Lines - among others;

(f) The Map sheet size shall be 24”x36” with an appropriate scale (e.g. 1”=50’) and in sufficient number of sheets to clearly depict the entire subdivision, with and without existing topography, all lettering shall be one-eighth inch minimum;

(g) The Map shall clearly show the layout and dimensions of all the proposed lots, and building locations on each lot. Engineering data shall show the approximate finished grade of each lot;

(h) The Map shall clearly identify and call out the Mean High Tide Line (MHTL) of Nov. 1935, its relationship to adjoining lots and call out the proposed bridge.

(i) The Map shall show all major project utilities including, but not limited to proposed sanitary sewers, water mains and storm drains on the Map, with specific attention to the County Health Department’s utility separation requirements;

(j) The type, size and location of all proposed utilities required for the project shall meet the City and/or the utility owner/operator’s requirements. No over-head utility lines shall be allowed within the project site or the peripheral streets;

(k) The applicant shall prepare and submit a project-wide hydrology study report and SUSMP (LID) report for the City’s review and approval prior to the Map approval;

(l) Prepare and submit a project-wide sanitary sewer study report, and a preliminary design for replacement of the two existing sewer pump stations to identify the location and footprint of the new pump stations;

(m) Add a utility easement note on the Map title sheet to state the following: Easements for all required wet utilities such as sanitary sewer lines (and pump stations), water mains, and storm drains; dry utilities such as gas, electrical, telephone, cables; and other utility lines including structures and appurtenances shall be reserved in favor of the utility owner/operator’s requirements, and delineated based upon the final project design and the City-approved plans;

(n) The type, location, widths and purpose of all existing and proposed easements with appropriate references to those on the Commitment No. NCS-612436-SA1 issued by the First American Title Company, updated on April 29, 2016, shall be shown on the Map;

(o) A list of all encumbrances shall be included on the Map and the disposition of all existing utilities shall be identified – whether to remain or be abandoned;

(p) An encumbrance note to be shown on the Map title sheet referencing the Commitment No. NCS-612436-SA1 and the Map sheets with above noted encumbrances;

(q) Existing topography of the project site shall be in sufficient detail and include elevations showing relationship to neighboring lots, structure and facilities;

(r) The location, type, and outline of existing and proposed building and structures shall be identified on the Map as well as buildings or structures to be removed;

(s) The location, pavement type, grade and right-of-way width (including roadway, sidewalk and parkway) as well as all existing infrastructure to be abandoned shall be clearly identified on the Map;

(t) Identify whether any parts of the proposed roadways, walks, etc. within the project limits shall be held as public right-of-way, or designated as being private with appropriate public access rights or easements;

(u) Proposed improvements to be shown shall include, but not be limited to the location, grade, centerline radius and arc length of curves, radius of all curb returns; and the name of all streets, walkways and bike-paths (including Class);

(v) Provide typical cross-sections for all proposed streets, walkways and bike-paths at appropriate locations and in sufficient number where there are changes in proposed width or alignment;

(w) Show and note the approximate location of all project areas that may be subject to inundation or storm water overflows, if any, and incorporate appropriate mitigation measures;

(x) Identify proposed common and/or recreation areas, walkways, bike-paths (including class) and parks, and whether these areas designated for private or public use; and,

(y) Specify the source and date of existing survey and contours.

19. That prior to the issuance of Final certificate of occupancy, or prior to the recordation of the Final Vesting Tract Map, whichever occurs first, public access rights shall be reserved over all public areas providing access to, from, and along the waterfront. Access to public areas shall be open for pass through traffic 24 hours a day, seven (7) days a week. A public access map defining the public areas shall be submitted for review and approval by the Community Development Department and the Waterfront and Economic Development Department. It is the intent of this condition to maximize public access to and along the water. Any restrictions on the hours, modes of travel allowed, or other prohibitions shall be reviewed and approved by the Community Development Department and the Waterfront and Economic Development Department. Temporary restrictions or limitations for special events, emergencies, construction or other similar activities may be approved by the City Manager or designee.

20. High Quality Public Open Space, including the Pedestrian Promenade, shall be constructed, furnished, landscaped, and lighted per the approved final plans. Any significant deviation from the plans shall be referred to the Harbor Commission for review.

21. An arborist shall assess all existing trees and document if any can be relocated and/or replanted. The applicant shall relocate existing trees that are identified as in good health, salvageable, and appropriate for public spaces as determined by the City Arborist.

22. The “Ocean Steps” mosaics are to be salvaged prior to demolition, if feasible, and the applicant shall work with the Public Arts Commission to establish a new location for the salvaged or new replacement mosaics in or around the Waterfront Project site. If replacement mosaics are necessary, the applicant shall solicit a proposal from the Ocean Steps artists to create the new installation.

23. The applicant shall prepare a temporary access plan for access to public areas, i.e. Monstad and Horseshoe Piers, and businesses that are intended to remain open during construction, i.e. Kincaid’s. This plan shall be submitted for review and approval by the Community Development Department and the Waterfront and Economic Development Department.

24. All dumpsters for commercial use shall be covered/screened from public view. Trash facilities shall generally be co-located with loading and service areas. This condition shall not limit individual climate-controlled interior trash collection facilities.

25. That the applicant shall comply with, complete and implement the following mitigation measures and the associated procedures as specified in the Mitigation Monitoring and Reporting Program (MMRP):

    a. **MM AQ-1: Fleet Modernization for Construction Equipment:** Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that the construction contractor shall ensure that all off-road equipment with a horsepower greater than 50 horsepower (HP) be required to have USEPA certified Tier 4 interim engines or engines that are certified to meet or exceed the NOx emission ratings for USEPA Tier 4 engines. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. During construction, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the City’s Building and Safety Division. The construction equipment list shall state the makes, models, and numbers of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with the manufacturer’s recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board’s Rule

2449. These activities shall be verified by the Building and Safety Division during construction.

b. **MM AQ-2: Use of Low-VOC Coatings and Paints:** Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the construction plans and specifications stipulate that all architectural coatings shall meet a volatile organic compound (VOC) content of 50 grams per liter (g/L) or less for interior coating and 100 g/L or less for exterior coatings. Use of low-VOC paints shall be verified by the Building and Safety Division during construction. However, if the project is phased such that less square footage is coated on a daily basis, then coatings with higher VOC levels may be used over a longer period of time such that the combination of daily square footage coated and VOC content does not exceed South Coast Air Quality Management District's regional threshold for ROG during construction of 75 pounds per day when combined with other on-site activities occurring on the same day.

c. **MM BIO-1: Protection of Marine Mammals During Construction:** Pile-driving could result in Level B harassment that leads to avoidance behavior by marine mammals. Therefore, a Level B (harassment) safety zone shall be established around the pile-driving site and monitored for marine mammals as shown in Table MM BIO-1 below. The Level B radius is based on the estimated safe distance for installation of piles proposed for use in the project and is adequate to ensure that pinnipeds would not be exposed to Level B harassment sound levels. The safety zone varies by pile size and hammer type. Because the noise levels anticipated under this analysis are based on measured values from multiple different projects, the protective buffer has been increased by 20 percent to address inherent variability. The buffers are to be applied using direct straight line exposure thus barriers that create an acoustic shadow (e.g., a jetty or breakwater) separating the noise generation from mammal receptors would eliminate the buffer requirement. The pile-driving site will move with each new pile; therefore, the safety zones shall move accordingly. Prior to commencement of pile-driving, a qualified marine mammal observer[1] on shore or by boat shall survey the safety zone to ensure that no marine mammals are seen within the safety zone before pile-driving of a pile segment begins. If a marine mammal is observed within the safety zone during pile-driving operations, pile driving shall be delayed until the marine mammal moves out of the safety zone. If a marine mammal remains within the zone for at least 15 minutes before pile-driving commences then pile-driving may commence with a "soft start" to warn mobile aquatic species to leave the area.

Table MM BIO-1: Pile Driving Safety Zone Buffer By Pile Type and Pile Driving Method

Project Element Pile Type	Pile Driving Methods	Level B (160 dBRMS) Distance (meters)	Level B Buffer (160 dBRMS) Distance (meters) + 20 Percent
Horseshoe Pier: 18-inch	Vibratory hammer	>12 and <16	63 ft (19 m)

steel piles			
Pedestrian/Bicycle Bridge: 14-18-inch steel piles	Vibratory hammer	>3 and <16	63 ft (19 m)
Sportfishing Pier: 11-14-inch wood or concrete piles	Impact hammer	10 meters	39 ft (12 m)
Small Craft Boat Launch Ramp: >18-inch concrete pile	Impact hammer	>14 meters	55 ft (17 m)
Marina Reconstruction: 16-inch concrete pile	Impact hammer	13-18 meters	71 ft (22 m)

dBRMS - decibels Root Mean Square
ft – feet
m - meters

If marine mammals enter the safety zone after pile driving of a segment has begun, pile driving will continue. The qualified marine mammal observer shall monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile-driving shall cease until the animal leaves the area. Prior to the initiation of each new pile-driving episode, the area will again be thoroughly surveyed by the qualified marine mammal observer. [1] A qualified marine mammal observer must meet the professional expectations laid out in the Marine Mammal Observer Associations website: http://www.mmo-association,org/about-mmos, or equivalent, as applicable.

d. **MM BIO-2: California Grunion:** Horseshoe Pier construction that could disturb the sandy beach under the pier structure shall be scheduled outside of the grunion spawning season (March to August), unless the applicant fulfills the following procedures: If construction overlaps the grunion spawning season, grunion monitoring shall be conducted prior to any sandy beach-disturbing activity (check California Department of Fish and Wildlife [CDFW] website for spawning events as spawning events occur bi-weekly). If no grunion are observed, construction may proceed. If spawning occurs within the work area and is of a Walker Scale1 2 or higher, work shall not be performed if it would disrupt the high spawning beach used by grunion. Work shall be deferred until after the next spring tide series when eggs would be expected to hatch and larval fish would return to the water. However, construction can continue where work would not overlap with grunion spawning locations. [1] The Walker Scale for assessment of California Grunion (Leuresthes tenuis) spawning runs, developed by K. Martin, M. Schaadt and S. Lawrenz-Miller, is named for Boyd Walker, whose pioneering research provided the scientific basis for understanding the periodicity of L. tenuis spawning runs in California. Scale increases exponentially with greater numbers of fish, greater area involved, and increased duration of the run. [2] The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related environmental science, having a demonstrated familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the site, demonstrated familiarity with the laws and regulations governing the

protection of the species, and 2 years of construction and/or operations effects monitoring experience.

e. **MM BIO-3: Mitigation for Increase in Surface Coverage:** The applicant shall be required to obtain all required permits from appropriate federal and state agencies for in-water work such as a Clean Water Act Section 404 permit, Section 401 Water Quality Certification and/or Rivers and Harbors Act Section 10 permit. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that permits have been obtained and significant impacts related to any net increase in surface coverage of harbor waters that would occur as a result of the proposed project would be mitigated to less than significant through avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the establishment of an equivalent amount of new open water surface area within King Harbor through the opening of Seaside Lagoon to harbor waters; (b) other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere in Santa Monica Bay; (c) obtaining credits from a mitigation bank within the Santa Monica Bay; and/or (d) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities within the Santa Monica Bay. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.

f. **MM BIO-4: Fill in Waters of the U.S.:** The applicant shall comply with U.S. Army Corps of Engineers (USACE) Clean Water Act and Rivers and Harbors Act permitting requirements. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that any required permits such as Clean Water Act Section 404 permit, Section 401 Water Quality Certification, and/or Rivers and Harbors Act Section 10 permit have been obtained. If it is determined that fill of waters of the United States would result from implementation of the proposed project, authorization for such fill shall be secured through the Section 404 and/or Section 10 permitting process. The net amount of Waters of the United States that would be removed during project implementation shall quantified and replaced or rehabilitated in accordance with the USACE mitigation guidelines. If required in compliance with permit requirements, mitigation shall be implemented that includes one of the following: avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the enhancement of marine habitat associated with the opening of Seaside Lagoon to the waters of King Harbor or other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere Santa Monica Bay; (b) obtaining credits from a mitigation bank; and/or (c) making a payment to an in-lieu fee program that will conduct wetland, marine,

or other aquatic resource restoration, creation, enhancement, or preservation activities. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.

g. **MM CUL-1: Recordation:** Prior to the issuance of any project related demolition or grading permits, the applicant shall prepare comprehensive documentation of the significantly impacted historic resources , including all features previously identified as contributive to its historic character. The project-specific historical resources identified as meeting the eligibility criteria for City of Redondo Beach Landmark designation (although there is no official designation) are: Sportfishing Pier (including buildings), 208-210 Fisherman's Wharf (Tony's On The Pier and its companion building, Tony's Hats 'N Things), Redondo Beach Pier Complex (includes the timber portion of the Horseshoe [Municipal] Pier and the Monstad Pier). The documentation shall be consistent with the requirements of Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) Level II, and shall conform with the applicable standards described in the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. HABS/HAER/HALS Level II documentation typically includes a written historical report accompanying photocopies of any existing architectural drawings and a set of large format (minimum 4" x 5" neg.) archival quality black and white photographs. The original documentation package shall be submitted to the City of Redondo Beach Community Development Department and Historical Commission for review. The approved documentation package shall be submitted to the Community Development Department and City's Historical Commission for curation, with copies distributed to the Redondo Beach Public Library and the Redondo Beach Historical Society Museum, where they shall be accessible to the public.

h. **MM CUL-2: Interpretive Program:** An interpretive program shall be developed to include an internet website that shall be of educational benefit to the public and illustrate the history and historic architecture of the historical resource through photographs, video, and oral history interviews collected from persons familiar with the history and historic functioning of the property. Additionally, a permanent, on-site interpretive facility presenting the history of the property and incorporating HABS/HAER documentation, historical images, and salvaged elements of the historic property shall be created. The interpretive program shall be coordinated with the City of Redondo Beach Community Development Department, in coordination with the City's Historical Commission, and other agencies and organizations, as appropriate. Integration of the interpretive program with existing programs, such as the Paths of History marker program, and the Redondo Beach Historical Society website is acceptable.

i. **MM CUL-3: Protection of the Monstad Pier During Construction:** Prior to the issuance of demolition permits associated with the Horseshoe (Municipal) Pier element of the project, construction documents shall be reviewed and approved by a qualified preservation professional to ensure that the important historic character defining elements of the Monstad Pier are maintained. To ensure that the Monstad Pier is not inadvertently damaged during construction, plans and specifications shall incorporate measures consistent with National Park Service guidance for temporary protection of historic structures ("Temporary Protection No. 3: Protecting a Historic Structure during Adjacent Construction." National Park Service, Technical Preservation Services, Washington, D.C., 2001). These plans shall also be submitted to, and reviewed by, the City's Historical Commission, pursuant to Redondo Beach Municipal Code Section 10-4.501.

j. **MM CUL-4: Phase I Archaeological Work:** A Phase I archaeological evaluation shall be conducted in association with excavation activities (either prior to or during excavation) of the northeast and southern edges of the project site as shown on Figure 3.4-5 Phase I Archaeological Mitigation Area of the Waterfront Draft EIR. The Phase I archaeological evaluation shall be conducted with a backhoe, two supervising archaeologists, and a Native American monitor. The archaeologist in charge shall meet or exceed the qualifications set by the Secretary of the Interior's Standards and Guidelines as published in the Code of Federal Regulations, 36 CFR Part 61. If resources are determined to be present, then an evaluation of their significance would be undertaken, and if feasible, the archaeological resources shall be preserved in place. If preservation in place is infeasible, a Data Recovery Plan shall be prepared and implemented that includes, treatment, recordation and/or curation consistent with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation. Once a decision has been made to recover archeological information through the naturally destructive methods of excavation, a research design and data recovery plan based on firm background data, sound planning, and accepted archeological methods should be formulated and implemented. Data recovery and analysis should be accomplished in a thorough, efficient manner, using the most cost-effective techniques practicable. A responsible archeological data recovery plan should provide for reporting and dissemination of results, as well as interpretation of what has been learned so that it is understandable and accessible to the public. The data recovery plan shall be grounded in and related to the priorities established by the local historic preservation commission plans and the needs of other City Departments (such as the Waterfront and Economic Development Department). Appropriate arrangements for curation of archeological materials and records shall be made.

k. **MM CUL-5: Potential to Encounter Unknown Paleontological Resources:** Prior to excavation activities, a qualified paleontologist (i.e., a paleontologist

with an M.S. or Ph.D. degree in paleontology or geology and be familiar with paleontologic salvage or mitigation procedures and techniques) shall examine final design construction plans and bore logs of the project site to determine if potentially fossiliferous strata underlying the site would be encountered by excavation and, if so, what level of paleontologic monitoring should be implemented during excavation. If it is determined that such strata would be encountered by excavation, the paleontologist shall develop a written storage agreement with a recognized museum repository such as the Natural History Museum of Los Angeles County (LACM) regarding the permanent storage and maintenance of any remains that might be recovered as a result of implementing these mitigation measures. If warranted, the paleontologist shall be present at a preconstruction meeting to consult with appropriate City of Redondo Beach and Construction Contractor staff. During the meeting, the paleontologist shall conduct an employee environmental awareness training session for all personnel who will be involved with excavation. If it is determined that monitoring is necessary, a paleontologic monitor shall be on site to inspect new exposures created by excavation once that earth-moving activity has reached a depth of five feet below the current ground surface in areas underlain by Holocene beach sediments, but at any depth when excavation involves lagoonal deposits or Pleistocene marine deposits. Monitoring will allow for the recovery of fossil remains that might be uncovered by excavation. If fossil remains are discovered, the monitor will recover them and record associated specimen and locality data. If necessary, excavation at the fossil locality will be halted or diverted temporarily around the locality until the remains have been recovered. The paleontologic monitor will be equipped to allow for the timely recovery of such remains. If necessary to reduce the potential for a delay of excavation, additional personnel will be assigned to the recovery of an unusually large or productive fossil occurrence. Following the discovery of the remains, monitoring will be raised to full time when excavation involves the fossil-bearing unit and full-time monitoring is not already in effect. On the other hand, if too few or no fossil remains have been found once 50 percent of the area comprising a particular rock unit has been excavated, the Principal Paleontologist can recommend that monitoring be reduced. Recovered fossil remains will be prepared to the point of identification, identified to the lowest taxonomic level possible by knowledgeable paleontologists, and curated and cataloged in compliance with designated museum repository requirements. All curation is assumed to meet the standards identified in 36 CFR 79.9, and specifically set forth by the Department of Interior - Museum Property Handbook, DM 411, which is the standards that must be meet for facilities that house federally owned museum collections. The entire fossil collection (along with associated specimen data and corresponding geologic and geographic locality data and copies of pertinent field notes, photos, and maps) will be transferred to the repository for permanent storage and maintenance. Associated specimen data and corresponding geologic and geographic locality data will be archived at the repository and, along with the fossil specimens, will be made available to

paleontologists for future study. A final report of findings that summarizes the results of the work conducted under these mitigation measures will be prepared by the Principal Paleontologist and submitted to the City of Redondo Beach. A copy of the report will be filed at the museum repository. Submission of the report will signify completion of the mitigation program.

l. **MM HWQ-1: Tsunami/Seiche Awareness Notification Program:** The following shall be implemented on-site to reduce risks associated with tsunami: 1 - Signage shall be provided throughout the project area, showing the designated tsunami emergency evacuation route. 2 - A public address system audible at both northern and southern locations of the site shall be installed and used to inform the public of evacuation order or emergency procedures in the event a tsunami warning or alert is issued. Contact information for the on-site management office with access to the public address system shall be provided to the Redondo Beach Fire Department and provided for inclusion in City tsunami preparation/emergency response procedure manuals. 3 – A tsunami evacuation map and a copy of any City tsunami preparation/emergency response procedure manuals shall be kept in the on-site management office at all times. 4 - Tsunami preparedness training shall be provided to on-site security personnel. 5 - Additional information, such as brochures and signage, promoting tsunami awareness and providing the website to the City's emergency preparedness website shall also be made available at the project site.

m. **MM HWQ-2: Wave Uprush Protection:** A four-foot high recurved splash wall shall be placed within the existing revetment at the seaward edge of the boardwalk to redirect up-rushed water back toward the ocean (as shown in Figure 3.8-16 of the Waterfront Draft EIR), or other wave uprush protection that prevents inundation from occurring at the buildings and pedestrian boardwalk located landward of the northern portion of the Horseshoe (Municipal) Pier (just to the north and south of Kincaid's restaurant) shall be installed, subject to California Coastal Commission recommendations and approval, prior to certificates of occupancy for the buildings. The top of the splash wall shall be level with the finished grade of the boardwalk.

n. **MM HWQ-3: Sea Level Rise Adaption Plan:** The Applicant shall every 10 years from the first Certificate of Occupancy issued for the proposed project, review information from the National Oceanographic and Atmospheric Administration's (NOAA) tide measurement at the Santa Monica tide gauge and the recorded sea level rise trend, as well as pertinent literature that updates the sea level rise trend, to determine if sea level rise at the project site is trending toward the high, mid-level or low projections recommended by the Californian Ocean Protection Council (COPC). If the review of information shows that trend is consistent with the high projections of the COPC, then the Applicant shall design and implement a supplemental feature, such as a parapet adaptation to (and on top of) the proposed recurved splash wall or a

raised splash wall to respond to sea level rise under the high projection trend (see Figure 3.8-17 of the Waterfront Draft EIR). If the future sea level rise shows an accelerating trend, the construction of such adaptations may then be implemented at an appropriate time in the future.

o. **MM NOI-1: Pile Driving Vibration:** Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits for construction activities involving the use of pile drivers (impact) within 55 feet of non-engineered timber and masonry structures/buildings or within 30 feet of structures/buildings constructed of reinforced-concrete, steel, or timber, and to the satisfaction of the City of Redondo Beach Building and Safety Division, the project applicant shall retain a Professional Structural Engineer to perform the following tasks: Review the project plans for demolition and construction; Investigate the area where pile driving is proposed to occur, including geological testing, if required; and Prepare and submit a report to the Chief Building Official to include, but not be limited to, the following: Description of existing conditions at the subject area; Vibration level limits based on building conditions, soil conditions, and pile driving approach to ensure vibration levels would be below 0.2 in/sec for non-engineered timber and masonry buildings if nearby or 0.5 in/sec for structures or buildings constructed of reinforced-concrete, steel, or timber if nearby; and Specific measures to be taken during pile driving to ensure the specified vibration level limits are not exceeded.

p. **MM NOI-2: Equipment Mufflers:** During all project construction, all construction equipment, fixed or mobile, shall be operated with closed engine doors, if so equipped, and shall include properly operating and maintained residential-grade mufflers consistent with manufacturers' standards.

q. **MM NOI-3: Stationary Equipment:** Stationary construction equipment (fixed equipment such as compressors, generator, fans, as well as idling vehicles, etc.) operating in proximity to noise sensitive receptors (i.e., residential structures) shall be placed a minimum of 50 feet away from such receptors so that emitted noise is naturally dissipated from the receptors.

r. **MM NOI-4: Equipment Staging Areas:** Equipment staging shall be located in areas that are shielded from and/or set back noise sensitive receptors, with a minimum of 50 feet separation between the sensitive receptor and the nearest edge of the staging area.

s. **MM NOI-5: Electrically-Powered Tools and Facilities:** Where available, electrical power from a grid connection shall be used to run air compressors and similar power tools and to power any temporary equipment.

t. **MM NOI-6: Sound Barriers:** Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and the residences to the east as needed during construction phases with high

noise levels. Temporary sound barriers shall consist of either sound blankets capable of blocking approximately 20 A-weighted decibels (dBA) of construction noise or other sound barriers/techniques such as acoustic padding or acoustic walls placed near the existing residential buildings to the east of the project site that would reduce construction noise by approximately 20 dBA. Barriers shall be placed such that the line-of-sight between the construction equipment and immediately adjacent sensitive land uses is blocked.

u. **MM NOI-ALT-1: Temporary Relocation of Liveaboards:** A temporary moorage location within King Harbor shall be provided to liveaboard vessels located within 150 feet of construction activities as needed during construction phases with high noise levels. The need for relocation should be evaluated on a case-by-case basis considering the type of construction activities occurring, equipment being used, duration, and distance to the noise sensitive receptors.

v. **MM TRA-1: Valley Drive/Francisca Avenue & Herondo Street (Intersection 6) – City of Hermosa Beach:** A traffic signal would be installed at this intersection for which the project Applicant would provide fair share funding.

w. **MM TRA-2: Pacific Coast Highway & Herondo/Anita Street (Intersection 7):** An additional westbound and eastbound through lane would be added. For the westbound approach, the center-raised median would be narrowed or eliminated. The two westbound left turn lanes would be shifted to the south to accommodate the additional westbound through lane. An additional westbound receiving lane would be added extending for a minimum of half a block length to the west of Intersection 7. The additional eastbound through lane would need to extend for a minimum of half the block length to the west of Intersection 7. The on-street angled parking on Herondo Street conflicts with the additional eastbound and westbound lane, and will require their removal. Parking will be replaced at 1:1 ratio to the satisfaction of the City Engineer, which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive, and/or parking at the project site over and above the ULI Parking Demand of 2,147 parking spaces. In addition, the on-street bike lanes would be shifted from their current location, but can be accommodated with the addition of the two through lanes.

x. **MM TRA-3: Pacific Coast Highway & Catalina Avenue (Intersection 10):** One additional eastbound left turn lane would be added to provide two left turn lanes onto Pacific Coast Highway northbound. The intersection would also be restriped to provide one shared left-right lane, for a total of three lanes on the eastbound approach.

y. **MM TRA-4: Pacific Coast Highway & Beryl Street (Intersection 19):** Add a southbound dedicated right-turn lane. This additional lane would encroach

into the existing sidewalk right-of-way of the Gertruda Avenue cul-de-sac, and require the removal of mature trees that line the western side of the street. The sidewalk would need to be reconstructed to the west of its current location, which would narrow the end of the cul-de-sac.

z. **MM TRA-5: Pacific Coast Highway & Torrance Boulevard Avenue (Intersection 26):** A northbound and an eastbound right-turn lane would be added at this intersection to mitigate the project's impact. The northbound right-turn lane is an approved project identified as mitigation from a prior project in the City, and therefore, the Applicant would provide a fair share contribution for these improvements. The eastbound right-turn lane would be fully-funded by the proposed project. The eastbound right-turn lane can be accommodated through restriping the outer eastbound lane on Torrance Boulevard, which measures 24 feet.

aa. **MM TRA-6: Pacific Coast Highway & Palos Verdes Drive (Intersection 36):** Add a southbound right-turn lane. The project Applicant shall provide a fair share percentage of contribution to this mitigation measure along with other development projects that would impact this intersection.

26. That the applicant shall be required to adhere to the adopted (Revised) Mitigation Monitoring and Reporting Program prepared in conjunction with the approved Final Environmental Impact Report (SCH# 2014061071 / File No. 2014-04-EIR-001). Compliance monitoring shall be as specified in the MMRP.

27. That the applicant shall comply with the following conditions of approval identified in the Final EIR:

a. **COA AES-1: Lighting -** Lighting at the project site would consist of various types of light sources, including light emitting diodes (LEDs), aimed or shielded in such a manner as to limit light trespass, direct the visual impact of the display to the appropriate audience, and direct light away from adjacent residential premises. The final lighting and signage plans shall be in substantial conformance with the plans approved by the Harbor Commission. Final lighting plans shall be subject to review and approval by the Community Development Department. In the event that the lighting plans are not approved by the Community Development Department, said plans shall be referred to the Harbor Commission for review. Final signage plans shall be reviewed by the Harbor Commission.

b. **COA AES-2: Glare -** All buildings, parking structures, and signage within the project site shall be prohibited from using large expanses of reflective materials such as mirrored glass in exterior façades. Buildings and structure façades shall primarily make use of textured and other non-reflective materials, such as, but not limited to wood, cement, plaster, brick, concrete, non-polished metal and non-mirrored glass. In addition, methods such as screening and

architectural design shall be incorporated into the new parking structures to prevent automobile headlights from shining directly into adjacent light-sensitive uses (e.g., hotels and residential uses). The final architectural design and plans for the proposed project, which include the materials and textures shall be in substantial conformance with the design and plans approved by the Harbor Commission and shall be subject to the review and approval of the Community Development Department. In the event that final architectural design and plans are not approved by the Community Development Department, said design and plans shall be referred to the Harbor Commission for review.

c. **COA BIO-1: California Least Tern -** If the construction schedule overlaps with the California least tern breeding season of April 1 – September 15, a qualified biologist[1] shall conduct monitoring prior to the initial start of construction within 500 feet of in-water construction activities. ("in water work area"). The contractor shall delay commencing work if terns are actively foraging (e.g. searching and diving) within the in-water work area. If no least terns are actively foraging within 500 feet of in-water construction activities, construction can commence. Monitoring shall continue a minimum of one-hour twice a week during in-water project activities during the breeding season (April 1 – September 15). In-water construction will be halted if least terns are actively foraging within 500 feet of the in-water construction area, and can resume when least terns have left the area within 500 feet of in-water construction. [1] The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related environmental science, having a demonstrated familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the site, demonstrated familiarity with the laws and regulations governing the protection of the species, and 2 years of construction and/or operations effects monitoring experience.

d. **COA BIO-2: Permit Compliance -** In compliance with the Clean Water Act, it is anticipated that a Section 404 permit would be required for project activities, including placement of permanent fill in jurisdictional waters. A Section 401 Water Quality Certification would also be required. In compliance with the Rivers and Harbors Act, a Section 10 permit would be required for "all work, including structures, seaward of the annual high water line in navigable waters of the United States". Compliance with these permits may include best management practices and construction measures to control turbidity in the water column adjacent to in-water work. The Water Quality Certification would contain water quality monitoring requirements for dissolved oxygen, light transmittance (turbidity), pH, and suspended solids at varying distances from the dredging operations. The permit would also include corrective actions in the unlikely event that construction exceeds any of the monitoring levels, which include silt curtains, which would be implemented if the monitoring data indicate that water quality conditions outside of the mixing zone exceed the permit-specified limits.

e. **COA BIO-3: Marine Mammal Management Program -** While impacts are less than significant without mitigation, the City is proposing the following Condition of Approval as part of its Conditional Use Permit procedures: The City of Redondo Beach shall prepare and initiate implementation of a marine mammal management program prior to the opening of Seaside Lagoon to harbor waters as recommended below to deter pinnipeds from establishing a regular presence in the lagoon or immediate vicinity. The marine mammal management program includes the following: 1) A formal determination must be made that marine mammals in Redondo Beach threaten public health and welfare, and public and private property. Apply accepted standards and practices for addressing public health, welfare, and nuisances. 2) Determine that under section 109(h)(1)(B) of the Marine Mammal Act the City has the authority to take marine mammals for the purpose of protection of public health and welfare. 3) Designate a chain of authority within the City for the implementation of marine mammal deterrents, including providing department director level controls on program implementation. 4) Establish marine mammal controls including, but not limited to: a. Eliminate pinniped haul-outs on public and private structures and vessels within King Harbor, except as designated; b. Reduce or eliminate existing colonial haul-outs inside King Harbor; c. Prevent the development of new colonial haul-outs or seal nursery aggregations on public beaches, structures or jetties of existing King Harbor facilities or harbor revitalization project facilities; d. Design revitalization facilities and uses in a manner that minimizes promotion of pinniped use, including: i. Avoiding development of areas isolated from public access that support flat surface near the water's edge; ii. designing public outreach signage regarding marine mammal hazards, not feeding animals or having close interactions, and the presence of a formal deterrent program; iii. adoption of stringent and enforceable policies on discharges of fish and food wastes in and around the water, feeding animals, and enticing sea lions and seals; 5) Implement a non-lethal marine mammal management program under the following scenarios: a. a normal year, b. an abnormal year (with abnormally high number of starving or sick pinnipeds), c. stranding protocol that addresses both healthy and sick/injured animals and provides contact information for marine mammal rescue organizations and the National Marine Fisheries Service (NMFS) Southwest Region Marine Mammal Stranding Network. The City shall implement a public education campaign that may include the following: 1) Develop and distribute signage and flyers designed to educate the public on elements of the program; 2) Assign an information officer to talk to the public, where deterrents are implemented, for a period of time until public interest dies down; and 3) Have animal control staff implementing the program wear official City attire and incorporate an informational web-site address on shirts where the public may garner additional information on the program. The Marine Mammal Management Program does not require removal or modification to existing sea lion barges, nor does it preclude the addition of new sea lion barges.

f. **COA BIO-4: Eelgrass -** Prior to any in-water construction, the project area would be surveyed per the Southern California Eelgrass Mitigation Policy (SCEMP). The SCEMP is administered by the U.S. Fish and Wildlife Service, National Marine Fisheries Service (NMFS), and California Department of Fish and Wildlife in order to determine impacts to eelgrass resources. In accordance with the requirements of the SCEMP, a pre-construction eelgrass survey shall be completed by a qualified biologist within 60 days prior to initiation of demolition or construction activities at the site. This survey shall include both area and density characterization of the beds. A post-construction survey shall be performed by a qualified biologist[1] within 30 days following project completion to quantify any unanticipated losses to eelgrass habitat. Impacts shall then be determined from a comparison of pre- and post-construction survey results. Impacts to eelgrass, if any, would require mitigation as defined in the SCEMP. If required following the post-construction survey, a mitigation planting plan shall be developed, approved by NMFS, and implemented to offset losses to eelgrass. [1] The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related environmental science, having a demonstrated familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the site, demonstrated familiarity with the laws and regulations governing the protection of the species, and 2 years of construction and/or operations effects monitoring experience.

g. **COA BIO-5: Caulerpa -** Prior to initiation of any permitted disturbing activity, a pre-construction survey of the project area shall be conducted to determine the presence or absence of Caulerpa. Per the National Marine Fisheries Service's (NMFS') Caulerpa Control Protocol, this survey shall be conducted at a Surveillance Level, since Caulerpa has not been detected in King Harbor. Survey work shall be completed no earlier than 90 days prior to the disturbing activity and no later than 30 days prior to the disturbing activity and shall be completed, to the extent feasible, during the high growth period of March 1 – October 31. If detected, NMFS and California Department of Fish and Wildlife will be notified within 24 hours of completion of the survey.

h. **COA BIO-6: Compliance with NMFS Guidelines for Overwater Structures -** The proposed project shall comply with National Marine Fisheries Service (NMFS) guidelines for overwater structures and Essential Fish Habitat (EFH). The City will cooperate in any consultation process with NMFS regarding impacts to EFH; consultation would be conducted prior to implementation of the proposed project.

i. **COA GEO-1: Geotechnical Report Per the Seismic Hazard Mapping Act -** As required by the Seismic Hazard Mapping Act of 1990 (Public Resources Code Section 2697[a]), the City shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating

any seismic hazard. Because a majority of the proposed project is within a liquefaction zone, a geotechnical report or reports prepared in accordance with the Act would be prepared and submitted to the City's Building and Safety Division prior to implementation of the project.

j. **COA GEO-2: Seismic Design and Engineering Criteria -** The proposed project would be designed and constructed in accordance with California Building Code provisions associated with seismic design and engineering criteria (including recommendations in geotechnical reports prepared as part of the design process) to minimize potential risks to people and buildings/structures in the event of seismically-induced geological hazards (including liquefaction). This includes requirements for construction, grading, excavations, use of fill, and foundation work (including type of foundation and/or soil improvement requirements), including type of materials, design, procedures, etc. Such design and construction practices would include, but not be limited to, completion of site-specific geotechnical investigations regarding construction and foundation engineering. The design would incorporate measures pertaining to temporary construction conditions as well as long-term operational conditions specific to the project site.

k. **COA GEO-3: Final Geotechnical Report Review and Approval -** The final geotechnical report(s) shall be reviewed by the City's Building and Safety Division for findings and recommendations, and the City shall approve the final project plans once satisfied that all appropriate site-specific design criteria and geotechnical recommendations, including any additional recommendations that come out of this review, have been applied to the implementation of the project through the project plans. The applicant is required to comply with the recommendations contained in the geotechnical report.

l. **COA HAZ-1: Contamination Contingency Plan -** If soil and/or buried debris is encountered during excavation or grading that is suspected to be contaminated (i.e., is observed by sight, smell, or instrument such as a photoionization detector [PID] meter if in use), work in the area of potential contamination shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented. The potential contamination would be evaluated by a qualified environmental professional using appropriate evaluation practices and, if necessary, sampling and analysis techniques as determined by the environmental professional based on the nature of the find. The nature and extent of contamination shall be determined and the appropriate handling, disposal and/or treatment shall be implemented (i.e., excavated/disposed of, treated in-situ [in-place], or otherwise managed) in accordance with applicable regulatory requirements, such as those associated with, but not limited to, the RBFD, LACFD, LARWQCB, CalEPA, DTSC, and/or SCAQMD, as appropriate.

m. **COA NOI-1: Parking Area/Structure Design –** Parking shall be designed to include buffers and/or shielding by walls, fences, or adequate landscaping to reduce noise exposure to nearby noise sensitive receptors. Additionally, design measures for parking structures near noise sensitive uses shall include: the use of materials that reduce sound transmission; the configuration of interior spaces to minimize sound amplification and transmission; or other suitable and appropriate means to reduce noise exposure to nearby noise sensitive receptors. This condition has been revised since the release of the FEIR.

n. **COA REC-1: Temporary Hand Launch and Dinghy Dock –** The City is to minimize the interruption of existing hoist operations to the extent feasible per the construction schedule. The City would secure for temporary use a nearby location for use as a hand launch and dinghy dock during the construction of the proposed project. Possible nearby locations include: fuel dock at Portofino; Mole B (Outriggers' launch); and, King Harbor Yacht Club.

o. **COA REC-2: Redondo Beach Marina in Basin 3 Slip Transition/Temporary Relocation Plan -** A slip transition and/or temporary relocation plan would be established for vessels located with the Redondo Beach Marina/Basin 3 similar to the temporary relocation plan established for Portofino Marina (located within King Harbor to the north of the project site). The temporary transition/relocation plan is intended to provide temporary slips for displaced vessels during the reconstruction/redevelopment of the Redondo Beach Marina. The plan would include notifying tenants in advance of construction, finding temporary locations elsewhere in King Harbor for displaced vessels prior to the start of construction, and phasing construction to minimize the disruption to the degree feasible, including minimizing the number of times that vessels must be moved over the course of the construction. The transition/relocation plan would include measures to provide for continued operation of visitor-serving vessels (e.g., charter fishing operations, whale watching, glass bottom tours, harbor tours, etc.), such as use of transient moorings within the harbor and operating from other marinas within King Harbor. The temporary locations identified in the relocation plan would take into account the adequacy of the replacement locations, to ensure that adequate space and amenities (e.g., parking spaces) are available to accommodate the relocated uses and so as not to disrupt existing uses or result in substantial physical deterioration of the temporary location.

p. **COA TRA-1: Construction Traffic: The following conditions are recommended:** A flagman shall be placed at the truck entry and exit from the Project site, To the extent feasible, deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time, Access shall remain unobstructed for land uses in proximity to the Project site during project construction, Minimize lane

and sidewalk closures to the extent feasible. In the event of a temporary lane or sidewalk closure, a worksite traffic control plan, approved by the City of Redondo Beach, shall be implemented to route traffic, pedestrians, or bicyclists around any such lane or sidewalk closures, A Construction Management Plan shall be developed by the contractor and approved by the City of Redondo Beach. In addition to the measures identified above, a Construction Management Plan shall include the following: Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets, Establish requirements for the loading, unloading, and storage of materials on the Project site, Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project site and neighboring businesses.

q. **COA TRA-2: Promote Alternative Transportation Modes for Employees and Patrons -** With the objective to support trip and emission reduction goals, the project applicant shall encourage employees and patrons to use existing bus service, pedestrian and bicycle connectivity to and through the site, which would decrease the number of vehicle trips. In addition, TDM measures that could further reduce trips could include: Shuttles to/from the Metro Green Line Station, Shuttles to/from LAX for hotel guests, Transit pass subsidies, vanpool services, and other incentives to employees to reduce vehicle trips.

28. That the applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Department.

29. That all on-site litter and debris shall be collected daily during construction.

30. That construction work shall occur only between the hours of 7 a.m. and 6 p.m. on Monday through Friday, between 9 a.m. and 5 p.m. on Saturday, with no work occurring on Sunday and holidays unless for unique and exceptional reasons the applicant obtains an After Hours Permit from the Community Development Department.

31. That a Project Information Officer shall be assigned to the site during construction. The officer shall provide community updates through a City website page as well as periodic email blasts to interested parties. A construction hotline phone number shall be dedicated for the project.

32. That Material storage on public streets shall not exceed 48 hours per load.

33. That the project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighbors are not subjected to excessive noise, disorderly behavior, or abusive language.

34. That barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.

35. That streets and sidewalks adjacent to job sites shall be clean and free of debris.

36. That there shall be no outdoor amplified music before 10 a.m. or after 10 p.m. without administrative review and approvals from the City.

37. That the following list of operational hours shall be the maximum allowed by all businesses authorized by this Conditional Use Permit. Any operations outside those specified herein shall require an amendment to this specific condition of the Conditional Use Permit:

Land Use Classifications	Permitted Hours of Operation
Bars and nightclubs	10 a.m. – 2 a.m.
Commercial recreation, i.e. theatre	8 a.m. – 2 a.m.
Food and beverage sales	5 a.m. – 2 a.m.
Hotel	24 hours
Marinas	24 hours
Marina-related facilities	24 hours
Offices	24 hours
Personal convenience services, i.e. spas	5 a.m. – 12 a.m.
Personal improvement services, i.e. yoga instruction	5 a.m. – 12 a.m.
Restaurants / Snack Shops	5 a.m. – 2 a.m.
Recreational equipment rentals	5 a.m. – 10 p.m.
Retail Sales	5 a.m. – 12 a.m.
Market Hall	5 a.m. – 2 a.m.
Cultural institutions	8 a.m. – 12 a.m.
Government offices	24 hours
Piers, parks, recreation and open space	24 hours
Parking lots	24 hours
Public safety facilities	24 hours
Public utility facilities	24 hours
Recreation facilities	5 a.m. – 2 a.m.

38. That this Master Conditional Use Permit shall permit the overall occupancy of the project with the following uses: commercial office, hotel, theater, restaurant, retail, and recreational uses. That the maximum allowable percentage of each use in relationship to the total overall project square footage of 523,939 shall be 35 percent restaurant, 24 percent hotel, 20 percent retail, 12 percent office and 9 percent specialty cinema. Variations in these use percentage maximums may be approved provided that the overall trip generation and parking demand does not exceed that approved in conjunction with this Conditional Use Permit. The Waterfront and Economic Development and Community Development Departments shall monitor compliance with this condition.

39. Any proposed future use not conforming to the conditions specified in this Master Conditional Use Permit shall require consideration of an amendment to this permit for the specific limited exception to the conditions contained herein.

40. That the applicant shall comply with the following Coastal Land Use Plan policy: Lower cost visitor accommodations shall be protected, encouraged, and where feasible, provided. In the Coastal Zone when demolition of existing lower cost overnight visitor accommodations or when Hotels or Limited Use Overnight Visitor Accommodations are proposed that include high-cost overnight visitor accommodations, an in-lieu fee in an amount necessary to off-set the lack of the

preferred lower cost facilities in Redondo Beach shall be imposed. The fee shall be $30,000 per room that mitigation is required for, and the fee shall be adjusted annually to account for inflation according to increases in the Consumer Price Index U.S. City Average (based on a 2010 baseline). The fee shall apply to 25% of the total number of proposed units that are high-cost overnight visitor accommodations or limited use overnight visitor accommodations. If as a part of a proposed development all units for which an in-lieu fee would be required are replaced by lower cost overnight visitor accommodations within the Coastal Zone of Redondo Beach, the in-lieu fee shall be waived.

41. That a Final Basin 3 Marina Reconstruction Plan and Bridge Operations and Maintenance Plan shall be prepared and submitted for review by the Harbor Commission prior to issuance of building permits. Said plan shall be reviewed and approved by the Waterfront and Economic Development Department, the Community Development Department and the Fire Department prior to commencement of construction and said plan shall be implemented following final inspection.

42. That the bridge operations and maintenance plan shall (1) specify that the pedestrian bridge across the mouth of Basin 3 shall be operated in compliance with drawbridge operation regulations set forth in 33 CFR 117, which establishes drawbridge operational parameters for normal and emergency operations; and (2) include provisions for providing 24-hour vessel access to Basin 3 which shall include the monitoring and use of Marine Channel 16 and providing an emergency phone number for boaters to call to request the raising of the bridge outside of regular operating hours. This plan may also include (but is not limited to) one or more of the following: 1) requiring staff trained to operate the bridge to be on-site at all times; or 2) closing the bridge to pedestrians and leaving it in an open position during late night/early morning hours. The plan may be adjusted per administrative review. The applicant shall present a review of operations to the Harbor Commission no later than 6 months from the date of commencement.

43. That a use and operating plan for Seaside Lagoon shall be prepared and reviewed by the Harbor Commission. The plan shall include the following: 1) A loading zone and/or other temporary parking to accommodate a minimum of three private vehicles on the roadway east of Seaside Lagoon for temporary loading/unloading. Said parking spaces/loading zone shall be restricted and operated as temporary loading and unloading spaces for users of the new beach and time limits may be adjusted as necessary to facilitate these operations; 2) Water quality testing by the applicant to verify compliance with the standards set forth by applicable regulatory agencies which may include the California Regional Water Quality Control Board and the County Department of Health Services. The testing shall be performed by a certified laboratory approved by the City. The testing shall be monthly during the active summer months from May to September and quarterly during the remainder of the year. The test results shall be submitted to the City for review; 3) Publicly accessible short-term lockable board storage racks and bicycle racks including

design, location and number of facilities; 4) Lifeguard services provided by the City and/or the applicant as necessary and appropriate; 5) Details regarding trash management within the Lagoon; 6) Details regarding allowances and procedures for special events; and 7) Anticipated recreation programs and activities.

44. That a Final Public Parking Structure Operations and Maintenance Plan shall be prepared and submitted to the Waterfront and Economic Development Department prior to issuance of permits. Said plan shall be reviewed and approved by the Waterfront and Economic Development Department prior to commencement of construction and said plan shall be implemented following final inspection. The Plan shall generally provide that public parking be available 24 hours each day and that fees may be charged for parking and adjusted in accordance with Coastal Commission Guidelines. Guides signs and a real-time information system identifying the availability of parking spaces at the various parking locations shall be provided in the Parking Structures.

45. That the applicant may enter into an agreement with the City of Redondo Beach to allow parking and vehicle code enforcement throughout some or all areas of the project. Said agreement shall be subject to review of the City Manager, Chief of Police and City Council.

46. That commercial loading and unloading shall take place between the hours of 7:00 a.m. and 10:00 p.m., Monday through Sunday pursuant to Redondo Beach Municipal Code Section 12-2.10. All trucks shall not be permitted to idle engines or run refrigeration equipment while loading. Any deviations to these delivery hours may be granted subject to administrative review.

47. That Public Bus Stops, benches, trash cans, and recycling cans shall be provided in coordination with the Public Works and Community Services Departments. The location and design for these features shall be consistent with the proposed streetscape.

48. That a transport service be provided to Los Angeles International Airport and the Metro Green Line Station from the proposed hotel. Said service shall be provided between the hours of 4:30 a.m. and 12:30 a.m. daily. Guest transport service shall be available upon request of the hotel guests.

49. That the reconnection of Pacific Avenue (Harbor Drive extension) along the east side of the project shall be completed and open for public use prior to the issuance of the Final Certificate of Occupancy of the final phase.

50. That all uses proposing live entertainment shall be subject to the City's Entertainment Permit requirements.

51. That all businesses serving alcoholic beverages shall comply with all of the regulations of the Alcoholic Beverage Control Act and the regulations promulgated

by the Alcoholic Beverage Control Board including, without limitation, the regulations set forth in 4Cal. Code of Regs. §§ 55, *et seq.*

52. That all employees serving alcoholic beverages to patrons must complete a certified training program by the State Department of Alcoholic Beverage Control (ABC) for the responsible sales of alcohol. The training must be offered to new employees on not less than a quarterly basis.

53. That the applicant shall encourage employees and patrons to use existing bus service, pedestrian and bicycle connectivity to and through the site, which would decrease the number of vehicle trips. In addition, TDM measures that could further reduce trips could include: shuttles to/from the Metro Green Line Station, shuttles to/from LAX for hotel guests, and transit pass subsidies, vanpool services, and other incentives to employees to reduce vehicle trips.

54. That off-site parking for employees and surplus or overflow parking is hereby authorized. Plans for such parking shall be reviewed and approved by the Director of Public Works and the Community Development Director.

55. That the following traffic flow improvements on Harbor Drive, and the Harbor Drive extension shall be designed and constructed prior to final occupancy of the project. The project Applicant shall provide a fair share contribution for these improvements. If the installation of these improvements results in the loss of any on street parking that parking shall be replaced at a one to one ratio. Replacement parking can be accommodated within the parking structures proposed for the project or on another site or sites within the Harbor and Pier area. Signal timing, phasing, equipment, signage and markings shall be adjusted to accommodate all modes of travel. The final design of these improvement shall be subject to the review and approval of the City Engineer..

    a. Design and construct a southbound right turn lane on Harbor Drive at Yacht Club Way sufficient to accommodate the projected turning volumes such that all turning vehicles are serviced within one signal cycle. The right turn lane shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction.

    b. Design and construct a southbound right turn lane on Harbor Drive at Marina Way sufficient to accommodate the projected turning volumes such that all turning vehicles are serviced within one signal cycle. The right turn lane shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction.

c. Design and construct a southbound right turn lane on Harbor Drive at Portofino Way/Beryl Street sufficient to accommodate the projected turning volumes such that all turning vehicles are serviced within one signal cycle. The right turn lane shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction.

d. Construct a new traffic signal on Harbor Drive at the primary entry to the Harbor Drive parking structure just south of Portofino Way. The traffic signal shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction.

e. Design and construct a southbound right turn lane on Harbor Drive at the primary entry to the Harbor Drive parking structure just south of Portofino Way sufficient to accommodate the projected turning volumes such that all turning vehicles are serviced within one signal cycle of the new traffic signal. The installation of the traffic signal and right turn lane may include realignment of the existing lanes on Harbor Drive.

f. Design and construct a new traffic signal controlled intersection at the intersection of Pacific Avenue, Harbor Drive and the Public Market surface parking lot access driveway. The design of said intersection shall provide a protected and efficient crossing of the Harbor Drive Cycle Track to the eastern alignment and shall control traffic entering and exiting the Harbor Drive extension, Pacific Avenue and the Public Market.

56. That the pedestrian crossing at the mid-point of the Harbor Drive extension shall be designed and constructed to provide a protected crossing that is actuated by pedestrians. Actuation may be active or passive, at the discretion of the City. The project Applicant shall provide a fair share contribution for these improvements prior to final certificate of occupancy or prior to final certificate of occupancy for Phase 1 if the project is phased. The crossing shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction. The crossing controls shall be analyzed to ensure that City-approved levels-of-service are maintained based on the projected volumes.

57. That the pedestrian and bicycle crossing at the southern end of the Harbor Drive extension shall be designed and constructed to provide a protected crossing that is actuated by pedestrians. Actuation may be active or passive, at the discretion of the City. The project Applicant shall provide a fair share contribution for these improvements prior to final certificate of occupancy or prior to final certificate of

occupancy for Phase 1 if the project is phased. The crossing shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction. The crossing controls shall be analyzed to ensure that City-approved levels-of-service are maintained based on the projected volumes.

58. That the applicant/owner/operator/lessee of the proposed project and subject property shall comply with the requirements of Section 10-5.1900(h) of the City's Coastal Zoning Implementation Ordinance with respect to Tree Trimming within the Harbor/Pier Area which currently reads as follows: The trimming and/or removal of any trees that have been used for breeding and nesting by bird species listed pursuant to the federal or California Endangered Species Acts California bird species of special concern and wading birds, herons or egrets within the past five 5 years as determined by a qualified biologist or ornithologist shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game the US Fish and Wildlife Service and the US Migratory Bird Treaty Act.

(1) No tree trimming or removal shall take place during breeding and nesting season (January through September) unless a tree is determined by a qualified arborist to be a danger to public health and safety. A health or safety danger exists if a tree or branch is dead, diseased, dying, or injured and is seriously compromised. Tree trimming or removal shall only be carried out from October 1st through December 31st.

(2) Trees or branches with a nest of a wading bird (heron or egret), a State or Federal listed species, or a California bird species of special concern that has been active any time in the last five (5) years shall not be removed or disturbed unless a health and safety danger exists.

(3) Any breeding or nesting tree that must be removed shall be replaced at a 1:1 ratio. Replacement trees shall be native or regionally appropriate non-natives and non-invasive.

a. A tree replacement and planting plan for each tree replacement shall be developed to specify replacement tree locations which must be in close proximity to the existing nesting tree, tree size (no less than thirty-six (36) inch box size), planting specifications, and a five (5) year monitoring program with specific performance standards.

b. An annual monitoring report for tree replacement shall be submitted for the review and approval of the Waterfront and Economic Development Director and maintained on file as public information.

(4) Tree trimming or removal during the non-breeding and non-nesting season (October 1st through December 31st) shall follow the following procedures.

a. Prior to tree trimming or removal, a qualified biologist shall survey the trees to be trimmed or removed to detect nests and submit the surveys to the Waterfront and Economic Development Department. Tree trimming or removal may proceed if a nest is found, but has not been used within the prior five (5) years and no courtship or nesting behavior is observed.

b. In the event that a wading bird (heron or egret) species, a State or Federal listed species, or a California bird species of special concern return or continue to occupy trees during the non-nesting season (October 1st through December 31st), trimming shall not take place until a qualified biologist has assessed the site, determined that courtship behavior has not commenced, and has given approval to proceed within 300 feet of any occupied tree (500 feet for raptor species (e.g., bald eagles, osprey, owls)).

c. Trimming of nesting trees shall not encroach within ten (10) feet of an unoccupied nest of any of the bird species referenced above. The amount of trimming at any one time shall be limited to preserve the suitability of the nesting tree for breeding and/or nesting habitat.

d. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.

(5) Tree trimming or removal during breeding and nesting season (January-September) shall be undertaken only because a health and safety danger exists, as determined by a qualified arborist, in consultation with the Waterfront and Economic Development Department and the City of Redondo Beach, and shall use the following procedures:

a. A qualified biologist shall conduct surveys and submit a report at least one week prior to the trimming or removal of a tree (only if it is posing a health or safety danger) to detect any breeding or nesting behavior in or within 300 feet (500 feet for raptors) of the work area. An arborist, in consultation with the qualified biologist, shall prepare a tree trimming and/or removal plan. The survey report and tree trimming and/or removal plan shall be submitted for the review and approval of the Waterfront and Economic Development Director and maintained on file as public information. The plan shall incorporate the following:

1. A description of how work will occur (work must be performed using non-mechanized hand tools to the maximum extent feasible).

2. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week

before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.

3. Steps taken to ensure that tree trimming will be the minimum necessary to address the health and safety danger while avoiding or minimizing impacts to breeding and/or nesting birds and their habitat.

b. Prior to commencement of tree trimming and/or tree removal the qualified biologist shall notify in writing the Department of Fish and Game and the U.S. Fish and Wildlife Service of the intent to commence tree trimming or removal.

59. That in the event of a disagreement regarding the interpretation and/or application of these conditions, the issue shall be referred back to the Harbor Commission for decision prior to the issuance of any permit. The decision of the Harbor Commission shall be final.

60. The Community Development and Waterfront & Economic Development Departments shall be authorized to approve minor changes to any conditions or requirements specified herein. Any significant changes shall be brought back to the Harbor Commission for review and consideration. With regard to the architectural design of the project significant changes shall be defined as changes greater than 10 percent of the architectural treatment of the approved building facades. The Community Development and Waterfront & Economic Development Departments shall be authorized to approve changes deemed necessary to comply with any permit or other requirements imposed by regulatory agencies, including but not limited to, the U.S. Coast Guard, the U.S. Army Corps of Engineers, the U.S. National Marine Fisheries Service, the U.S. Fish and Wildlife Department, the California Coastal Commission, and the California State Lands Commission.

61. The Final Tract Map shall reflect the Pacific Avenue Reconnection labeled as “Harbor Drive”.

62. In exchange for the City’s issuance and/or adoption of the Project Approvals, the Applicant agrees to save, keep, indemnify, and hold harmless the City of Redondo Beach, and its appointed and elected officials, officers, employees, and agents (collectively “City”), from every claim or demand made, including in particular but not limited to any claims brought seeking to overturn the Project Approvals, whether under the California Environmental Quality Act (“CEQA”), the Coastal Act, the Government Code, Redondo Beach City Charter, or other state or local law, including any attorneys’ fees or costs which may be awarded to any person or party challenging the Project Approvals on any grounds. In addition, in the event litigation is initiated, Applicant shall have the right, within forty five (45) days of receipt of notice of such litigation, to provide written approval to the City of Applicant's election to reimburse the City for its reasonably incurred attorneys' fees and costs for the defense of such litigation (with counsel of City’s choice), such approval not to be unreasonably withheld, conditioned or delayed. In the event that

Applicant makes the foregoing election, Applicant shall reimburse the City for all the City's litigation expenses in connection with such litigation, including but not limited to reasonable attorney's fees, and costs incurred. In the event that the Applicant elects not to reimburse the City for its litigation expenses, the City shall have the right to rescind all approvals or actions related to the litigation, including, but not limited to, certification and approval of any documents prepared pursuant to CEQA, any land use approvals, and any leases or other agreements entered with respect to the Project.

PASSED, APPROVED AND ADOPTED this 8th day of August, 2016.

_____
Harbor Commission Chair
City of Redondo Beach

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

I, Stephen Proud, Waterfront and Economic Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. HC- was duly passed, approved and adopted by the Harbor Commission of the City of Redondo Beach, California, at a regular meeting of said Harbor Commission held on the 8th day of August, 2016, by the following roll call vote:

AYES:

NOES:

ABSENT:

_____
Stephen Proud
Waterfront and Economic Development Director

APPROVED AS TO FORM:

_____
City Attorney's Office

Link to Waterfront Project Final EIR document webpage

Appendix M1

Water Supply Assessment

WATER FRONT PROJECT

REDONDO BEACH, CALIFORNIA

SB610 WATER SUPPLY ASSESSMENT

AUGUST 24, 2015

Prepared by:

Yarne & Associates, Inc.

For

California Water Service
2632 West 237th Street
Torrance, California 90505

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Introduction and Project Description

California Water Service (Cal Water) is submitting this California SB 610 Water Supply Assessment (WSA) for the proposed Waterfront Project (hereafter referred to as "WFP"). The Hermosa-Redondo (HR) district or system of Cal Water provides potable water service to all businesses at the existing site of the proposed WFP.

The WFP covers approximately 36 acres and is intended to provide mixed-use development compatible with the City of Redondo Beach's plan for revitalization of its water front. It includes redeveloping and expanding facilities for commercial uses, public access and recreation and improving infrastructure and parking.

The project site is comprised of approximately 31.2 acres of land, including the Seaside Lagoon, and 4.8 acres of water area made up of Basin 3 (3.5 acres) and proposed boat ramp area (1.3 acres). The WFP is located along the Pacific Ocean within the Santa Monica Bay, west of Catalina Avenue and a high-density residential development referred to as "The Village" or "Seascape," south of Portofino Way, and north of Torrance Boulevard. The Torrance Boulevard Traffic Circle is included in the project site. The land portion of the project site is generally divided into two areas: northern and southern areas. The northern portion of the project site is accessed from Harbor Drive including feeder arterials of Herondo Street, Pacific Avenue, and Beryl Street, and the southern portion is accessed from Torrance Boulevard (also known as the Torrance Circle).
See Figure 2 in the Draft EIR, for a map delineating the project site boundaries and other developed adjacent areas.

The project site is currently developed and is used for commercial and recreational purposes. Commercial uses include restaurants, retail shops, and offices. Recreation uses include a public swimming pool and a waterside area called the "Seaside Lagoon." Other uses include the Plaza Parking and Pier Parking structures (which provide a total of about 1,400 parking spaces), surface parking lots, the Horseshoe Pier, and Basin 3 of King Harbor (Redondo Beach Marina) which provides recreational uses including watercraft rentals, sightseeing, and slip rentals. Employment within the existing project site is approximately 1,228 persons.

The WFP includes demolition of approximately 207,402 square feet of existing structures, demolition/renovation of the existing Pier Parking Structure, demolition and reconstruction in kind of the Sport fishing Pier, and construction of up to approximately 523,939 square feet to include retail, restaurant, office space, cinema, a public market hall, and a boutique hotel, totaling approximately 304,058 square feet of net new development. (See Figure 3 in the Conceptual Site Plan.) The proposed project includes proposed enhancements to public recreation and open space. Construction of the WFP is expected to start in 2017 and be completed in about 27 months (2.25 years) or in 2019.

Existing Uses within the WFP site (ft^2):
Retail: 41,364
Restaurant (quick and quality service): 102,321
Office 76,196

TOTAL: 219,881 ft^2 with 1,228 employees

Proposed Uses within the WFP site (ft^2):
Retail 103,718; New = 62,354
Theater 48,117; New = 48,117
Restaurant (quick and quality service): 184,983; New = 82,662
Hotel: 122,965; New = 122,965
Office: 64,156; New = -12,040
TOTAL: 523,939 ft^2 with 2,832 employees

WFP Net New:

- **Square footage: 304,058**
- **Employees: 1,604**

The WFP is not specifically covered in Cal Water's HR 2010 Urban Water Management Plan (UWMP); therefore, its water supply requirements are addressed in this WSA. The 2010 UWMP is based on data recorded through 2010 and is still the most recent UWMP; however, updated Cal Water records data for 2011 – 2014 on population, customer services, water demand and well supply were obtained and used in this WSA. This data shows that water demand per service connection for the following user categories have decreased in the HR district: single and multi-family residential and commercial (all uses in the proposed WFP). Even though growth of commercial services in the HR district has been flat, Cal Water used a projected growth rate of 0.425% per year, which was incorporated into its demand projections in the UWMP. In 2014, Cal Water had a total of 1,847 commercial service connections.

Cal Water has compared its residential service growth projections with those of Southern California Area Governments (SCAG) and Los Angeles County Economic Forecasts and after adjusting for HR district boundary variances found them reasonably consistent.

The 2010 HR UWMP can be referenced for more detailed information on historic and forecasted water demand and supply. In June 2009, Cal Water completed a Water Supply and Facilities Master Plan (WSFMP) for the HR system that included a projection of future water demand and an assessment of supply required to meet future demand. Information from the WSFMP was incorporated into the HR UWMP.#

Senate Bill 610 (Chapter 643, Statutes of 2001) (SB 610) amended state law as of January 1, 2002, to include consideration of water supply availability when cities and counties are making land use development decisions. SB 610 requires detailed information on water supply availability be provided to local public agency decision-makers prior to approval of development projects that meet or exceed any of the following criteria:

1. A residential development of more than 500 dwelling units.
2. A shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet.

3. A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
4. A hotel or motel with more than 500 rooms.
5. An industrial, manufacturing or processing plant or industrial park planned to house more than 1,000 persons occupying more than 40 acres of land or having more than 650,000 square feet of floor area.
6. A mixed-used project that includes one or more of the projects specified above.
7. A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

Because the proposed WFP exceeds criterion 6 above, a WSA is required. This WSA assesses the adequacy of the water supply to meet the estimated demands of the proposed WFP over the next 20 years and those of Cal Water's HR system customers and projected new users under normal, single dry year and multiple dry year conditions. (Water Code §10911(a)). SB 610 requires that the information presented in a WSA be included in the administrative record that is the basis for an approval action by the local public agency.

SB 610 recognizes local control and decision-making regarding availability of water for projects and approval of projects. A WSA is to be provided to local governments for inclusion in environmental documentation for projects subject to the California Environmental Quality Act (as defined in Water Code 10912 [a]).

Waterfront Project Water Demand Forecast

Forecasting net new water demand for the WFP development plan is based on multiplying the estimated water use on a gallons per day per square foot (gpd/ft^2) basis for each commercial use category by the new square footage for that category and summing the total.

For a development project in Cal Water's Dominguez system in nearby Torrance, PCR Services Corporation (PCR), used data derived by the County Sanitation Districts of Los Angeles (CCDLA), to develop a table of estimated water demand for various commercial activities. As there was good agreement between the estimate of residential water usage derived from Cal Water data and those developed by PCR using CCDLA data, estimates of water demand for commercial activities developed by PCR using CCDLA factors are used for the WFP and are summarized below.

Commercial Activities – Average Water Use Factors

Category	gpd/ft^2
Retail	0.164
Quick or quality service restaurants	1.100

Existing Average Daily Water Use in the WFP Area:

Retail:
0.164 gpd/ft^2 x 41,364 ft^2 = 6,784 gpd

Restaurant (quick and quality service):

1.10 gpd/ft^2 x 102,321 ft^2 = 112,554 gpd

Office:
The average water use factor based on Cal Water customer use data from 5 commercial office buildings was 0.04 gpd/ft^2.
0.04 gpd/ft^2 x 76,196 ft^2 = 3,048 gpd
Total existing average daily water use: 122,386 gpd

Estimated WFP Water Use:

The WFP will replace buildings constructed from the late 1950s to 1990s with buildings that will fully comply with current city codes including the California Plumbing Code and the California Green Building Code, which mandate installation of water conserving plumbing fixtures and fittings.

Existing water use in the WFP area is based on higher historic water use rate data (gpd/ft^2). It is expected that at a minimum new WFP facilities will achieve a reduction in water use rates of 20%.

For example, old toilets often exceed 2 gallons per flush. Later toilets use 1.6 gallons per flush. The latest water efficient toilets use only 0.6 gallons per flush. Depending on the reference toilet, the latest toilets achieve 62.5% to 70% reduction in water use. In restaurants, new dishwashers will be installed which use less water than older conventional machines, which use between 7 and 14 gallons per wash load. New water efficient machines use between 4.5 and 7 gallons per wash load. Using an average of 10.5 gallons for conventional machines and 5.75 gallons for new water efficient machines results in an average savings of 4.75 gallons per load or a reduction of 45%.

1. Retail:
   0.80 x 0.164 gpd/ft^2 x 103,718 ft^2 = 13,608 gpd

2. Theater:
   Modern multiplex theaters offer expanded food service facilities and provide ample restroom facilities for customers. Therefore, the average water use factor is assumed to be higher than traditional theaters and is estimated at half of that of a restaurant with water savings machines and toilet fixtures:
   0.80 x 0.55 gpd/ft^2 x 48,117 ft^2 = 21,172 gpd

3. Restaurant (quick and quality service):
   0.80 x 1.10 gpd/ft^2 x 184,983 ft^2 = 162,785 gpd

4. Hotel:
   The water use factor for a hotel with a restaurant in another Cal Water district was estimated to be 0.50 gpd/ft^2. Therefore:

0.80×0.50 gpd/ft^2 x 122,965 ft^2 = 49,186 gpd

5. Office:
   The average water use factor based on Cal Water customer use data from 5 commercial office buildings in another Cal Water district was 0.04 gpd/ft^2. Therefore:
   0.80×0.04 gpd/ft^2 x 64,156 ft^2 = 2,053 gpd

6. Landscape irritation:
   Based on Conceptual Site Plan (Figure 3 in the Planning Document), there are trees and shrubs in areas due west of Harbor Drive and a small section of Pacific Ave Reconnection. While trees and shrubs are dispersed, it is conservatively estimated that an acre of land will be irrigated. Data from the Dominguez district yield an average irrigation rate is 2.5 acre-ft/year/acre. However, that included grass and flower plantings. For average landscape irrigation use in the WFP, a 20% use reduction is used resulting in an estimated use of 2 acre-ft/year (AFY) or 1,784 gpd

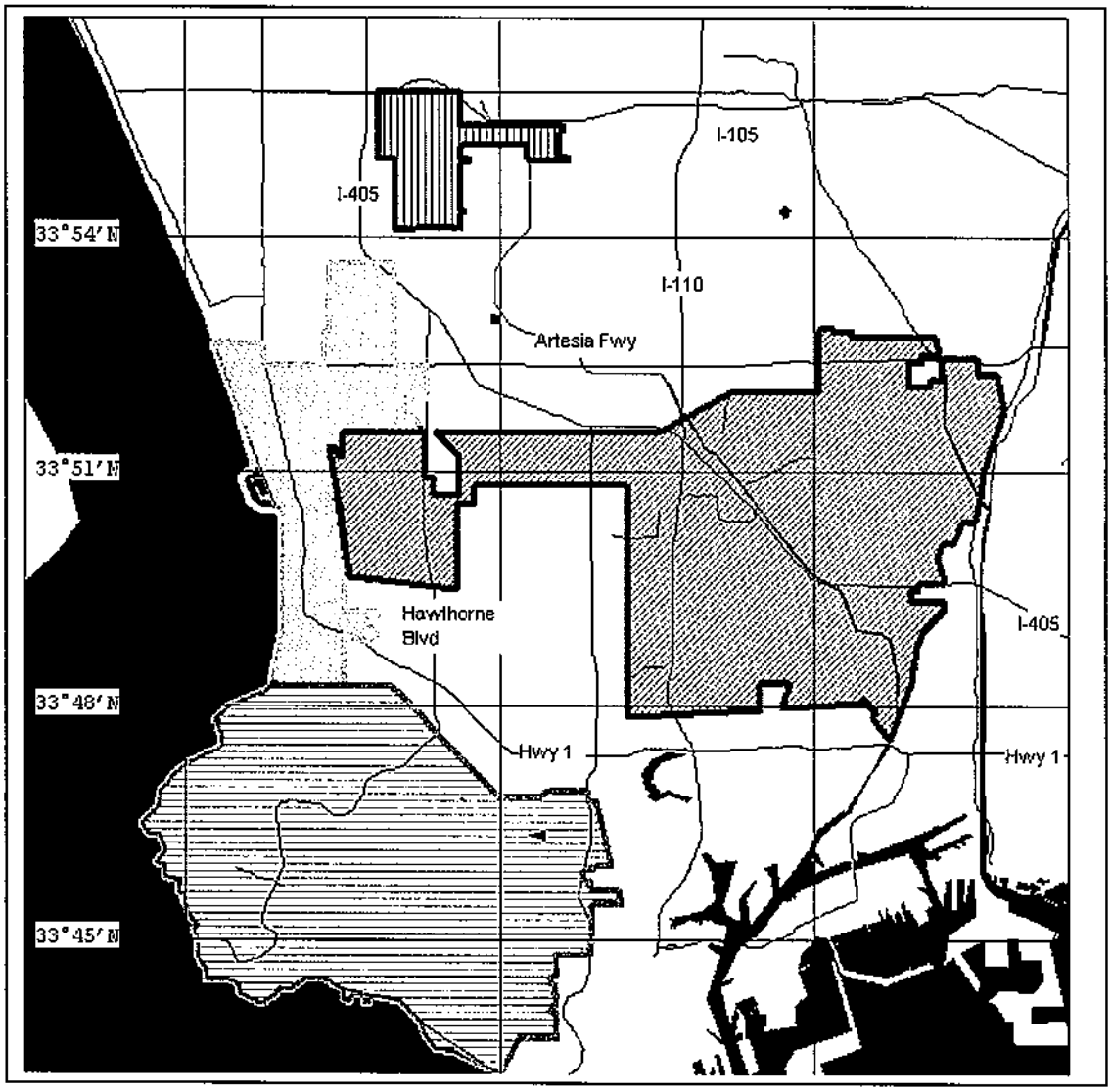
7. Total estimated average daily water use in the WFP is: 250,588 gpd

Accordingly, the net increase in average daily water use by the WFP is estimated to be:
250,588 gpd - 122,386 gpd = 128,202 gpd or **143.6 AFY**

Hermosa-Redondo System Background Information

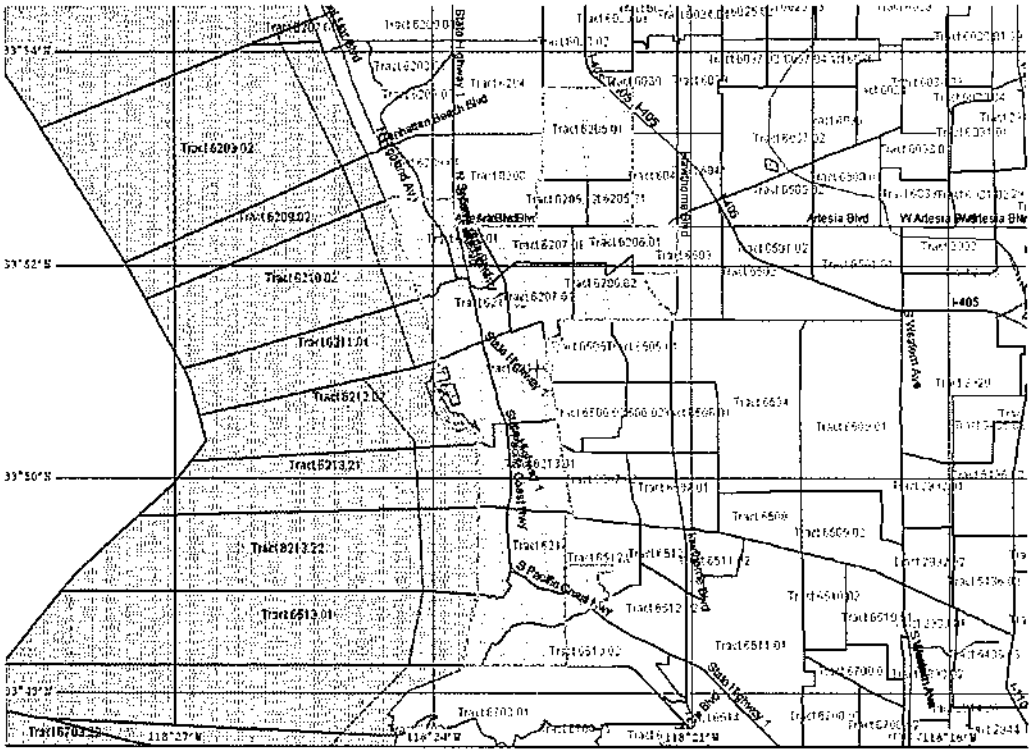
Cal Water's Rancho Dominguez District is located in the southern corner of Los Angeles County approximately ten miles north of Los Angeles Harbor. The Rancho Dominguez District includes three separate water systems or districts (Dominguez, Hermosa-Redondo and Palos Verdes), a leased system (Hawthorne), and various operations and billing contracts. Information in this WSA pertains to the HR system only. Figure 1 shows the three service areas or districts and the general location of the HR service area.

Figure 1: General Location of Hermosa-Redondo System (Area Shaded Light Blue)



The HR service area includes the cities of Hermosa Beach and Redondo Beach and approximately 5 percent of Torrance. It is bounded on the north by the cities of Manhattan Beach and Lawndale, on the east by Gardena and Torrance, on the south by Palos Verdes Estates, and on the west by the Pacific Ocean. The HR service area boundary is shown in Figure 2.

Figure 2: General Service Area of Hermosa-Redondo Service Area



Cal Water uses U.S. Census data in estimating populations in all of its districts in California. Its methodology for estimating existing and future populations has been reviewed and accepted by the California Public Utilities Commission (CPUC), which provides regulatory oversight of privately owned water and wastewater utilities. Estimates of the population serviced by Cal Water in the HR system are based on overlaying the 2010 U.S. Census Tract Block data with the service area boundary as shown in Figure 2. LandView 5 and MARPLOT® software were used to generate data.

When compared to year 2000 Census data, the 10 year growth rate in Cal Water's Hermosa-Redondo service area is 5.86% based on a 2000 population estimate of 89,673 and a 2010 population estimate of 94,925. This was increase of 5,252 persons in 10 years or average annual increase of 525 persons. Housing units increased from 43,084 to 44,777 or 1,693 units in 10 years for an average annual increase of 169 units.

Based on 2010 U.S. Census data, occupant density is 2.12 persons per residential unit (single family and multifamily units).
A summary of the census data for 2010 for the HR system is shown in Table 1.

Table 1: Summary of Census 2010 Data for Hermosa-Redondo Service Area			
	Census Tract Blocks	**Population**	**Housing Units**
Hermosa-Redondo Service Area	994	94,925	44,777

This data was used as a baseline for estimating population starting in 2010. To calculate estimated population after 2010, the Census 2010 population was divided by the total number of dwelling units served by Cal Water in 2010 to produce a population density value. This value was then multiplied by the number of Cal Water dwelling units in each future year.

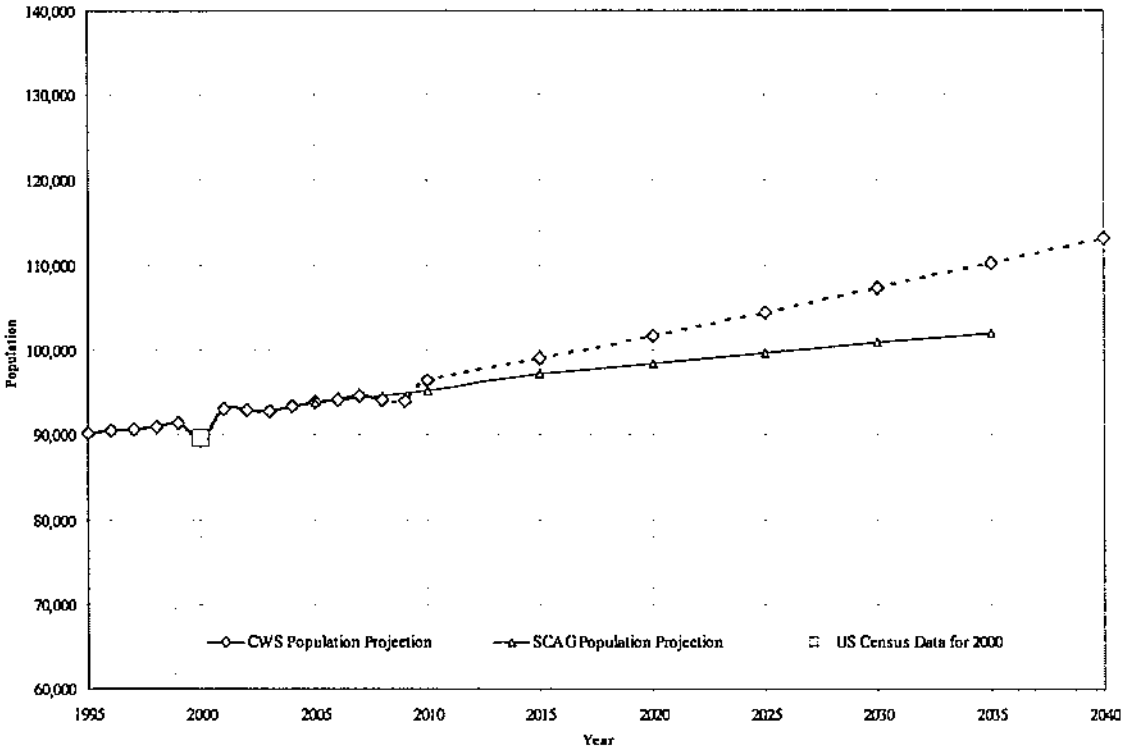
The five and ten-year growth rates for each customer service type were used to estimate the future number services to 2040. The projection using the ten-year growth rate correlated most closely with past growth and was used for estimating future number of services and population in the HR service area.

In its 2010 UWMP Cal Water estimates the HR service area population to be 113,200 in 2040. Table 2 presents Cal Water's population forecast in 5-year increments. It is noted that this forecast yields a higher population in 2020 then if the growth rate between 2000 and 2010 based on US Census data were used: 1.0586 x 94,925 = 100,488 persons in 2020 versus the Table 2 projection of 101,740, which is 1,252 persons more.

Table 2: Hermosa Redondo System 2010 UWMP Population Projection								
	2000	2010	2015	2020	2025	2030	2035	2040
Service Area Population	89,637	94,925	99,050	101,740	104,500	107,320	110,230	113,200

The Cal Water 2010 UWMP forecast is compared with the projection by the Southern California Association of Governments (SCAG) in Figure 3.

Figure 3: HR Population Projection Comparison



SCAG population projections assume Cal Water serves the following percentages of each city:

- 100% of Hermosa Beach City
- 100% of Redondo Beach City
- 5% of Torrance City

Figure 3 shows that the population growth projected in the 2010 UWMP is higher than that projected by SCAG. The 2010 Census data population of approximately 95,000 persons is the same as the SCAG projection. The Cal Water 2010 UWMP estimate is 96,430. In 2035, the SCAG projection is 102,000 versus the Cal Water projection of 110,000. As mentioned previously Cal Water's service area includes approximately 5% of the City of Torrance which is likely not included in the population projection prepared by SCAG.

In 2015, Cal Water updated its population forecast as shown in Table 3. This forecast shows reduced increases in population compared to the 2010 UWMP, but is still higher than SCAG projections. The updated Cal Water forecast was used in the WSA.

Table 3: Hermosa Redondo System 2015 Updated Population Projection

Year	2000	2010	2015	2020	2025	2030	2035	2040
Service Area Population	89,637	94,925	96,050	98,311	100,625	102,994	105,419	107,902

Hermosa Redondo System Water Demand

Before the passage of Senate Bill 7 (SBx7-7), Cal Water projected water demand by multiplying the projected number of services for each of its user classes by one of three (high, average and low) historic water use rates for each user class. The three water use rates were derived from metered customer water records. Projected increases in the number of customers in each user class were based on historic growth rates for that user class unless a particular growth rate was determined to be non-representative in which case the overall customer growth rate was used. The sum of projected demands for each user class equaled the total projected demand for the HR system. Three separate demand projections for the HR system were calculated in this manner: high, average and low.

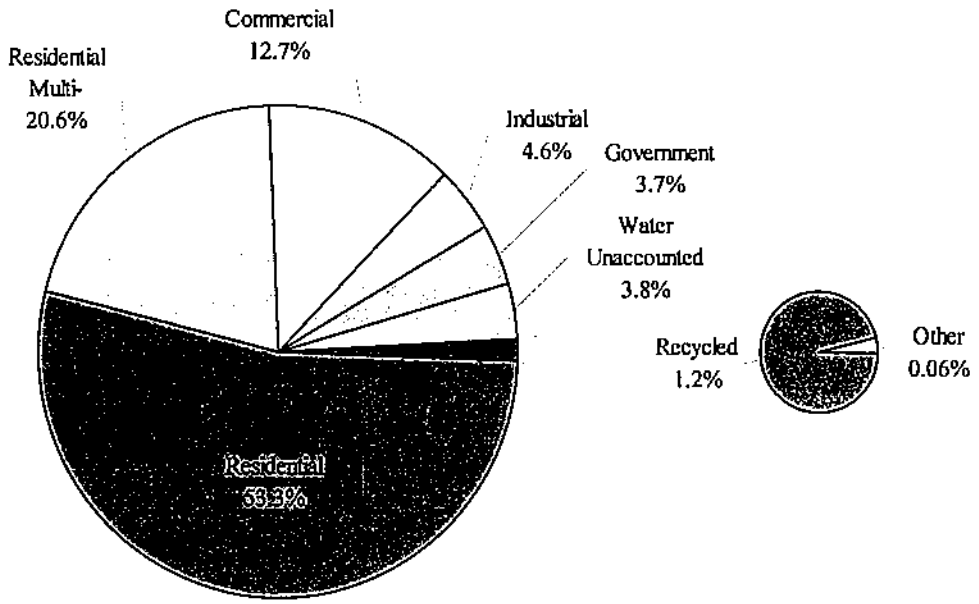
After the passage of SBx7-7, the above method was no longer used for projecting HR district water demand. However, this method is still used for projecting growth in services by user class, population, and distribution of demand among user classes. Figure 4 shows total demand by user class for all applicable user classes in 2010. Note there are no other user classes in the HR district such as sales to other agencies, use of water for saline intrusion barrier, use of water to recharge the groundwater basin or use of water for agricultural irrigation or livestock. The largest user class is single family residential where water use is 53.3% of total demand followed by multifamily residential use which is 20.6% of total demand. Combined residential demand is 73.9% of total demand. Commercial water use, which is the user class for the WFP, is the third largest use at 12.7% of total demand.

Demand projections in the 2010 UWMP were developed to meet SBx7-7 requirements. Two demand projections were made: 1) an unadjusted baseline demand and 2) a target demand. The unadjusted baseline water demand projection is the total demand expected without any water conservation. It is equal to forecasted population multiplied by the base per capita water use, which is the average for the period from 2005 to 2009.

Prior to the drought years of 1989 to 1991, the average demand per service for all user classes remained fairly constant at an annual average usage of 220,000 gallons per service – total annual demand divided by the total number of services in the HR district. After the drought, demand gradually increased, but remained below pre-drought levels. In the past ten years there has been a gradual reduction in demand per service with the low point occurring in 2010 at the end of a three year drought. Cal Water's previous conservation goal of a 10 percent reduction in demand (based on pre-drought levels) has been accomplished. Implementation of additional water conservation best management practices will continue. Reduction in demand notably occurred in the multifamily residential user class due in part to an aggressive program to replace high water volume toilets.

HR service area target water demand projection includes conservation savings due to both passive and active demand management. The target demand is calculated by multiplying SBx7-7 target per capita water use values by the projected population.

Figure 4: Hermosa Redondo System Total Water Demand by User Class in 2010



California Senate Bill x7- 7 Baseline and Targets

Senate Bill No. 7 (SBx7-7) adopted in November 2009 mandates a statewide 20% reduction in per capita urban water use by December 31, 2020. The CPUC directed Class A and B water utilities to adopt conservation programs and rate structures designed to achieve reductions in per capita water use. To increase water conservation, Cal Water in 2010 developed five-year conservation program plans for all of its service districts. The HR service area Conservation Master Plan is in Appendix G of the 2010 UWMP.

SBx7-7 requires reducing per capita water use by at least 10 percent on or before December 31, 2015. SBx7-7 requires urban retail water suppliers to develop 2015 and 2020 water use targets in accordance with specific requirements and provides several ways to calculate them. Retail water suppliers can also form regional alliances within the same hydrologic region to achieve compliance. Cal Water is including the HR system in a regional alliance with four other Cal Water districts or service areas in the South Coast hydrologic region. For these five districts or service areas (Hermosa-Redondo, Dominguez, East Los Angeles, Palos Verdes, and Westlake), district-specific targets and a regional alliance target have been established.

District-specific and regional per capita targets for Cal Water districts within the South Coast hydrologic region are shown in Table 4. The 2015 and 2020 district-specific targets for

Hermosa-Redondo District are 134 and 126 gpcd, respectively. The 2015 per capita demand is estimated to be 114 gpcd (10.95 mgd/96,050 persons) which is below both the 2015 and 2020 targets. The projected average daily water use of 10.95 mgd and population of 96,050 are based on Cal Water historic data and projections using the methods described previously.

Table 4: Regional SBx7-7 Targets for South Coast Hydrologic Region (Set in 2010)

District or Service Area	Population	2015 Target	2020 Target
Dominguez	144,190	193	171
East Los Angeles	148,740	121	115
Hermosa-Redondo	94,070	134	126
Palos Verdes	67,620	253	225
West Lake	16,740	442	393
Regional Targets[1]		**176**	**160**

[1] Regional targets are the population-weighted average of the district targets.

If per capita demand remains at this projected average for 2015, the HR service area will meet its 2020 per capita water use target.

Cal Water does not sell water to other agencies, nor does it supply water for saline barriers, groundwater recharge, conjunctive use or recycling. HR service area water use is exclusively by Cal Water customers and does include unaccounted for distribution system losses. System losses are summarized and some small amount of recycled water supplied by WBMWD for non-potable uses are shown in Table 5.

Table 5: Hermosa-Redondo Recycled Water Use and System Losses - AF

Category	2010	2015	2020	2025	2030	2035	2040
Recycled Use	153	155	159	162	166	169	173
Unaccounted for system losses	481	1,027	1,028	1,055	1,083	1,112	1,142
Total	634	1,182	1,186	1,217	1,249	1,281	1,315

Actual and projected water demand through 2040 is shown in Table 6. Demand values represent the total target demand projection based on achieving SBx7-7 gpcd targets for 2015 and 2020. They include unaccounted for water losses in the HR distribution system.

Table 6: Hermosa-Redondo System – Actual and Projected Water Demand - AF

	2005 (Actual)	2010 (Actual)	2015	2020	2025	2030	2035	2040
Water Use	14,458	12,382	13,417	13,676	13,942	14,214	14,493	14,778

WFP and HR Demand Comparison

The estimated projected HR system water demand increase between 2015 and 2035 is 1,076 AFY. Taken as a percentage of this increase, the WFP represents a 13.3% (143.6/1,076) increase. While it could be reasonably assumed that the projected increase in HR district water demand includes the WFP, the conservative position taken here is that it will be added to the projected demand for 2020 in Table 6. A revised total HR system demand including the WFP rounded up to 144 AFY is shown in Table 7.

Table 7: Hermosa-Redondo System + WFP Projected Water Demands - AF

	2015	2020	2025	2030	2035	2040
HR System	13,417	13,676	13,942	14,214	14,493	14,778
Waterfront Project	0	144	144	144	144	144
Total	13,417	13,820	14,086	14,358	14,637	14,922

Hermosa-Redondo System Water Demand Management

Cal Water is significantly expanding its water conservation programs. State law, CPUC directives and a state water conservation organization are focused on reducing urban water use and have provided much of the impetus for this emphasis. This includes:

1. Recent decisions by the CPUC directing regulated water utilities to reduce per capita urban water demand.
2. State legislation mandating urban water suppliers reduce per capita demand 20 percent by 2020.
3. Memorandum of Understanding Regarding Urban Water Conservation in California (MOU).

Following is a brief summary of each.

The CPUC's Decision 07-05-062 directed Class A and B water utilities to submit a plan to achieve a 5 percent reduction in average customer water use over each three-year rate cycle. This policy was refined under Decision 08-02-036, which established a water use reduction goal of 3 to 6 percent in per customer or service connection consumption every three years once a full conservation program, with price and non-price components, is in place. These decisions anticipated enactment of policies by the State legislature to reduce urban water use in California 20 percent by 2020.

SBx7-7 requires the state to achieve a 20 percent reduction in urban per capita water use by December 31, 2020. The state is required to make incremental progress toward this goal by reducing per capita water use by at least 10 percent on or before December 31, 2015. SBx7-7 requires each urban retail water supplier to develop interim and 2020 urban water use targets. Urban retail water suppliers will not be eligible for state water grants or loans unless they comply with SBx7-7's requirements.

There are three ways in which a water supplier can comply with the MOU. The first way is to implement a set of water conservation best management practices (BMPs) according to the

requirements and schedules set forth in Exhibit 1 of the MOU. The second way, called Flex Track compliance, is to implement conservation programs expected to save an equivalent or greater volume of water than the BMPs. The third way, similar to SBx7-7, is to reduce per capita water use. Each of these compliance options is briefly described below.

Originally, the MOU established a set of BMPs that signatories agreed to implement in good faith. For each BMP, the MOU established the actions required by the water supplier (e.g. site surveys, fixture and appliance rebates, water use budgets, volumetric pricing and conservation rate designs), the implementation schedule, and the required level of effort (in the MOU this is referred to as the coverage requirement). Additionally, the MOU established the terms by which a water supplier could opt out of implementing a BMP.

BMPs are grouped into five categories. Two categories, Utility Operations and Education, are "Foundational BMPs" because they are considered essential water conservation activities by any utility and are adopted for implementation by all signatories to the MOU as ongoing practices with no time limits. The remaining BMPs are "Programmatic BMPs" and are organized into Residential, Commercial, Industrial, and Institutional (CII), and Landscape categories. Table 8 lists the BMPs by category. The requirements and coverage levels of each BMP are set forth in Exhibit 1 of the MOU. Cal Water's CUWCC annual reports, which detail BMP implementation, are included in the 2010 UWMP as Appendix G.

Under Flex Track, a water supplier can estimate the expected water savings over the 10-year period 2009-2018 if it were to implement the programmatic BMPs in accordance with the MOU's schedule, coverage, and exemption requirements, and then achieve these water savings through any combination of programs it desires. Thus, through the Flex Track compliance option, a water supplier agrees to save a certain volume of water using whatever it determines to be the best combination of programs. Because the savings target depends on the programmatic BMP coverage requirements, which in turn are functions of service area size and composition of demand, the volume of water to be saved under this compliance option must be calculated separately for each supplier.

Table 8: MOU Best Management Practices

BMP Group	BMP Name
1. Utility Operations Programs (F)	Conservation Coordinator
	Water Waste Prevention
	Wholesale Agency Assistance Programs
	Water Loss Control
	Metering & Volumetric Rates
	Retail Conservation Pricing
2. Education Programs (F)	Public Information Programs
	School Education Programs
3. Residential (P)	Residential Assistance Program
	Landscape Water Surveys
	High Efficiency Clothes Washer Program
	Watersense Toilet Program
	Watersense Specifications for Residential Development
4. Commercial, Industrial, Institutional (P)	Reduce baseline CII water use by 10% in 10 years
5. Landscape (P)	Large Landscape Water Budget Programs
	Large Landscape Water Surveys
F = Foundational BMP, P = Programmatic BMP	

Under the gpcd option, a water supplier can comply with the MOU by reducing its baseline gpcd by 18 percent by 2018. The baseline is the ten-year period 1997-2006. The MOU establishes interim gpcd targets and the highest acceptable levels of water use deemed to be in compliance with this option. The MOU's gpcd option is similar to the method to set the SBx7-7 target, except that it uses a fixed baseline period and only runs through 2018.

Cal Water is using Flex Track to comply with the MOU because it provides the most flexibility in selecting conservation programs and allows for more streamlined reporting.

Water Conservation Master Plans

To comply with requirements for urban water use reduction, Cal Water developed Water Conservation Master Plans (WCMP) for each of its service districts or areas. WCMPs set forth a framework for compliance and describe Cal Water's specific conservation actions to be implemented. Major tasks in the WCMPs include:

1. A complete review of State policies and development of a compliance strategy
2. Calculating all appropriate per capita targets
3. Determining water savings required from new programs
4. Performing an analysis of conservation programs
5. Developing a portfolio of conservation program actions
6. Creating a plan for monitoring and updating the WCMP

The Water Conservation Master Plan for the Hermosa-Redondo system is in Appendix G of the HR 2010 UWMP. A discussion of baseline and target water use is provided in Section 3 of the UWMP. Details on water savings requirements and the programs to be implemented are also provided. Table 9 is a summary of water conservation programs selected.

Table 9: Cal Water Hermosa-Redondo Conservation Programs		
Program Name	**Description**	**Target Market**
CORE PROGRAMS		
Rebate/Vouchers for toilets, urinals, and clothes washers	Provide customer rebates for high-efficiency toilets, urinals, and clothes washers	All customer segments
Residential Surveys	Provide residential surveys to low-income customers, high-bill customers, and upon customer request or as pre-screen for participation in direct install programs	All residential market segments
Residential Showerhead/Water Conservation Kit Distribution	Provide residential showerhead/water conservation kits to customers upon request, as part of residential surveys, and as part of school education curriculum	All residential market segments
Pop-Up Nozzle Irrigation System Distribution	Offer high-efficiency pop-up irrigation nozzles through customer vouchers or direct install.	All customer segments
Public Information/Education	Provide conservation messaging via radio, bill inserts, direct mail, and other appropriate methods. Provide schools with age appropriate educational materials and activities. Continue sponsorship of Disney Planet Challenge program.	All customer segments
NON-CORE PROGRAMS		
Toilet/Urinal Direct Install Program	Offer direct installation programs for replacement of non-HE toilets and urinals	All customer segments
Smart Irrigation Controller Contractor Incentives	Offer contractor incentives for installation of smart irrigation controllers	All customer segments
Large Landscape Water Use Reports	Expand existing Cal Water Large Landscape Water Use Report Program providing large landscape customers with monthly water use reports and budgets	Non-residential customers with significant landscape water use and potential savings
Large Landscape Surveys & Irrigation System Incentives	Provide surveys and irrigation system upgrade financial incentives to large landscape customers participating in the Large Landscape Water Use Reports programs and other targeted customers	Non-residential customers with significant landscape water use and potential savings
Food Industry Rebates/Vouchers	Offer customer/dealer/distributor rebates/vouchers for high-efficiency dishwashers, food steamers, ice machines, and pre-rinse spray valves	Food and drink establishments, institutional food service providers
Cooling Tower Retrofits	Offer customer/dealer/distributor rebates/vouchers of cooling tower retrofits	Non-residential market segments with significant HVAC water use
Industrial Process Audits and Retrofit Incentives	Offer engineering audits/surveys and financial incentives for process water efficiency improvement	Non-residential market segments with significant industrial process water uses

Hermosa-Redondo System 2015 Conservation Program Activity Levels

The water savings requirement analysis shows that after accounting for water savings from existing water efficiency codes and ordinances, scheduled adjustments to water rates, and investments in conservation programs, projected 2015 baseline demand in Hermosa-Redondo system is less than the 2015 per capita water use target. Moreover, 24 of the 32 programs evaluated had benefit to cost ratios greater than or equal to one, indicating that implementation of these programs would be more cost-effective for rate payers than purchasing imported water from West Basin Municipal Water District (WBMWD). The Hermosa-Redondo system 2015 programs and the activity level include rebates to cover replacement of 1,200 toilets and 520 clothes washers, 60 customer surveys/audits, distributing 690 conservation kits and 6,000 pop up nozzles, 2,600 direct install toilets/urinals, 10 smart irrigation controller vendor incentives, 60 large

landscape water use reports, 50 large landscape surveys/incentives, 20 commercial kitchen rebates/vouchers, and 10 cooling tower/process water retrofit incentives.

Water Shortage Allocation Plans

Cal Water has also developed Water Shortage Allocation Plans (WSAP), which are plans of action to reduce water demand should significant water supply shortages occur. These actions may be implemented for several months or several years depending on circumstances. The WSAP differs from the WCMP, which is focused on achieving permanent reductions in per capita water use by Cal Water's customers and is not driven by significant short or long reductions in supply. In the short-term, the WSAP assists Cal Water in further reducing demand so that it matches significant reductions in supply.

Implementation of Cal Water's WSAP for the HR system will generally be triggered by actions taken by the West Basin Municipal Water District (WBMWD) and the Metropolitan Water District (MWD). Except in unusual circumstances, Cal Water will follow the lead of these agencies when deciding whether to implement its WSAP. Cal Water has a four-stage approach that corresponds to specific levels of projected water supply shortage. Depending on the supply reduction target, this approach becomes increasingly more aggressive in requiring customer water use reductions. The stage selected depends on such factors as wholesale supply reductions, availability of alternative supplies, time of year and coordinated regional actions among all affected water utilities and agencies.

The percentage of supply shortage determined by MWD will be a significant factor in Cal Water's decision on which stage of supply reduction it will implement for the Hermosa-Redondo system. Supply reductions percentages are shown for each of the 4 stages in Table 10.

Table 10: Cal Water Supply Shortage Reduction Stages

Stage	Projected Supply Reduction %
Stage 1	5 to 10%
Stage 2	10 to 20%
Stage 3	20 to 35%
Stage 4	35 to >50%

Hermosa Redondo System Water Supply

Information from Cal Water's 2010 UWMP, the 2009 WSFMP and more recent data on groundwater were used to develop the supply plan for the HR system to 2035.

The Hermosa Redondo system is supplied by the following water sources:

- Imported water purchased from Metropolitan Water District of Southern California through the West Basin Municipal Water District (WBMWD).
- Groundwater is pumped from the adjudicated West Coast groundwater basin (Silverado aquifer) currently using 2 wells. A third existing well has been inactive due to H_2S levels. Recent testing indicates that the H_2S has cleared, so it will be returned to service in 2015

to determine if the third well can continuously operate without the need for a well head treatment system. If not, treatment will be added as scheduled in 2018. Total annual production for the 3 wells with 90% utilization is 2,890 AFY.

- Recycled wastewater produced by the West Basin Municipal Water District in their West Basin Water Recycling Plant located in El Segundo.

Cal Water's adjudicated right of the safe yield of the groundwater basin in the HR district is 4,070 AFY. However, Cal Water does not currently have the ability to sustain production and delivery of this quantity. The unused groundwater (1,170 AFY) is either sold to other entities or left for basin recharge. A portion of the unused adjudicated right can also be carried over into the following year. Cal Water intends to add treatment to existing wells in either the Dominguez or Hawthorne service areas and/or construct additional new wells in the future in order to fully use all of its West Coast Basin adjudicated water rights. Because of the potential to induce salt water intrusion into the fresh water aquifer, a fourth well with at least 1,300 AFY of production capacity (0.9 x 1,300 = 1,170 AFY) will not be constructed in the HR service area, but rather in the adjacent Dominguez service area. Since Cal Water's purchase of WBMWD is for its three districts (Dominguez, Hermosa-Redondo and Palos Verdes) as a whole, adding an additional well in the Dominguez district with an annual effective production of 1,170 AFY allows Cal Water to allocate the equivalent amount of WBMWD water that would have gone to the Dominguez district to the HR district. Therefore, use of HR's adjudicated right of an additional 1,170 AFY of groundwater in the Dominguez district is offset by the HR district using an equivalent amount of WBMWD supply

For more detailed information on the groundwater system that the HR district draws water from, refer to Appendix D in the 2010 HR UWMP.

Purchased water from WBMWD, one of twenty-seven member agencies of Metropolitan Water District of Southern California (MWDSC), is estimated to 77.3% of HR's 2015 and 71.7% of HR's 2040 water demand. WBMWD serves as the regional wholesaler and developer of local supplies. They also provide the recycled water. The projected water supply source and volumes to meet the projected demands in Table 7 are shown in Table 11.

Table 11: Hermosa Redondo Water Supplies (AFY)

Water Supply Sources	2010 Actual	2015	2020	2025	2030	2035	2040
West Basin Municipal Water District	10,958	10,372	10,761	11,024	11,292	11,568	11,849
Pumped groundwater	1,424	2,890	2,900	2,900	2,900	2,900	2,900
Recycled Water	134	155	159	162	166	169	173
Total	12,516	13,417	13,820	14,086	14,358	14,637	14,922

Since purchased water from WBMWD is the main source of supply, it is discussed in the following section.

Purchased Water

Purchased water is imported and supplied by MWDSC to WBMWD. It will continue to be the main supply source to the HR system at least through 2040.

Water from MWDSC is delivered through four interconnection feeders (Palos Verdes Feeder, Victoria Feeder, Long Beach Lateral and Extension and the Sepulveda Feeder) to WBMWD and through WBMWD service connections to the HR system. The maximum flow rate capacity of the service connections is much higher that the HR distribution system could accommodate so supply is not constrained by the delivery system.

Cal Water has a supply purchase agreement with WBMWD. Water purchased by Cal Water and supplied to the HR system comes from either the Colorado River Aqueduct, which is owned by MWD, or through the California Aqueduct, a facility of the State Water Project (SWP), which is owned and operated by the California Department of Water Resources (DWR).

MWD classifications of service and rate structure have changed in recent years and further changes are anticipated. Key to these changes is a purchase agreement for imported water between WBMWD and MWD. This agreement became effective January 1, 2003, had an initial term of five years, and establishes requirements for water sales within MWD's service area. The agreement sets a Base Allocation for each Purchaser, which is essentially their share of the supply MWD has made available to WBMWD. The Base Allocation is determined on that Purchaser's five-year average non-surplus purchases during fiscal years ending 1997 through 2001. Over the term of the agreement, the Purchaser commits to purchase at least 60 percent of the Base Allocation times five, which is known as the Purchase Commitment. If a Purchaser does not purchase the full Purchase Commitment over the term of the agreement, then they must pay for the balance at the current Tier 1 Supply Rate.

A two-tier rate and annual allocation is another aspect of this agreement. The agreement sets a Tier 1 Annual Maximum at 90 percent of the Base Allocation. All water purchased in any year in an amount that is equal to or less than the Tier 1 Maximum will be purchased at the current Tier 1 Rate. Any amount of water purchased in excess of the Tier 1 Annual Maximum will be at the Tier 2 Rate. In 2013, the Tier 1 rate for water purchased from WBMWD was $1,089/AF and the Tier 2 rate was $1,239/AF.

In the Imported Water Purchase Agreement between Cal Water and WBMWD, the Base Allocation, Tier Allocations, and Purchase Commitment are established as a combined amount for all four Cal Water systems served (Palos Verdes, Hermosa-Redondo, Dominguez and Hawthorne). The HR system shares in the combined amount with the other three service areas. The agreement became initially effective on January 1, 2003. There have been several subsequent amendments, with No. 4 dated January 1, 2008, being the most recent. It eliminated Cal Water's Base Allocation, set the Tier 1 Annual Maximum to 70,000 acre-feet and the Purchase Commitment is 210,000 acre-feet. Cal Water has developed an allocation that distributes the Tier 1 Annual Maximum to each of its four districts, so that if the total Tier 1 Maximum is exceeded the applicable Tier 2 charges can be assessed to the appropriate district. Allocations among the four service areas are as follows: Dominguez 22,400 AF, Hawthorne 4,900 AF, Hermosa-Redondo 16,800 AF, and Palos Verdes 25,900 AF.

Purchased water is delivered through four WBMWD service connections from two MWDSC distribution feeders: the West Basin Feeder and the Palos Verdes Feeder. Because the four connections are located on these feeders, the HR system is completely reliant on these two feeders. Two other MWDSC feeders, the West Coast Feeder and the Sepulveda Feeder, also serve the region, and could be used as additional connections to improve system reliability. The total rated capacity of the four service connections is 26,930 gpm (38.8 mgd).

Groundwater

In 1961 the West Coast Sub-basin of the Coastal Plain of Los Angeles was adjudicated, with the Department of Water Resources as Watermaster. A copy of the adjudication order is located in Appendix J of the UWMP. The Department of Water Resources' Annual Summary of Watermaster Service reports on groundwater status in the basin. This summary includes historical fluctuation of water level elevation in wells throughout the basin. These references indicate that, since the reduction in pumping began in 1954 and the adjudication was implemented in 1961, groundwater levels in the West Coast Basin have risen some 20 to 60 feet, depending on location. However, many groundwater elevations in the basin remain below sea level, requiring the maintenance of seawater intrusion barriers.

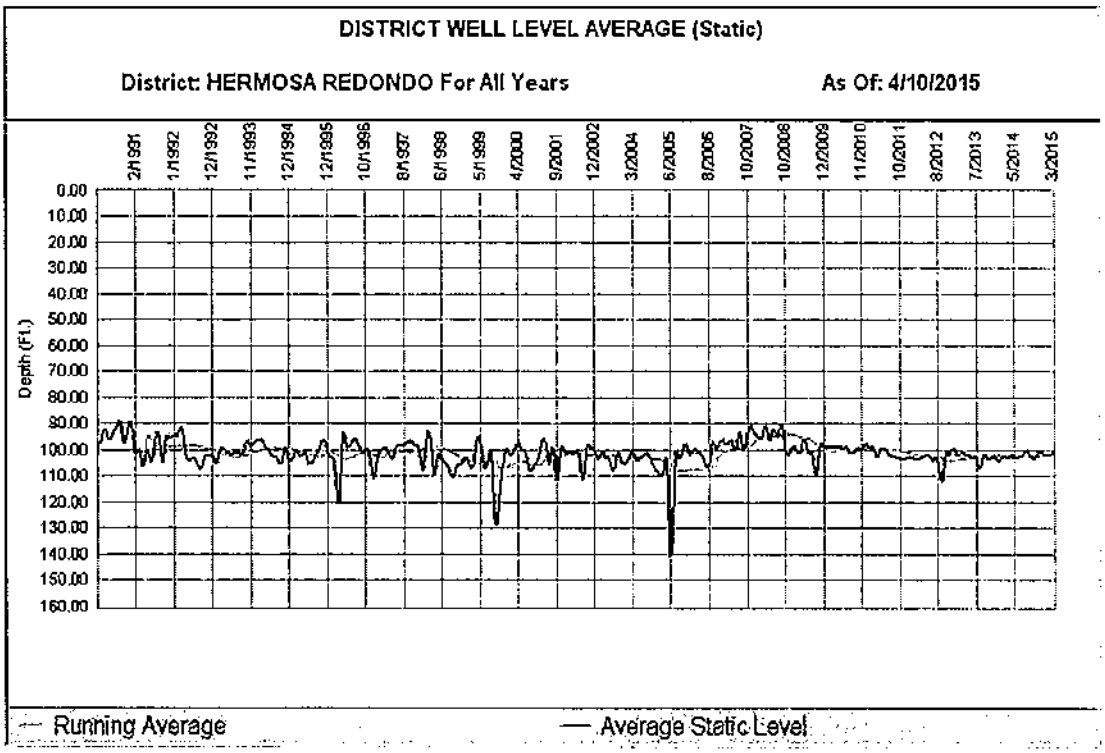
The West Coast basin is a pressurized aquifer groundwater basin with three primary aquifers: the 200-foot Sands, the Silverado Aquifer, and the Lower San Pedro Aquifer. These aquifers have continuity with the Pacific Ocean in Santa Monica Bay. Overdraft of the basin was caused by excessive pumping due to population growth and rapid industrialization of the Los Angeles Coastal Plain beginning in the 1930s. This overdraft caused lowering of the piezometric head of the aquifers, which increased pumping cost and resulted in seawater intrusion. The adjudication of the West Coast Basin began in 1945 when Cal Water, along with the City if Torrance and the Palos Verdes Water Company filed a lawsuit in Superior Court, Los Angeles County, to quiet title to the groundwater rights and control pumping in the basin. As part of the effort to resolve the overdraft condition, the West Basin Municipal Water District was formed in 1947 to distribute supplemental water to the major water purveyors imported into the region by the Metropolitan Water District of Southern California (MWD). In 1955 when pumpers realized the severity of the overdraft, groundwater pumping was limited under an interim agreement. In 1961, the Court rescinded the interim agreement and signed the West Coast Basin Judgment.

The Hermosa-Redondo district exercises an annual adjudicated right of 4,070 AF. This right is comprised of 3,071 AF issued to the District as part of the adjudication and 999 AF acquired when Cal Water purchased the Palos Verdes District from the Palos Verdes Water Company. Cal Water is active in leasing its unused annual water rights.

Three HR district wells can produce 2,000 gpm if operated at the same time. If operated 90% of the time, they would produce 2,900 AFY; hence, the need for an additional well to produce 1,170 AFY. The plan is to add a new well with a production capacity of approximately 805 gpm (90% utilization rate) in the future in the Dominguez district to produce 4,070 AFY of groundwater supply or improve the equivalent of amount of production from existing wells in the Dominguez district.

Figure 5 shows that the average groundwater level for the HR Service area has remained between 90-110 feet below surface since 1990.

Figure 5: Hermosa-Redondo District Average Well Level



Seawater intrusion has been a problem in the West Coast Basin since the 1930's. Two seawater intrusion barriers, the West Coast Basin Barrier and the Dominguez Gap Barrier, have addressed the threat of losing the basin to salt water. The Los Angeles County Department of Public Works operates both barriers and the Water Replenishment District buys the water used in these facilities from WBMWD. The West Coast Basin Barrier, comprised of 149 injection wells situated approximately parallel with the Santa Monica Bay coastline, has a greater impact on the operations of the Hermosa-Redondo District than does the Dominguez Gap Barrier, a much smaller facility, providing protection along the San Pedro Bay in the southern portion of the basin.

The West Coast Basin Barrier has effectively halted the intrusion of seawater along the coastline adjacent to the district; however, the timing and location of the installation allowed a plume of saline water to become entrapped inland of the barrier. This plume has been responsible for the closure of at least six wells in the Hermosa-Redondo service area.

The plume has continued to migrate inland, driven by groundwater elevations that are at or above sea level. Such elevations are intensified by water injections designed to prevent further

intrusion and a pumping depression resulting from heavy groundwater production by oil refineries in the Wilmington area. Estimates indicate that this plume originally contained 300,000 AF of brackish water making it difficult to site new groundwater wells.

Dominguez Water Corporation, with the support of the West Basin Municipal Water District, the Water Replenishment District of Southern California (WRD), Metropolitan Water District of Southern California and the United States Bureau of Reclamation, established a seawater desalinization demonstration project in July of 1993. Their effort has demonstrated that this plume can be extracted, treated, and put to beneficial use in an economical manner. That cost is further reduced through an incentive program offered by MWDSC so that the unit cost to the customer is less than the imported service from MWDSC. Following the merger of Cal Water and Dominguez in 2000, Cal Water has operated this desalination facility.

WRD is a public agency responsible for eliminating annual overdraft, reducing historical overdraft in both the West Coast and Central Basins, and protecting these basins from seawater intrusion or other contamination. Additionally, the WRD manages various groundwater quality cleanup programs. To finance its designated responsibilities the WRD levies a Replenishment Assessment on every acre-foot of groundwater produced in the Central and West Coast Basins.

The Los Angeles County Department of Public Works owns and operates all groundwater recharge facilities as a county funded activity through a longstanding inter-agency agreement. As a result, the costs associated with the capture and recharge of storm runoff water is not directly accountable in the cost of water replenishment. All other water used for replenishing the groundwater of the Central and West Coast Basins is funded by the WRDSC through the Replenishment Assessment.

The principle mechanisms for recharge in the West Coast Basin are the injection of water into the seawater intrusion barriers, in-lieu replenishment, and inflow to the West Coast Basin from the Central Basin. The Central Basin is recharged through percolation of water applied to surface spreading ponds in the Montebello Forebay.

Basin Boundaries and Hydrology

The West Coast Subbasin is bounded on the north by the Ballona Escarpment, an abandoned erosion channel from the Los Angeles River. On the east it is bounded by the Newport-Inglewood fault zone and on the south and west by the Pacific Ocean and consolidated rocks of the Palos Verdes Hills. The surface of the sub-basin is crossed in the south by the Los Angeles River through the Dominguez Gap, and the San Gabriel River through the Alamitos Gap, both of which then flow into San Pedro Bay.

The District is situated on the following basin:

- South Coast Hydrologic Region
- Coastal Plain of Los Angeles Basin
- West Coast Sub-basin
- Groundwater Basin Number: 4-11.03

A detailed description of the basin is given in the California's Ground Water Bulletin 118, Appendix D. Also, a brief summary of the basin adjudicated water rights is given in Appendix A at the end of this WSA.

Groundwater Management Plan

As the regional groundwater management agency for two of the most utilized groundwater basins in the state of California, the WRD plays an integral role in overall water resource management in southern Los Angeles County. The WRD manages groundwater for nearly four million residents in 43 cities of southern Los Angeles County. The 420 square mile service area uses about 250,000 acre-feet of groundwater per year, which equates to nearly 40 percent of the total demand for water. The WRD ensures that a reliable supply of high quality groundwater is available through its clean water projects, water supply programs, and effective management principles. A copy of the WRD Strategic Plan is included as Appendix J.

Recycled Water

Recycling of wastewater offers several benefits to Cal Water and its customers by helping to maintain a sustainable groundwater supply through direct recharge or by reducing potable water demand when recycled water is used for landscape irrigation and industrial uses previously served by potable water.

The HR service area currently receives recycled water from WBMWD, which acquires controls, distributes, and sells recycled water to several cities and agencies in the greater Los Angeles area.

WBMWD has constructed what is one of the largest water reuse projects in the United States. In its Phase I User Report, over 105 economically feasible recycled water users were identified with a combined estimated average annual demand of 19,100 AF. The project, when fully constructed, has the potential to deliver nearly 70,000 AF of tertiary treated recycled water per year. Following treatment at the Hyperion Water Treatment Plant owned by the city of Los Angeles and located near the Los Angeles airport, recycled water is being used for injection at the seawater intrusion barriers, for industrial operations and for landscape irrigation. Since 1995 the injection of recycled into the West Coast Basin Barrier has totaled over 100,000 AF. Figure 6 is a schematic of WBMWD's distribution system.

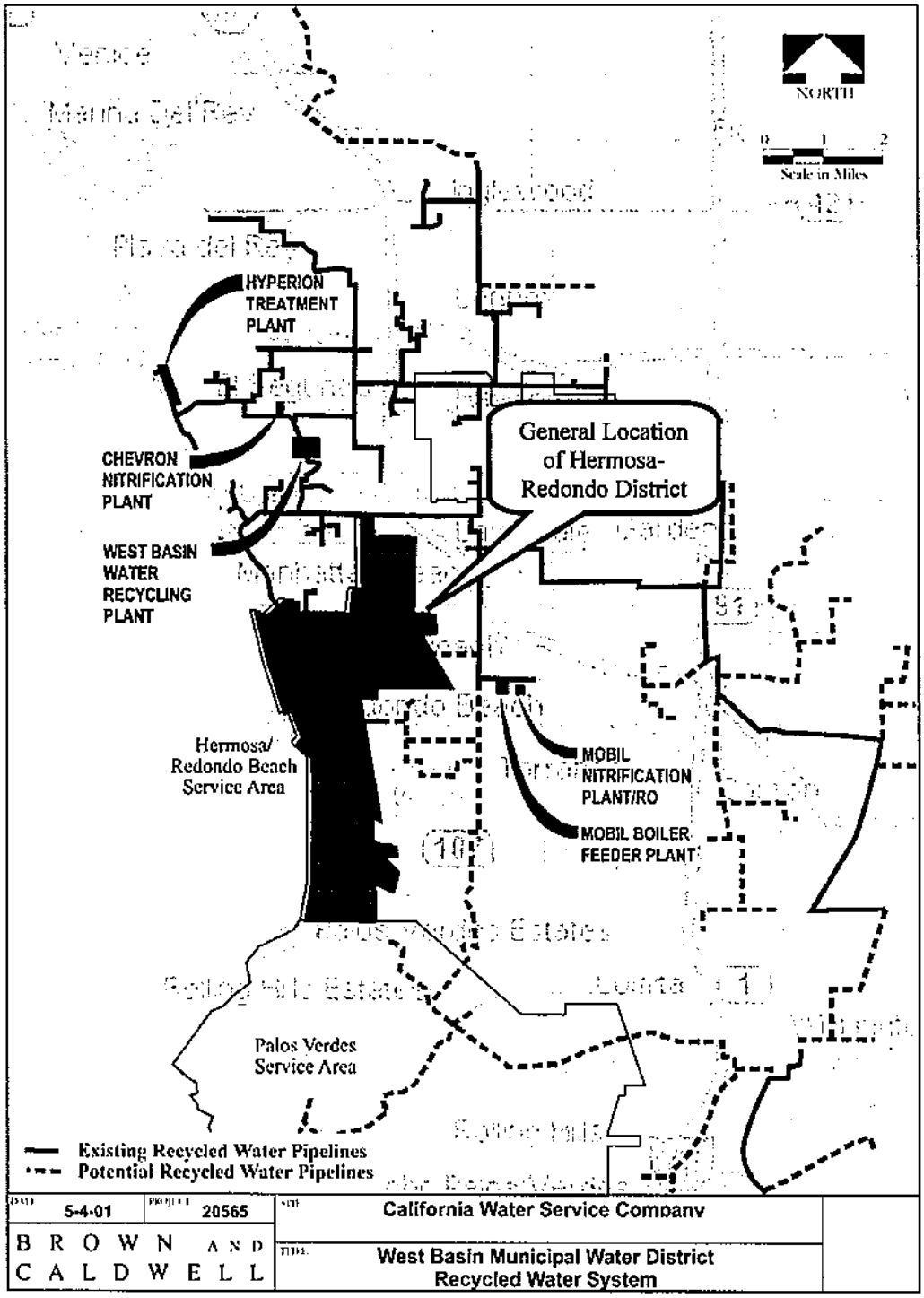


Figure 6: WBMWD Recycled Water System

The Los Angeles County Sanitation District (LACSD) owns, operates, and maintains the sewer system consisting of gravity sewers, pumping stations, and force mains to collect wastewater in the Hermosa-Redondo service area. Collected wastewater is discharged to trunk sewers and interceptors owned and operated by the LACSD. The wastewater is conveyed to LACSD's Joint Water Pollution Control Plant in Carson, where it receives secondary treatment prior to discharge through an ocean outfall. Although this plant does not currently produce recycled water, it is being considered as a potential source of recycled water in the future.

Supply Adequacy and Reliability Assessment

This section combines and compares previously presented information on projected demand and supplies for the Hermosa-Redondo system to address the question of whether its supplies are adequate and reliable for the next 20 years for normal hydrologic conditions, one dry year and a multiple dry year period. Note that supply equals demand due to the fact that the connections of the HR distribution system to the WBMWD water transmission system enable Cal Water to draw water needed to meet demand. Using more groundwater from HR district wells reduces the amount of water delivered by WBMWD.

Normal Water Year

Groundwater supply is limited to Cal Water's adjusted pumping allocation (APA) and by the capacity of wells to pump water. As explained previously, Cal Water will increase its active pumping capacity through new and existing wells within its combined service area located in the West Coast Basin to enable it to fully use its APA by 2018.

Cal Water's combined projected purchased water for all four of its districts receiving WBMWD water will be below its Tier I maximum of 70,000 AFY in normal hydrologic years.

According to MWDSC's 2010 Regional Urban Water Management Plan, sufficient supplies of imported water will be available in normal hydrologic years to meet all projected demands. For the WSA analysis, normal demand equals the SBx7-7 target water demand projection plus recycled water use. Table 12 simply shows that total supply (Table 11) is equals projected demand (Table 7) for a normal hydrologic year because of the way in which the hydraulics of the MWDSC and WBMWD systems are connected to the HR system and operated. Any reduction in pumped groundwater is made up by purchased water supply.

Table 12: Normal Hydrologic Year: Supply and Demand Comparison - AF

Water Supply Sources	2010 Actual	2015	2020	2025	2030	2035	2040
West Basin Municipal Water District	10,958	10,372	10,761	11,024	11,292	11,568	11,849
Pumped groundwater	1,424	2,890	2,900	2,900	2,900	2,900	2,900
Recycled Water	134	155	159	162	166	169	173
Total Supply = HR + WFP Demand	12,516	13,417	13,820	14,086	14,358	14,637	14,922

Single Dry Year

Cal Water projects no decrease in total supply available and that it will meet projected demands. As noted in the previous section, groundwater and recycled water are expected to be available in the quantities projected and are not affected by a single dry year. MWDSC's 2010 Regional Urban Water Management Plan indicates sufficient supplies of imported water will be available in single dry years to meet all of its projected demands. MWDSC indicates that the policies in its 2010 Integrated Resources Plan update will insure this reliability. Therefore, the supply is projected to be fully meet demand during a single dry year as shown in Table 13.

Table 13: Single Year: Supply and Demand Comparison - AF

Water Supply Sources	2010 Actual	2015	2020	2025	2030	2035	2040
West Basin Municipal Water District	10,958	10,372	10,761	11,024	11,292	11,568	11,849
Pumped groundwater	1,424	2,890	2,900	2,900	2,900	2,900	2,900
Recycled Water	134	155	159	162	166	169	173
Total Supply = HR + WFP Demand	12,516	13,417	13,820	14,086	14,358	14,637	14,922

Multiple Dry Year Period

Because of adequate existing groundwater basin storage and ongoing regional groundwater recharge programs to maintain storage, groundwater supply is considered reliable. Therefore, Cal Water anticipates it will be able pump up to its annual APA based on need and well production capacity. The quantity of recycled water to be delivered in the Dominguez system during a multiple dry year period is expected to be the same as that delivered during a normal hydrologic year.

MWDSC's 2010 Regional Urban Water Management Plan indicates that sufficient supplies of imported water will be available during multiple dry years to meet all projected demands. MWDSC believes that the policies in the 2010 IRP update will ensure reliability.

Since California is in the fourth year of a severe drought, Governor Brown issued an executive order on April 1, 2015 mandating urban water users achieve a 25% reduction in demand over at least the next year. The specifics of how that order will be implemented by the state, MWDSC, WBMWD and Cal Water will be developed in the coming months.

A supply reduction of 15% was announced on April 10, 2015, by MWDSC to be implemented on July 1, 2015. It is assumed that the 15% reduction will apply to years 2016 and 2017. Table 14 presents this water supply scenario for an assumed continued dry year period from 2015 - 2017. It is noted that during dry years when deliveries from the Colorado River Aqueduct and the State Water Project are reduced, MWDSC can draw water from other storage areas established through groundwater banking and transfer agreements made with other agencies. These agreements are described in MWDSC's Water Surplus and Drought Management Plan (WSDM Plan).

HR system demand is assumed to decrease by 15% of the estimated baseline demand for 2015. So revised demand for 2015, 2016 and 2017 is assumed to be: 0.85 x 13,417 = 11,400 AFY.

The quantity of groundwater to be pumped and recycled water used is the same as shown in Table 11. Groundwater pumping and recycled water are not expected to be affected by a multiple dry year period.

Table 14 shows that with cut backs in MWDSC supply of 15 percent for two more years, HR system supplies would be adequate to meet a projected demand reduced by 15%. In fact, if needed, Cal Water could set and pursue lower demand targets as spelled out in the section on Water Demand Management.

In 2015, supply surplus is estimated to be 1,239 AFY. In 2016, supply surplus is estimated to be 464 AFY and in 2017, it is estimated to be 466 AFY.

Table 14: Multiple Dry Year Period Scenario - AF

Water Supply Source	2015 Water Supply Baseline	Multiple Dry Water Year Water Supply Adjusted		
		2015	2016	2017
Purchased	10,372	9,594	8,816	8,816
Recycled	155	155	158	160
Groundwater	2,890	2,890	2,890	2,890
Total Supply	13,417	12,639	11,864	11,866
Estimated Drought Demand		11,400	11,400	11,400

Because of existing severe drought conditions, Cal Water will be implementing more aggressive water conservation program measures during the period from 2015 to 2017 and possibly beyond. Therefore, it is reasonable to project an additional 10% reduction in demand resulting in a total reduction of the 2015 estimated baseline demand by 25% or from13,417 AFY to 10,062 AFY.

WSA Summary and Conclusion

Based on:

- Adequacy of existing and planned supplies from MWDSC and WBMWD,
- Plans to construct new wells and maintain existing wells in order to fully utilize its adjudicated groundwater rights,
- Continued use of recycled water from WBMWD,
- In-place, ongoing and planned expanded water conservation programs and best management practices for reducing demand during normal and single and multiple dry years,
- Continuing participation in regional supply programs sponsored by WBMWD and MWDSC,
- Proven record in obtaining further reductions in water use during multiple dry years by implementing its four-stage water demand reduction program, and
- Over 85 years of experience in continuously providing an adequate supply to meet demands during normal, single and multiple dry years in the Hermosa-Redondo service area,

Cal Water concludes that for the next 20 years (2015 – 2035), the Hermosa-Redondo district or system will have adequate water supplies to meet projected demands associated with the proposed

WFP and those of all existing customers and other anticipated future customers for normal, single dry year and multiple dry year conditions.

References

1. California Water Service Company Urban Water Management Plan Hermosa-Redondo District Adopted June 2011, 2632 West 237th Street, Torrance, CA 90505 https://www.calwater.com/conservation/uwmp/rd/

2. THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA REGIONAL URBAN WATER MANAGEMENT PLAN November 2010 Metropolitan Water District of Southern California, Water Resource Management Group 700 North Alameda Street Los Angeles, CA 90012 http://www.mwdh2o.com/mwdh2o/pages/yourwater/RUWMP/RUWMP_2010.pdf

3. INTEGRATED WATER RESOURCES PLAN 2010 Update, Report No. 1373 October 2010 Metropolitan Water District of Southern California, Water Resource Management Group 700 North Alameda Street Los Angeles, California 90012 http://www.mwdh2o.com/mwdh2o/pages/yourwater/irp/IRP2010Report.pdf

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5. City of Redondo Beach Draft EIR The Waterfront Project, March 2015

Appendix A
Groundwater Basin and Adjudicated Rights

The Hermosa Redondo system is situated over the following areas:

- South Coast Hydrologic Region
- Coastal Plain of Los Angeles Basin
- Central Coast Subbasin: groundwater basin number: 4-11.04
- West Coast Subbasin: groundwater basin number: 4-11.03

The West Coast Subbasin is bounded on the north by the Ballona Escarpment, an abandoned erosional channel from the Los Angeles River. On the east it is bounded by the Newport-Inglewood fault zone and on the south and west by the Pacific Ocean and consolidated rocks of the Palos Verdes Hills. The surface of the sub-basin is crossed in the south by the Los Angeles River through the Dominguez Gap, and the San Gabriel River through the Alamitos Gap, both of which then flow into San Pedro Bay.

The Central Coast Subbasin occupies a large portion of the southeastern part of the Coastal Plain of Los Angeles Basin. This subbasin is bounded on the north by a surface divide called the La Brea High and on the northeast and east by emergent less permeable Tertiary rocks of the Elysian, Repetto, Merced and Puente Hills. The southeast boundary between Central Basin and Orange County Groundwater Basin roughly follows Coyote Creek, which is a regional drainage province boundary. The southwest boundary is formed by the

Newport Inglewood fault system and the associated folded rocks of the Newport Inglewood uplift. The Los Angeles and San Gabriel Rivers drain inland basins and pass across the surface of the Central Basin on their way to the Pacific Ocean.

In 1965, the Central Coast Basin was adjudicated, and in 1961 the West Coast Subbasin, with the Department of Water Resources as Watermaster. The adjudication orders are attached in the UWMP document as Appendices J and K for each basin. The Department of Water Resources' Annual Summary of Watermaster Service reports on groundwater status in the basin. This summary includes historical fluctuations of water level elevations in wells throughout the basin. These references indicate that, since the reduction in pumping began in 1954 and the adjudication was implemented in 1961, groundwater levels in the West Coast Basin have risen approximately twenty feet. However, most groundwater elevations in the basin remain below sea level, requiring the maintenance of seawater intrusion barriers.

The West Coast Basin is a pressurized aquifer groundwater basin with three primary aquifers: the 200-foot Sands, the Silverado Aquifer, and the Lower San Pedro Aquifer. These aquifers have continuity with the Pacific Ocean in Santa Monica Bay. Overdraft of the basin was caused by excessive pumping due to population growth and rapid industrialization of the Los Angeles Coastal Plain beginning in the 1930s. This overdraft caused lowering of the piezometric head of the aquifers, which increased pumping cost and resulted in seawater intrusion. The adjudication of the West Coast Basin began in 1945 when California Water Service Company, along with the City of Torrance and the Palos Verdes Water Company, filed a lawsuit in Superior Court, Los Angeles County, to quiet title to the groundwater rights and control pumping in the basin. As part of the effort to resolve the overdraft condition, the West Basin Municipal Water District was formed in 1947 to distribute supplemental water to the major water purveyors that was imported into the region by the Metropolitan Water District of Southern California. In 1955 when pumpers realized the severity of the overdraft, groundwater pumping was limited under an interim agreement. In 1961, the Court rescinded the interim agreement and signed the West Coast Basin Judgment.

The Dominguez Water Company was identified as a party to the judgment and granted water rights. Now California Water Service Company, as a result of the merger with Dominguez, owns 10,417.45 acre-feet of adjudicated rights in the West Coast Basin, or 16.15 percent of the total basin annual adjudicated rights of 64,486.25 acre-feet. This amount is in addition to the 4,070 acre-feet held by Cal Water's Hermosa-Redondo District. As a result of the reduction in pumping ordered by the adjudication and increased recharge via the injection wells of the seawater intrusion barrier, in-lieu replenishment and improved underflow from Central Basin, the water levels in the West Coast Basin have slowly recovered to near 1940 levels.

The development of the deep well turbine in 1909 made efficient, economic water wells widely available. With the enhancement this technology provided to the water supply available to the Los Angeles Coastal Plain, rapid expansion of the industrial and agricultural water uses occurred and was accompanied with a corresponding population growth. In Central Basin, between the years 1934-35 and 1960-61, as a response to a doubling in the population, both the overall water use and the use of groundwater increased more than 100 percent. Groundwater use during that period went from 169,000 acre-feet to 358,000 acre-feet per year. The increase in groundwater use resulted in overdraft of the Central Basin.

The adjudication of the Central Basin began not out of litigation as in the West Coast Basin, but out of the collective concern expressed by the major pumpers regarding the impacts that reduced groundwater quantity and quality would have on the future of their communities. The Central Basin Municipal Water District was formed in 1952 to distribute supplemental water to the major water purveyors. In 1954 it was annexed to the Metropolitan Water District of Southern California, so that access to the imported water supplies was available to the region. The groundwater basin's Watermaster is the Department of Water Resources.

The Water Replenishment District was created in 1959, largely out of cooperation between the West Coast Basin Water Association and the Central Basin Water Association, with the directive to facilitate artificial replenishment of the two basins as a means of eliminating the overdraft and halting seawater intrusion. To quiet the title to and limit production of the groundwater in Central Basin, the Replenishment District filed a

lawsuit in Superior Court, Los Angeles, in 1962 against more than 700 parties. Later that year after a vast majority of the pumpers approved of the approach, the Court adopted an interim agreement to limit the production from the basin. In 1965, following extensive meetings by the parties to work out a settlement, which was supported by pumpers representing over 75 percent of the basin's anticipated water rights, the court approved the stipulated judgment for the Central Basin.

This judgment established an adjudicated water right for each party, but limited the allowable pumping allocation to 80 percent of the water rights, which equals 217,214 acre-feet annually. The Dominguez Water Company was identified as a party to the judgment and granted water rights. Now California Water Service Company, as a result of the merger with Dominguez, owns 6,480 acre-feet of adjudicated right in the Central Basin, or 2.9 percent of the total basin annual adjudicated right of 217,214 acre-feet. This amount is in addition to the 11,774 acre-feet held by Cal Water's East Los Angeles District.

The principle mechanisms for recharge in the West Coast Basin are the injection of water into the seawater intrusion barriers, in-lieu replenishment, and inflow to the West Coast Basin from the Central Basin. The Central Basin is recharged through percolation of water applied to surface spreading basins in the Montebello Forebay, in-lieu replenishment, and inflow to the Central Basin from the San Gabriel Valley.

The Los Angeles County Department of Public Works owns and operates all groundwater recharge facilities as a county-funded activity through a longstanding inter-agency agreement. As a result, the costs associated with the capture and recharge of storm runoff water is not directly accountable in the cost of water replenishment. All other water used for replenishing the groundwater of the Central and West Coast Basins is funded by the WRDSC through the Replenishment Assessment. Additionally, the WRDSC manages various groundwater quality cleanup programs. To finance its designated responsibilities, the WRDSC levies a Replenishment Assessment on every acre-foot of groundwater produced in the Central and West Coast Basins.

Appendix M2

Will Serve Letters

CALIFORNIA WATER SERVICE
Rancho Dominguez District 2632 West 237th Street, Torrance, CA 90505
Tel: (310) 257-1400

August 13, 2015

Psomas
3 Hutton Centre Dr., Suite 200
Santa Ana, CA 92707
Attn: Bob Talafus

Will Serve Letter
Southwest Corner of North Harbor Drive and Portofino Way, Redondo Beach
Developer: Psomas

Dear Mr. Talafus:

California Water Service Company Rancho Dominguez district ("Cal Water") has determined that water is available to serve the above-referenced project based on the information provided. Cal Water agrees to operate the water system and provide service in accordance with the rules and regulations of the California Public Utilities Commission (CPUC) and the company's approved tariffs on file with the CPUC. This determination of water availability shall remain valid for **two years** from the date of this letter. If construction of the project has not commenced within this **two year** time frame, Cal Water will be under no further obligation to serve the project unless the developer receives an updated letter from Cal Water reconfirming water availability. Additionally, Cal Water reserves the right to rescind this letter at any time in the event its water supply is severely reduced by legislative, regulatory or environmental actions.

Cal Water will provide such potable[1] water at such pressure as may be available from time to time as a result of its normal operations per the company's tariffs on file with the CPUC. Installation of facilities through developer funding shall be made in accordance with the current rules and regulations of the CPUC including, among others, Tariff Rules 15 and 16 and General Order 103-A. In order for us to provide adequate water for domestic use as well as fire service protection, it may be necessary for the developer to fund the cost of special facilities, such as, but not limited to, booster pumps, storage tanks and/or water wells,[2] in addition to the cost of mains and services. Cal Water will provide more specific information regarding special facilities and fees after you provide us with your improvement plans, fire department requirements, and engineering fees for this project.

This letter shall at all times be subject to such changes or modifications by the CPUC as said Commission may, from time to time, require in the exercise of its jurisdiction.

---

[1] This portion of the letter to be modified accordingly in the event the development for which this letter is being generated is to be served with potable and non potable water.
[2] For the districts that collect facility fees on a per lot basis, delete the reference to wells as a special facility here and add in the following sentence, "Developer will also be required to contribute towards Cal Water's water supply by paying facilities fees on a per lot basis as described in Rule 15"

CALIFORNIA WATER SERVICE

If you have any questions regarding the above, please contact Mr. Rob Olsen at (310) 257-1400.

Sincerely,

Daniel Trejo
District Manager – Acting

cc: Jean Wardy, CenterCal Properties, LLC
Rob Olsen, Superintendent, Cal Water
File

County Sanitation Districts of Los Angeles County

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

[redacted]

Recycled Paper

Grace Robinson Hyde

Adriana Raza

Will Serve Letter Only

SOUTHERN CALIFORNIA
EDISON
An EDISON INTERNATIONAL Company

DATE 8-14-2015

COMPANY Psomas Engineering

SUBJECT Redondo Beach Pier Renovation

Your project is located in Southern California Edison (SCE) service territory. SCE will serve the above subject project's electrical requirements per the California Public Utilities Commission and Federal Energy Regulatory Commission tariffs.

SCE may need to conduct utility studies, where applicable, to assess whether additions or modifications to the existing electric infrastructure are required to serve this project. Where applicable, SCE has attached Appendix (B) which not only describes the study, and permitting, but includes a Project Information Sheet that will need to be completed by you and submitted to SCE if your project is at a point where SCE has to determine the required electrical utility work. This Will-Serve letter does not imply that either: (i) these studies have been completed, or (ii) that any required California Environmental Quality Act (CEQA) analysis of project-related electric utility impacts has been conducted.

I am the SCE Design Representative currently assigned to this project. SCE or Applicant will design and construct all required electrical infrastructure to serve this project provided you enter into the applicable contractual agreements with SCE identify scope of electrical utility work required, and supply the following information:

- Site plans as required
- Required contracts and agreements (fully executed)
- Applicable fees
- Local permits
- Required easement documents

Your project will be scheduled for construction once SCE has all the necessary information for your project and you have submitted or agreed to the applicable requirements as stated above, and paid any necessary fees.

If your project will not require SCE services, please notify us so that we can update our records.

SCE appreciates your business. If you have any questions, please feel free to call me at (310) 783-9455.

Sincerely,

SCE Design Representative

Enclosure: Appendix B, where applicable

Errata

Introduction

This document addresses modifications to the Final EIR for the Waterfront project (proposed project) in the City of Redondo Beach. It presents all revisions related to public comments, as determined necessary by the lead agency, and any revisions to supporting documentation. The following areas of the Final EIR included modifications and clarifications:

- Chapter 2 Responses to Comments
- Chapter 3 Modifications to the Draft EIR

It should be noted that most of the changes were editorial in nature. Some mitigation measures were strengthened. None of these edits result in changes to significance findings.

This section is meant to be an erratum to the Final EIR that identifies revisions since the release of the Final EIR to incorporate clarifications or minor errors corrected through subsequent review. This erratum provides changes to the EIR in revision-mode text (i.e., deletions are shown with ~~strikethrough~~ and additions are shown with <u>underline</u>). Where existing text has been omitted and not shown in ~~strikethrough~~, this omitted text shall be considered retained in its current state in the Final EIR (such omitted text may be shown as "…"). These notations are meant to provide clarification, corrections, or minor revisions as needed as a result of public comments or because of changes in the proposed project since the release of the Final EIR.

The minor modifications and corrections below are provided to ensure that all information presented is correct. In addition, corrections to mitigation are intended to clarify the extent of mitigation required to ensure feasibility and continued mitigation of identified impacts. The corrections do not result in any new or more severe environmental impacts or required mitigation measures and are within the scope of impact analysis studied in the EIR.

The following changes to the text as presented below are incorporated into the Final EIR:

Chapter 2 Response to Comments

Section 2.3.5, Public Comment - Beginning Page 2-216

Response to Comment PC085-1

Section 3.3, Biological Resources of the Draft EIR details the existing wildlife and vegetation (on land as well as in the water). Specifically, in Section 3.3.2.3 (beginning on page 3.3-22), special-status species that occur at the project site (state and federal) are discussed and listed in

Table 3.3-2 (page 3.3-23). Impacts on special-status species associated with the implementation of the proposed project are detailed in the analysis in Section 3.3.4.3.2 (beginning on page 3.3-37). As it specifically relates to the Great Blue Herons, they are special-status species ~~only~~ with greater protection afforded when they are nesting. There were no heron colonies in the terrestrial (land) area of the project site that would be affected. While the Great Blue Heron is not called out specifically as nesting at the project site, these birds fall under the discussion of nesting migratory birds (refer to Section 3.3.4.3.2). Should a heron or any nesting bird be found at the project site during construction, as detailed throughout the Draft EIR, Section 10-5.1900 of the Coastal Land Use Plan Implementing Ordinance (within the Redondo Beach Municipal Code), prohibits trimming or disturbance of trees that have been used for breeding and nesting by bird species listed pursuant to the Federal or California Endangered Species Acts, California bird species of special concern, and wading birds (herons or egrets) within the previous five years, as determined by a qualified biologist, unless a health and safety danger exists, and prohibiting tree trimming and removal during the breeding and nesting season (January through September) unless a tree is determined to be a danger to public health and safety.

Humpback whales are addressed in Section 3.3 of the Draft EIR under marine mammals. The California Brown Pelican is specifically noted as occurring within the project site (Table 3.3-2).

The Draft EIR (as detailed in Section 3.3, Biological Resources) found that a significant impact to special-status species and sensitive habitats could occur during construction (due to the potential for mortality or injury from contact with construction equipment, or behavioral effects and effects on hearing from the noise of pile driving activities if marine mammals are nearby), but with implementation of mitigation measures (MM BIO-1 and MM BIO-2), the impacts would be reduced to less than significant.

Chapter 3 Modifications to the Draft EIR

Section 3.2.1, Executive Summary - Beginning Page 3-7

Further revise mitigation measure MM TRA-2 (Section ES.7.2, Table ES-5, Page ES-67), under Impact TRA-1, to clarify additional possible locations for replacement parking that is within the general geographic area. [Text added to this section has been underlined/*italicized* to highlight the change to the larger text added in Chapter 3 of the Final EIR].

Table ES-5: Detailed Summary of Potential Significant Impacts, Mitigation and Residual Impacts for the Proposed Project, Cumulative Growth, and Alternatives 1 through 7

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Traffic and Transportation				
Proposed Project	**TRA-1:** The proposed project could exceed the applicable significance thresholds	Significant - operation	**…** **MM TRA-2: Pacific Coast Highway & Herondo/Anita Street (Intersection 7):** An additional westbound and eastbound through lane would be added. For the westbound approach, the center-raised median would be narrowed or eliminated. The two westbound left turn lanes would be shifted to the south to accommodate the additional westbound through lane. An additional westbound receiving lane would be added extending for a minimum of half a block length to the west of Intersection 7. The on-street angled parking on Herondo Street conflicts with the additional eastbound and westbound lane, and will require their removal. Parking will be replaced at 1:1 ratio to the satisfaction of the City Engineer, which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive, *and/or parking at the project site over and above the ULI Parking Demand of 2,147 parking spaces*. In addition, the on-street bike lanes would be shifted from their current location, but can be accommodated with the addition of the two through lanes. …	Less than significant

Section 3.2.16, Section 3.12 Recreation - Page 3-32

Revise as follows [text added to this section has been underlined/*italicized* to highlight the change to the larger text added]:

~~There are no modifications associated with this section.~~

Section 3.12 Recreation, Page 3.12-38

Revise the text of the Draft EIR, under Operation, as follows to add clarification:

Operation

As discussed above and in Chapter 2 Project Description of this Draft EIR, and in Section 3.12.4.3.1, the proposed project would include various new or enhanced recreational amenities such as modified Seaside Lagoon, new small craft boat launch ramp, improved site connectivity with new pedestrian and bicycle paths, and high quality open space (e.g., waterfront promenade, public seating, landscaped areas, gathering spaces, and pathways). This would result in enhanced recreational facilities available to the community and visitors. The accessible shoreline throughout the project site would grow from approximately 3,500 linear feet to approximately 4,450 linear feet, which is a 27 percent increase in accessibility (for a 100 percent accessibility of the project site). *This increase is due to providing pathways and not a physical change in the shoreline.* For example, the modified network of pedestrian

and bike pathways would improve connections to off-site trails and pathways, including a link of the California Coastal Trail, and would also enhance the bicycle and pedestrian experience within the site, thereby increasing the recreational enjoyment of coastal resources.

Section 3.2.17, Section 3.13 Traffic and Transportation, Beginning Page 3-32

Revise as follows [text added to this section has been underlined/*italicized* and not underlined to highlight the change to the larger text added]:

SUMMARY to Section 3.13 – Page 3.13-3

Add clarification to mitigation measure MM TRA-2, which provides a possible location for replacement parking that is the general geographic area, as follows:

MM TRA-2: Pacific Coast Highway & Herondo/Anita Street (Intersection 7): An additional westbound and eastbound through lane would be added. For the westbound approach, the center-raised median would be narrowed or eliminated. The two westbound left turn lanes would be shifted to the south to accommodate the additional westbound through lane. An additional westbound receiving lane would be added extending for a minimum of half a block length to the west of Intersection 7. The on-street angled parking on Herondo Street conflicts with the additional eastbound and westbound lane, and will require their removal. Parking will be replaced at 1:1 ratio to the satisfaction of the City Engineer, which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive, *and/or parking at the project site over and above the ULI Parking Demand of 2,147 parking spaces*. In addition, the on-street bike lanes would be shifted from their current location, but can be accommodated with the addition of the two through lanes.

Section 3.2.17, Section 3.13 Traffic and Transportation – Page 3-43

Section 3.13.4.3 - Page 3.13-69

Add clarification to mitigation measure MM TRA-2, which provides a possible location for replacement parking that is within the general geographic area, as follows:

MM TRA-2: Pacific Coast Highway & Herondo/Anita Street (Intersection 7): An additional westbound and eastbound through lane would be added. For the westbound approach, the center-raised median would be narrowed or eliminated. The two westbound left turn lanes would be shifted to the south to accommodate the additional westbound through lane. An additional westbound receiving lane would be added extending for a minimum of half a block length to the west of Intersection 7. The on-street angled parking on Herondo Street conflicts with the additional eastbound and westbound lane, and will require their removal. Parking will be replaced at 1:1 ratio to the satisfaction of the City Engineer, which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive, *and/or parking at the project site over and above the ULI Parking Demand of 2,147 parking spaces*. In addition, the on-street bike lanes would be shifted from their current location, but can be accommodated with the addition of the two through lanes.

Section 3.2.17, Section 3.13 Traffic and Transportation – Page 3-48

Section 3.13.4.13, Page 3.13-100

Add clarification to mitigation measure MM TRA-2, which provides a possible location for

replacement parking that is within the general geographic area, as follows:

MM TRA-2: Pacific Coast Highway & Herondo/Anita Street (Intersection 7): An additional westbound and eastbound through lane would be added. For the westbound approach, the center-raised median would be narrowed or eliminated. The two westbound left turn lanes would be shifted to the south to accommodate the additional westbound through lane. An additional westbound receiving lane would be added extending for a minimum of half a block length to the west of Intersection 7. The on-street angled parking on Herondo Street conflicts with the additional eastbound and westbound lane, and will require their removal. Parking will be replaced at 1:1 ratio to the satisfaction of the City Engineer, which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive, *and/or parking at the project site over and above the ULI Parking Demand of 2,147 parking spaces*. In addition, the on-street bike lanes would be shifted from their current location, but can be accommodated with the addition of the two through lanes.

Under Section 3.3 Additional Appendices, Section 3.3.3, Page 3-87

Modify to clarify as follows:

3.3.3 ~~Master Response #7 -~~ Final EIR Weekend and Staff Recommended Alternative Traffic Analysis Tables

Attached are the weekend traffic analysis results/tables associated with the proposed project (as detailed in Master Response #6) and Staff Recommended Alternative.

Administrative Report

Harbor Commission Hearing Date: **June 13, 2016**

AGENDA ITEM: 6, Report A (Public Hearing)

PROJECT LOCATION: THE REDONDO BEACH WATERFRONT BETWEEN PORTOFINO WAY AND TORRANCE CIRCLE

APPLICATION TYPE: WATERFRONT PROJECT - CONSIDERATION OF APPROVAL/CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT AND WATER SUPPLY ASSESSMENT (SCH# 2014061071 / FILE NO. 2014-04-EIR-001), FACTS AND FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION MONITORING AND REPORTING PROGRAM; CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW (INCLUDING SIGN REVIEW AND LANDSCAPE/IRRIGATION PLANS), COASTAL DEVELOPMENT PERMIT, AND VESTING TENTATIVE TRACT MAP NO. 74207, FOR APPROXIMATELY 36 ACRES OF DEVELOPMENT IN THE REDONDO BEACH HARBOR/PIER AREA, AND CONSIDERATION OF THE RECREATION AND PARK COMMISSION'S RECOMMENDATIONS RELATED TO SEASIDE LAGOON.

CASE NUMBERS: 2016-06-HC-001
2016-06-CDP-003

APPLICANT: REDONDO BEACH WATEFRONT LLC
(AFFLIATE OF CENTERCAL PROPERTIES LLC)

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of a Final Environmental Impact Report (SCH# 2014061071 / FILE NO. 2014-04-EIR-001), Facts And Findings, Statement Of Overriding Considerations, A Mitigation Monitoring And Reporting Program and Water Supply Assessment; Coastal Development Permit, Harbor Commission Design Review (including Sign Review and Landscape/Irrigation Plans), Conditional Use Permit, and Vesting Tentative Tract Map No. 74207, for a project that consists of the demolition of most of the existing buildings; the construction and operation of commercial, office, hotel, theater, and recreational uses totaling approximately 523,939 square feet of development (312,289 square feet

of net new development) on property at the Redondo Beach Waterfront located within the Coastal Commercial (CC) Zones and P-PRO Zone between Portofino Way and Torrance Circle.

Implementation of certain elements of the Staff Recommended Alternative are contingent upon the granting of permits by state and federal agencies, including but not limited to the California Coastal Commission (Coastal Development Permit for areas of original jurisdiction), U.S. Army Corps of Engineers (401 and 404 permit), and U.S. Coast Guard (bridge permit).

DEPARTMENT'S RECOMMENDATION:

It is recommended that the Harbor Commission take the following actions:

1. Open the public hearing;
2. Receive and file an administrative report regarding Project Review and Entitlements (Report A);
3. Receive and file an administrative report regarding the Boat Launch Facility (Report B);
4. Accept all public testimony; and
5. Continue the public hearing to June 27, 2016 at 6:30 PM.

EXECUTIVE SUMMARY

This report to the Harbor Commission is intended to provide the Commission with a thorough understanding of the proposed Waterfront project which is a comprehensive and integrated project to transform and revitalize the City's aging harbor and pier area. This report also contains expert analysis and professional staff recommendations on how the project meets the criteria for the granting of the requested land use entitlements subject to certain Staff Recommended Modifications.

Staff has been working with the applicant to develop several modifications to the proposed project in response to community concerns. The revised project, referred to as the Staff Recommended Alternative, includes several differences from the project analyzed in the Draft EIR, including the reconfiguration of the site plan in the northern portion of the project to create an additional view corridor, the reduction in the number of structures in Seaside Lagoon, the reconstruction of the Sportfishing Pier, and a boat launch ramp facility at Mole B. Consequently, the Staff Recommended Alternative includes several differences from the proposed project analyzed in the Draft EIR, although the same amount of new square footage would be constructed.

This report also provides a brief summary of comments received on the Draft EIR from the community. The Final EIR (which includes comments, responses to comments, the mitigation monitoring reporting program, and other supporting materials) is currently being prepared and is anticipated to be presented for consideration on June 27, 2016.

It is important to note that the Harbor Commission is not being asked to take action at this time. The primary purposes of this initial meeting are to receive additional information on the revised project and to accept public testimony. Following this initial meeting Staff will be submitting the Final EIR materials and findings and conditions as well as Resolutions for Commission consideration and action at the continued public hearing.

Staff is pleased by the involvement of the community in this important project and is also appreciative that the applicant has listened to staff and the community and made meaningful positive changes to the project to address identified concerns.

I. BACKGROUND INFORMATION:

Consideration of a Final Environmental Impact Report (SCH# 2014061071 / FILE NO. 2014-04-EIR-001) Facts And Findings, Statement Of Overriding Considerations, A Mitigation Monitoring And Reporting Program and Water Supply Assessment; Coastal Development Permit, Harbor Commission Design Review (including Sign Review and Landscape/Irrigation Plans), Conditional Use Permit, and Vesting Tentative Tract Map for The Waterfront project located between Portofino Way and Torrance Circle, west of Catalina Avenue. The Staff Recommended Alternative consists of the demolition of approximately 199,171 square feet of existing structures[1], the replacement of the existing Pier Parking Structure, the retention of 12,479 square feet of existing development, and the construction of up to 511,460 square feet of building area. The project includes retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel. The Staff Recommended Alternative also includes infrastructure improvements and public recreation enhancements such as a new small craft boat launch ramp (which is described briefly in this report and addressed in greater detail in the accompanying Administrative Report B for this agenda item), improvements to Seaside Lagoon (opening of the lagoon to King Harbor as a protected beach), new parking facilities, the reconstruction of the Sportfishing Pier, an expanded boardwalk along the water's edge, enhanced public open space, improved pedestrian and bicycle pathways including a new pedestrian/bicycle bridge across the Redondo Beach Marina/Basin 3 entrance, and the reconnection of Pacific Avenue. The property is located in CC Coastal Commercial Zones (CC-1 – CC-4) and the P-PRO Parks, Recreation and Open Space Zone. The Harbor Commission will also consider the unanimous recommendation from the Recreation and Parks Commission to implement the proposed modifications to Seaside Lagoon. While not a part of their recommendation, the Recreation and Parks Commission generally expressed their support of the project overall.

[1] The Staff Recommended Alternative has less demolition than the proposed project addressed in the Draft EIR because it does not include the 8,231 square foot Joe's Crab Shack Restaurant located at Mole C.

I.1 Brief Project Timeline

After a competitive selection process in 2012, the City approved CenterCal Properties as a partner in the Waterfront revitalization process. As part of their plan development process, CenterCal conducted eight town hall style meetings gathering feedback from residents, businesses, and stakeholders. The applicant also hosted community events and presentations to provide information and get feedback on the project design. The concept that emerged was compliant with the voter and Coastal Commission approved standards and development criteria including development intensity and square footage. In 2013, the City Council approved an Exclusive Negotiating Agreement (ENA), a Reimbursement Agreement (RA), and a Memorandum of Understanding (MOU) with CenterCal to move the project forward. The City Council took further action in July and November of 2013, initiating an EIR based on the proposed site plan. A Notice of Preparation (NOP)/Initial Study was issued on June 19, 2014, providing for a 30-day public review period, and a public scoping meeting was held on July 9, 2014. This was followed by preparation of the Draft EIR. On October 21, 2014, seven alternatives to be analyzed in the Draft EIR were presented to the City Council to receive and file.

As discussed in more detail in Section VI below, the Waterfront Draft EIR was distributed to the public and regulatory agencies on November 17, 2015, for a 63-day review period ending January 19, 2016. The public outreach and public meeting schedule was approved by the Mayor and City Council on November 3, 2015.

The Final EIR, including responses to comments is currently being prepared and, per CEQA, is required to be provided a minimum of 10-days prior to the Harbor Commission taking action on the proposed project.

On April 20, 2016, the proposed modifications to land within the P-PRO zone (Seaside Lagoon) were presented to the Recreation and Parks Commission at a public meeting. The Recreation and Parks Commission unanimously recommended by motion that the decision-making body (Harbor Commission or City Council, if appealed) approve the modifications to Seaside Lagoon (area within the P-PRO zone) described in the Draft EIR Chapter 2, Project Description, Section 2.4.1.2 for the proposed project.

On May 9, 2016, the Harbor Commission held a public meeting, which included an overview of the proposed project and the entitlements that are required for project approval.

Subsequent to the circulation of the Draft EIR and the May 9, 2016 Harbor Commission public meeting, Staff has been working with the applicant to develop several modifications to the proposed project in response to community concerns. The modifications include a reconfiguration in the site layout in the northern portion of the project site to reduce the massing of the northern parking structure, providing for new view corridors, reduc the number of accessory buildings in Seaside Lagoon, and the replacement of the Sportfishing Pier and associated building. Additionally, the Staff Recommended Alternative includes a boat launch ramp located at Mole B (which is described briefly in this report and addressed in greater detail in the accompanying

Administrative Report B for this agenda item). The applicant's design submittal is noted as Attachment 1 to this report. The design submittal incorporates the above modifications recommended by Staff.

I.1.1 Staff Recommended Alternative Project Site

The Waterfront project site is approximately 36 acres of land and water located along the Santa Monica Bay, between Portofino Way and Torrance Boulevard, as well as approximately two acres located at Mole B.[2] The Torrance Boulevard Traffic Circle (Torrance Circle) is included in the project site. The project site is entirely within the City's Coastal Zone and certain portions are seaward of the mean high tide line (Tidelands). The land portion of the project site is generally divided into two areas: the northern area (area north of Basin 3) and the southern area (the International Boardwalk and area south of Basin 3). The northern portion of the project site is accessed from Harbor Drive including feeder arterials of Herondo Street, Pacific Avenue, and Beryl Street. The southern portion is accessed from Torrance Boulevard. Additional information on the project site, history of the project site, and a summary of policy and guidance documents related to the waterfront that have been adopted by the City is provided in the May 9, 2016 Harbor Commission Administrative Report, as well as in Chapter 2, Project Description of the Draft EIR.[3]

The project site is in a developed area surrounded by a variety of land uses to the north, south, and east with the King Harbor (Outer) Breakwater and Santa Monica Bay to the west. The Portofino Hotel and Joe's Crab Shack restaurant are also located to the west. To the north, the surrounding uses are Basin 2, marinas, and surface parking lots. Existing improvements in Basin 2 include a hotel, yacht club, apartments, fueling facility, conference facility and restaurant. The AES power plant is located approximately 0.09 mile to the northeast. To the east are a hotel, commercial uses, Czuleger Park[4], and high-density multi-family residential development. To the south are Veterans Park, the Redondo Landing commercial development, and the Monstad Pier.

The project site is currently developed with approximately 211,650 square feet of existing buildings[5] (not including the parking structures), consisting primarily of restaurants, retail, and office uses. Recreation uses include an enclosed and contained public swimming and recreational facility known as the "Seaside Lagoon." Other existing uses include the Plaza Parking Structure and the Pier Parking Structure (which collectively provide 1,350 parking stalls), surface parking lots, the Sportfishing Pier, the

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[2] The Staff Recommended Alternative project site includes the approximately 2-acre Mole B boat ramp location, and does not include the approximately 2-acre Mole C boat launch ramp location that was included in the Draft EIR proposed project.

[3] The Draft EIR for the Waterfront is available online at:
http://www.redondo.org/depts/planning/waterfront_draft_eir/default.asp

[4] The lower portion of Czuleger Park is located above the Plaza Parking Structure, which is included in the project site boundary.

[5] The existing 8,231 square foot building at the Mole C boat launch ramp site (Joe's Crab Shack Restaurant) is not included in the Staff Recommended Alternative project site, and therefore, the amount of square footage to be demolished is less than assumed in the Draft EIR. There are no buildings located at Mole B.

Horseshoe Pier, and Basin 3 of King Harbor (the Redondo Beach Marina). King Harbor provides recreational and visitor-serving uses such as watercraft rentals, sightseeing, and slip rentals. The types of water-related recreation activities available within and surrounding the project site includes: fishing, sailing, power boating, and non-motorized water activities such as kayaking, outrigger canoeing, stand up paddling and swimming. The peak boating season occurs between Memorial Day and Labor Day weekends.

In addition to the project site described above, a boat ramp is proposed at an approximately two-acre site on Mole B under the Staff Recommended Alternative. Mole B is located north of the project site and is accessed from Marina Way. Existing uses on Mole B include surface parking, Moonstone Park, launch ramp and storage for outrigger canoes, and Fire Station No. 3 (Harbor Patrol and County Lifeguards). Surrounding uses include King Harbor Yacht Club at Mole A to the north, Basin 3 and King Harbor Marina to the north/northeast, the mouth of Basin 2 and Portofino Hotel on Mole C to the south, the main channel and outer breakwater to the west, and Marina Way and Basin 2 and the Portofino Marina to the east.

II. STAFF RECOMMENDED ALTERNATIVE - PROJECT SUMMARY

This section presents the Staff Recommended Alternative and also supplements information provided in the May 9, 2016 Harbor Commission Administrative Report. A summary table of the Staff Recommended Alternative project elements is provided as Attachment 3. The applicant's design submittal is provided as Attachment 1. The design submittal includes the revised drawings for the project as well as a description of project goals, site history, and community engagement summary. The Staff Recommended Alternative, includes several modifications from the proposed project presented in the Draft EIR and in the May 9, 2016 Harbor Commission Administrative Report. The modifications include a reconfiguration in the site layout in the northern portion of the project site, elimination of the Mole C boat launch ramp from the plans, and the potential location of a public boat launch ramp location at Mole B. The Project Summary provided below presents the revised project as currently proposed (the Staff Recommended Alternative) and a description of the modifications is provided in Section III.

The Staff Recommended Alternative would revitalize approximately 36 acres (land and water) of the City's waterfront by redeveloping and expanding local and visitor-serving commercial uses, enhancing public access and recreational opportunities and facilities, and improving the aging support infrastructure and parking facilities. The Staff Recommended Alternative also proposes substantial improvements in site connectivity, public access, and public views to and along the waterfront. The project is specifically designed as a new waterfront village to reconnect the Pier and Harbor area with resident and visitor-serving uses. As such, the project seeks to integrate the best of the public and private needs and interests in a revitalized village providing broad coastal access and enjoyment. The project is designed to reconnect the public with the waterfront and to help resolve a long-standing separation of uses and disconnection from the community.

The main components are demolition of approximately 199,171 square feet of existing structures, the retention of 12,479 square feet of existing development (Kincaid's and the Seaside Lagoon restroom), the replacement of the existing Pier Parking Structure, and the construction of up to 511,460 square feet including retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel. The percentage of each use in relationship to the total overall project square footage would be approximately 35 percent restaurant, 24 percent hotel, 20 percent retail, 12 percent office, and 9 percent specialty cinema. This combination of uses may change slightly over time depending upon tenant interest and market conditions.

The total amount of new and remaining development on-site would be 523,939 square feet (312,289 square feet of net new development). See Table 1 below, which shows the existing and proposed square footage.

Table 1: Existing and Staff Recommended Alternative Development Square Footage

	Existing Development	Existing Development to be Demolished	Existing Development to Remain	New Construction	Total Square Footage (Existing to Remain plus New Construction)	Net New Square Footage (Overall increase in square footage as compared to existing development)
North	40,168	38,055	2,113	288,184	290,297	250,129
South	171,482	161,116	10,366	223,276	233,642	62,160
Total	**211,650**	**199,171**	**12,479**	**511,460**	**523,939**	**312,289**

Notes: Existing square footage consists of the building square footage existing when the NOP/IS was prepared for the Draft EIR in June 2014.

This table has been modified from the table presented in Chapter 2 of the Draft EIR to be consistent with the Staff Recommended Alternative, which includes Mole B and does not include Mole C boat launch ramp site. There are no existing or proposed buildings located at Mole B. There was no proposed building at the Mole C boat launch ramp site under the proposed project, but there was one existing 8,231 square foot building (Joe's Crab Shack Restaurant). This building has been removed from the square footage totals presented in the table above.

The Staff Recommended Alternative includes 19 new and replacement buildings located within the site's 36 acres. Two existing buildings will be retained which are the Seaside Lagoon restroom and Kincaid's restaurant. One of the new buildings is the enclosure of an existing open pavilion at Seaside Lagoon. The new buildings vary in size, height, and design and are described in detail later in this report.

The Staff Recommended Alternative is designed to create a seaside village atmosphere. Within the northern portion of the project site, the new buildings generally front a new main street labeled Waterfront Way on the plans. Waterfront Way extends south from Portofino Way towards the Basin 3 Marina where it curves east and connects with the new Pacific Avenue Reconnection. Pedestrian-oriented features such as welcoming store fronts and building entrances, as well as varied architectural features are provided along both Harbor Drive and the new main street. These features would provide an interesting and inviting environment along both street frontages. The buildings along Harbor Drive (the eastern side of the new main street) are generally larger and taller than the buildings on the new main street. This is not only consistent

with the CC Coastal Commercial zoning requirements, but it also creates a village-like atmosphere by shifting the focus from Harbor Drive to the new main street with lower scale and intensity development. In this way, the harbor, waterfront, boardwalk, and new public beach would be the main focal points. Within the southern portion of the project site, the primary features would be the new hotel with commercial uses, a replacement parking structure, and new or replacement buildings on the Horseshoe Pier.

The Staff Recommended Alternative also includes connectivity and public recreation enhancements. This includes the replacement of the Sportfishing Pier and associated building, replacement of a portion of the Horseshoe Pier, the opening of Seaside Lagoon to harbor waters, an expanded boardwalk along the water's edge, enhanced public open space, and pedestrian and bicycle pathways. Site connectivity and public access to and along the water would be improved by the establishment of a new pedestrian/bicycle bridge across the Redondo Beach Marina/Basin 3 entrance and the reconnection of Pacific Avenue. The new bicycle/pedestrian bridge and the Pacific Avenue Reconnection would improve the physical connection between the northern and the southern portions of the site. Complementary architectural design and features such as public art, lighting, and landscaping would also enhance the visual continuity between the northern and southern portions of the site.

The zoning classifications for the project site are CC-1, CC-2, CC-3, and CC-4 (Coastal Commercial), with the exception of Seaside Lagoon, which has a zoning classification of P-PRO (Parks, Recreation, and Open Space). A more detailed description of some of the project features and elements is provided below. For additional information, see Chapter 2, Project Description of the Draft EIR.[6]

II.1 Site Access and Connectivity

Vehicle circulation to and within the site is shown on Sheets 124 and 125 of the applicant's design submittal (Attachment 1). The main access to the project site would be from Harbor Drive, including feeder arterials of Herondo Street, Pacific Avenue, Beryl Street, and Torrance Boulevard. Within the project site, the new main street would provide an access route through the project from Portofino Way to the Pacific Avenue Reconnection, just north of Basin 3. The new main street can be accessed via Portofino Way, two locations along Harbor Drive, and at the Pacific Avenue Reconnection north of Basin 3.

The Pacific Avenue Reconnection would be a new limited two-way road that would provide vehicular, bicycle, and pedestrian traffic connectivity between the northern and southern portion of the project site. This would create a direct link between Pacific Avenue/Harbor Drive and Torrance Circle. The reconnection would consist of a two-lane roadway, an 8-foot walkway to the west of the roadway, and a 12-foot bi-directional bicycle path east of the roadway. Operation of the modified intersection at Pacific

[6] The Draft EIR for the Waterfront is available online at:
http://www.redondo.org/depts/planning/waterfront_draft_eir/default.asp.

Avenue/Harbor Drive and new intersection at Torrance Circle and the Pacific Avenue Reconnection would be via stop signs.

The main parking for the site would be located in parking structures in the northern and southern portions of the project site. The vehicle entry/exit for the northern parking structure would be located off of an access road immediately to the south of the structure. This access road connects directly to Harbor Drive and the new main street. This access road also provides access to parking on the ground floor of Building C (opposite the entry/exit to the parking structure).

The vehicle entry/exit for the southern parking structure would be at two locations from the Pacific Avenue Reconnection north of Torrance Circle and from Torrance Circle. Entrance to the hotel entry plaza would also be provided from the Pacific Avenue Reconnection north of the parking structure entrances.

In addition to the northern and southern parking structures, parking would be available at the existing Plaza Parking Structure located at the foot of Czuleger Park. Along with the existing entry/exit to this parking structure on Pacific Avenue, a new entry/exit would be provided from the Pacific Avenue Reconnection opposite the access to the new main street. Surface parking would also be available along the new main street, which as discussed above, can be accessed from Portofino Way, Harbor Drive, and the Pacific Avenue Reconnection. Parking locations are shown on Sheet 128.

Bicycle connections are provided to existing bicycle paths to the north and south of the project site, including the Herondo Gateway Cycle Track. Additionally, as shown on Sheet 116 of the applicant's design submittal (Attachment 1), bicycle access is available across the project site. Similarly, pedestrian access routes are available to and within the project site as shown on Sheet 115 of the applicant's design submittal (Attachment 1), including the enhanced promenade along the water's edge. The bridge across the mouth of Basin 3 would provide a shorter direct connection between the northern and southern portions of the project site. Currently, pedestrian/bicycle access is a more circuitous route along the eastern edge of the site. The bridge would be a bascule bridge (commonly referred to as a drawbridge) to allow boats access to Basin 3/Redondo Beach Marina.

II.2 Proposed Buildings under the Staff Recommended Alternative

The northern portion of the project site has 13 new buildings with one (1) existing building, the restroom building at Seaside Lagoon, to remain and one (1) existing building, the open air pavilion at Seaside Lagoon, to be modified. The pavilion would be enclosed and as such, is considered to be new square footage constructed under the project. The southern portion of the project site proposes five (5) new buildings with one (1) existing structure, Kincaid's Restaurant, to remain. As described above, the project area will be served by two (2) new parking structures, one of which is in the northern portion of the site, and the other of which is in the southern portion.

Northern Portion

As described previously, within the northern portion of the project site the buildings are mostly located along the new main street with taller and larger buildings on the eastern side and smaller buildings on the west. The east side of the redesigned promenade along the waterfront would feature predominately one story buildings, including a unique public market hall, parks, and plazas with spectacular ocean views. The public open space, view corridors, and the numerous paseos between the buildings (also providing view corridors), would replace the existing large asphalt surface parking lot. These improvements would create a new sense of place and would provide visitors with easy access to the beach from the new pedestrian-friendly living street and convenient parking.

The following is a description of each of the proposed buildings in the northern portion of the project site. Unless otherwise noted, the elevations of each building identified below are measured from the sidewalk elevation of Harbor Drive consistent with height requirements set forth in the Coastal Zoning Ordinance (see Attachment 4 for additional information on height requirements). Architectural features and design elements such as parapets, towers, signage, flagpoles, and columns, and mechanical equipment and screening are permitted to extend above the roof elevation, subject to approval of the Harbor Commission Design Review per Redondo Beach Municipal Code (RBMC) Section 10-5.1522.

The northern entrance to the project site is located at the corner of Harbor Drive and Portofino Way. Building A is located at this intersection. It is proposed to be 45 feet in height, three (3) stories, and 27,064 square feet. Each floor would be approximately 9,000 square feet. This building serves the important function of screening the proposed parking structure and in the Staff Recommended Alternative, it provides a 30-foot setback from Portofino Way. Additional modifications recommended by Staff and shown on the plans include "wrapping" or continuing active commercial uses along Harbor Drive to activate the street frontage in these areas. The building façade would be predominantly red brick with metal and stucco accents. Project signage is proposed as an architectural feature at the north eastern corner of the third level. Uses include retail and restaurant on the lower levels with office spaces above. As described later in the report, Building A is similar in architectural style, but not in scale to Building F (the Public Market Hall), reflecting classic commercial wharf-like architecture.

The new northern parking structure is south of Building A on Harbor Drive. The structure is proposed to be five (5) levels, 45-feet high, and have 697 parking spaces. The design of the structure features strong horizontal elements to reduce the apparent vertical height and modulation of the façade to break up the building envelope. Access to the structure is provided off of the east-west road between Harbor Drive and the new main street. As discussed above, two (2) commercial uses are proposed along Harbor Drive which further screen the parking structure while activating the sidewalk area. These uses would total 1,440 square feet.

Building B is located west of Building A at the corner of Portofino Way and the new main street (referred to as Waterfront Way on the plans). This building is proposed to be approximately 39 feet in height, two (2) stories, and 28,380 square feet. The building would be primarily cement plaster with vertical geometric columns, reminiscent of the Art Deco styling that was popular in the 1930s. Cool gray tones, metal accents, and colored brick make this building very different from Building A. Uses include retail and restaurant on the lower levels with office use above.

Building C is located along Harbor Drive south of the northern parking structure and is proposed to be 45 feet in height, two (2) stories, and 59,265 square feet. While mostly two levels, the southwestern corner of the building would only be one story and 21 feet in height as measured from Harbor Drive. Similar to Building B, Building C would have cement plaster, vertical geometric columns and detailing, as well as metal and tile accents. The Art Deco styling works well with the proposed luxury cinema located on the second floor. The second floor would also feature outdoor dining (located on the roof of the one-story portion of the building.) Retail and restaurant uses are proposed along the first floor. The first floor would also have a small 26-space parking area, accessible via the east-west driveway between Harbor Drive and Waterfront Way.

Abutting Harbor Drive south of Building C, Building D is proposed to be approximately 34 feet and 48,988 square feet. The two-story structure incorporates many of the design elements found in the smaller lagoon structures (Buildings N, M, K, and J described below) including brick, concrete surrounds and horizontal siding. Wood trellis structures on the second floor provide shade as well as warm beach accents while metal details around openings provide a contemporary feel. Varying roof heights and varying façade locations make for an articulated structure with architectural interest.

South of Building D adjacent to the Pacific Avenue reconnection is Building E. Building E is proposed to be one story, approximately 23 feet in height as measured from Harbor Drive, and 10,448 square feet. While much smaller in scale, Building E is similar in architectural style as Building C with cement plaster, vertical geometric elements, and metal accents. The building is proposed with a cool color palette and would have retail and restaurant uses.

Building F is the proposed Market Hall and is designed to be a signature building of highest quality design and visual interest. The building would be approximately 37 feet high and 76,459 square feet. It is primarily one (1) story with a partial two (2) story and rooftop patio. Of the total floor area, 9,154 square feet is proposed to be on the second floor, towards the center of the building footprint. The second floor area would cover only 12 percent of the lower floor footprint, maintaining a primarily one-story envelope. The second floor would feature an outdoor deck, positioned to face the western ocean view. The flat first floor roofs vary in height from approximately 21 feet to 34 feet. The taller roof elements highlight the main entry points to the hall. The façade includes concrete walls with strong elements of brick. This building is reminiscent of classic wharf-like commercial architecture found along the western coastline which ties well with Redondo Beach's early history as a lively port. With a variety of interior tenant

spaces for a wide range of merchants, this structure has the potential to be the bustling core of the project.

Buildings H and G are proposed as one-story structures west of the new main street and, along with Buildings C and D, flank a 70-foot wide open space corridor. Building H is proposed to be 23 feet in height and 11,735 square feet. Building G is proposed to be approximately 21 feet in height and 10,415 square feet. Building H includes horizontal siding, concrete facades, and wood trellis accents. The horizontal siding ties well with the new boardwalk located immediately west and harkens to the beach atmosphere at the lagoon. Building G is more contemporary with a concrete façade, metal trim, and a tile base. Please note that Building H is proposed to be connected to Buildings J, and K (described below) by trellises, creating shaded breezeways for pedestrians to travel from the new main street to the waterfront promenade.

West of Buildings B and C and opposite the new main street, is Seaside Lagoon. The buildings proposed in Seaside Lagoon are small one-story buildings that range in height from approximately 18 feet to 25.5 feet as measured from the adjacent finished grade. These buildings are identified as J, K, M, and N on Sheet 50 of the applicant's design submittal (Attachment 1). These structures are the smallest within the project site and range from Building M at 1,985 square feet to Building J at 3,557 square feet. No two buildings are identical, however, the majority are proposed with flat roofs of varying heights, are generally shown to be in neutral tones, and have warm architectural accents such as wood trellises, siding, and brick. Building N is the most contemporary of the group and includes an angled roof with metal accents. The buildings visually reflect a mix of Craftsman Cottage, Spanish, and Contemporary styles, all found throughout the City. Because the lagoon is a treasured feature at the shoreline, the low profiles of these buildings help maintain the protected atmosphere of this public recreational space. Uses within these buildings will support lagoon activity and may include equipment rental, beach-related retail, and refreshments.

Two existing structures in Seaside Lagoon are to remain including the 2,113 square foot restroom building and the 2,233 square foot open pavilion. As part of this project, the open pavilion - labeled as Building O - would be enclosed. The enclosure of this building is considered new square footage.

West of Building H on the deck of the reconstructed Sportfishing Pier is Building L. Building L is proposed to be one story, 24 feet in height as measured from the pier deck, and 1,836 square feet. The building is proposed to be contemporary with horizontal wood siding and wood trellis structures. This is the only building proposed with a blue-green color palette, which ties well with its overwater location. The pier will also have horizontal safety railing around the perimeter of the pier. Building H would have retail and restaurant uses.

<u>Southern Portion</u>

In the southern waterfront area, the existing piers would be reimagined with a collection of new shops and restaurants. These new structures would be strategically designed to

create a charming atmosphere while also increasing the visibility and connection to the ocean. A new hotel with balconies and terraces fronting the public promenade would replace the front portion of the existing concrete parking structure which would be demolished. Public parking would be provided tucked behind the new buildings fronting the pedestrian promenade.

The following is a description of each of the proposed buildings in the southern portion of the project site. As described below, the elevations of each building identified below are measured from various points, consistent with the height requirements set forth in the Coastal Zoning. Architectural features and design elements such as parapets, towers, signage, flagpoles, and columns, and mechanical equipment and screening are permitted to extend above the roof elevation, subject to approval of the Harbor Commission Design Review per Redondo Beach Municipal Code (RBMC) Section 10-5.1522.

Building P is located south of the new pedestrian bridge and would be three (3) stories, 30 feet in height as measured from the existing parking deck surface, and 201,031 square feet. The most northerly portion of the building, located at Parcel 10, would be 40 feet as measured from the arcade walk level. The first level would include retail, restaurant, and the main entry lobby to the hotel. The hotel motorcourt would be located on the eastern side of the building off of Pacific Avenue. The second and third floors would be primarily dedicated to the hotel with a second story outdoor deck on the northern side of the building. The style of Building P is reminiscent of Cape Cod architecture with wood siding in neutral tones and white trim. The building façade would also include brick, stucco, and tile accents as well as fabric awnings. The overall design reflects that of a successful seaside resort.

The southern parking structure is immediately southeast of Building P. The structure is proposed to be five (5) levels with the lowest level subterranean and would have 1,158 parking spaces. Visitors would be able to access the structure from both Torrance Circle and Pacific Avenue. There would be a two-story retail and restaurant component on the southern end of the parking garage facing Torrance Circle The square footage for this space is included in the Building P total calculation. The structure and the activated storefront will be approximately 30 feet in height as measured from the existing parking deck.

Building S would be located on Pad 2 of the Horseshoe Pier, on the northern leg of the pier west of the existing Kincaid's restaurant (Building R), which would remain unchanged. Building S would be one-story, approximately 24 feet in height as measured from the deck surface, and 6,574 square feet. The building would have varying flat roof heights and wood shingles, reflecting the design of a contemporary beach cottage. Building S would have retail and restaurant uses.

South of Building S on the southern leg of the pier is Building T. Building T would be two stories, 30 feet in height as measured from the deck surface, and 11,496 square feet. Of the total square footage, 3,252 square feet is proposed on the second floor. The building is broken up into four (4) distinct architectural facades with varying finishes

such as horizontal siding and wood shingles. Metal and stucco accents also add interest to this linear building. Building T would have retail and restaurant uses.

Building U is located on the southern leg of the pier opposite Building T. Building U would be primarily one story, approximately 26 feet in height as measured from the deck surface, and 3,840 square feet. A small 219 square-foot second story is proposed providing access to roof-top viewing areas. While not identical to Building T, the design and exterior finishes have the same architectural flavor. Building U would also have retail and restaurant uses.

II.3 Open Space

The Staff Recommended Alternative includes the removal of large expanses of asphalt surface parking areas[7] and the development and enhancement of high-quality public open space throughout the project site, including providing public seating, gathering, and passive and active recreational spaces. Overall, the amount of open space provided on-site (as defined by the City's Zoning Code) would remain approximately the same as existing conditions (11.5 acres), but the new open space provided would include new public gathering and event space, upgraded landscaping and amenities such as seating and decorative lighting, and, overall, the open space would have substantially improved visibility, usability, and visual appeal. This is consistent with the April 8, 2008 Administrative Report prepared for the City Council public hearing on the zoning for the project site: "Clustered new development in conjunction with replacing surface parking with parking structures will in fact increase the amount of useable open space, provide pedestrian walkways and view corridors in place of walking through parking lots, and enhance the character of the Harbor area as a pedestrian-active area." (April 8, 2008 Administrative Report, page 26.)

As shown on Sheet 224 of the applicant's design submittal (Attachment 1), open space areas include the 20 – 30 foot-wide promenade along the water's edge and adjacent landscaped areas, a landscaped corridor and gathering space north of the market hall (Building F), landscaping, parks, and pathways along the view corridors that extend from Harbor Drive to the water's edge on the northern portion of the project site, the modified Seaside Lagoon, the landscaped setback at the project gateway at Portofino Way and Harbor Drive, and the bicycle path and landscaped edge along the Pacific Avenue Reconnection. Existing open space along the Horseshoe Pier and the reconstructed Sportfishing Pier would remain.

The modified Seaside Lagoon would include public beach and lagoon area, as well as landscaped areas for seating, picnicking, and events. While overall the amount of public open space within the site boundaries would remain similar to the existing conditions, the quality of the open space would be enhanced by the addition of features such as new landscaping, lighting, benches, decorative fountains, recreation-serving

[7] The site currently dedicates approximately 546,056 square feet (or over 12 acres) to surface and structured parking footprints. Under the proposed project, the site would consist of approximately 184,879 square feet (or just over four acres) of surface-and structured parking footprints.

amenities, and centrally located public gathering spaces. Further, the new open spaces are integrated into the overall site design to provide more useable and visually pleasing spaces promoting high quality design to enhance active and passive use and enjoyment of the outdoor environment to complement the natural beauty of the harbor and Santa Monica Bay.

The Waterfront would provide new public spaces for community events, classes and exhibits which would increase the vibrancy of the site and enhance the community's connection with the harbor. This would include a continuation of the annual events that occur at the site.

Seaside Lagoon would be a focal point for events and activities occurring at the Waterfront and would be used extensively as both an informal public gathering space and as a site for organized events and activities. In addition to public events and activities, there would also continue to be opportunities for private events. Seaside Lagoon events and activities could make use of modified features such as concrete steps down to the beach providing amphitheater style seating, open beach and lawn area, enclosed pavilion, wide boardwalk and plazas seaward of the accessory buildings, direct physical connection to harbor waters, and a view that is open to the harbor. Public and private events may include (but are not limited to):

- Lobster Festival
- Fourth of July Fireworks
- Concert series (professional musicians and local schools and community groups)
- Easter egg hunts
- Movies on the beach
- Private events such as class reunions, corporate parties
- Community fundraisers such as wine tasting, chili cook off
- Teen beach parties/after prom events

The modified Seaside Lagoon as well as other open spaces on site would serve as the site of organized recreational and cultural activities and public exhibits. Activities and exhibits that would be held may include the following, and may be subject to Entertainment or Temporary Event permits depending upon the activity:

- SUP/kayak instruction
- Yoga/Tai Chi
- Staging for 5k runs
- Exercise classes
- Swimming lessons such as ocean safety classes
- Cultural dance events
- Art shows/exhibits
- Educational exhibits/programs such as tide pools, marine studies

II.4 Landscape

The Staff Recommended Alternative includes approximately 11.5 acres of high quality open space, allowing for a variety of opportunities for natural greenery. Conceptual landscape plans including potential plant locations and selections start on Sheet 225 of the design submittal (Attachment 1). While plantings may be found throughout the project site, landscaping is more dense in the northern portion of the project site where the lagoon, park spaces, and large open plaza areas reside.

Several types of shrubs and groundcovers are proposed, including low water use succulents such as aeonium and agave as well as colorful tropical plants such as lantana and hemerocallis. Likewise, the plans call for a wide palette of trees including the coastal evergreen New Zealand Christmas Tree, the very durable Holly Oak shade tree, and the broad-leafed evergreen Rusty Leaf Fig. Decorative trees such as the Desert Fan Palm are also proposed.

Event spaces, play areas, and passive parks are proposed with turf to allow for public gathering, easy movement, potential equipment placement, and even just casual picnicking. These landscaped event spaces are located in the lagoon and in the plaza areas near Buildings H, G, and F.

The proposed plant palette is appropriate for front line seacoast exposure and includes water-wise California native plant selections. The landscape would be designed to create visual interest, soften building edges, to complement the architecture, and to enhance public spaces.

II.5 Hardscape

Pathways are proposed throughout the project site providing multi-modal access from Portofino Way to Torrance Circle. The project includes two (2) entry plazas with the northern being located at the corner of Portofino Way and Harbor Drive and the southern being located at Torrance Circle. The most prominent pathway is the new 20 – 30 foot wide boardwalk along the full length of the water's edge. There is also a pedestrian/bicycle bridge across the mouth of Basin 3. Outdoor dining patios, including rooftop patios, are proposed at several potential restaurant locations. Built-in amphitheater seating is proposed within Seaside Lagoon as well as a potential stage area between Buildings M and K and a new viewing platform just to south of and overlooking the lagoon, tentatively called 'Vista Point'. A large fountain is proposed just west of Building G and a smaller fountain is proposed in the hotel motorcourt, just east of the main hotel entrance.

Conceptual hardscape plans reflect a variety of materials to be utilized such as wood, decorative brick work, and concrete. Several amenities are proposed for the open plaza areas including lounge seating, picnic benches, and firepits. The plans also reflect two (2) potential public art locations, one being in the plaza adjacent to Torrance Circle and the second being in the plaza between Buildings H and G.

II.6 Lighting

Proposed conceptual lighting plans begin on Sheet 234 of the design submittal (Attachment 1). Practical pedestrian lighting such as low level bollards are proposed within the plaza areas near Buildings H and G. Pedestrian-scale street lights approximately 12 feet in height are proposed along the new main street, Portofino Way, and the driveway between the northern parking structure and Building C. The handrails along the boardwalk and pedestrian/bicycle bridge will also have lighting.

Decorative lighting is also proposed such as the overhead string lights within the plaza area between Buildings C and D as well as uplighting inside landscaped areas, at the pedestrian/bicycle bridge, and beneath walkway benches. Building facades will have decorative custom wall sconces providing uplighting and downlighting.

Prominent Waterfront signage like that shown on the Market Hall (Building F) and Building A at the northern entry corner will have linear LED to highlight the crown.

All lighting will be appropriately fitted with shielding and cut-off designs to avoid off-site light and glare.

II.7 Small Craft Boat Launch Ramp

A new small craft boat launch in King Harbor is an integral part of the Waterfront project. This element of the project would be implemented by the City. Although no location within King Harbor stands out as an ideal location, the City has been working with the public regarding the location of the proposed boat ramp facility. The Draft EIR analyzed several possible locations and configurations for the ramp. The proposed project addressed in the Draft EIR includes a two-lane boat ramp with a breakwater at Mole C. The Draft EIR also analyzed an alternative – Alternative 8: Alternative Small Craft Boat Ramp Facilities Within King Harbor – that included six boat ramp facilities within King Harbor (three ramp configurations at Mole A, a one-lane ramp with no breakwater at Mole C, and two ramp configurations at Mole D). Subsequent to the preparation of the Draft EIR, a new ramp design and site configuration at Mole B has been developed. Based on a preliminary evaluation, it is anticipated that the Staff Recommended boat launch ramp design at Mole B would not result in any new or increased significant impacts in comparison to those analyzed in the Draft EIR. An environmental assessment of the Staff Recommended Alternative, including Mole B, will be included in the Final EIR.

The Mole B boat launch ramp is described briefly below and addressed in more detail along with boat launch ramp options for Mole C and Mole A in the accompanying Administrative Report B for this agenda item.

The certification/approval of the Final EIR and related materials (i.e., mitigation monitoring and reporting program, findings of fact, and statement of overriding considerations) for the Waterfront project will include both the CenterCal portion of the

proposed project and the boat launch ramp. While the Harbor Commission can conceptually discuss approval of the boat launch concurrently with the entitlements for CenterCal's portion of the Waterfront project, the boat launch entitlements (i.e., conditional use permit, Harbor Commission Design Review, and coastal development permit) for the boat launch ramp will occur separately from the entitlements for the CenteralCal development. This approach is consistent with CEQA, which recognizes that projects will traditionally require numerous subsequent approvals to implement a project after the initial set of entitlements. (CEQA Guidelines § 15124(d)(2) and 15378(c) [noting public agencies "may make more than one decision on a project."].)

The boat launch ramp facility at Mole B would provide the following:

- One-lane boat ramp with boarding float, a hand launch ramp, and approximately 20 vehicle/trailer spaces (the center eight spaces are pull-through, with the end rows being head-in only)
- Placement of a five-ton jib crane hoist fitted with a 20-foot long mast arm and associated queue dock and gangway
- Guest dock and gangway
- Relocation of Moonstone Park (to the south, toward the Harbor Patrol facility), maintaining the open square requirement (23,530 square feet)
- Relocation of the outrigger club storage space

Please note that adjacent boat slips and private marina parking spaces would be removed as part of the reconfiguration of Mole B.

III. STAFF RECOMMENDED ALTERNATIVE - REVISIONS TO ORIGINAL PLANS

The Staff Recommended Alterative, as described above in Section II, includes several modifications to the project described in the Draft EIR. The modifications have been made in response to public input provided during the Draft EIR public review period. (See Section V.3 below for regarding comments on the Draft EIR). The changes consist of a revised building layout in the northeastern corner of the project site and a revised boat launch ramp facility location at Mole B. There would be no changes to the overall project design or the amount of square footage physical constructed; however, the Mole C boat launch ramp location would no longer be part of the project area and the existing uses on site (8,231 square foot Joe's Crab Shack restaurant and parking lot) would remain. Therefore, the amount of existing square footage within the project site and the amount of demolition would decrease by 8,231 square feet. Thus, the amount of net new development would increase by 8,231 square feet, from 304,058 square feet described in the Draft EIR to 312,289 square feet under the Staff Recommended Alternative, although the amount of new construction would not change. Additionally, the Staff Recommended Alternative includes the demolition and

reconstruction of the Sportfishing Pier and associated building (which was identified as one of two options for the Sportfishing Pier in the Draft EIR).

The modifications to the proposed project, from what was described in Chapter 2 Project Description, of the Draft EIR are described below. The modified plans are provided in Attachment 1.

Under the Staff Recommended Alternative, the layout of the northern parking structure and Building A, B and C has been altered to increase the view corridor at the Portofino Way and Harbor Drive intersection and provide a project entry, and to provide a new view corridor along Harbor Drive south of Portofino Way.

Building A, at the corner of Portofino Way and Harbor Drive, has been repositioned and reduced by approximately 1,000 square feet to provide greater setback along Portofino Way (approximately 30 feet). This repositioning would provide an increased line of sight from the Harbor Drive/Portofino Way intersection to Seaside Lagoon to the harbor. Additionally, the increased setback provides space for a project entry feature (i.e., project signage/public art).

The footprint of the northern parking structure would be reduced to provide a new approximately 60-foot view corridor along Harbor Drive. To accommodate a sufficient number of parking spaces to meet the parking demand, the modified project structure would have an additional level (five levels instead of four levels). The height of the structure would be 45 feet as measured from Harbor Drive, which is consistent with the maximum height allowed under the Coastal Zoning and consistent with maximum height of the structure height evaluated in the Draft EIR.

Overall, the square footage of the parking structure would be slightly greater at 276,836 square feet, as compared to approximately 261,000 square feet. The number of spaces would be slightly less at 697 as compared to 757.

The vehicle entry/exit for the modified parking structure would be located off of an access road immediately to the south of the structure. This access connects directly to both Harbor Drive and the new main street. The parking structure would also be modified to provide two retail spaces on the Harbor Drive frontage at the northern end and at the southern end of the structure. The two retail spaces total 1,440 square feet. The retail spaces have been wrapped around to incorporate pedestrian-oriented features at the street level.

Buildings B and C are also modified to accommodate the redesign of the parking structure. The square footage of each building is different than under the proposed project, but overall the total square footage would remain similar (a total of 87,645 square feet as compared to 86,965 square feet). Under the proposed project analyzed in the Draft EIR, the specialty cinema would be located in Building B (under the Staff Recommended Alternative, this would be located in Building C). The cinema would continue to front the new main street. As previously described, 26 parking spaces would be provided in the lower level Building C. These would be accessed directly from

the access road that separates the parking structure and Building C. Both Buildings B and C would be two-story buildings.

The design of Seaside Lagoon would be modified by moving Building L from the P-PRO zone to the Sportfishing Pier. Also, Buildings N and M would be moved slightly to the south to accommodate the view corridor at Harbor Drive and Portofino Way. With the removal of Building L from Seaside Lagoon, the amount of new square footage of accessory uses in the P-PRO zone would decrease by 1,836 square feet from 12,092 square feet to 10,256 square feet. The total new and existing square footage in Seaside Lagoon (including the 2,113 square foot restroom building that would remain and 2,233 square foot open pavilion that would be enclosed), would be 14,602 square feet.

Additional changes to parking include the provision of 26 parking stalls at the lowest level of Building C, immediately south of the parking structure. The number of surface parking spaces would increase from 109 spaces to 115. The number of parking spaces in the replacement structure in the southern portion of the project site has been refined from 1,157 to 1,158 and the number of spaces in the existing Plaza Parking Structure would remain 300. Thus, overall the number of parking spaces would change from 2,363 to 2,296.

The proposed project addressed in the Draft EIR includes a two-lane boat ramp at Mole C. The Draft EIR also analyzed an alternative – Alternative 8: Alternative Small Craft Boat Ramp Facilities Within King Harbor – that included six boat ramp facilities within King Harbor (three at Mole A, one at Mole C and two at Mole D). In the Final EIR, a new boat launch ramp design at Mole B is also being considered.

IV. SPORTFISHING PIER AND BASIN 3/REDONDO BEACH MARINA

The Staff Recommended Alternative also includes recommended options for the Sportfishing Pier and the reconstruction/redevelopment of the Basin 3/Redondo Beach Marina. The Draft EIR assessed the following options for the proposed project:

Sportfishing Pier

1. Demolition with equivalent square footage of existing pier building constructed on land

2. Demolition and replacement with pier and building of a similar size and footprint

Basin 3/Redondo Beach Marina

1. Fewer Slips than Existing (33 slips with eight side-ties)

2. Similar Slips to Existing (60 slips with eight side-tides)

The Staff Recommended Alternative includes the reconstruction of the Sportfishing Pier with a building of similar size and footprint and the reconstruction of a similar number of slips in Basin 3/Redondo Beach Marina.

V. EVALUATION OF PROJECT DEVELOPMENT STANDARDS

The Staff Recommended Alternative requires the certification of the Final Environmental Impact Report and approval of a Conditional Use Permit, Coastal Development Permit, Harbor Commission Design Review (including Sign Review and Landscape/Irrigation Plans), and Vesting Tentative Tract Map.

Land use development at the project is governed by the General Plan, Local Coastal Plan, and Coastal Zoning Ordinance. Consistency with these plans was discussed in detail in Draft EIR, Section 3.9, Land Use and Planning. As noted therein, a given project need not be in perfect conformity with each and every policy in a General Plan. State law does not require precise conformity of a proposed project with every policy or land use designation for a site. Courts have recognized that general and specific plans attempt to balance a range of competing interests. It follows that it is nearly, if not absolutely impossible, for a project to be in perfect conformity with each and every policy set forth in an applicable plan.

The project site has the following designations under the City's General Plan, Coastal Land Use Plan, and City's Coastal Land Use Plan:

Table 2 Summary of Project Site Land Use Plan Designations

Portion of Project Site	General Plan	Coastal Land Use Plan	Coastal Zoning	Harbor/Civic Center Specific Plan
Northern Portion				
Seaside Lagoon	P Public or Institutional	P-PRO Parks Recreation and Open Space	P-PRO	Harbor/Pier Sub-Area Policy Zone 5
East of Seaside Lagoon and North of Basin 3	CC Coastal Commercial	CR Commercial Recreation Sub-Area 2a and Sub-Area 2b	CC-3	Harbor/Pier Sub-Area Policy Zone 2
Southern Portion				
Horseshoe Pier, area south of Basin 3, and International Boardwalk	CC Coastal Commercial	CR Commercial Recreation Sub-Area 1a, 1b and 1d	CC-1	Harbor/Pier Sub-Area Policy Zone 1a (International Boardwalk portion of the area south of Basin 3); Sub-Area Policy Zone 1b (Horseshoe Pier); and Sub-Area Policy Zone 1d (Parcel 10)
Pier Plaza and Pier Parking Structure	CC Coastal Commercial	CR Commercial Recreation Sub-Area 1c	CC-2	Harbor/Pier Sub-Area Policy Zone 1c

Table 2 Summary of Project Site Land Use Plan Designations

Portion of Project Site	General Plan	Coastal Land Use Plan	Coastal Zoning	Harbor/Civic Center Specific Plan
		Mole B		
Small Craft Boat Launch Ramp Parking Lot	CC Coastal Commercial	CR Commercial Recreation Sub-Area 3b and 3c	CC-4	Harbor/Pier Sub-Area Policy Zone 3b and 3c

Notes
There are no established land use designations or zoning for the water area (i.e., Basin 3).

V.1 Consistency with the General Plan

The General Plan Land Use Map designates the project site as "CC" Coastal-Related Commercial" and "P Public or Institutional."

The Coastal-Related Commercial designation applies to the majority of the site. The overall goal of the Coastal-Related Commercial designation is to:

> Provide for the continued use of the City's coastal-related recreational facilities as resources for the residents of Redondo Beach and surrounding communities; ensuring that these uses and activities are compatible with adjacent residential neighborhoods and commercial districts and maintain a high level of quality and safety (Goal 1J).

Specific objectives include supporting recreational and commercial uses as a recreational resource and amenity of the City. Consistent with the goals and objectives of the General Plan, the Staff Recommended Alternative would include features and amenities that support coastal-related recreation. This includes expanding businesses located within areas designated as CC that support the commercial, coastal, and recreational setting such as marine-related commercial recreation (e.g., charter boats and marine-recreation equipment rentals), coastal-related retail (e.g., beach-related goods such as towels, swim suits, sunglasses, and souvenir stores), and seafood stores and restaurants. Enhancements to existing recreational uses include a modified Seaside Lagoon with direct access to the harbor, new high-quality public open space, a new boat launch facility, and an improved promenade along the water's edge and bicycle path.

The Public or Institutional designation applies to Seaside Lagoon and is intended to allow government facilities, schools, parks, hospitals, utility easements, public cultural facilities, public open space, complimentary commercial, and other public uses. The overall goal of the Public or Institutional designation is to:

> Provide for public uses which support the needs and functions of the residents and businesses of the City (Goal 1K).

The specific objective includes providing for the continuation and expansion of existing recreation and other public land uses and facilities to support the existing and future population and development of the City. The City's General Plan Recreation element expressly notes that "expansion" of the Lagoon includes, but is not limited to a number of concepts, including "improve wayfinding and entrance to park," "evaluate expanding hours of operation," "improve quality of concession facility," "install secure and permanent storage areas," and "evaluate additional off-season events." Under the Staff Recommended Alternative, the existing recreation use within Seaside Lagoon would be maintained with modified amenities. Additionally, the existing access restrictions to the lagoon would be removed (e.g., under existing conditions, an admission fee is charged and the lagoon is only open for summer months during specific hours and for special events).

For additional detail on General Plan consistency, see Tables 3.9-3 and 3.9-4 in Section 3.9, Land Use and Planning of the Draft EIR, which are provided as Attachment 5 to this report. While the tables were prepared for the Draft EIR to address the proposed project analyzed therein and do not specifically address the Staff Recommended Alternative, the information presented in the tables continues to be applicable to the Staff Recommended Alternative. Table 3.9-3 presents the goals, policies, and objectives for the entire City and for the specific land use designations for the project site that are relevant to the proposed project, and analyzes the project's consistency with each policy in greater detail. Table 3.9-4 summarizes the General Plan Land Use Element's land use designations and development standards applicable to the project site and analyzes the project's consistency. As described above, and similar to the proposed project addressed in Tables 3.9-3 and 3.9-4 of the Draft EIR (Attachment 5), the Staff Recommended Alternative is consistent with the General Plan.

V.2 Consistency with the Coastal Land Use Plan (LUP)

The LUP (the Coastal Zone component of the City's General Plan) identifies land use polices to set forth land use guidelines and establishes the General Plan Land Use designations of land within the coastal zone. The land use designation of the project site is primarily CR Commercial Recreation ("CR"). The Commercial Recreation land use designations allows for a wide range of public and commercial recreational facilities, providing regional-serving recreational facilities for all income groups. This district is divided into sub-areas with general land use and development requirements. The implementing ordinance establishes which uses are permitted and which uses are subject to a Conditional Use Permit. These uses generally include, but are not limited to local serving and visitor-serving retail uses, restaurants and other food and beverage uses, hotels, entertainment clubs, public open space, recreational uses, marina-related and boating facilities, amusement and arcade facilities, commercial office uses, offices for the management and operation of on-site facilities, structured and surface parking.

Seaside Lagoon is designated as P-PRO Parks, Recreation and Open Space (a sub-designation to the P Public or Institutional ["P"] designation). The primary permitted

uses in the P-PRO designation are parks, open space, recreational facilities, and accessory uses such as rest rooms, storage sheds, concession stands, and recreational rentals, etc.

Coastal land use policies identified in the LUP include allowing for the operation of the pier and harbor area as a commercial recreational asset for the City and preserving coastal dependent uses and maintaining and enhancing views. Consistent with the land use policies, the Staff Recommended Alternative would include a mix of public and private commercial and recreational uses intended to reconnect the public with the waterfront as well as revitalizing the area and enhancing public access to the harbor.

For details on Coastal LUP consistency, see Tables 3.9-5 and 3.9-6 in Section 3.9, Land Use and Planning of the Draft EIR, which are provided as Attachment 5 to this report. While the tables were prepared for the Draft EIR to address the proposed project analyzed therein and do not specifically address the Staff Recommended Alternative, the information presented in the tables continues to be applicable to the Staff Recommended Alternative. Table 3.9-5 presents the applicable policies that are relevant to the proposed project and analyzes the project's consistency with each policy in greater detail. Table 3.9-6 summarizes the LUP land use designations and development standards applicable to the project site and analyzes the project's consistency with each. As presented above, and similar to the proposed project addressed in Tables 3.9-5 and 3.9-6 of the Draft EIR, the Staff Recommended Alternative is consistent with the LUP.

V.3 Compliance with the Coastal Zoning

The Staff Recommended Alternative meets the required development standards of the applicable zoning districts, including building height and intensity requirements. Attachment 4 is a summary table which provides an overview of the Staff Recommended Alternative's compliance with applicable development standards by zone, including allowable uses, height requirements, FAR maximums, and other standards. Compliance with other code requirements, including setbacks, parking requirements, and the development cap for the waterfront are discussed below.

V.3.1 Setbacks

As shown in the table provided in Attachment 4, the setbacks in all of the zoning areas are to be determined subject to Harbor Commission Design Review. The setbacks vary across the project site and are designed to fit within the overall project design concept. The Staff Recommended Alternative is designed to maximize the pedestrian experience both along the retail frontages and the waterfront, while also providing high quality public open space with view corridors and public gathering areas. The buildings are generally clustered along the Harbor Drive and the new main street with narrow setbacks to provide pedestrian-oriented walkways along the commercial frontage of the project site, interspersed with open areas that provide pathways, ample landscaping and space for seating and public gathering. The clustering of buildings along the

roadways also provides for a typically 20 – 30-foot promenade along the water that can accommodate a mixed flow of users under typical operational conditions. The proposed building setbacks also allow for enhanced pedestrian features such as sidewalks that are as wide as 15 – 20 feet (see site cross sections in the applicant's design submittal [Attachment 1]).

V.3.2 Compliance with the CC Zone Development Cap

Under the Coastal Zoning, a maximum development of 400,000 net new square feet is allowed within all of the CC zoned parcels of the harbor area, based on existing development on April 22, 2008. Compliance with the overall harbor area development cap of 400,000 net new square feet would ensure that the cumulative FAR of the Harbor would not exceed 0.35.

The net new construction under the Staff Recommended Alternative is within the cap of 400,000 square feet of net new floor area allowed within all CC zones. Redondo Beach Resolution No. 2011-09-HC-002 (Shade Hotel) states that there are approximately 371,638 remaining square feet of allowed development under the City's 400,000 square foot limit (RBMC Sections 10-5.813(a), 10-5.814(a), 10-5.815(a), and 10-5.816(a)). Subsequent to the adoption of this resolution, there was an amendment to the Shade Hotel Project approval, which increased the square footage of that project by 8,649 square feet (allowing for an additional 362,989 square feet under the City's 400,000 square foot limit). With the additional 285,855 square feet of net new construction that would occur under the Staff Recommended Alternative in the CC zones based on existing land use on April 22, 2008, the total net new development within the CC zones since April 22, 2008 would be 322,866 square feet. This is within the 400,000 square foot maximum. After buildout of the Staff Recommended Alternative, 77,134 square feet of remaining net new development would be allowed within the CC zones. The completed, under construction, and proposed development within the CC zones since April 22, 2008 is shown below in Table 3.

Table 3: Development within the CC Zones After April 22, 2008

	Existing Square Footage in CC Zones on April 22, 2008	Completed/Under Construction/ Proposed in CC Zones After April 22, 2008	Net New Square Footage in CC Zones	Balance
				400,000
Harbor Patrol Site	1,728	4,430	2,702	397,298
Shade Hotel Site	13,211	47,520	34,309	362,989
Staff Recommended Alternative Project Site	**223,482**	**509,337**	**285,855**	
Total			**322,866**	**77,134**

This table has been modified from the table presented in Chapter 2 of the Draft EIR to eliminate existing and proposed square footage that is located in the P-PRO zone (Seaside Lagoon) and to be consistent with the Staff Recommended Alternative

V.3.3 Compliance with Parking Requirements

The project applicant is requesting approval of a shared parking plan to meet the City's parking requirements. Based on RBMC parking rates for the proposed mix of uses (commercial/retail/office/hotel/specialty cinema), 2,567 parking spaces would be required (this does not include 40 stalls that would be provided in associated with a two-lane boat ramp or 20 stalls provided for a one-lane boat ramp). This would result in short fall of 271 stalls. Applying the RBMC demand factors to the proposed uses assumes that the demand for each land use peaks at the same time; this is not reflective of the parking demands experienced with each land use and may lead to the provision of more parking than is needed at any given time. Therefore, a shared parking demand assessment was performed to determine the appropriate number of parking spaces to support the Staff Recommended Alternative pursuant to the RBMC provision allowing overlap parking. The shared parking assessment determined that there would be a peak demand for 2,147 spaces. The plans show 2,296 spaces provided on-site, which would be a surplus of parking provided, above the identified need for 2,147 spaces.

V.3.4 Compliance with the Public Art Requirement

Pursuant to Chapter 6 (*Public Art Requirement*) of the Municipal Code, public art shall be installed on the project site in a public place. The value of the public art shall be equal to at least one percent (1%) of the building valuation and displayed in a manner that will enhance its enjoyment by the general public. Alternatively, the developer may pay a public art monetary contribution into the City Public Art Fund equal to one (1%) percent of the building valuation above two hundred fifty thousand dollars ($250,000.00). This shall be paid at the time of building permit issuance.

The applicant has committed to providing public art throughout the project site; however, no specific art proposals have been provided at this time. A recommended condition will require the developer to demonstrate compliance with this requirement prior issuance of the first building permit. The adopted process for Public Art requires the City's Public Art Commission to review and approve all installations.

PROJECT ENTITLEMENT CRITERIA AND FINDINGS

V.4 CONDITIONAL USE PERMIT

Pursuant to RBMC Section 10-5.810, the following uses in the Coastal Commercial Zones require the approval of a Conditional Use Permit (CUP):

- Bars and night clubs
- Food and beverage sales
- Commercial Recreation
- Hotels

- Marinas (not allowed in CC-2)
- Marina related facilities (yacht and boating clubs not allowed in CC-1 and CC-2, boating facilities not allowed in CC-2)
- Offices
- Restaurants
- Recreational equipment rentals (not allowed in CC-1)
- Retail – any tenant space exceeding 5,000 square feet of floor area
- Parking lots (not allowed in CC-1)
- Public safety facilities *(i.e., police sub-station)*
- Recreation facilities

Parking facilities that are accessory facilities to the primary land use, such as those contained within the project, are not regulated by the City's zoning regulations, and are instead regulated by separate provisions under RBMC 10- 5.1700 et seq. (RBMC § 10-5.1117(f).) Nevertheless, to avoid any uncertainty, staff is recommending the issuance of a CUP for these parking facilities, which are conditionally permissible as a primary land use pursuant to RBMC Section 10-5.1110

Approval of a Conditional Use Permit must generally meet certain criteria specified in RBMC 10-5.2506. The City's past interpretation of these provisions allows a balancing of these factors, consistent with *Santa Clarita Organization for Planning the Environment v. City of Santa Clarita* (2011) 197 Cal.App.4th 1042, 1059-1064. The applicant's request for a Conditional Use Permit is consistent with the criteria set forth therein for the following reasons:

1. *The site for the proposed use shall be in conformity with the General Plan and shall be adequate in size and shape to accommodate such use and all setbacks, spaces, walls and fences, parking, loading, landscaping, and other features required by this chapter to adjust such use with the land and uses in the neighborhood. (RBMC § 10-5.2506(b)(1))*

   The project area is approximately 36 acres and as such, is adequate in size and shape to support 523,939 square feet of floor area while still retaining 492,228 square feet of open space. As reflected on the Land Use Plan shown on Sheet 50 in the applicant's design submittal (Attachment 1), the buildings are not overcrowded, there are large expanses of open space areas, there are wide pathways throughout the site, and with two new parking structures, there will be parking dedicated to this newly developed seaside village.

2. *The site for the proposed use shall have adequate access to a public street or highway of adequate width and pavement to carry the quantity and kind of traffic generated by the proposed use. (RBMC § 10-2.2506(b)(2))*

The site will have access to Harbor Drive, Portofino Way, a new main street, the Pacific Avenue reconnection, and to Torrance Boulevard. These streets and other collectors and arterials in the area have adequate capacity to support the proposed project subject to required traffic mitigation measures.

3. *The proposed use shall have no adverse effect on abutting property or the permitted use thereof. (RBMC § 10-5.2506(b)(3))*

   The project will provide a net benefit to the surrounding land uses by providing enhanced coastal access, expanded waterfront amenities, and improved pedestrian and bicycle connections. The surrounding existing hotels will have more to offer their guests with lively day and nighttime activities. The land uses to the east, which include residential uses, will be over 120 feet from the proposed buildings and in some areas, they will be 200 to 400 feet away. Additionally, the residential uses will be separated from the project site by landscaping, and in some areas, the Pacific Avenue Reconnection, as well as the difference in site elevation. The Staff Recommended Alternative is also consistent with and supportive of uses to the north and northwest, which include the Portofino Hotel and Portofino Marina, and uses to the south, which includes the coastal commercial uses at the Monstad Pier.

4. *The conditions stated in the resolution or design considerations integrated into the project shall be deemed necessary to protect the public health, safety, and general welfare. Such conditions may include, but shall not be limited to:..." (RBMC § 10-5.2506(b)(4))*

   Recommended Conditions of approval are anticipated to be presented to the Harbor Commission for consideration on June 27, 2016.

As stated earlier in the staff report, the Staff Recommended Alternative is consistent with goals and objectives of the General Plan since it would include features and amenities that support resident and visitor-serving coastal commercial uses, coastal dependent uses, and coastal-related recreation.

Based upon the comprehensive analysis included in the EIR and the discussion above, the Staff Recommended Alternative complies with the City's goals, policies, development standards and regulations as contained in the Coastal Zoning Ordinance, the General Plan, the Harbor/Civic Center Specific Plan, and the criteria for the approval of a Conditional Use Permit.

V.5 HARBOR COMMISSION DESIGN REVIEW

Pursuant to Section 10-5.2502 of the Zoning Ordinance any new development on a commercial or industrial zoned property that is 10,000 square feet in size or greater, requires Harbor Commission Design Review. The purpose of the Design Review is to ensure the compatibility, originality, variety and innovation within the architecture, design, landscaping and site planning of the project. The purpose of the review is also

to protect surrounding properties, prevent blight and deterioration of neighborhoods, promote sound land use, design excellence, and protect the overall health, safety and welfare of the City.

Criteria are provided in order to determine the project's consistency with the intent and purpose of this section. The criterion includes consideration of the: 1) user impact and needs; 2) relationship to physical features; 3) consistency of the architectural style; 4) balance and integration with the neighborhood; 5) building design; and 6) signs.

User impact and needs includes an assessment of a number of issues from the perspective of the user including circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.

On-site traffic circulation as previously discussed in the report, is adequate and appropriate for the Staff Recommended Alternative. Parking is addressed below. Concerns related to utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, energy consumption, physical barriers, and other design concerns have been discussed at great length in the EIR for this project.

Relationship to physical features relates to the natural terrain, topography, and landscape of the site. The site has been developed with commercial structures, parking garages, and surface parking lots since the mid-1960s. There are no horticultural shrubs, grass or trees of any significance that are worthy of preservation or relocation. The project will restore the natural beach at Seaside Lagoon and provide more high quality open space areas, restoring visual and physical access to the coastline. The proposal also includes entirely new landscaping that is more suited to our coastal climate as well as drought-tolerant.

Architectural style is vital when creating a new seaside village. Redondo Beach has an eclectic mix of architectural styles. While Craftsman was the predominant style in the early 1900's, a wide variety of structures may be found throughout the City including, but not limited to, Spanish Colonial, Period Revival, Victorian, Modern, Contemporary, and even Tudor. Likewise, the buildings proposed within the Waterfront Project reflect a diverse array of styles and material choices. The project includes brick, wood, stucco, non-reflective glass, tile, metal, and concrete accents in a variety of combinations. The design for the Staff Recommended Alternative includes buildings with a high degree of articulation and varied rooflines that incorporate a variety of building materials to provide variation but still have a visual cohesiveness designed to provide a sense of place. 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 that same time presenting a contemporary aesthetic that reinforces the uniqueness of the site and the coastal commercial and recreational character.

The new design would create a more visually harmonious style across the northern and southern portions of the site by incorporating some similar style and design elements,

such as a complementary color palette and building materials. The mixture of uses, architectural styles and open space will create a leisure and cultural heart for Redondo. The many elements of the plan will establish an environment which is a memorable place that creates public value and a civic contribution to the city.

The design and architectural styles within the project site are fresh, innovative, and well-suited to the Harbor area. The proposed structures will be at or below the maximum height requirements set forth for the Coastal Commercial zones. The buildings closest to the coastline are primarily one story, while the buildings closest to Harbor Drive and Pacific Avenue are two to three stories.

Due to the existing topography of this area, the existing four to five-story multi-family structures to the east sit much higher than the proposed buildings. Towards the northern portion of the project site, there is an existing five-story hotel east of Harbor Drive, the new three-story Shade Hotel to the north, and the existing AES power plant. Given the close proximity of these other existing multi-level structures, the height, mass and scale of the Staff Recommended Alternative are neither inconsistent nor disharmonious with the existing development in the area.

The buildings are also designed to be "sustainable" through the incorporation of the following features and practices:

- Utilizing low-emitting materials;
- Diversion of construction waste from landfills;
- Short and long-term bike parking;
- Multi-modal pathways to encourage walking, biking, and public transit;
- Implementation of stormwater Best Management Practices to protect water quality;
- Reduction of water usage by 20% through the use of water-conserving fixtures and efficient irrigation;
- Shading and building design to reduce energy consumption.

The elevation drawings reflect a wide variety of conceptual signage with varying size, font, and design. Per RBMC Section 10-5.1802, commercial signage within the Coastal Zone must meet the following criteria:

a) The size, shape, color, materials, illumination, and placement of the sign shall be compatible to, in scale with, and harmonious with the building with which it will be associated and with the visual character of the area in which it will be located;
b) The sign shall not, by size, color, or location, interfere with traffic or visibility, or unduly obscure from view or detract from existing signs;
c) The sign shall not cause needless repetition, redundancy or proliferation of signage;

d) The location and design of the sign shall not adversely impact surrounding properties or harmfully impact the public health, safety and general welfare;
e) The sign shall implement community design standards consistent with the General Plan to the extent it is consistent with the certified Local Coastal Program;
f) The sign shall identify uses and premises without confusion;
g) The sign shall promote a high quality visual environment; and h) Pedestrian-oriented projecting signs, monument signs and flush-mounted signs shall be encouraged.

A final signage program will be required to be submitted to the City for review to confirm that the proposed signage meets the above criteria.

In accordance with Section 10-5.1706(d) of the Redondo Beach Municipal Code, the applicant's request for overlapped/shared parking is consistent with the criteria set forth therein for the following reasons:

1. *The total parking provided for the uses sharing parking shall not be less than fifty (50%) percent of the parking requirement for the same uses with no shared parking.*

   Based on RBMC code requirements, 2,527 spaces would normally be required. The Staff Recommended Alternative would provide 2,269 spaces, which is a regulatory shortfall of 258 spaces. However, the shared parking demand analysis determined that peak demand for parking would be 2,147 parking spaces. This demand can be fully met by the number of parking spaces that would be provided on-site. Therefore, the parking demand is met and the Staff Recommended Alternative would be consistent with this finding.

2. *The total parking provided for the uses sharing parking shall not be less than the parking requirement applicable to any single use with no shared parking.*

   As shown on table 3.13-22 on page 3.13-68 of the Draft EIR, based on Redondo Beach Municipal Code regulatory requirements, the proposed use that requires the most parking spaces is high quality restaurants. Based on the City's demand factors, 1,280 spaces would be required. This number of 1,280 spaces required per the demand factors for restaurant uses is not greater than the total amount of parking provided on site (2,296 spaces). Therefore, the total parking provided for all uses on-site is not less than the parking required for any single use of site and the Staff Recommended Alternative would be consistent with this finding.

3. *The applicant shall provide the Community Development Department information on the proposed hours of operation of each use and anticipated maximum number of employees and customers for each use typically generated during each hour of the day and day of the week.*

The shared parking demand analysis determined that peak demand for parking would be 2,147 parking spaces, which can be accommodated by the 2,269 spaces to be provided at the project site. The shared parking demand analysis uses the Urban Land Institute (ULI) and International Council of Shopping Centers (ICSC) shared parking model, which accounts for factors such as expected number of visitors and employees, time of day, day of the week, and seasonal variation. It also accounts for monthly and hourly parking demand pattern for peak visitor and employee parking demand for weekday and weekend. The shared parking model calculates that the peak demand would occur at 7:00 p.m. on a December weekend, although, it is anticipated that the parking demand could approach similar levels for a few hours on busy days throughout the summer.

4. *The Community Development Department may approve shared parking subject to a determination that the typical utilization of the parking area would be staggered or shared to such an extent that the reduced number of parking spaces would be adequate to serve all uses on the site or parcel. If the site is in a pedestrian-oriented commercial zone, the Community Development Department may also approve shared parking subject to a determination that the use mix is conducive to customers parking and walking to visit more than one business on the same trip.*

   The shared parking model used to determine the shared parking demand considered a mode split factor, which accounts for visitors and employees that do not arrive by automobile (transit, walk, and other means) or are internally captured (i.e., visits to multiple uses on-site). The Project's mode split and internal capture ratios were adjusted based on the proximity of adjacent residential development and multi-modal facilities, and the complementary nature of the development.

5. *A minimum two (2) week (fourteen (14) day) parking utilization survey, covering the existing and proposed business hours of operation, including hourly counts of vehicles shall be submitted along with a parking analysis of the subject property, which includes the number of tenants spaces and the number of parking spaces that these uses require, shall be submitted for review and approval of the Community Development Director.*

   The specific tenant uses and number of tenant spaces has not yet been determined. Therefore, the parking utilization is based on the modeling of the mix of proposed uses at the project site as opposed to a parking utilization survey. The model used is a shared parking model developed by the Urban Land Institute (ULI) and International Council of Shopping Centers (ICSC) shared parking model. The ULI demand analysis is based upon other parking utilization surveys in the same way the ITE trip generation rates are based upon counts taken at other land uses throughout the country. The parking model assessed parking demand based on the demand factors for the proposed uses that would be developed at the project site, and assessing the use for weekdays and weekends each month of the year between the hours of 6 a.m. to 12 a.m.

V.6 COASTAL DEVELOPMENT PERMIT

In accordance with Section 10-5.2218(a) of the Redondo Beach Municipal Code, the applicant's request for a Coastal Development Permit is consistent with the criteria set forth therein for the following reasons:

1. *That the proposed development is in conformity with the Certified Local Coastal Program.*

   As described in detail in Section 3.9.4.3 in Section 3.9, Land Use and Planning, of the Draft EIR, the proposed project is compatible with the objectives, policies, and general land uses specified in the City's Certified Local Coastal Program. While the Staff Recommended Alternative includes modifications from the proposed project that was analyzed in the Draft EIR, the information presented in the Draft EIR relative to consistency with the City's Certified Local Coastal Program continues to be applicable to the Staff Recommended Alternative. The Staff Recommended Alternative will improve site connectivity, enhance public access to and along the water and increase the on-site public service amenities. Site connectivity and coastal access would be increased by providing new vehicle, pedestrian, and bicycles links to and across the site. The project creates a new aesthetic by establishing a cohesive architectural style, new landscaping, signage, and lighting. Other features include a modified Seaside Lagoon that has unrestricted public access and high-quality public open space. Project elements also include water quality benefits, measures to accommodate sea level rise projections, and replacement or upgrades to aging infrastructure, including a new stormwater system that complies with low-impact development (LID) criteria. As described herein, the project would be consistent with the FAR, height limits, and land uses set forth in the Coastal Zoning.

   The Staff Recommended Alternative is subject to the approval of a Conditional Use Permit providing appropriate regulations for the development of the site so as to not be detrimental to the public health, safety, and general welfare. See the above-stated discussion regarding the criteria for the approval of a Conditional Use Permit, and the evaluation of the Staff Recommended Alternative in light of that criteria.

2. *That the proposed development, if located between the sea (or the shoreline of any body of water located within the coastal zone) and the first public road paralleling the sea, is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code (commencing with Section 30200).*

   The project site is located between the sea (or the shoreline of any body of water located within the coastal zone) and the first public road paralleling the sea and is consistent with the public access and public recreation polices of Chapter 3 of Division 20 of the Public Resources Code. As described in detail in Section 2.4.1 Chapter 2, Project Description, and in Section 3.12.4.3 in Section 3.12, Recreation, of the Draft EIR for the proposed project, the project enhances public access and

public recreation. While the Staff Recommended Alternative includes modifications from the proposed project that was analyzed in the Draft EIR, the information presented in the Draft EIR relative to public access and recreation continues to be applicable to the Staff Recommended Alternative. The Staff Recommended Alternative enhances connectivity to the coast by providing new vehicle and non-vehicle links to and across the site, including the Pacific Avenue Reconnection that provides vehicle, bicycle, and pedestrian access across the edge of the project site, the new main street, a pedestrian/bicycle bridge across the Redondo Beach Marina/Basin 3 entrance, and pedestrian/bicycle pathways across the site, including an enhanced contiguous pedestrian boardwalk along the water's edge, and completion of a missing section of the California Coastal Trail. The pedestrian walkways and bridge would meet Americans with Disabilities Act (ADA) requirements. The project enhances recreation by removing access restrictions to Seaside Lagoon (the lagoon is currently fenced and only open during summer months and for special events, and requires an admission fee), establishing high-quality public open space with multi-use pathways, public seating, and gathering spaces for passive and active recreation, including special events and public programming.

The Staff Recommended Alternative is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code (commencing with Section 30200).

3. *That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project, and that, in approving the proposed development, the decision-making body is not violating any CEQA prohibition that may exist on approval of projects for which there is a less environmentally damaging alternative or a feasible mitigation measure available.*

   Pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code, Division 13, Section 21000, et seq.), the CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, et seq.), and Title 10, Chapter 3 (Environmental Review Pursuant to the California Environmental Quality Act) of the Redondo Beach Municipal Code (RBMC), an EIR has been prepared for the Staff Recommended Alternative. The adoption of a resolution certifying the Final EIR and adopting the Facts and Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program will bring the Harbor Commission in compliance with CEQA responsibilities it has in connection with the Staff Recommended Alternative. In approving the Staff Recommended Alternative, the decision-making body is not violating any CEQA prohibition that may exist on approval of the project for which there is a less environmentally damaging alternative or a feasible mitigation measure available.

V.7 VESTING TENTATIVE TRACT MAP

Vesting Tentative Tract Map No. 74207 (Attachment 2) subdivides the existing underlying lots into 14 parcels for the purpose of better conforming to the project site plan and to ensure that proposed buildings will not cross parcel lines. The Vesting Tentative Tract Map also delineates new private roadways and establishes non-revocable public access rights along the roadways and pathways, and provides for utilities and utility easements. The proposed Map meets the requirements of Chapter 1, Subdivisions, Article 5 of the City's Zoning Ordinance, and the California State Subdivision Map.

VI. ENVIRONMENTAL REVIEW

VI.1 Overview

Pursuant to the California Environmental Quality Act (CEQA), a Draft EIR was prepared to address the potential environmental impacts associated with the proposed project for 14 environmental resource areas. The potential for environmental impacts of the proposed project on the environment were analyzed for each of the resource areas for both construction (e.g., short-term impacts throughout the 2.25 to 2.5 years of construction) and operation (e.g., long-term impacts) of the proposed project.

The Draft EIR identified potential environmental impacts in four environmental resource areas that were determined to be 'Less than Significant with Mitigation Incorporated' as follows:

- Biological Resources (construction & operation)
- Cultural Resources (construction)
- Hydrology and Water Quality (operation)
- Traffic and Transportation

The Draft EIR identified potential environmental impacts in four environmental resource areas that were determined to be 'Significant and Unavoidable' as follows:

During Construction (short-term)

- Air Quality – NOx and CO
- Cultural Resources – historical resources
- Noise – vibration and increase in ambient level

During Operation (long-term)

- Hydrology & Water Quality – tsunami (this is an existing impact)
- Noise – increase in ambient level at Torrance Circle

All other potential environmental impacts were determined to be Less Than Significant. Additional information can be found in the Draft EIR.[8] The Draft EIR will be included in the Final EIR. The Final EIR will also include corrections and additions to the Draft EIR.

VI.2 Public Review Process

Pursuant to the California Environmental Quality Act and Guidelines (CEQA), the City issued a Notice of Preparation (NOP)/Initial Study for the proposed project on June 19, 2014, opening a 30-day response period on the scope and content of the Environmental Impact Report (EIR). This NOP/IS is available in Appendix A of the Draft EIR (which will also be provided as an appendix to the Final EIR). The NOP and/or Notice were distributed by mail to the State Clearinghouse, responsible and trustee agencies, and other federal, state, and local agencies, planning groups and organizations, over 175 business operators and lease holders within the harbor area, and over 1,300 individuals, including residential property owners and occupants within 300 feet of the project boundaries. The Notice, NOP and Initial Study were delivered by hand to one local agency (Beach Cities Transit) and City officials (i.e., City Manager, City Council members and Mayor.) Additionally, an emailed notice was sent to email addresses collected from sign-in sheets from eight community meetings held in 2013 and a newspaper notice was published in the Easy Reader. Notices were also posted at the project site, the city's website, and advertised on local access cable television.

A public scoping meeting/open house was held on July 9, 2014 at the Redondo Beach Performing Arts Center. The scoping meeting/open house was presented in an "open house" format to allow attendees to view presentation boards and speak to City staff and the City's environmental consultant to provide input on the proposed project and ask questions. There were 216 names recorded on the sign-in sheets, although, some of the meeting attendees declined to sign in.

Approximately 260 comment letters were received during the comment period and eight letters were received after the close of the scoping period. Of the letters received during the scoping period, eight were from state, regional and local agencies, and the remainder were from individuals and organizations. The comments received are available in Appendix A of the Draft EIR (the Draft EIR and appendices will also be included as part of the Final EIR).

The Waterfront Draft EIR was distributed to the public and regulatory agencies on November 17, 2015, for a 63-day review period ending January 19, 2016 at 5:30 p.m. Notices of Availability and DVDs of the Draft EIR were distributed to various government agencies, organizations, interested persons, and a notice was sent to residences City-wide. The public outreach approved by the Mayor and City Council on November 3, 2015 included newspaper advertisements, city-wide noticing (direct mailing to over 30,000 residences), cable crawl notice, an email blast, and required legal mailings.

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[8] The Draft EIR for the Waterfront is available online at:
http://www.redondo.org/depts/planning/waterfront_draft_eir/default.asp

The City conducted three public meetings regarding the Draft EIR (November 21, 2015, December 9, 2015, and January 9, 2016) to provide an overview of the proposed project and alternatives and to accept public comments on the proposed project, alternatives, and environmental document.

The City received 568 comment letters and emails and 115 oral comments at the three public meetings on the Draft EIR. Additionally, written comments were received one month following the close of the public comment period (February 19, 2016). In addition to comments directed specifically at the analysis presented in the Draft EIR, comments were also received expressing general support and general opposition to the proposed project in its entirety and to specific elements.

The written and oral comments received by the City and the City's responses to each will be provided in the Final EIR. The Final EIR is currently being prepared and per CEQA will be provided to the Harbor Commission via DVD and made available to the public and commenting agencies a minimum of 10-days prior to the Harbor Commission taking action on the proposed project.

VI.3 Issues Raised

While the comments covered a wide variety of issue areas addressing numerous aspects of the proposed project and the Draft EIR analysis, a number of the comments raised similar themes. Below is a summary of those themes that were raised by multiple commenters. Please note that this is not a comprehensive summary of every topic addressed in the comments. The themes listed below will be all addressed in "Master Responses" that will be provided in the Final EIR. Additionally, where applicable, additional information on these issues areas, as well as all other comments received, will be provided in individual responses to comments. All of the comments that were received and the City's responses to each will be provided in the Final EIR.

Issue areas summarized below include the following:

1. Views and Scale of Development

Comment letters were received addressing the visual impact analysis in the Draft EIR, including the view analysis, such as the locations that were selected as Key Observation Views (specifically Czuleger Park and Harbor Drive), and the determination that impacts would be less than significant, and the visual design and character, such as building elevations and building massing.

2. Traffic Impacts

Comment letters were received expressing general concerns regarding traffic associated with the proposed project. In addition, comments were received regarding weekend traffic.

3. Waterfront Parking

Comment letters were received noting concerns associated with parking at the project site, including, size and location of the parking structures, parking for boaters, stand-up paddle boarders and other harbor users, parking for the boat launch ramp, and the number of parking spaces.

4. Modifications to the Seaside Lagoon

Comments were received relative to Seaside Lagoon addressing issues such as the size and usability of the lagoon for recreational purposes, the potential for use conflicts to occur due to the proximity to the boat ramp and the presence of swimmers and hand launch watercraft-users in the lagoon, water quality in the lagoon, and the potential for sea lions to populate the beach.

5. AES Power Plant Site

Comments were received relative to the AES Power Plant suggesting that the proposed project should be planned in conjunction with the AES Redondo Beach Generating Station site and that the cumulative impacts in the Draft EIR analysis should consider development of the AES Site

6. Cumulative Analysis

Several comment letters addressed the adequacy of the cumulative impacts analysis, specifically suggesting that the Draft EIR needed to consider certain specific projects that are being constructed or are planned for the future in the vicinity of the project site.

7. Economic Viability and Compatibility of Businesses at the Project Site

Comments were received expressing concern that if the project were to be built, that the new development might not be financially feasible and the site would once again become run down, the businesses at the project site would be 'upscale' and the residents and businesses would be priced-out of the location, and a movie theater is not needed at the site and is not an economically sustainable or appropriate use

8. Sportfishing Pier, Polly's and Sportfishing

Many comment letters requested that the City consider renovating the Sportfishing Pier and Polly's on the Pier in lieu of demolition. There were also comments in support of the rebuilding of the pier after it is demolished. These commenters' request and concerns regarding the pier and associated businesses were generally associated with the local importance of the pier and Polly's, maintaining existing local businesses, specifically Polly's and Redondo Beach Sportfishing, and removal of fishing opportunities within the project site.

9. Boat Ramp in King Harbor

Comments were received addressing the issues associated with a proposed boat ramp in King Harbor, including two broad subject matters: safety and boat ramp usage and

parking. The comments address both the proposed project boat ramp and the alternative locations and configurations.

VI.4 Environmental Review of the Staff Recommended Alternative

As described above, a number of comments were received on the Draft EIR expressing specific concerns associated with aspects of the proposed project and while the comments did not identify any new significant impacts, the applicant has submitted a revised site plan based upon City staff recommendations in response to the comments received.

The project modifications were designed in light of comments received regarding views along Harbor Drive, in particular associated with the massing of the parking structure and reduction of water views, and regarding support for rebuilding/retaining the Sportfishing Pier.

An environmental assessment of the project modifications will be included in the Final EIR pursuant to CEQA. Based on a preliminary evaluation, it is anticipated that the modifications would not result in new or increased significant impacts in comparison to those analyzed in the Draft EIR, and therefore, no recirculation of the EIR would be required pursuant to CEQA requirements.

VII. NEXT STEPS

Recommended resolutions approving the entitlements and certifying the Final EIR that include recommended findings and conditions are anticipated to be presented to the Harbor Commission on June 27, 2016. The Final EIR (including comments, responses to comments, and the mitigation monitoring reporting program and other supporting materials) is also anticipated to be presented for consideration on June 27, 2016.

VIII. FISCAL IMPACT

The cost for preparing this report is included within the Community Development and Waterfront and Economic Development Department's portion of the adopted FY 2015-2016 Annual Budget and is part of those department's annual work program.

Submitted by:
Aaron Jones
Community Development Director

Submitted by:
Stephen Proud
Waterfront and E. D. Director

Attachments:

Attachment 1 – Applicant's Design Submittal
Attachment 2 – Vesting Tentative Tract Map
Attachment 3 – Table of Project Elements
Attachment 4 – Zoning Consistency Table
Attachment 5 – Draft EIR General Plan & Coastal Land Use Plan Consistency Tables

Administrative Report

Harbor Commission Hearing Date: **June 27, 2016**

AGENDA ITEM: 6 (Public Hearing)

PROJECT LOCATION: THE REDONDO BEACH WATERFRONT BETWEEN PORTOFINO WAY AND TORRANCE CIRCLE

APPLICATION TYPE: WATERFRONT PROJECT - CONSIDERATION OF APPROVAL/CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT AND WATER SUPPLY ASSESSMENT (SCH# 2014061071 / FILE NO. 2014-04-EIR-001), FACTS AND FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION MONITORING AND REPORTING PROGRAM; CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW (INCLUDING SIGN REVIEW AND LANDSCAPE/IRRIGATION PLANS), COASTAL DEVELOPMENT PERMIT, AND VESTING TENTATIVE TRACT MAP NO. 74207, FOR APPROXIMATELY 36 ACRES OF DEVELOPMENT IN THE REDONDO BEACH HARBOR/PIER AREA, AND CONSIDERATION OF THE RECREATION AND PARK COMMISSION'S RECOMMENDATIONS RELATED TO SEASIDE LAGOON.

CASE NUMBERS: 2016-06-HC-001
2016-06-CDP-003

APPLICANT: REDONDO BEACH WATERFRONT LLC
(AFFLIATE OF CENTERCAL PROPERTIES LLC)

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of a Final Environmental Impact Report (SCH# 2014061071 / FILE NO. 2014-04-EIR-001), Facts And Findings, Statement Of Overriding Considerations, A Mitigation Monitoring And Reporting Program and Water Supply Assessment; Coastal Development Permit, Harbor Commission Design Review (including Sign Review and Landscape/Irrigation Plans), Conditional Use Permit, and Vesting Tentative Tract Map No. 74207, for a project that consists of the demolition of most of the existing buildings; the construction and operation of commercial, office, hotel, theater, and recreational uses totaling approximately 523,939 square feet of development (312,289 square feet of net

new development) on property at the Redondo Beach Waterfront located within the Coastal Commercial (CC) Zones and P-PRO Zone between Portofino Way and Torrance Circle.

Implementation of certain elements of the Staff Recommended Alternative are contingent upon the granting of permits by state and federal agencies, including but not limited to the California Coastal Commission (Coastal Development Permit for areas of original jurisdiction), U.S. Army Corps of Engineers (401 and 404 permit), and U.S. Coast Guard (bridge permit).

DEPARTMENT'S RECOMMENDATION:

It is recommended that the Harbor Commission take the following actions:

1. Reconvene the public hearing;
2. Receive and file the administrative report that provides additional information on questions raised during testimony and staff recommended draft land use entitlement conditions;
3. Accept any additional public testimony;
4. Discuss the staff recommended draft conditions and provide specific direction to staff, and
5. Continue the public hearing to July 18, 2016 at 6:30 PM.

EXECUTIVE SUMMARY

The Harbor Commission conducted a well-attended public hearing on June 13, 2016 to consider the proposed Waterfront project, a comprehensive and integrated project to transform and revitalize the City's aging harbor and pier area. At the public hearing, the Harbor Commission received substantial public testimony regarding a variety of issues. Following public testimony, the Commission raised several topics and areas of interest and requested that staff provide further information and analysis.

This report responds to the public and Commission requests by providing the information in a question and staff response format. It has been staff's experience that this format facilitates a more comprehensive understanding of each issue. This report also provides the draft recommended conditions for the Staff Recommended Alternative.

It is important to note that the Harbor Commission is not being asked to take final action at this time. The primary objectives of this continued public hearing are to receive additional information on the proposed project, to accept any additional public testimony, and to provide the opportunity for the Commission to consider the recommended draft conditions. The Harbor Commission will have the opportunity to consider and act upon the Final Land Use Entitlements and the Final EIR materials at the July 18, 2016 public hearing.

BACKGROUND

On June 13, 2016, the Harbor Commission commenced a public hearing process for the Waterfront project. At that meeting Staff presented a project overview and reviewed the requested land use entitlements (see attached Administrative Staff Report, dated June 13, 2015). A presentation from the applicant followed the staff presentation. The public hearing was opened and public testimony was taken from sixty (60) individuals. Written statements on speaker cards were read from 27 individuals, and the Harbor Commission initiated discussion regarding the project resulting in several key issues and topics that warranted additional information. Following discussion, the Harbor Commission continued the Public Hearing to June 27, 2016.

The primary purpose of this report is to respond to several key questions raised by the Harbor Commission and public at the public hearing. This report provides an overall summary of the primary issues and is not intended to represent a comprehensive list of each individual comment expressed during public testimony.

I. Questions on the Staff Recommended Alternative

The following are questions derived from testimony and Commission comments along with staff analysis and additional information based on the Staff Recommended Alternative. The issues discussed below related to environmental topics will be fully addressed in the Final EIR that includes responses to comments.

The Staff Recommended Alternative is not expected to result in any new or increased significant impacts in comparison to those analyzed in the Draft EIR. The environmental assessment of the Staff Recommended Alternative is included in the Final EIR.

Is the project consistent with Measure G (Coastal Zoning Ordinance, Coastal Land Use Plan, General Plan and Harbor Civic Center Specific Plan)?

Measure G refers to amendments to the General Plan, Coastal Land Use Plan, Harbor/Civic Center Specific Plan, and zoning in the Harbor Area that were submitted to and approved by voters of Redondo Beach in 2010. The Staff Recommended Alternative is consistent with these laws, ordinances, regulations, policies and standards.

The consistency with the applicable land use documents was addressed in Attachments 4 and 5 of the June 13, 2016 Harbor Commission Administrative Report. Consistency is also addressed in Section 3.9, Land Use and Planning, of the Draft EIR. Attachment 4 of the June 13, 2016 Harbor Commission Administrative Report provides a table showing the Staff Recommended Alternative's consistency with development standards in the Coastal Zoning Ordinance. Attachment 5 of the June 13, 2016 Harbor Commission Administrative Report provides tables showing the project's consistency with applicable policies and development standards in the General Plan and Coastal Land Use Plan. The tables prepared for the Draft EIR address the proposed project and are adequate to specifically address the Staff Recommended Alternative. Further, courts have recognized that general and specific plans attempt to balance a range of competing interests. It

follows that it is nearly, if not absolutely impossible for a project to be in perfect conformity with each and every policy set forth in the applicable plan. If the proposed project is determined to be inconsistent with specific individual objectives or policies of an applicable plan, but is largely consistent with the land use or the other goals and policies of that plan and would not preclude the attainment of the primary intent of the land use plan, the project would be considered consistent with the plan.

The Staff Recommended Alternative is consistent with the applicable development standards and policies that were adopted under Measure G, including the development cap of 400,000 net new square footage allowed to be developed with the Coastal Commercial CC Zones.

Shouldn't the Waterfront be planned comprehensively with the AES site?

The Waterfront Project is proposed on land owned by the City of Redondo Beach (Harbor/Pier area). The AES Site is privately owned and currently operated as an electricity generating facility. Consequently, while the City can enact zoning after a public vote which sets forth the basic development standards and includes a list of permissible uses, the City generally cannot force a private property owner to construct or operate a specific type of development. It would be speculative to assume that a private land owner would act upon any zoning or land use plan within a specific time frame.

Further, as described in Draft EIR Section 2.1.1.5 in Chapter 2, Project Description, the project site, along with the AES Site, and other surrounding areas have been the subject of numerous comprehensive planning initiatives over the past decades. This includes the Harbor/Civic Center Specific Plan adopted in 1992 and updated in 2008, and the Heart of the City plan which was adopted and later rescinded by City Council in 2002 pursuant to a referendum. As certified by the California Coastal Commission and approved by a majority of voters in the community, the City's Local Coastal Program (LCP) provides the blueprint for overall comprehensive planning. While Measure G set development standards for the Harbor/Pier area, it also included amendments to the zoning for AES' property; adding parks and open space as permissible uses in the P-GP zone.

The initiation of any new comprehensive planning process could substantially delay construction of the Waterfront project for years, even decades, and as such would be inconsistent with the project objectives. For example, it would not provide for the repair and replacement of aging and obsolete infrastructure (such as the Pier Parking Structure, which has an estimated five to 10 years remaining useful service life).

The initiation of any zoning or plan amendments could also delay implementation of environmentally beneficial infrastructure improvements, such as stormwater system improvements to reduce polluted runoff, improved bicycle and pedestrian access and ease of circulation, and additional improvements to address wave uprush and sea level rise.

Does the project comply with Chapter 57 of the State Statute of 1915?

Chapter 57 of the State Statute of 1915, refers to provision granting the tidelands to Redondo Beach by the State of California. The statute was also amended by Senate Bill 1461 (1971). The tidelands in Redondo Beach are generally located seaward (west) of the mean high tide (MHTL) line as designated in 1935. Within the project site, this includes the Horseshoe Pier, Seaside Lagoon, and a portion of Mole D. Under the Staff Recommended Alternative, a portion of the property located on Mole D, which generally includes the current Samba's restaurant and related parking, would have the Tidelands Trust designation removed, in exchange for property located in Basin 3 that would be subject to the Tidelands Trust imposed on the property.

Following the proposed Tidelands Trust exchange, the Staff Recommended Alternative would be consistent with the Tidelands Grant. The Tidelands Grant allows for a number of uses, including "...all marine-oriented commercial and industrial uses and purposes, and the construction, reconstruction, repair, and maintenance of marine-oriented commercial and industrial buildings, plans, and facilities...public parks, public playgrounds, public bathhouses, public bathing facilities, public recreation, snack bars, cafes, cocktail lounges, restaurants, motels, hotels...launching ramps and hoists..." (Tidelands Grant, Senate Bill 1461, Section 2.) The Tidelands Grant also allows the City to "...lease said lands or any part thereof for limited periods, for purposes consistent with the trusts..." As further discussed on Draft EIR page 3.9-29, the proposed uses on Tidelands implemented under the proposed project would be consistent with the permissible uses under the City's Tidelands Grant, however, the applicant has requested a 99-year lease for portions of the site that are currently Tidelands. As discussed in greater detail under Alternative 4, in Chapter 4, Analysis of Alternatives in this Draft EIR, in the event that the Tidelands Exchange is not approved by the California State Lands Commission, the uses proposed for the site would still be consistent with the Tidelands Grant, however the lease agreement for the Tidelands identified in the exchange would be limited to 66 years.

Why was CenterCal selected to develop the Waterfront?

The City entered into a MOU with CenterCal Properties in the Waterfront revitalization process, after a competitive selection process in 2012. A request for proposals was widely distributed to developers and proposals were submitted and evaluated. The top three qualified firms were invited to make public presentations to the City Council and CenterCal was selected by the City Council from those developers after significant background and reference checks.

Why does the Staff Recommended Alternative include a movie theater?

The specialty cinema is proposed to reduce seasonality (i.e., encourage visitors to the site during all seasons of the year). As discussed in the project objectives and the City Council's April 8, 2008 Administrative Report for the zoning amendments, there is a "need for additional uses that provide enough day-time, year-round population to smooth out

the seasonality of use and enhance the viability of shops and restaurants attractive to both residents and visitors."

The public has raised concerns that movie theater patronage is declining. However, the specialty cinema being proposed responds to changes in movie watching habits, by providing fewer screens and a higher quality and more versatile viewing environment that can display modern blockbusters as well as live sporting events, and give movie-goers the opportunity to order full-service dining and drinks at the outdoor terrace or at their seat while watching the show. This is a not a mass-market product but a unique type of viewing experience different from that of other South Bay theaters. It is intended to serve a more mature movie-going demographic as compared to the typical theater core customers that are16 to 23 years old. Two examples of specialty cinemas are Cinepolis and iPic. Both of these companies have opened several movie theaters in California in the last seven years. iPic opened its theaters in Pasadena in 2009 and Westwood in 2014. Cinepolis opened theaters in Del Mar in 2011, in La Costa, Laguna Niguel, Rancho Santa Margarita, and Westlake Village in 2012, and in Pico Rivera and the City of Vista in 2015.

The market study prepared for the proposed project by AECOM (Appendix O of the Draft EIR) determined that given the anticipated capture of entertainment spending and market demographics, a specialty cinema is a viable component of the proposed project. Further, the proposed use is consistent with uses allowed under the City's General Plan, Coastal Land Use Plan, Coastal Zoning, and Harbor/Civic Center Specific Plan, which, as discussed in Section 3.9 of the Draft EIR, include allowable uses such as commercial/private recreation and entertainment uses. RBMC Section 10-5.810 expressly allows for "Commercial Recreation" uses, which includes theaters and cinemas. (RBMC § 10-5.402(a)(50)) These regulations were approved by the City of Redondo Beach, the Redondo Beach electorate (Measure G), and the Coastal Commission.

Further, the conceptual plans for the project site place the specialty cinema in the northern portion of the project site near the proposed parking structure and on the eastern side of the new main street, which does not interfere with the pedestrian experience of the waterfront. The theater which is approximately 9 percent of the constructed square footage is not located within the City's Tidelands.

Additionally, the project applicant would assume the risk associated with operating a movie theater at this location. According to information provided by the applicant, numerous theater operators have expressed interest in leasing the theater space, indicating that the industry thinks a theater would be viable at this location. The theater space would be available for other activities such as private events, as discussed further below.

Are retail and theater uses outdated business models?

While there are many online portals making movies and goods readily accessible, studies have shown that consumers still enjoy the movie-going as well as the shopping experience. The theater would be a high-end luxury experience with large reclining chairs

and quality cuisine. The theater space would also be available for special events, viewing parties or business meetings, making the space very dynamic. Having a strong mix of in-demand retailers at the site would provide interesting and tangible products that may not be available elsewhere. The applicant has initiated a targeted leasing and recruitment program and is finding that many retailers are excited about the Waterfront opportunity. Further, these stores are willing to specifically tailor their product offerings to the coastal seaside village environment offered by the unique project.

Should any of the uses require future repurposing to maintain the success of the Waterfront, a condition of approval has been added that states "...the maximum allowable percentage of each use in relationship to the total overall project square footage of 523,939 shall be 35 percent restaurant, 24 percent hotel, 20 percent retail, 12 percent office and 9 percent specialty cinema. Variations in these use percentage maximums may be approved by the Community Development Department provided that the overall trip generation and parking demand does not exceed that approved in conjunction with this Conditional Use Permit..."

Why is 2nd floor retail included?

Only a limited amount of second story retail/restaurant square footage would occur at the project site. This would be primarily restaurants located within buildings at the pier and the public market hall. Within the public market hall, only a small percentage of the building would consist of a second story (9,154 square feet of the 76,459 square foot structure) planned for restaurant use. This second story space would be connected to an outdoor roof patio with views overlooking the harbor entry and Santa Monica Bay. Additionally, the second stories on the pier would likely be occupied by restaurant uses that would capitalize on the water views, similar to the existing second story at Old Tony's. A portion of the retail/restaurant associated with the hotel, south of the parking structure, would be located at the second story that would provide views of the public beach and ocean immediately south of the pier. This is also likely to be restaurant uses that would capitalize on the view opportunities. Given that most of the two-story spaces would be restaurants with scenic water views, it is expected these uses would attract a customer base and be economically viable. The other uses located on the second and third floor would be office, hotel, and the movie theater.

What is water quality in the harbor near Seaside Lagoon?

As discussed in Section 3.8, Hydrology and Water Quality of the Draft EIR, given the location of the lagoon near the mouth of the harbor, this area has better circulation than other parts of King Harbor and, thus, has better water quality. Water quality testing was performed in April 2016 at four locations in King Harbor, including two locations within the small breakwater just south of Seaside Lagoon and two locations in the main channel west of the Turning Basin. Testing results show that indicator bacteria were well below limits for water near public beaches. Further, other constituents (oil and grease, total suspended solids, metals, and pesticides) were below detection levels.

Water monitoring is conducted on a regular basis 100 yards south of the Horseshoe Pier. This information was presented in Section 3.8 of the Draft EIR. While these water quality results may be indicative of water quality within certain areas of the harbor, other variables at the testing location, including proximity to a storm drain, the Monstad Pier and the concentration of birds that have historically surrounded the pier to the monitoring site, may impact the quality of the data (e.g., water quality near untreated storm drains may be lower as a result of flows emanating from the drain and water quality in the vicinity of piers may be affected by the concentration of birds congregating on piers). Further, in 2015, summer diversions and a September sewage spill from Hyperion Treatment Plant negatively affected the local water quality. No diversions from Hyperion Treatment Plant are planned for summer 2016 and implementation of a program to use falcon and owls to deter birds from occupying the pier are expected to boost water quality near the pier.

In addition, as with the proposed project analyzed in the Draft EIR addressed in Section 3.8, Hydrology and Water Quality, design elements associated with the Staff Recommended Alternative are expected to have a beneficial effect on water quality. The Staff Recommended Alternative would reduce the amount of contaminated stormwater runoff. Under existing conditions, the project site is composed of approximately 79 percent impervious surfaces and results in untreated stormwater draining into King Harbor (Draft EIR, page 3.8-7 through 8). With implementation of the proposed project, there would be a reduction in impervious surfaces in comparison to baseline, and infiltration/retention facilities would be incorporated to capture the first 0.75 inches of rain (during a 24 hour period) (Draft EIR pages 3.8-58 through 59) in compliance with the City's Low Impact Development (LID) Ordinance, and the City's Green and Living Streets Policies. This would result in a decrease in runoff from the site into the harbor and biological treatment and infiltration, which would have a beneficial effect on water quality. Further, the Staff Recommended Alternative would eliminate discharge of dechlorinated water from Seaside Lagoon water into King Harbor.

Is there too much development?

Regarding the level of development under the project, the proposed development is less than the maximum density allowed under the Coastal Zoning Ordinance approved by the public in 2010 which included a development cap of 400,000 square feet in the CC zones.

Further, as discussed in the April 8, 2008 report prepared for the City Council public hearing on the zoning for the project site, massing of the project site is considered as supportive of pedestrian oriented development envisioned for the waterfront and as establishing a development that can fully accomplish the Guiding Principles and Revitalization established for the Harbor and Pier area. The staff report states that "Clustered new development in conjunction with replacing surface parking with parking structures will in fact increase the amount of useable open space, provide pedestrian walkways and view corridors in place of walking through parking lots, and enhance the character of the Harbor area as a pedestrian-active area." (April 8, 2008 Administrative Report, page 26.) The proposed project increases the amount of useable space on the project site, by converting approximately 12 acres of surface parking lot area, to 4 acres of parking structure lot area upon implementation of the proposed project. Additionally,

"Pedestrian-active commercial areas generally require higher FARS [Floor to Area Ratios1] than auto-oriented centers... a low FAR may not achieve the character and amenities desired for the Harbor area, and too low an FAR is not likely to result in a pedestrian-active character." (April 8, 2008 Administrative Report, pages 35 and 37.)

Are sea lions likely to inhabit Seaside Lagoon?

As described in Section 3.3 Biological Resources of the Draft EIR, the expected level of activity occurring at Seaside Lagoon would be a deterrent to sea lions. Additionally, sea lions tend to prefer platforms and rocky haul out areas over sandy beaches. A marine mammal protection plan would be required to be developed prior to the opening of the lagoon. This would include a deterrent program that would ensure that sea lions would not establish a presence at Seaside Lagoon. Additional information on sea lions is provided in Section 3.3 Biological Resources of the Draft EIR and will be provided in the Final EIR.

Where would trash facilities be located?

The recommended conditions include requiring that all trash dumpsters be located in areas that are covered/screened from public view. Therefore, trash facilities are not expected to be visible from Harbor Drive or other public path of travel locations on site.

Would the project attract the homeless and how would this issue be addressed?

The Staff Recommended Alternative would include features that would discourage prohibited activities, including overnight camping. It would also include a relocated police sub-station on-site and on-site private security. Additionally, security measures to increase site safety would be put into place, including incorporating strategies for Crime Prevention Through Environmental Design (CPTED) aimed at deterring criminal behavior by designing the physical environment in ways that reduce identifiable crime risks. This would include architectural design (e.g., placement of doors, windows, and staircases to minimize blind spots) nighttime security lighting, security cameras, and providing lighted landscaping that allow for clear sight lines by security personnel and security devices to monitor the site. Further, a condition is recommended that requires the applicant to provide a Security/Crime Prevention Program Plan for review and approval by the Community Development Department and the Police and Fire Departments.

These features, combined with an expected increase in the level of activity at the project site, are expected to deter use of the site by the homeless.

Would bicycle and pedestrian access be blocked during construction?

The project would comply with the Uniform Traffic Control Devices (MUTCD) [Traffic Control Plan Part 6] encroachment permit requirements and with the City's standard

[1] "Floor Area Ratio" (FAR) means the numerical value obtained by dividing the gross floor area of a building or buildings located on a lot by the total area of the lot/water area. For example, a FAR of 0.25 would mean that there is the equivalent one square foot of single story structural development for every four square feet of land/water surface. A two story structure occupying one fourth of the total area of a parcel would have an FAR of 0.50.

conditions of approval. Among these requirements, are provisions for "Detour for Bike Lanes on Roads with Closure of One Travel Direction." (Traffic Control Plan, page 1244.) Similarly, as a standard condition of approval, the City has included a Condition of Approval that includes the requirement to "Minimize land and sidewalk closures to the extent feasible. During temporary lane or sidewalk closure, a worksite traffic control plan, approved by the City of Redondo Beach, shall be implemented to route traffic, pedestrians, or bicyclists around any such land or sidewalk closures."

As feasible, temporary routes would be provided adjacent to and/or across portions of the site. For example, during construction of the northern portion of the site, it is anticipated that access routes may remain available to the public from Harbor Drive across the southern portion of the site. However, during construction of the southern portion of the site, it may not be possible to provide access across the site from Harbor Drive to Torrance Circle (i.e., there is not sufficient width to provide a temporary access route along Basin 3 while the Pacific Avenue Reconnection is occurring). At that time, it may be necessary to reroute pedestrian and bicycle traffic along Catalina Avenue, however, this would not be required for the entire duration of construction. While this re-routing would be minimized to the extent possible, ensuring public safety would be the primary factor in determining the need for any temporary closure.

Why is the bicycle path east of the Pacific Avenue Reconnection?

Concern was expressed regarding the location of the bicycle path on the east side of Pacific Avenue Reconnection. Specifically, the public asked why the path could not be located on the west side of Basin 3.

City staff worked extensively with the applicant in an effort to develop a bicycle path design along western side of the Pacific Avenue Reconnection; however, based on site engineering, this was determined to be unworkable. The existing site constraints (e.g., narrowness of the site and topography) and engineering challenges (e.g., need to preserve bluff stability and the existing retaining wall) preclude moving the roadway further to the east to provide sufficient width for a western alignment of the bicycle path.

It should be noted that casual bike riders will have the option to migrate to the new main street, promenade/boardwalk and bridge to traverse the water's edge rather than use the Pacific Avenue bike path.

How would the new bridge operations be managed?

The options being considered include establishing a set schedule for raising the bridge, and providing a phone number that boaters could call to reach on-site staff trained to raise the bridge, if additional bridge raising were required (e.g., during late night hours). The applicant noted that bridge operations may need to be adjusted once operations begin based on usage patterns.

The City is recommending that a condition be placed on the project that requires a Bridge Operations and Maintenance Plan to be prepared and submitted to the Waterfront and Economic Development Department prior to issuance of building permits. The operations

and maintenance plan must include provisions for providing 24-hour vessel access to Basin 3. Further, the pedestrian bridge would be subject to approval of a Coast Guard Bridge Permit, which would include conditions relating to the construction, maintenance, and operation of these bridges in the interest of public navigation.

It was suggested that the Henry Ford Bridge in Long Beach may be a useful model for the pedestrian bridge operations. However, Staff has researched this example and it does not appear to be an appropriate model as the Henry Ford Bridge remains in an open position except when trains pass over the bridge. If closed, the bridge opens on demand based on cell phone or radiophone call in. A more salient example to consider includes the Bay Farm Island Bridge, a bicycle/pedestrian bridge in Oakland that opens on signal from 5 a.m. to 8 a.m. and opens on signal from 5 p.m. to 9 p.m., if at least 12 hours' notice is given. The bridge is not required to be opened for the passage of vessels from 9 p.m. to 5 a.m.

The draft conditions include provisions for a Bridge Operations and Maintenance Plan to be submitted for review and approval prior to issuance of building permits. The plan will need to specify (1) that the pedestrian bridge across the mouth of Basin 3 shall be operated in compliance with drawbridge operation regulations set forth in 33 CFR 117, which establishes drawbridge operational parameters for normal and emergency operations; and (2) include provisions for providing 24-hour vessel access to Basin 3. This may include (but is not limited to) one or more of the following: 1) requiring staff trained to operate the bridge to be on-site at all times; 2) providing signage for boaters with a phone number to call to request the raising of the bridge outside of regular operating hours; or 3) closing the bridge to pedestrians and leaving it in an open position during late night/early morning hours.

Can the Ocean Steps be saved?

The Ocean Steps in their current location and form would be demolished. However, a condition is recommended for the project that would require that the "Ocean Steps" mosaics be salvaged prior to demolition, if feasible. The applicant is to work with the Public Arts Commission to establish a new location for the salvaged or new replacement mosaics in or around the Waterfront Project site.

Can and will existing mature trees be relocated?

The applicant will be required to have a professional arborist prepare an inventory of all existing trees with a trunk diameter greater than 6 inches. With information on the viability of relocating some or all of these trees. The City's urban forester will then review if there are trees that appear to be viable candidates for relocation. The potential for relocation of trees will depend on factors such as the health of each tree specimen, potential for viable re-use, consistency with modern landscape design and drought tolerant features, and economic costs associated with removal/relocation.

Can a level of subterranean parking be provided in the northern parking structure?

While one level of subterranean parking could be feasible from an engineering standpoint, based on the high groundwater table in the area, there would be a very high cost associated with this design. Additionally, there would be a limited benefit, from a pedestrian perspective at Harbor Drive, as the height of the parking structure would be perceived similarly whether the structure is four levels or five levels above ground. Thus, view benefits would be limited other than to one floor of harbor-facing rooms at the Crowne Plaza across the street.

Will the appeal of the project fade and the design become dated?

The eclectic mix of architectural styles and high-quality materials would give the project site longevity. No one popular architectural style dominates the site, thus, it is unlikely that a particular structure would appear outdated. High-quality materials and finishes that weather well in a seaside setting would be utilized, allowing for long-term protection from deterioration. Furthermore, with over 11 acres of landscaped open space, the site can also be programmed with new and popular activities as tastes evolve. The same goes for the tenants in the Market Hall and throughout the Waterfront. The types of tenants would most likely evolve over time to meet the needs of the community. The project applicant also has a proven track record of reinvesting in their developments and continuously renewing and refreshing their offerings. This will ensure that the energy and excitement of the quality experience is maintained for years into the future.

Would there be a "pedestrian activated" frontage on Harbor Drive?

Under the Staff Recommended Alternative, Harbor Drive would include pedestrian activated features such as a pocket park, access roads with wide sidewalks and views of the harbor and the project site, a landscaped view corridor, buildings that incorporate high quality architectural features and retail store fronts to provide visual interest, activity and energy.

In particular, the parking structure frontage on Harbor Drive would be approximately 282 feet in length. Of this, approximately 80 feet would be comprised of a retail wrap, thereby providing a pedestrian activation. Additionally, a recommended condition calls for incorporation of high quality architectural features including, but not limited to recesses, projections, materials changes and other design enhancements to add visual interest. Moreover, additional pedestrian-oriented features such as bicycle racks, public benches, public art and similar enhancements would be incorporated at the pedestrian level.

There would be four separate building structures located on Harbor Drive from Portofino Way to Pacific Avenue totaling 743 linear feet as follows (rounded to the nearest whole number):

- Building A – 64 feet
- North Parking Structure – 282 feet (including 80 feet of a retail wrap).

- Building C – 120 feet
- Building D – 277 feet

Additionally, the following view corridors totaling 322 linear feet would be provided

- Pocket park south of Portofino Way – 30 feet
- Corridor between Parking Structure and Building C – 65 feet
- Corridor between Building C and Building D – 135 feet
- Access road and driveway south of Building D – 92 feet

Can "whimsical" design elements be incorporated into the buildings located on the Horseshoe Pier?

It was suggested that the architecture of the buildings be more "whimsical" to not only be memorable but to also tie into the historic architecture on the pier. An example of an existing structure exhibiting whimsical features is Tony's On The Pier. As outlined in Section 3.4 of the Draft EIR, Tony's is a wood-framed building with decorative steep sloped gables, extended eaves, oversized randomly patterned shingles, patterned tile steps, and scrollwork on the stair railings. Since the hearing, staff has requested that the applicant explore incorporating fanciful detailing on the proposed pier structures.

Would signage create visual clutter?

Because the signage shown on the elevation drawings is conceptual, a condition of approval has been drafted stating that final signage plans shall be submitted for review which must "...provide for high-quality, creative and artistic sign installations that avoid visual clutter and unnecessary repetition. Signs shall be architecturally compatible with the facades upon which they are proposed. The sign plans shall provide for unique signs that add character, whimsy and artistic charm..."

How much development has occurred in the harbor and pier area since 1988?

In 1988, a major storm and subsequent fire on the Horseshoe Pier destroyed much of the pier as well as more than 22,000 square feet of leasehold commercial improvements. The damaged portions of the pier were subsequently reconstructed with the restored pier opening in 1995; however, patronage patterns to the pier and waterfront were significantly interrupted during that period of damage and reconstruction and have never fully recovered. Since 1988, 10,366 square feet has been built on the pier to replace some of the 22,000 square feet that was lost (Kincaid's). The only other new buildings constructed at the project site are Ruby's Restaurant and the restrooms at Seaside Lagoon. More recently in the Harbor area, Shade Hotel and a new Harbor Patrol building have been constructed north of Portofino Way. In 2013, the City demolished the approximately 9,000 square foot "Octagonal Building" on Parcel 10 due to its aging/failing structural condition.

How will rents be set for the future tenants of the project?

Rents for the future tenants of the project will be set at market rate levels for the respective uses by the new leaseholder. The applicant is currently working with existing tenants to determine their interest in being a part of the new development and if so, the appropriate rent that will be paid for their new location.

Would the Mole B boat launch ramp enter into the main channel?

The Mole B boat launch ramp is designed to angle launches back into Basin 1 and not into the main channel.

Is there a conflict with boat traffic into and out of Basin 1 and the Mole B boat launch ramp?

The approximately 22 boats (there would only be approximately 22 vehicle/trailer stalls) associated with the boat ramp facility, are not expected to leave or return at the same time. The addition of approximately 22 boats associated with the boat ramp represents a small increase in the overall amount of vessel traffic within the harbor, and is not expected to create substantial new use conflicts between the various users of the harbor. Launches would occur at a rate that is expected to vary between one every five to 15 minutes. Consequently, boats feeding into the Basin 1 fairway should be spaced sufficiently far enough apart so they would be smoothly introduced into arriving or departing Basin 1 boat traffic. Boater sight lines to outbound and inbound lanes of the fairway are at least 300 feet. At no wake boat speeds, this would provide sufficient visibility to guide boaters to determine their right-of-way passage to avoid conflict with other boaters, SUPs, and other water users that may be navigating through the fairway.

Is a one-lane boat ramp large enough?

The proposed Mole B public boat launch ramp will be designed as a two-lane ramp. The operational expectation is that one of the lanes will be used for trailered boat launches and retrievals and the second lane will be used for hand launching of watercraft. Based on boat launch usages rates for other boat ramps in the area (Marina del Rey and Cabrillo Harbor) as well as usage rates for the existing boat hoists in Redondo Beach Marina it is anticipated that the operation of a one-lane ramp would be adequate to meet demand. Should the trailered lane result in greater unanticipated demand, the hand launch activities can be suspended at Mole B and/or directed to other locations, like Seaside Lagoon, to allow trailered launches and retrievals until the situation is resolved.

Is there enough parking for a boat launch ramp?

Based on the demand projections from nearby boating ramp facilities, the approximately 22 parking spaces that would be provided for the Mole B boat launch ramp are expected to be sufficient to meet demand.

Would the boat launch ramp be open for 24-hours?

Operations of the boat launch ramp would be determined through establishment of an operations plan. This may include restrictions on hours of operations to ensure boating safety and security.

Would parking spaces be large enough to handle large boats?

The proposed parking spaces associated with the Mole B boat ramp are designed to be 40 feet in length, with the drive isles wide enough to accommodate vehicles and trailers at approximately 45 feet in length.

Questions for the Applicant

A number of questions and requests for additional information were asked of the applicant. The City has asked the applicant to provide the requested information/materials at the continued hearing, as described below.

The applicant was asked to provide additional information on the design of the northern parking structure, specifically to provide a photograph of a parking structure with a similar architectural style/treatment to the proposed northern parking structure, and/or a more detailed elevation/rendering of the proposed structure. Additionally, the applicant was asked to consider ways to "activate" the parking structure frontage along Harbor Drive that is between the retail wraps.

The applicant was asked to consider opportunities for visual improvements to the Pacific Avenue Reconnection, such that traveling this roadway would be a more unique visual experience. The applicant was asked to provide an updated rendering to better illustrate how the roadway will look from the property above and the Basin below. Suggestions for visual enhancements included more landscaping, decorative railing, and embellishments to the retaining wall and paved surface. Staff noted that asphalt embellishments may not be feasible as some asphalt designs/alternatives (i.e., a cobblestone) would generate higher noise levels that average. Staff further noted that the railing between the pedestrian path and the roadway would be required to meet a specific safety rating. This could limit design options.

II. CONDITIONS

Staff is providing the Harbor Commission with a list of Draft Recommended Project Conditions to assist the Commission in evaluating the specific conditions and requirements that would be necessary to grant the requested project approvals.

Attachment 1 includes the Draft Entitlement Conditions. The draft includes conditions regarding final plans, construction practices, maintenance and operations, and conditions that relate to the Mitigation Measures and Conditions of Approval as outlined within the EIR. The document also includes recommended conditions to address concerns expressed by both the Commission and the public.

III. NEXT STEPS

The Final EIR (including comments, responses to comments, the mitigation monitoring reporting program, and other supporting materials) is anticipated to be presented for consideration on July 18, 2016.

IV. FISCAL IMPACT

The cost for preparing this report is included within the Community Development and Waterfront and Economic Development Department's portion of the adopted FY 2015-2016 Annual Budget and is part of those department's annual work program.

Submitted by:
Aaron Jones
Community Development Director

Submitted by:
Stephen Proud
Waterfront and E. D. Director

Attachments:

Attachment 1 – Draft Land Use Entitlement Conditions
Attachment 2 – Land Use Entitlement Applications
Attachment 3 – Administrative Report from June 13, 2016
Attachment 4 – Correspondence received since June 13, 2016

Administrative Report

Harbor Commission Hearing Date: **July 18, 2016**

AGENDA ITEM: 7 (Public Hearing)

PROJECT LOCATION: THE REDONDO BEACH WATERFRONT BETWEEN PORTOFINO WAY AND TORRANCE CIRCLE

APPLICATION TYPE: WATERFRONT PROJECT - CONSIDERATION OF APPROVAL/CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT AND WATER SUPPLY ASSESSMENT (SCH# 2014061071 / FILE NO. 2014-04-EIR-001), FACTS AND FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION MONITORING AND REPORTING PROGRAM; CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW (INCLUDING SIGN REVIEW AND LANDSCAPE/IRRIGATION PLANS), COASTAL DEVELOPMENT PERMIT, AND VESTING TENTATIVE TRACT MAP NO. 74207, FOR APPROXIMATELY 36 ACRES OF DEVELOPMENT IN THE REDONDO BEACH HARBOR/PIER AREA, AND CONSIDERATION OF THE RECREATION AND PARK COMMISSION'S RECOMMENDATIONS RELATED TO SEASIDE LAGOON.

CASE NUMBERS: 2016-06-HC-001
2016-06-CDP-003

APPLICANT: REDONDO BEACH WATERFRONT LLC
(AFFLIATE OF CENTERCAL PROPERTIES LLC)

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of a Final Environmental Impact Report (SCH# 2014061071 / FILE NO. 2014-04-EIR-001), Facts And Findings, Statement Of Overriding Considerations, A Mitigation Monitoring And Reporting Program and Water Supply Assessment; Coastal Development Permit, Harbor Commission Design Review (including Sign Review and Landscape/Irrigation Plans), Conditional Use Permit, and Vesting Tentative Tract Map No. 74207, for a project that consists of the demolition of most of the existing buildings; the construction and operation of commercial, office, hotel, theater, and recreational uses totaling approximately 511,460 square feet of new construction (312,289 square feet of

net new development) on property at the Redondo Beach Waterfront located within the Coastal Commercial (CC) Zones and P-PRO Zone between Portofino Way and Torrance Circle. Approximately 12,479 square feet of existing development would remain, for a total of 523,939 square feet on site.

Implementation of certain elements of the Staff Recommended Alternative are contingent upon the granting of permits by state and federal agencies, including but not limited to the California Coastal Commission (Coastal Development Permit for areas of original jurisdiction), U.S. Army Corps of Engineers (401 and 404 permit), and U.S. Coast Guard (bridge permit).

DEPARTMENT'S RECOMMENDATION:

It is recommended that the Harbor Commission take the following actions:

1. Reconvene the public hearing;
2. Receive and file the administrative report that provides additional information on questions raised during testimony, revised draft recommended land use entitlement conditions, and the Final EIR and supporting materials;
3. Accept any additional public testimony;
4. Close the public hearing; and
5. Adopt the following resolutions for the Staff Recommended Alternative by title only, waiving further reading:

    A. A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, CERTIFYING FINAL ENVIRONMENTAL IMPACT REPORT (SCH# 2014061071), ADOPTING THE FACTS AND FINDINGS, APPROVING THE WATER SUPPLY ASSESSMENT, STATEMENT OF OVERRIDING CONSIDERATIONS AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE WATERFRONT ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL (CC) ZONES AND P-PRO ZONE AT THE REDONDO BEACH WATERFRONT

    B. A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, SELECTING THE STAFF RECOMMENDED ALTERNATIVE DESCRIBED IN THE FINAL EIR AND GRANTING THE REQUESTS FOR A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW INCLUDING SIGN REVIEW AND LANDSCAPE/IRRIGATION PLANS, COASTAL DEVELOPMENT PERMIT, AND A VESTING TENTATIVE TRACT MAP NO. 74207 TO ALLOW THE CONSTRUCTION OF A COASTAL COMMERICAL PROJECT TOTALING 523,939 SQUARE FEET OF DEVELOPMENT, ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL ZONE (CC-1, CC-2, AND CC-3) AND

THE PARKS, RECREATION, AND OPEN SPACE ZONE (P-PRO) LOCATED BETWEEN PORTOFINO WAY AND TORRANCE CIRCLE.

EXECUTIVE SUMMARY

The Harbor Commission conducted a well-attended public hearing on June 27, 2016 that was continued from the public hearing held on June 13, 2016 to consider the proposed Waterfront project, a comprehensive and integrated project to transform and revitalize the City's aging harbor and pier area. At the public hearing, the Harbor Commission received additional public testimony regarding a variety of issues. Following public testimony, the Commission raised several topics and areas of interest, discussed the draft recommended conditions, and requested that staff provide further information and analysis.

This report responds to the public and Commission discussion, provides revised recommended conditions for the Staff Recommended Alternative based upon the Harbor Commission's discussion, and provides the Final EIR and supporting materials. Resolutions certifying the Final EIR and conditionally approving the entitlements are provided for Commission consideration and adoption.

BACKGROUND

On April 20, 2016 the Recreation and Parks Commission provided the Harbor Commission with their recommendation to proceed with the proposed modifications to Seaside Lagoon. On May 9, 2016 the Redondo Beach Harbor Commission held a public workshop on the Waterfront Project. On June 13, 2016, the Harbor Commission held the first the public hearing at which time staff presented the Staff Recommended Alternative. On June 27, 2016, the Harbor Commission reconvened a continued public hearing. At that meeting, staff presented a summary of the questions and issues raised at the June 13, 2016 Public Hearing and presented the draft recommended project entitlement conditions (see attached Administrative Staff Report, dated June 27, 2016). A presentation from the applicant that addressed issues raised on June 13, 2016 followed the staff presentation.

During the public hearing, testimony was taken from forty-four (44) individuals. Written statements on speaker cards were provided by approximately 27 individuals. Following testimony, the Harbor Commission continued discussion regarding the project and reviewed the recommended draft conditions resulting in several key issues and topics that warranted additional information and revisions to several of the conditions. Following discussion, the Harbor Commission continued the Public Hearing to July 18, 2016.

This report responds to several key questions raised by the Harbor Commission and the public at the public hearing, and presents the revised conditions, the Final EIR, and the project entitlement and environmental resolutions.

I. Issues Raised on the Staff Recommended Alternative

The following addresses issues derived from testimony and Commission comments along with staff analysis and additional information based on the Staff Recommended Alternative. The information is provided in a question and response format for ease of review.

Does Measure G (Harbor and Pier Zoning) protect all views?

Public testimony and Harbor Commission discussion raised questions regarding the level of development under the proposed project and whether this was consistent with views as addressed under Measure G.[1] It has been suggested that Measure G protects every view along Harbor Drive or views from private property through Czuleger Park; however, based on the development standards adopted under Measure G and the information provided while the development standards were undergoing review, this assumption is incorrect.

As described in detail in Section 3.9, Land Use and Planning of the Draft EIR, the development standards include allowing up to 400,000 square feet of net new development within the Pier/Harbor area zoned Coastal Commercial. The allowable height limits vary from 30 feet to 45 feet, and one-story up to three-story building, including allowing buildings of this height to be located along Harbor Drive. This indicates that development within the project site (including up to three stories along Harbor Drive), was contemplated, and ultimately provided for under Measure G. As discussed in the April 8, 2008 report prepared for the City Council public hearing on the zoning for the project site, massing of the project site is considered as supportive of pedestrian oriented development envisioned for the waterfront and as establishing a development that can fully accomplish the Guiding Principles and Revitalization established for the Harbor and Pier area. The staff report states that "Clustered new development in conjunction with replacing surface parking with parking structures will in fact increase the amount of useable open space, provide pedestrian walkways and view corridors in place of walking through parking lots, and enhance the character of the Harbor area as a pedestrian-active area." (April 8, 2008 Administrative Report, page 26.) Additionally, "Pedestrian-active commercial areas generally require higher FARS [Floor to Area Ratios[2]] than auto-oriented centers… a low FAR may not achieve the character and amenities desired for the Harbor area, and too low an FAR is not likely to result in a pedestrian-active character." (April 8, 2008 Administrative Report, pages 35 and 37.)

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[1] Measure G refers to amendments to the General Plan, Coastal Land Use Plan, Harbor/Civic Center Specific Plan, and zoning in the Harbor Area that were submitted to and approved by voters of Redondo Beach in 2010. The Staff Recommended Alternative is consistent with these laws, ordinances, regulations, policies and standards.

[2] "Floor Area Ratio" (FAR) means the numerical value obtained by dividing the gross floor area of a building or buildings located on a lot by the total area of the lot/water area. For example, a FAR of 0.25 would mean that there is the equivalent one square foot of single story structural development for every four square feet of land/water surface. A two story structure occupying one fourth of the total area of a parcel would have an FAR of 0.50.

The proposed project is consistent with the development envisioned under Measure G for a pedestrian-active area with clustered development that provides pedestrian walkways, useable open space, and view corridors. Further, the project has less development, and for many buildings, provides lower building heights, than the maximum build-out allowed under the development standards that were adopted by voters under Measure G (see Attachment 4 of the June 13, 2016 Harbor Commission Administrative Report).

Policies specific to views from Harbor Drive and Czuleger Park that are included in the City's Coastal Land Use Plan were amended under Measure G are described below.

The Coastal Land Use Plan includes a policy that addresses public views of the water from Harbor Drive and other locations as follows:

> Policy 2. New development, additions or major rehabilitation projects within the Harbor-Pier area shall be sited and designed to:
>
> a) Preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive.
>
> Coastal Land Use Plan Commercial Recreation Sub-area 2 and 3 Policy:
>
> - New development projects shall include view corridors to the water from N. Harbor Drive.

As described in Section 3.1, Aesthetics and Visual Resources of the Draft EIR, existing public views of the water from the Harbor Drive within the project site have a limited quality given the distance from the water, flat topography, and the presence of intervening features. Comparatively, public views from the moles, pier decks and publicly accessible open space such as Czuleger Park, and the boardwalk along the water's edge have much higher quality water views. Under the Staff Recommended Alternative, some reduction of public views along portions of Harbor Drive would occur; however, the buildings are spaced to provide view corridors that provide public views of the water, which, as described above, is consistent with the intent of the zoning adopted under Measure G and consistent with the policy of providing view corridors along Harbor Drive. Furthermore, there would be improvements to other portions of Harbor Drive associated with the new view corridors under the Staff Recommended Alternative. Additionally, the Staff Recommended Alternative would provide new higher quality public views of the water along the Pacific Avenue Reconnection (a continuation of Harbor Drive) and the new main street. Further, the enhanced boardwalk along the water's edge would provide an improved experience for enjoying views by providing a wider boardwalk with expanded amenities such as seating, raising the elevation above the existing splash wall. Therefore, the Staff Recommended Alternative meets the intent of the policy cited above and as envisioned with the zoning amendments that were adopted under Measure G.

Views from Czuleger Park are specifically addressed in several of the City's land use planning documents as described below. Also presented below is the project's consistency with each policy/requirement.

General Plan Recreation and Park Element

- 3.4.6 Implementation Programs:

  Enforce the following provisions of the settlement agreement (1975) between the California Coastal Zone Conservation Commission and the City related to "The Village" and Czuleger Park (Policies 8.2a.8, 8.2a.9, 8.2b.4):…

  - Ensure that the ocean view corridors from the observation viewing area in Czuleger Park are not obstructed.

As described in Section 3.1 of the Draft EIR, the 1975 settlement agreement referenced in the Recreation and Park Element Implementation Program listed above specifically identified three public view corridors. Each of these three specific public view corridors are analyzed as Key Observation Views in Section 3.1 of the Draft EIR (see Figure 3.1-5a). As described therein, the proposed project would not obstruct public views from the view locations (see page 3.1-42 and Figure 3.1-7). While the Draft EIR analysis addresses the proposed project and not the Staff Recommended Alternative, the views of the Staff Recommended Alternative would not change from this location. Therefore, the Staff Recommended Alternative is consistent with the General Plan policy cited above.

Coastal Land Use Plan

- Commercial Recreation Sub-area 1 development standards and policies:

  Maximum Building Height
  • Two Stories, 30 Feet, except two stories, 40 feet for Zone 1 D (measured above the pier deck, or sidewalk grade of International Boardwalk, or sidewalk grade of Pier Plaza), as applicable.
  • New development shall not obstruct views from Czuleger Park to the ocean.

The policy cited above (adopted as part of Measure G) applies to the Commercial Recreation Sub-area 1. This is the southern portion of the project site, comprised of the area currently occupied by the International Boardwalk, Horseshoe Pier and landing, Pier Parking Structure, and Pier Plaza. The Staff Recommended Alternative complies with the height requirements listed above (see Attachment 4 of the June 13, 2016 Harbor Commission Administrative Report). Further, the only building in Sub-area 1 that would be partially visible from the view corridors protected under the 1975 settlement agreement (described above) would be the new building on the northern leg of the pier (near

Kincaid's). As shown in Figure 3.1-7 of the Draft EIR, this building would be largely obscured by existing landscaping and development, and views of the ocean would remain. This is representative of views from other locations in the park. The other buildings in the southern portion of the site would be largely obscured by existing landscaping and development. The new development in Sub-area 1 that would be visible from the lower elevations of the park would be similar in heights to the existing development and views of the ocean would remain available from this location. The removal of the existing boat hoists, accessory structures, service buildings, and other current view obstructions will improve the public view from the lowest levels of the park. Views of hoists, paving, and surface parking will be improved. The new view shed opened to the south will also improve views. Therefore, views of the ocean would remain from Czuleger Park and the Staff Recommended Alternative is consistent with the LCP policy cited above.

While the policy cited above is specific to Commercial Recreation Sub-area 1, as shown in Figure 3.1-7 in Section 3.1 of the Draft EIR, some development within Commercial Recreation Sub-area 2 (e.g., public market hall and pedestrian bridge) would be partially visible from Czuleger Park. As described in Section 3.1 and Master Response #9 included in Attachment 3 of the Administrative Report, while this development would be visible to varying degrees depending on the specific location with the park, views of the ocean from the park would remain. As shown in Master Response #9, a new simulation of the view from the lower elevation of Czuleger Park has been prepared, which shows that while the development is visible, views of the ocean continue to remain available.

Coastal Zoning Ordinance Section 10-5.814(b)(1):

> South of existing southerly boundary of Seaside Lagoon (Area 1 in the illustration below). No building shall exceed two (2) stories and a height of thirty-seven (37) feet south of the southerly existing boundary of Seaside Lagoon. In this area, no more than fifty (50%) of the cumulative building footprint area shall exceed one story and a height of twenty-four (24) feet. Views from Czuleger Park shall be protected by ensuring that two story buildings are not clustered or lined up in a manner that creates a wall-like impact on views from the park.

The zoning requirement listed above (adopted as part of Measure G) applies to the area zoned CC-3, which is the northern portion of the project site (not including Seaside Lagoon). The Staff Recommended Alternative complies with the height requirements listed above both north and south of southerly boundary of Seaside Lagoon, and many of the buildings are below the maximum height requirements (see Attachment 4 of the June 13, 2016 Harbor Commission Administrative Report). In total, of the approximately 159,000 square feet of development within CC-3 south of the southerly boundary of Seaside Lagoon, approximately 80 percent of building square footage is one-story and 20 percent is two-story.

The only buildings in the CC-3 that would be partially visible from the protected view corridors in Czuleger Park (discussed above) would be the public market hall and building immediately to the east of the market hall (Building F and Building E shown on Sheet 50 of the applicant's design submittal [Attachment 1 of the June 13, 2016 Harbor Commission Administrative Report]). Building E is one story, and Building F is primarily one-story with one portion that is 2-stories. As shown in Figure 3.1-7 of the Draft EIR and Sheet 261 of the applicant's design submittal (Attachment 1 of the June 13, 2016 Harbor Commission Administrative Report), these buildings would be largely obscured by existing landscaping and development, and views of the ocean would remain. This is representative of views from other locations in the park. While the market hall and other project features would be viewable from locations in the park, views of the ocean would remain available immediately to the north and south. Further, as described above and in Section 3.1 of the Draft EIR, the protected ocean view corridors would not be substantially altered and views of the ocean would remain from other locations in the park.

Additional Information on Views

As all views of the project site cannot feasibly be examined, the view analysis presented in the Section 3.1, Aesthetics and Visual Resources of the Draft EIR assesses changes in views from several representative locations with public views of the project site. The methodology for the selection process for Key Observation Views is discussed in Draft EIR Section 3.1.2.3.4; these Key Observation Views were determined to be representative of other view locations in their proximity and were selected for analysis because: 1) they are protected public views identified in City planning documents; or 2) they would become key views under the proposed project. For example, as described above, the specific location of the views analyzed from Czuleger Park are called out as protected in the City's General Plan. There are other public view areas that have glimpses of the project site but were not selected for analysis (e.g., Veterans Park, locations from public sidewalks such as along Catalina Avenue, Beryl Street, and Diamond Street) because the views of the project site are very limited and distant and/or obscured by intervening development and landscaping; consequently, based on an initial screening, it was determined that there would be no substantial changes to those views with implementation of the proposed project. For additional information, see Master Response #9 included in Attachment 3 of the Administrative Report as well as individual responses provided in the Final EIR.

Would the project reduce or eliminate any waterside or landside recreational activities?

Public testimony raised questions related to the recreational opportunities associated with the staff recommended alternative. The recreational enhancements associated with the Staff Recommended Alternative (which would be the same as the proposed project analyzed in the Draft EIR) have been addressed extensively in the Draft EIR and other project presentations and materials. Notably, several project objectives include the preservation and enhancement of coastal recreation, as well as increasing site access and access to and along the water (see page 2-14 in Chapter 2, Project Description of

the Draft EIR for the list of project objectives). Consistent with the project objectives, the existing recreational uses at the site would be preserved, and in many cases, enhanced. Existing recreational activities that are currently available at the project site and would remain include (but are not limited to) direct access to the harbor for boating, stand up paddle-boarding and other in-water sports. Commercial recreational opportunities such as charter fishing, whale-watching, and equipment rentals would also continue to be available. Recreational activities available from the landside, including pier fishing, swimming at Seaside Lagoon, and use of pathways and seating for activities such as exercising, coastal viewing, relaxing, and picnicking would also continue to be available. New and existing parking and bicycle/ pedestrian connections to the project site would provide access to everyone visiting the site, whether their primary purpose is to recreate, shop, eat, work, or relax.

In addition to maintaining recreational resources, the Staff Recommended Alternative would maximize and enhance recreation opportunities and improve connections to the harbor area, including providing a missing link of the California Coastal Trail and connecting the northern and southern portions of the site with a new bicycle/pedestrian bridge. Project features that enhance recreational opportunities include modifications to Seaside Lagoon, such as a new public gathering area, public beach and zero-depth or shallow water protected beach entry for hand-launch craft; improved boardwalks along the water's edge; high quality public open space; a reconstructed Sportfishing Pier; and reconstruction/redevelopment of the Redondo Beach Marina within Basin 3.

Large expanses of asphalt surface parking areas would be removed, which would help to provide the enhancement of pedestrian connections and high-quality public open space throughout the project site. Currently, over 500,000 square feet of the site is devoted to automobiles. This area is reduced to a footprint of approximately 155,000 square feet under the Staff Recommended Alternative. Furthermore, high-quality public open would include the provision of public seating, plazas, and passive and active recreational spaces. Such areas include, but are not limited to, landscaped public spaces along the promenade, plaza and other areas in and around Seaside Lagoon, a landscaped corridor that extends from Harbor Drive to the waterfront on the northern portion of the project site, and a pocket park at Harbor Drive and Portofino Way. The proposed promenades and pathways would further enhance the high-quality public open space.

The new and enhanced features would continue to provide for in-water and on-land recreation as described above, for both passive and active uses. Additionally, new plazas and other spaces would provide for increased opportunities for public and private programming and events, such as festivals, exhibits, and classes.

Is the proposed land exchange consistent with the provisions of the Tidelands Grant?

Continued public testimony was received about the consistency of the land exchange and proposed uses with the Tidelands Grant.

A portion of the project site, including Seaside Lagoon, the Horseshoe Pier, the small craft boat launch ramp site, Sportfishing Pier and seaward portion of Mole D, is within designated public Tidelands.

As addressed in Section 3.9, Land Use and Planning of the Draft EIR (page 3.9-29), the existing uses within the Tidelands would be retained, although some modification and/or expansion would occur. Specifically, the uses present on the Tidelands would continue to include restaurant, visitor-serving retail, concessions, hotel, park and open space, and water-oriented recreation. These uses are consistent with the uses of the Tidelands and consistent with the Public Trust Doctrine and the City's Tideland grant.

As described in Section 3.9 of the Draft EIR and in the June 27, 2016 Harbor Commission Administrative Report, following the proposed Tidelands Trust exchange, the Staff Recommended Alternative would be consistent with the Tidelands Grant. The Tidelands Grant allows for a number of uses, including "…all marine-oriented commercial and industrial uses and purposes, and the construction, reconstruction, repair, and maintenance of marine-oriented commercial and industrial buildings, plans, and facilities…public parks, public playgrounds, public bathhouses, public bathing facilities, public recreation, snack bars, cafes, cocktail lounges, restaurants, motels, hotels…launching ramps and hoists…" (Tidelands Grant, Senate Bill 1461, Section 2.) The Tidelands Grant also allows the City to "…lease said lands or any part thereof for limited periods, for purposes consistent with the trusts..." As further discussed on Draft EIR page 3.9-29, the proposed uses on Tidelands implemented under the proposed project would be consistent with the permissible uses under the City's Tidelands Grant, however, the applicant has requested a 99-year lease for portions of the site that are currently Tidelands. As discussed in greater detail under Alternative 4, in Chapter 4, Analysis of Alternatives in this Draft EIR, in the event that the Tidelands Exchange is not approved by the California State Lands Commission, the uses proposed for the site would still be consistent with the Tidelands Grant, however the lease agreement for the Tidelands identified in the exchange would be limited to 66 years.

How would the Pacific Avenue Reconnection be designed and utilized?

Harbor Commission discussion raised questions about the number of cars expected to use the Pacific Avenue Reconnection and the design of this replacement connector street. Under the Staff Recommended Alternative, approximately 31 (approximately 1 vehicle every 2 minutes) AM peak hour project trips and 74 (just over 1 vehicle per minute) PM peak hour project trips are estimated to use Pacific Avenue. This represents approximately 9 percent of all project trips. With the Pacific Avenue connection, approximately 15 percent of the vehicles currently traveling on Catalina Avenue would shift to use Pacific Avenue. The proposed street is specifically designed as a connector or linkage street segment, not a collector or arterial. This design includes grade separation to surrounding properties and elevation change to diminish the impact of the street extension on properties above the reconnected roadway. The applicant has prepared an enhanced rendering of the design which illustrates the features of the

roadway including enhanced lighting, landscaping railings and other high quality elements.

It should also be noted that Pacific Avenue Reconnection restores an important vehicle linkage between the northern and southern portions of the project site where none currently exists. The benefits to this connection include reducing some of the vehicle trips along Catalina Avenue, which is the current route for vehicles traveling between the northern and southern portions of the project site. Additionally, the Pacific Avenue Reconnection allows emergency vehicles to travel directly from the northern and southern portions of the site, instead of using Catalina Avenue. This connector roadway would also serve the important function of linking the project's three primary parking areas. This will greatly increase the efficiency in parking access, circulation, and site utilization.

What are some of the existing stormwater conditions and proposed project benefits?

Harbor Commission discussion raised questions regarding stormwater entering King Harbor and the potential for improvements to occur with project implementation, including the potential for off-site improvements. The Harbor includes three basins occupied by 1,400 boat slips. Basins 1 and 2 are used for recreational boats while Basin 3 is used for commercial marine operations. The three basins are operated by private businesses. The area surrounding the water is occupied by an assortment of commercial business. These include restaurants, hotels, apartments, a fitness center, other marine related businesses, surface parking lots, and parking structures. Stormwater runoff is collected by over 80 small catch basins/curb openings located throughout the Harbor - Pier area before being discharged into the Harbor. The configuration of the catch basins include: a simple curb opening that drains under a sidewalk, grated inlets, side opening inlet, etc. In addition, there are a number of storm drains that discharge into the harbor and shoreline which collects runoff from watershed areas outside of the Harbor-Pier attainment area. While substantial improvements to stormwater management at the project site would occur with implementation of the Staff Recommended Alternative, off-site watershed area improvements would not be within the project scope.

However, it should be noted that there are existing regulations and programs in place at the City and region-wide that are aimed at both improving the quality of stormwater and reducing the overall amount that enters into the Santa Monica Bay. These municipal stormwater regulations are becoming more stringent over time, and are associated with a general trend toward water quality improvements. This pattern of stricter requirements and trend toward water quality improvements is expected to continue. A description of stormwater regulations and programs applicable to the proposed project is included in Section 3.8, Hydrology and Water Quality of the Draft EIR (pages 3.8-38 through 48). This includes a discussion of the City's participation in an Enhanced Watershed Management Program (EWMP) through the Beach Cities Watershed Management Group. Participants in the group are the Los Angeles County Flood Control District and the cities of Redondo Beach, Manhattan Beach, Hermosa Beach, and Torrance. The EWMP includes strategies, control measures and best management practices (BMPs) to

achieve water quality targets and receiving water limitations in the Santa Monica Bay and Dominguez Channel Watersheds.

Is the proposed architectural design appropriate and how will it achieve community design goals and objectives?

While the overall architectural design approach was discussed extensively in prior staff reports and the EIR, it is important that the Harbor Commission and the public understand the rationale for the design solution and the significant amount of time, effort and study that has been undertaken in achieving a design that will remain relevant and will significantly benefit the community. Some of the important design objectives are as follows:

- Remain timeless
- Draw inference from earlier design styles in the City's history including the early industrial period, resort period and contemporary recreational time frames
- Avoid monotony and overuse of a single architectural design style
- Achieve a "Village Atmosphere" and a "Beachtown" character
- Be authentic and avoid "copying" or trying to recreate the appearance of historic structures

Given these design objectives the applicant's design team of experts and staff commenced an extensive evaluation of architectural design options. One of the earliest observations was that a uniform or singular design style would be contrary to most if not all of the objectives, and that it was necessary to employ several compatible styles with references to historic design in order to achieve the "Waterfront Village" design goal.

After examination of the various periods in the City's history several significant styles were selected and work was commenced on deploying these styles in a precise manner throughout the project. Signature buildings such as the Market Hall, the Hotel, and the Theater are designed as buildings of the highest significance with the most traditional design and most pure references to historic styles.

The proposed design for the Main Street which is an assemblage of smaller free-standing structures and storefronts purposefully includes a variety of materials, designs and styles. The importance of adding interest and variety in this design solution to create a pedestrian experience can best be best observed locally in the Riviera Village. In particular, the blocks of Catalina Avenue between Avenue I and Palos Verdes Boulevard are very similar to the proposed "look" and "feel" of the new Main Street.

The proposed Waterfront design is authentic and adaptable not simply a copy or a clone of other places. It has been specifically selected to allow design freedom, unique storefronts and a memorable experience for residents and visitors alike. The design will

provide interest and creativity much as the City's downtown, original Waterfront and Riviera Village grew and evolved organically over time. In staff's opinion it would be a significant mistake to impose strict design style restrictions or other conditions on the project that would stifle the need to provide for creative design evolution.

Comments and Responses Related to Boat Launch Parking Data

Comments were received from a resident alleging that (1) "The data from the MDR [Marina Del Rey] ramp clearly shows an annual daily average of over 26 ramp users per day, with peak month numbers well over 30 users per day. In fact only two months averaged less than 20 ramp users per day."

Response: The parking data received from the Marina Del Rey facility and incorporated into the Administrative Report is correct (also included in Final EIR Section 3.3.4). The data associated with the Marina Parking facility was based upon parking entries; however, this parking data included two subsets of information "Global Pay Station Entries" and "MPI Staffed Entries." The MPI entries are not boat launches and are not indicative of boat launch demand, and instead are associated with staff, maintenance, and film shoot activities. Consequently, boat launch parking demand was based upon "Global Pay Station Entries." Utilizing the "Global Pay Station Entries" data of 5,845 provides an average rate of 16 launches per day, which is consistent with the June 13, 2016 Administrative Report which stated: "One of the largest facilities near King Harbor is in Marina del Rey…the average daily usage of this facility was less than 20 vessels per day." The commenter incorrectly included in his calculations the "MPI Staff Entries." Furthermore, it should be noted that after these materials were released by the City, that data was modified to eliminate reference to "MPI Staffed Entries." Figure A shows the data released by the City in a PRA response to the resident, and Figure B shows that data has subsequently been modified and distributed on Facebook pages:

Marina Del Rey Launch Data					
Item	Month	Year	Global Pay Station Entries	MPI Staffed Entries**	Total Entries per Month
1	January	2015	357	194	551
2	February	2015	372	211	583
3	March	2015	579	420	999
4	April	2015	438	264	702
5	May	2015	412	314	726
6	June	2015	436	359	795
7	July	2015	541	446	987
8	August	2015	630	639	1269
9	September	2015	504	601	1105
10	October	2015	664	288	952
11	November	2015	516	114	630
12	December	2015	396	0	396
		Total:	5845	3850	9695

Figure A: Marina Del Rey Parking Data Released by the City

Marina Del Rey Launch Data			
Month	Year	Total Entries per Month	Average per Day
January	2015	551	18
February	2015	583	21
March	2015	999	32
April	2015	702	23
May	2015	726	23
June	2015	795	27
July	2015	987	32
August	2015	1269	41
September	2015	1105	37
October	2015	952	31
November	2015	630	21
December	2015	396	13
	Total:	9695	27

Figure B: Modified Marina Del Rey Parking Data Distributed Through https://www.facebook.com/keepkingharboraharbor (June 30, 2016)

The resident also asserted that (2) ""The data supplied for Cabrillo boat ramp is only for select off-season months and there is not enough data to determine an average annual use rate. But there are days in the data that was given that far exceed the numbers cited by staff. Staff misrepresented these numbers to justify the low number of parking spaces in their Mole B ramp solution."

Response: The June 13, 2016 Administrative Report expressly stated that "oversized vehicle parking spaces utilized at the Cabrillo Beach facility in 2015 totaled 7,054. ***This represents an average usage*** of approximately 19 spaces per day, or less than 20% of the facility's parking capacity." (June 13, 2016 Administrative Report, page 4.) Contrary to the comment, Staff did not state that this represented a specific peak weekend/holiday as implied in the comment (i.e. "days in the data that far exceed the numbers cited by staff"), it clearly explained that this was a year-long average associated with a total count of 7,054 spaces/365 days, which results in an average daily usage of 19 spaces per day, consistent with the statement in the Admin Report. Staff clearly acknowledged earlier in this Administrative Report that parking demand for boat facilities are subject to peaks throughout the year; more specifically, the Administrative Report noted that "there is increased usage of the boat hoist parking during the few long holiday weekends." (June 13, 2016 Administrative Report, page 4.) Indeed, during the continued public hearing on June 13, 2016 additional discussion about these peaking characteristics was provided orally to the public and the Harbor Commission.[3] Additionally, the 2015 daily count data

[3] It should be noted that the Harbor Commission's June 13, 2016 Administrative Report stated that Marina Del Rey facility was only a six (6) lane facility. Technically that facility is an eight lane facility, however boaters may prefer to launch next to boarding floats, which is only offered adjacent to six lanes.

for the Cabrillo boat ramp indicates that approximately 65% of the time, the 109-space lot had less than or equal to 20 launches. The facility only attained 40 or more launches approximately 10% of the year.

II. ENVIRONMENTAL REVIEW

Pursuant to the California Environmental Quality Act (CEQA), an EIR was prepared to address the potential environmental impacts associated with the proposed project and alternatives for 14 environmental resource areas. The potential for environmental impacts on the environment were analyzed for each of the resource areas for both construction (e.g., short-term impacts throughout the 2.25 to 2.5 years of construction) and operation (e.g., long-term impacts) of the proposed project.

The Harbor Commission is responsible for reviewing and certifying the Final EIR. The Final EIR includes the Draft EIR, all comments received, and responses to those comments. As part of the CEQA process, the Harbor Commission must also review and approve the Mitigation Monitoring and Reporting Plan (MMRP) and the Findings of Fact and Statement of Overriding Considerations. The MMRP includes a list of project mitigation measures, identifies the responsible agency or party for implementation, and notes time frames for compliance. City staff have prepared resolutions which include certification of the Final EIR (Attachment 3), adoption of the MMRP (Attachment 4), CEQA Findings (Attachment 1), and the Statement of Overriding Considerations (Attachment 4).

II.1 Overview

The EIR identified potential environmental impacts in four environmental resource areas that were determined to be ‘Less than Significant with Mitigation Incorporated’. These resource areas are as follows:

- Biological Resources (construction & operation)
- Cultural Resources (construction)
- Hydrology and Water Quality (operation)
- Traffic and Transportation

The EIR identified potential environmental impacts in four environmental resource areas that were determined to be ‘Significant and Unavoidable’. These resource areas are as follows:

During Construction (short-term)

- Air Quality – NOx and CO
- Cultural Resources – historical resources
- Noise – vibration and increase in ambient level

During Operation (long-term)

- Hydrology & Water Quality – tsunami (this is an existing impact)
- Noise – increase in ambient level at Torrance Circle

Attachment 4 presents each of the impacts determined to be significant, mitigation (if feasible) to reduce each impact, and the level of significance with implementation of mitigation. All other potential environmental impacts were determined to be Less Than Significant.

A number of comments were received on the Draft EIR expressing specific concerns associated with aspects of the proposed project and while the comments did not identify any new significant impacts, the applicant submitted a revised site plan based upon City staff recommendations and in response to the comments received.

The Final EIR includes an environmental assessment of the project modifications, referred to as the Staff Recommended Alternative. The Staff Recommended Alternative does not result in new or increased significant impacts in comparison to those analyzed in the Draft EIR. Additional information can be found in the Final EIR.[4]

II.1 Final EIR Supporting Materials

Final EIR supporting materials are provided as Attachment 4. This consists of the Mitigation Monitoring and Reporting Plan (MMRP), and the Findings of Fact and Statement of Overriding Considerations.

II.1.1 MMRP

The MMRP includes a list of mitigation measures adopted by the City through the CEQA process, and identifies the responsible agency or party for implementation and a time frame for compliance.

II.1.2 Findings of Fact and Statement of Overriding Considerations

As described in Section II.1 above, the EIR identified significant environmental impacts in several environmental resource areas, including four environmental resources areas that were determined to be 'Significant and Unavoidable'. The Findings of Fact and Statement of Overriding Considerations presents specific written findings regarding each significant impact associated with the project, and presents findings, along with a presentation of facts in support of the findings to make an overall finding that the Staff Recommended Alternative's benefits outweigh and override its significant unavoidable impacts.

II.2 Public Review Process

[4] The Final EIR for the Waterfront is available online at:
http://www.redondo.org/depts/planning/waterfront_draft_eir/default.asp

The following is a summary of the public review process, described in greater detail in the Harbor Commission June 13, 2016 Administrative Report (Attachment 5). Pursuant to the California Environmental Quality Act and Guidelines (CEQA), the City issued a Notice of Preparation (NOP)/Initial Study for the proposed project on June 19, 2014, opening a 30-day response period on the scope and content of the Environmental Impact Report (EIR). A public scoping meeting/open house was held on July 9, 2014 at the Redondo Beach Performing Arts Center. Approximately 260 comment letters were received during the comment period and eight letters were received after the close of the scoping period (see Appendix A of the Draft EIR[5]).

On November 17, 2015, the Waterfront Draft EIR was distributed to the public and regulatory agencies for a 63-day review period, ending January 19, 2016 at 5:30 p.m. The City conducted three public meetings regarding the Draft EIR (November 21, 2015, December 9, 2015, and January 9, 2016) to provide an overview of the proposed project and alternatives and to accept public comments on the proposed project, alternatives, and environmental document.

The City received 568 comment letters and emails and 115 oral comments at the three public meetings on the Draft EIR. Additionally, written comments were received one month following the close of the public comment period (February 19, 2016). The written and oral comments received by the City and the City's responses to environmental issues raised in the comments are provided in the Final EIR, which is available at the City's libraries and on the City's website.[6]

As required by the State CEQA Guidelines, the focus of the responses to comments on the "disposition of significant environmental issues raised" and detailed responses are not provided on the merits of the proposed project or on other topics that do not relate to environmental issues.

The responses to comments consist of both master responses that address a common theme and individual responses that address comments specifically. The master responses were developed to address subjects on which numerous comments were received in a comprehensive manner. A total of nine (9) master responses are provided, as listed below:

1. AES Power Plant Site
2. Cumulative Analysis
3. Economic Viability and Compatibility of Businesses at the Project Site

[5] The Draft EIR for the Waterfront is available online at:
http://www.redondo.org/depts/planning/waterfront_draft_eir/default.asp
[6] The Final EIR for the Waterfront is available online at:
http://www.redondo.org/depts/planning/waterfront_draft_eir/default.asp

4. Modifications to the Seaside Lagoon
5. Sportfishing Pier, Polly's and Sportfishing
6. Summary of Traffic Impacts Associated with the Operation of the Proposed Project
7. Waterfront Parking
8. Boat Ramp in King Harbor
9. Views and Scale of Development

These master responses are provided as part of Attachment 3, the Final EIR. The master responses, the individual responses, and the comment letters are all provided in the Final EIR.

The Waterfront Final EIR was made available for review on July 7, 2016 at several locations, including: 1) The City of Redondo Beach Planning Division at 415 Diamond Street, 2) The Redondo Beach Public Library at 303 N. Pacific Coast Highway, 3) The Redondo Beach Public Library – North Branch at 2000 Artesia Boulevard, and 4) online at http://www.redondo.org/depts/planning/waterfront_draft_eir/default.asp.

While online download speeds were slow in the early evening on July 7, 2016, the City was able to fully upload the Final EIR on July 7, 2016. The City consultants were able to fully download the complete Final EIR from an off-site location in the early evening of July 7, 2016 despite the slow download speeds. The City Information Technology Department was able to improve download speeds later in the evening on July 7, 2016; the largest Final EIR files took approximately 10 minutes to download. During this timeframe, hardcopies were still available for the review at the locations noted in the notice and DVD copies of the Final EIR were available for pick up at City Hall. Comments were received from members of Rescue Our Waterfront during the early evening of July 7, 2016 alleging they were unable to download the Final EIR. However evidence from their indicates that they were able to fully download the complete Final EIR and re-upload the materials to google drive by 10:02 PM on July 7, 2016.[7] One of the individuals also received a DVD copy of the FEIR delivered to his residence on July 8, 2016 at 1:15 p.m. It was asserted that the inability to download the materials was a violation of state law, however, this assertion is incorrect. The City has exceeded the requirements for state law, which only require that the response to public agencies be mailed 10 days before certification; furthermore there is no mandatory requirement that the FEIR be made available on the City's website.

[7] https://www.facebook.com/Rescueourwaterfront/ ("ROW") [July 7, 2016 posting noting "Here's the link to download the FINAL EIR comments link to our Google Drive account. Because they can't or won't. https://drive.google.com/folderview?id=0B_snt_AZ2HTeSmhMalpJdWJkelE&usp=sharing" Comment letter (PC323) was submitted on behalf of ROW.

III. CONDITIONS

At the June 27, 2016 public hearing, Staff provided the Draft Land Use entitlement conditions which included 59 potential project conditions. These conditions were crafted to address maintenance and operations, specific operation plans, construction regulation, the details to be included in the final plans, and the Mitigation Measures and conditions as stated in the EIR.

The maintenance and operation conditions include, but are not limited to, restrictions on the hours of operations, the ratio of the types of uses allowed on site, trash management, loading and unloading for businesses, equipment storage and temporary drop-off at Seaside Lagoon, and the use of public transit by employees. The specific operation plan conditions include, but are not limited to, the pedestrian bridge operations, parking structure operation and maintenance, valet parking, the concessionaire agreement for Seaside Lagoon, and a Marine Mammal Management Program. The construction conditions include, but are not limited to, traffic management and safety, a temporary access plan to public areas, tree assessment and relocations, the salvaging of the Ocean Steps, site maintenance, and erosion control measures. Final plan conditions include, but are not limited to, requiring detailed lighting, landscape, hardscape, signage, and public art drawings.

The Harbor Commission provided feedback at the June 27, 2016 public hearing requesting that Staff modify or further refine various conditions. Minor revisions were requested, such as requesting marine-grade materials or more clarity in the allowable delivery hours, while other revisions were more complex such as the use and operations at Seaside Lagoon. The Harbor Commission also requested that certain final plans be brought back to them for review prior to implementation.

Which conditions of approval should be administratively reviewed and which should require review by the Harbor Commission?

During the June 27, 2016 public hearing, the Harbor Commission discussed the possibility that many of the design and operational plans be reviewed by the Harbor Commission. Staff has reviewed the potential issues associated with accommodating this suggestion and offers the following recommendations. It is important to understand that many of the final design and operational issues cannot be reasonably determined until construction drawings are developed and a final leasing plan has been determined. This will not take place for months, if not years, after project approval. It is also critically important in a project of this scope to allow for flexibility in the final design.

Should the Harbor Commission approve the design of the project as submitted with recommended conditions of approval, staff will be responsible for ensuring that final designs for construction are executed in substantial compliance with the approved plans. Any changes requested to the approved plans must result in a design that is equal to or enhanced from that approved by the Harbor Commission. In the event that the applicant

were to disagree with staff's decision on a proposed change, the issue would be referred to the Harbor Commission for final decision. This approach is consistent with conditions placed on all other major development projects throughout the City and is appropriate for the Waterfront project.

In light of the need to maintain design and operational plan flexibility, staff is recommending the following condition to retain administrative review and approval language with the added requirement of Harbor Commission review in the event of a disagreement:

> "That in the event of a disagreement regarding the interpretation and/or application of these conditions, the issue shall be referred back to the Harbor Commission for decision prior to the issuance of any permit. The decision of the Harbor Commission shall be final."

The above language is included as condition no. 53 of the Resolution approving the Land Use Entitlements and is included as Attachment 2 of this report. Conditions referring to future administrative review include, but are not limited to, the valet parking plan, the final lighting plan, the security and crime prevention plans, and final traffic management plans. Please note that some conditions, such as condition no. 26 for erosion protection and stormwater drainage plans, reiterate current practice for administrative review by the Engineering Division. In many cases, the final plans will require input from multiple departments, further vetting their substantial compliance with the approved project.

In addition to the condition noted about, the following language has been added to condition no. 54:

> "Any significant changes shall be brought back to the Harbor Commission for review and consideration."

While flexibility is key, staff is suggesting that three (3) plans be brought back for review by the Harbor Commission as these are critical to the successful functioning of the site. These include condition no. 4 regarding final signage and wayfinding plans, condition no. 38 regarding the Marina 3 reconstruction and bridge operations, and condition no. 40 regarding the Seaside Lagoon operating plan.

When can the traffic mitigation measures be implemented?

The traffic mitigation measures are included in the Resolution approving the Land Use Entitlements (Attachment 2) and in the MMRP (Attachment 4). The timing for these mitigation measures is noted within the MMRP which states implementation is to be "[p]rior to final certificate of occupancy or prior to final certificate of occupancy for Phase 1 if the project is phased."

Implementation of the traffic mitigation measures during the initial stages of construction would be problematic. If done too early, there is the strong possibility that new work in the vicinity of the project site would be damaged due to construction equipment and

excavation/recompaction activities. Moreover, the improvements are to mitigate impacts from the future use of the site and will not be necessary until the site construction is complete and site occupancy commences.

IV. FINDINGS AND CRITERIA

The Waterfront project requires consideration of four specific development applications including a Master Conditional Use Permit, Harbor Commission Design Review, Coastal Development Permit, and a Vesting Tentative Tract Map. The following section provides a discussion of the findings and criteria that the Harbor Commission must consider in reviewing each application associated with the Staff Recommended Alternative. The findings provided below are further supported by analysis in the Draft and Final EIR and the Statement of Overriding Considerations.

Master Conditional Use Permit

Approval of a Conditional Use Permit must generally meet certain criteria specified in RBMC 10-5.2506. The City's past interpretation of these provisions allows a balancing of these factors, consistent with *Santa Clarita Organization for Planning the Environment v. City of Santa Clarita* (2011) 197 Cal.App.4th 1042, 1059-1064. The applicant's request for a Conditional Use Permit is consistent with the criteria set forth therein and the following reflects the reasons:

1. *The site for the proposed use shall be in conformity with the General Plan and shall be adequate in size and shape to accommodate such use and all setbacks, spaces, walls and fences, parking, loading, landscaping, and other features required by this chapter to adjust such use with the land and uses in the neighborhood. (RBMC § 10-5.2506(b)(1))*

   Consistent with the goals and objectives of the General Plan, the project would include features and amenities that support coastal-related recreation. This includes expanding businesses located within areas designated as CC that support the commercial, coastal, and recreational setting such as marine-related commercial recreation (e.g., charter boats and marine-recreation equipment rentals), coastal-related retail (e.g., beach-related goods such as towels, swim suits, sunglasses, and souvenir stores), and seafood stores and restaurants. Enhancements to existing recreational uses include a modified Seaside Lagoon with direct access to the harbor, new high-quality public open space, a new boat launch facility, and an improved promenade along the water's edge and bicycle path.

   The existing recreation use within Seaside Lagoon would be maintained with modified amenities, providing for the continuation and expansion of existing recreation and other public land uses and facilities in accordance with the City's General Plan Recreation Element.

The project area is approximately 36 acres and as such, is adequate in size and shape to support 523,939 square feet of floor area (312,289 square feet net new development) while still retaining 492,228 square feet of open space. As reflected on the Land Use Plan shown on Sheet 50 in the applicant's design submittal, the buildings are not overcrowded, there are large expanses of landscaped open space areas, there are wide pathways throughout the site, and with two new parking structures, there will be parking dedicated to this newly developed seaside village.

2. *The site for the proposed use shall have adequate access to a public street or highway of adequate width and pavement to carry the quantity and kind of traffic generated by the proposed use. (RBMC § 10-2.2506(b)(2))*

   The site will have access to Harbor Drive, Portofino Way, a new main street, the Pacific Avenue reconnection, and to Torrance Boulevard. As substantiated in Final Environmental Impact Report (SCH# 2014061071 / FILE NO. 2014-04-EIR-001) and the Traffic Impact Study prepared by Fehr & Peers, these public streets are adequate in width to carry the kind and quantity of traffic generated by the Waterfront Project with the implementation of Mitigation Measures TRA-1 through TRA-6 in the adopted Mitigation Monitoring Reporting Program.

3. *The proposed use shall have no adverse effect on abutting property or the permitted use thereof. (RBMC § 10-5.2506(b)(3))*

   The proposed Waterfront Project will have no adverse effect on abutting property or the permitted use thereof on balance, subject to the adopted Mitigation Monitoring Program and Conditions of Approval and considering the improvements provided by the project as described in greater detail in the Draft EIR project description and the Final EIR statement of overriding considerations.

   The land uses to the east, which include residential uses, will be over 120 feet from the proposed buildings and in some areas, they will be 200 to 400 feet away. Additionally, the residential uses will be separated from the project site by landscaping, and in some areas, the Pacific Avenue Reconnection, as well as the difference in site elevation. The project is also consistent with and supportive of uses to the north and northwest, which include the Portofino Hotel and Portofino Marina, and uses to the south, which includes the coastal commercial uses at the Monstad Pier.

   The project will also provide a net benefit to the surrounding land uses by providing enhanced coastal access, expanded waterfront amenities, and improved pedestrian and bicycle connections. The surrounding existing hotels will have more to offer their guests with lively day and nighttime activities.

4. *The conditions stated in the resolution or design considerations integrated into the project shall be deemed necessary to protect the public health, safety, and general*

welfare. Such conditions may include, but shall not be limited to:..." (RBMC § 10-5.2506(b)(4))

The Mitigation Monitoring Program and Conditions of Approval proposed are deemed necessary to protect the public health, safety, and general welfare.

Harbor Commission Design Review

Pursuant to Section 10-5.2502 of the Zoning Ordinance any new development on a commercial or industrial zoned property that is 10,000 square feet in size or greater, requires Harbor Commission Design Review (HCDR). The purpose of the Design Review is to ensure the compatibility, originality, variety and innovation within the architecture, design, landscaping and site planning of the project. The purpose of the review is also to protect surrounding properties, prevent blight and deterioration of neighborhoods, promote sound land use, design excellence, and protect the overall health, safety and welfare of the City. The findings provided below are further supported by analysis in the Draft and Final EIR.

Criteria are provided in order to determine the project's consistency with the intent and purpose of this section. The applicant's request for a Harbor Commission Design Review is consistent with the criteria set forth therein for the following reasons:

The following are the criteria for granting a HCDR as specified in Section 10-5.2502(b) of the Municipal Code:

1. *User impact and needs. The design of the project shall consider the impact and the needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.*

   The design of the proposed Waterfront Project considers the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.

   On-site traffic circulation, as previously discussed, is adequate and appropriate for the project. Concerns related to utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, energy consumption, physical barriers, and other design concerns have been discussed at great length in the EIR for this project.

   Based on RBMC code requirements, 2,527 parking spaces would normally be required. The project would provide 2,269 spaces, which is a regulatory shortfall of 258 spaces. However, the shared parking demand analysis determined that peak demand for parking would be 2,147 parking spaces. This demand can be fully met

by the number of parking spaces that would be provided on-site. Therefore, the parking demand is met and the project would be consistent with this finding. These findings are further supported by the Aesthetics analysis contained in the Draft and Final EIR.

2. *Relationship to physical features. The location of buildings and structures shall respect the natural terrain of the site and shall be functionally integrated with any natural features of the landscape to include the preservation of existing trees, where feasible.*

   Relationship to physical features relates to the natural terrain, topography, and landscape of the site. The site has been developed with commercial structures, parking garages, and surface parking lots since the mid-1960s. There are no horticultural shrubs, grass or trees of any significance that are worthy of preservation or relocation. Furthermore, it would not be feasible to preserve the existing landscaping because the existing landscaping is not draught tolerant and would not conform to the City's landscaping regulations for new development.

   The project will restore the natural beach at Seaside Lagoon and provide more high quality open space areas, restoring visual and physical access to the coastline. The proposal also includes entirely new landscaping that is more suited to our coastal climate as well as drought-tolerant.

3. *Consistency of architectural style. The building or structure shall be harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment.*

   Redondo Beach has an eclectic mix of architectural styles. While Craftsman was the predominant style in the early 1900's, a wide variety of structures may be found throughout the City including, but not limited to, Spanish Colonial, Period Revival, Victorian, Modern, Contemporary, and even Tudor. Likewise, the buildings proposed within the Waterfront Project reflect a diverse array of styles and material choices. The project includes brick, wood, stucco, non-reflective glass, tile, metal, and concrete accents in a variety of combinations. The design for the project includes buildings with a high degree of articulation and varied rooflines that incorporate a variety of building materials to provide variation but still have a visual cohesiveness designed to provide a sense of place.

   The 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 that same time presenting a contemporary aesthetic that reinforces the uniqueness of the site and the coastal commercial and recreational character.

The new design would create a more visually harmonious style across the northern and southern portions of the site by incorporating some similar style and design elements, such as a complementary color palette and building materials.

4. *Balance and integration with the neighborhood. The overall design shall be integrated and compatible with the neighborhood and shall strive to be in harmony with the scale and bulk of surrounding properties.*

   Due to the existing topography of this area, the existing four to five-story multi-family structures to the east sit much higher than the proposed buildings. Towards the northern portion of the project site, there is an existing five-story hotel east of Harbor Drive, the new three-story Shade Hotel to the north, and the existing AES power plant. Given the close proximity of these other existing multi-level structures, the height, mass and scale of the Staff Recommended Alternative are neither inconsistent nor disharmonious with the existing development in the area.

5. *Building design. The design of buildings and structures shall strive to provide innovation, variety, and creativity in the proposed design solution. All architectural elevations shall be designed to eliminate the appearance of flat facades or boxlike construction: a) The front facade shall have vertical and horizontal offsets to add architectural interest to the exterior of the building and where possible, bay windows and similar architectural projections shall be used; b) The roof planes of the building, as well as the building shape, shall be varied where feasible, and a visible and significant roof line shall be used to soften the vertical mass; and, c) Harmonious variations in the treatment or use of wall materials shall be integrated into the architectural design.*

   The design and architectural styles within the project site are fresh, innovative, and well-suited to the Harbor area. As reflected in the elevation drawings, the buildings have articulation with a mix of complimentary materials, avoiding boxlike or flat facades. The roof lines are indeed varied with all of the buildings proposed, each with architectural projections compatible with the individual building designs. No two buildings are identical and have varied shapes and roof planes.

6. *Signs. Signs and sign programs shall meet the criteria established in Sign Regulation Criteria, Section 10-5.1802.*

   The conceptual signage proposed on the exterior elevations would be consistent with sign regulation criteria in RBMC Sections 10-5.1802 and 10-5.1810. A condition of approval states: “That the applicant shall submit complete signage plans for review and approval by the Planning Division prior to issuance of Certificate of Occupancy. Said plans shall provide for high-quality, creative and artistic sign installations that avoid visual clutter and unnecessary repetition. Signs shall be architecturally compatible with the facades upon which they are proposed. The sign plans shall provide for unique signs that add character, whimsy and artistic charm.

This may include projecting signs, awning and canopy signs, sculptural signs, neon signs, integrated roof signs and other signs that are determined to enhance the visual quality and character of the project. In approving the Harbor Commission Design review, it is the specific intent and authorization that these types of signs be included in the project."

7. *Conditions of approval. The conditions stated in the resolution or design considerations integrated into the project shall be deemed necessary to protect the public health, safety, and general welfare.*

   The Mitigation Monitoring Program and Conditions of Approval proposed are deemed necessary to protect the public health, safety, and general welfare.

Coastal Development Permit

In accordance with Section 10-5.2218(a) of the Redondo Beach Municipal Code, the applicant's request for a Coastal Development Permit is consistent with the criteria set forth therein for the following reasons set forth below. The findings provided below are further supported by analysis in the Draft and Final EIR.

1. *That the proposed development is in conformity with the Certified Local Coastal Program*.

   As described in detail in Section 3.9.4.3 in Section 3.9, Land Use and Planning, of the Draft EIR, the proposed project is compatible with the objectives, policies, and general land uses specified in the City's Certified Local Coastal Program. The project will improve site connectivity, enhance public access to and along the water and increase the on-site public service amenities. Site connectivity and coastal access would be increased by providing new vehicle, pedestrian, and bicycles links to and across the site. The project creates a new aesthetic by establishing an attractive and complimentary architectural style, new landscaping, signage, and lighting. Other features include a modified Seaside Lagoon that has unrestricted public access and high-quality public open space. Project elements also include water quality benefits, measures to accommodate sea level rise projections, and replacement or upgrades to aging infrastructure, including a new stormwater system that complies with low-impact development (LID) criteria. As described herein, the project would be consistent with the F.A.R., height limits, and land uses set forth in the Coastal Zoning.

   The project is subject to the approval of a Conditional Use Permit providing appropriate regulations for the development of the site so as to not be detrimental to the public health, safety, and general welfare. See the above-stated discussion regarding the criteria for the approval of a Conditional Use Permit.

2. *That the proposed development, if located between the sea (or the shoreline of any body of water located within the coastal zone) and the first public road paralleling the*

sea, is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code (commencing with Section 30200).

The project site is located between the sea (or the shoreline of any body of water located within the coastal zone) and the first public road paralleling the sea and is consistent with the public access and public recreation polices of Chapter 3 of Division 20 of the Public Resources Code. As described in detail in Section 2.4.1 Chapter 2, Project Description, and in Section 3.12.4.3 in Section 3.12, Recreation, of the Draft EIR for the proposed project, the project enhances public access and public recreation. The project enhances connectivity to the coast by providing new vehicle and non-vehicle links to and across the site, including the Pacific Avenue Reconnection that provides vehicle, bicycle, and pedestrian access across the edge of the project site, the new main street, a pedestrian/bicycle bridge across the Redondo Beach Marina/Basin 3 entrance, and pedestrian/bicycle pathways across the site, including an enhanced contiguous pedestrian boardwalk along the water's edge, and completion of a missing section of the California Coastal Trail. The pedestrian walkways and bridge would meet Americans with Disabilities Act (ADA) requirements. The project enhances recreation by removing access restrictions to Seaside Lagoon (the lagoon is currently fenced and only open during summer months and for special events, and requires an admission fee), establishing high-quality public open space with multi-use pathways, public seating, and gathering spaces for passive and active recreation, including special events and public programming.

The project is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code (commencing with Section 30200).

3. *That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project, and that, in approving the proposed development, the decision-making body is not violating any CEQA prohibition that may exist on approval of projects for which there is a less environmentally damaging alternative or a feasible mitigation measure available.*

Pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code, Division 13, Section 21000, et seq.), the CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, et seq.), and Title 10, Chapter 3 (Environmental Review Pursuant to the California Environmental Quality Act) of the Redondo Beach Municipal Code (RBMC), an EIR has been prepared for the Staff Recommended Alternative. The adoption of a resolution certifying the Final EIR and adopting the Facts and Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program will bring the Harbor Commission in compliance with CEQA responsibilities it has in connection with the Staff Recommended Alternative. In approving the Staff Recommended Alternative, the decision-making body is not violating any CEQA

prohibition that may exist on approval of the project for which there is a less environmentally damaging alternative or a feasible mitigation measure available.

Vesting Tentative Tract Map

Vesting Tentative Tract Map No. 74207 subdivides the existing underlying lots into 14 parcels for the purpose of better conforming to the project site plan and to ensure that proposed buildings will not cross parcel lines. The Vesting Tentative Tract Map also delineates new private roadways and establishes non-revocable public access rights along the roadways and pathways, and provides for utilities and utility easements. The City determined that the Vesting Tentative Tract Map application was complete on June 1, 2016. The City finds proposed Map meets the requirements of Chapter 1, Subdivisions, Article 5 of the City's Zoning Ordinance, and the California State Subdivision Map Act. The City further finds that the Staff Recommended Alternative is consistent with the City's General Plan and Local Coastal Program, as outlined in the Draft EIR (including but not limited to Section 3.9), the Final EIR, and the City's Administrative Reports for the Waterfront Project. As outlined in the Initial Study (Section XIII), the Draft EIR, and the Final EIR (Response AL001-13), the City has also considered housing needs.

V. FISCAL IMPACT

The cost for preparing this report is included within the Community Development and Waterfront and Economic Development Department's portion of the adopted FY 2015-2016 Annual Budget and is part of those department's annual work program.

Submitted by:
Aaron Jones
Community Development Director

Submitted by:
Stephen Proud
Waterfront and E. D. Director

Attachments:

Attachment 1 – A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, CERTIFYING FINAL ENVIRONMENTAL IMPACT REPORT (SCH# 2014061071), ADOPTING THE FACTS AND FINDINGS, APPROVING THE WATER SUPPLY ASSESSMENT, STATEMENT OF OVERRIDING CONSIDERATIONS AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE WATERFRONT ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL (CC) ZONES AND P-PRO ZONE AT THE REDONDO BEACH WATERFRONT

Attachment 2 – A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, SELECTING THE STAFF RECOMMENDED ALTERNATIVE DESCRIBED IN THE FINAL EIR AND GRANTING THE REQUESTS FOR A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW INCLUDING SIGN REVIEW AND LANDSCAPE/IRRIGATION PLANS, COASTAL DEVELOPMENT PERMIT, AND A VESTING TENTATIVE TRACT MAP NO. 74207 TO ALLOW THE CONSTRUCTION OF A COASTAL COMMERICAL PROJECT TOTALING 511,460 SQUARE FEET OF DEVELOPMENT, ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL ZONE (CC-1, CC-2, AND CC-3) AND THE PARKS, RECREATION, AND OPEN SPACE ZONE (P-PRO) LOCATED BETWEEN PORTOFINO WAY AND TORRANCE CIRCLE.

Attachment 3 – The FINAL ENVIRONMENTAL IMPACT REPORT (EIR), July 7, 2016 including Volume 1 - Final Environmental Impact Report, Volume 2 – All Appendices (Digital Copy only), and Appendix A – Draft EIR

Attachment 4 – Mitigation Monitoring and Reporting Program and Findings of Fact and Statement of Overriding Considerations

Attachment 5 – Administrative Report from June 13, 2016
Attachment 6 – Administrative Report from June 27, 2016
Attachment 7 – Correspondence received since June 27, 2016
Attachment 8 - Architectural Design Development Slides

Written public correspondence regarding the Waterfront Project for the Harbor Commission public hearing of August 8, 2016

- Additional Public Support Cards
- Stephen Shoemaker – July 18, 2016
- Lisa Youngworth – July 18, 2016
- Marcie Guillermo – July 18, 2016
- Sherry Lombard – July 18, 2016
- Erika Robinson – July 18, 2016
- Lorrie Kazan – July 18, 2016
- John Nelson – July 18, 2016
- Lori Zaremaski – July 18, 2016
- Carrie Perlow Honigsfeld – July 18, 2016
- Todd Loewenstein – July 18, 2016
- Barbara Sabo – July 18, 2016
- Gina DiPietro – July 18, 2016 (3 pages)
- Cynthia Furnberg – July 19, 2016
- Jim Light – July 19, 2016 (27 pages)
- Jennalee Infanto – July 19, 2016
- Sean and Meghan Buda – July 21, 2016
- Shannon Carr-Davey – July 28, 2016
- Barbara Epstein – August 2, 2016 (19 pages)
- Josh Cohen – August 3, 2016
- **Letters on behalf of Lanakila Outrigger Canoe Club**

Dear Harbor Commissioner

I support the Waterfront and its vision of what Redondo Beach's coastline can be!

By embracing Redondo's heritage and unique beachside culture, The Waterfront will create a destination for all generations to play, dine and simply enjoy Redondo's unique beauty. Injecting more than $300 million to improve The Waterfront's failing infrastructure, improving accessibility and revitalizing the entire waterfront area will meet an immediate need for our community, benefiting our local economy and quality of life. Our waterfront should be the center of our community as it was decades ago, and this project finally makes that possible.

As your constituent, I am asking you to please support The Waterfront and make this a reality for our community!

Thank you!

Name: Alice Murphy

Address: 2257 1/2 250th St. Lomita, Ca 90717

Email: aliceumurphy@gmail.com Phone: 978 413 9659

info@thewaterfrontredondo.com

The Waterfront Redondo Beach

TheWaterfrontRedondo

@H2OfrontRedondo

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Thank you!

Name: BETH JOHN MINEAU

Address: 730 S. CATALINA, #B REDONDO BEACH

Email: BETH.MINEAU@GMAIL.COM Phone: 310 650-3222

info@thewaterfrontredondo.com

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TheWaterfrontRedondo

@H2OfrontRedondo

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Thank you!

Name: John Van de Wouw

Address: 660 S Irena Av

Email: _____ Phone: 310 543-2849

info@thewaterfrontredondo.com

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Thank you!

Name: Brandon Villalobos

Address: 2257 1/2 W. 250th st Lomita, Ca. 90717

Email: villalobosbrandon@gmail.com Phone: 310-~~[illegible]~~ 357-1433

info@thewaterfrontredondo.com

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Thank you!

Name: David Diemer

Address: 1110 Vincent St. # RB 90277

Email: _____ Phone: _____

info@thewaterfrontredondo.com

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Thank you!

Name: Nancy Campbell

Address: 2306 Mathews Av #3

Email: gonancygo@gmail.com Phone: 424.634.2253

info@thewaterfrontredondo.com

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Thank you!

Name: MICHAEL SCHERER

Address: 2510 HUNTINGTON LN #B

Email: MSCHERER@ATLANTE-CO.COM Phone: 310-292-3235

info@thewaterfrontredondo.com

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Thank you!

Name: JUDITH OPDAHL

Address: 109 W. Torrance Blvd. #100, Red Bch

Email: JKOPDAHL2011@AOL.COM Phone: (310) 376-3550

I have worked on the Redondo Pier for 22 years!

info@thewaterfrontredondo.com

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TheWaterfrontRedondo

@H2OfrontRedondo

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Thank you!

Name: Lauren Cotner

Address: 5201 Vanderhill Rd. Torr. Ca 90505

Email: lauren@laurencotner.com Phone: 3) 508-5957

I support the project because its good for Redondo. I have been selling R.E. in Redondo since 2004.

Thanks

P.S. Property Values will increase even if market tanks.

info@thewaterfrontredondo.com

The Waterfront Redondo Beach

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Thank you!

Name: ANNETTE O'NEILL

Address: 726 S. CATALINA AVE

Email: AC201231@AOL.com Phone: 310 540-1921

info@thewaterfrontredondo.com

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Thank you!

Name: Ray Geedert

Address: 3001 Blaisdell Ave

Email: _____ Phone: 310-245-5494

info@thewaterfrontredondo.com

The Waterfront Redondo Beach

TheWaterfrontRedondo

@H2OfrontRedondo

Dear Harbor Commissioner

I support the Waterfront and its vision of what Redondo Beach's coastline can be!

By embracing Redondo's heritage and unique beachside culture, The Waterfront will create a destination for all generations to play, dine and simply enjoy Redondo's unique beauty. Injecting more than $300 million to improve The Waterfront's failing infrastructure, improving accessibility and revitalizing the entire waterfront area will meet an immediate need for our community, benefiting our local economy and quality of life. Our waterfront should be the center of our community as it was decades ago, and this project finally makes that possible.

As your constituent, I am asking you to please support The Waterfront and make this a reality for our community!

Thank you!

Name: Paula Moore

Address: 109 W. Torrance Blvd, Ste 100, Redondo Beach

Email: paulamoore27@gmail.com Phone: 310 376-3550

info@thewaterfrontredondo.com

The Waterfront Redondo Beach

TheWaterfrontRedondo

@H2OfrontRedondo

Comment Only [redacted] #86

July 18, 2016

Harbor Commission
City of Redondo Beach
415 Diamond Street
Redondo Beach, California

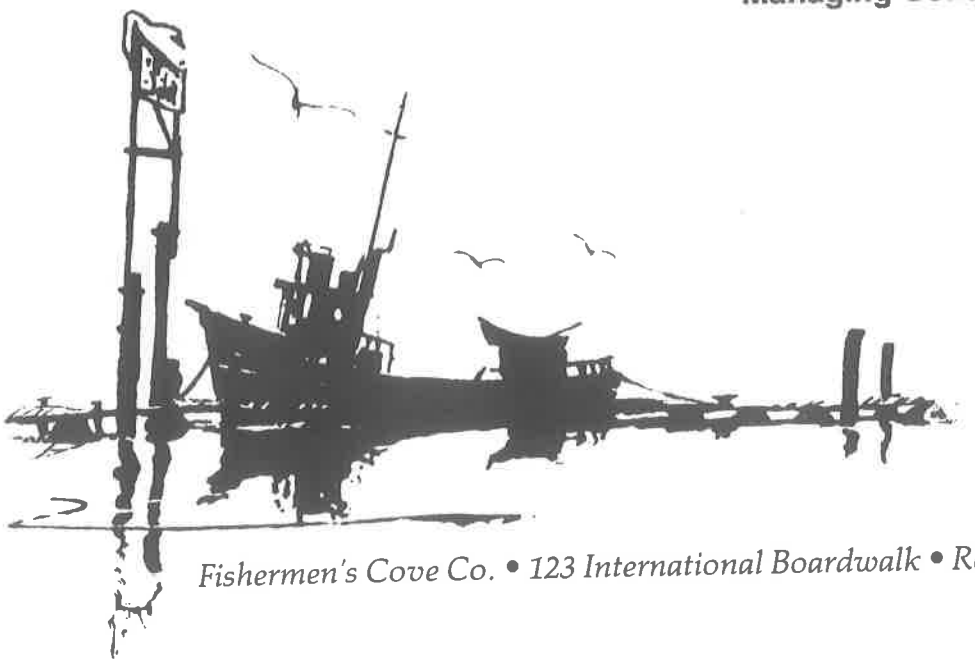
Dear Commissioners:

Again I am sorry that I cannot attend this evenings meeting but summer is a very busy time of the year and Mondays are extremely busy.

I did want the record to show that the Redondo Fisherman's Cove Company supports The Waterfront project and feels the development will be a wonderful improvement. There is no question that the Pier area needs repair and upgrading and The Waterfront seems to be the way to achieve this.

Cordially,

Stephen P. Shoemaker
Managing General Partner



Fishermen's Cove Co. • 123 International Boardwalk • Redondo Beach, California 90277

From: Lisa Youngworth [redacted]
Sent: Monday, July 18, 2016 2:27 PM
To: Aaron Jones <Aaron.Jones@redondo.org>
Subject: For the Harbor Commission Record: Opposition to Waterfront EIR

Dear Mr. Jones,

My name is Lisa Youngworth and my family and I reside in District 1. I oppose the proposed waterfront plan as it now stands.

This is the first time I have cared enough about an issue to get involved and change from being somewhat apathetic to very informed and active. It has motivated me to write letters to local papers; attend city council and harbor commission meetings; talk with neighbors; pass out fact sheets; and raise funds. Soon I will be collecting signatures for the King Harbor Coastal Access, Revitalization and Enhancement (CARE) ballot initiative. I never imagined I would become a community activist, but here I am.

I grew up on the East Coast and Redondo has been my home for over 30 years. Besides the endless summers, living near the ocean was the main reason I moved here. I specifically chose Redondo for its small town beach vibe. It has always felt like there was more space to move and breathe versus the other beach cities. As a single mother, Redondo was a beautiful place to raise my twin sons who have nurtured a lifelong love of the ocean. Seaside Lagoon provided them summer lifeguard jobs through high school and college. They attended Alta Vista Elementary School, Parras Middle School, and Redondo Union High School. After getting their masters degrees, they moved 3 blocks from the beach and they vow to always live west of Prospect.

As well-educated, well known and popular locals who love their hometown, as a family we are sharing the dreadfulness of what could happen.

- In violation of Measure G: Structures block 80% of ocean views along Harbor Drive, some up to 45' tall.
- In violation of Measure G: Our unique Seaside Lagoon park to be cut down to 1/3 the current size. Additionally, they plan to open it up to dirty harbor water which has been rated as one of the 10 worse in California.
- Traffic: According to the AECOM, well over 22,000 cars per day
- Parking: 140% more development, 8% more parking. Parking on my block during summer weekends is an exercise in futility and it's hard to imagine it would get even worse.
- Recreational: 67 trailer spots down to 20, less access for boaters, kayakers, swimmers, etc.

First and foremost, we have a harbor! Let's expand on that first for everyone's enjoyment.

So unlike the paid CenterCal staff and some of the misinformed people drinking the Kool-Aid, I actually live here. Redondo is where my family has put down roots and plans to raise future generations. Please don't give our precious harbor away for 99 years to a developer that will sell it off in just a few years.

We have one chance to get this right to revitalize and not supersize.

Thank you for your consideration.

Lisa Youngworth

From: marcieguillermo [redacted]
Sent: Monday, July 18, 2016 4:35 PM
To: Stephen Proud <Stephen.Proud@redondo.org>; Aaron Jones <Aaron.Jones@redondo.org>; Katie Owston <Katie.Owston@redondo.org>
Subject: King Harbor - Waterfront Project

Good Afternoon Mr. Proud,

Please be kind enough to share the comments below with the Chair and members of the Harbor Commission.

I urge the chair, Mrs. Bloss, and members of the Harbor Commission to NOT certify the FINAL EIR today. I respectfully request an extension of at least 30 days or more be granted to allow residents to fully review, understand, and ask any pertaining questions pertaining the FINAL EIR--**10 days do not provide sufficient time**. Many times, extensions have been granted to Center-Cal and other developers, why would it be different when we, the residents, are asking for it?

We are a divided city and the animosity is growing. I believe it is time for the Commissioners, city staff, and the Leadership to show some consideration and appreciation for the residents and say and do deeds that UNITE our beloved community. Why rush?

Everyone wants progress as evidenced by promoting healthy habits, water sports, clean air, clean water, clean and good quality sand, good balance between open space and cement/buildings, minimizing impact to the surrounding neighborhoods, etc, etc. Why has not a shuttle service and/or an off-site parking structure been considered and studied? What is their option number 2 or 3 for the waterfront?

What is the VISION for our waterfront and how does it integrate with our city vision? Do all the commissioners FULLY understand the finance and economic aspects of the project? What are the names of famous architects who have designed the proposed buildings and what changes have the commissioners have asked of them if any?

I hope you honor the residents' request to extend the review process and kindly address my questions.

Warm Regards,

Marcie Guillermo

From: Sherry Lombard [redacted]
Sent: Monday, July 18, 2016 4:47 PM
To: Katie Owston <Katie.Owston@redondo.org>
Subject: ROW

I am a resident of South Redondo Beach and live on Guadalupe Avenue. The CentraCal project would not affect my view, I am against the proposal as written.

I believe this project will impede traffic as well as increase crime in our neighborhoods.
I want to see our fishing pier remain a fishing pier; want to keep the "hometown feeling" and have it remain a place where people can gather without the confines of a "mall".

Let's not let the government and big corporations out to make money take away one of the things that makes Redondo Redondo!!

Sharon (Sherry) Lombard
310-251-6602
116 S.Guadalupe Ave Unit A
Redondo Beach, CA 90277

FW: Yes yes yes on the harbor on the waterfront, for tonight!

Wednesday, July 20, 2016
9:01 AM

Subject	**FW: Yes yes yes on the harbor on the waterfront, for tonight!**
From	Katie Owston
To	Stephen Proud
Sent	Monday, July 18, 2016 5:04 PM

From: Erika J Robinson [[redacted]
Sent: Monday, July 18, 2016 5:04 PM
To: Katie Owston <Katie.Owston@redondo.org>
Subject: Yes yes yes on the harbor on the waterfront, for tonight!

Hey Katie, I'm sorry I won't be able to make it tonight but please enter my comments in the record even though they've already been, yes yes yes on the waterfront let's get this going and let's be the reason people come to the south bay! Let's have shops and recreation and culture and art and fun and beauty and movies and structures that aren't falling down!

Thanks, Brian and Erika Robinson 315 S. Maria Avenue Redondo Beach

From: magicatte [redacted] **On Behalf Of** Lorrie Kazan
Sent: Monday, July 18, 2016 5:39 PM
To: Aaron Jones <Aaron.Jones@redondo.org>
Subject: [S-P-A-M] The Redondo Beach Pier
Importance: Low

Dear Mr. Jones:

Please support us in revitalizing our pier and not allowing it to be turned into a lifestyle mall. I hope that you will help us continue our way of life that includes access to the ocean, wonderful views, rather than green spaces and view corridors offered by the recent developers.

Thank you,
Lorrie Kazan
660 The Village
Redondo Beach CA 90277

From: John Nelson [redacted]
Sent: Monday, July 18, 2016 5:59 PM
To: Aaron Jones <Aaron.Jones@redondo.org>
Subject: Concerns about pier development

Aaron. Hope all is well. I m a registered voter in south redondo and I have some concerns about the waterfront development project. They include....

- Decreased access to the Ocean
- Parking spots do not meet requirements
- Insufficient time to review Comments
- An entirely new Boat Launch ramp location

Will this project go to a referendum? It seems like the voters have not chimed in on this.

The intersection of 190th and PCH simply can't handle a huge project down by the pier.

What are the DOT studies saying?

Thanks. John Nelson

From: DrLoriZ [redacted]
Sent: Monday, July 18, 2016 6:00 PM
To: Aaron Jones <Aaron.Jones@redondo.org>
Subject: waterfront

Hello,

My name is Dr. Lori Zaremski and I have lived in RB for 15 years. I take an active interest in our city and am writing to express my grave concerns about the waterfront project. I do not believe that the Centercal project is appropriate. The parking is inadequate, the ocean access is horrible for locals who want to do ocean sports, the boat ramp proposal is a mess and the traffic will be a nightmare. I resent the fact that citizens were not given sufficient time to review the document.

Please let's not rush thru an inappropriate project, let's get this right and develop a well thought out project. The centercal project is not right for Redondo.

Sincerely,

Lori Zaremski, Ph.D.
3221 Gibson Place
RB

From: Carrie [redacted]
Sent: Monday, July 18, 2016 6:30 PM
To: Aaron Jones <Aaron.Jones@redondo.org>
Subject: Concerns about the current Centercal Plan

Dear Aaron,

Unfortunately I am unable to attend the Harbor Commission Final Hearing tonight but I would like to voice my concerns regarding the current proposal:

1. I understand there is a large parking structure targeted to be built right in front of the Crowne Plaza; this seems obtrusive and in appropriate for the views and ambience of the overall area.

2. The time allocated to review the overall EIR comments is highly inappropriate for the amount of information provided; i. e. my concerns include overall reduction of views, traffic, decreased parking and sanitation. This all requires significantly more than 10 days to review.

3. The overall size and development of the project seems excessive for the neighborhood; again traffic is a huge concern. We value our overall quality of life in this beautiful beach area and the amount of cars necessary for a successful project will highly impact the neighborhoods.

I would love to see a revitalized Harbor but hopefully modifications will be made to streamline what seems to be a risky adventure.

Regards,

Carrie Perlow Honigsfeld

From: Todd Loewenstein [redacted]
Sent: Monday, July 18, 2016 6:41 PM
To: Aaron Jones <Aaron.Jones@redondo.org>
Subject: Opposed to the CenterCal Project

Hi Aaron,

Hope you are well.

I am writing to lodge my opposition to the current CenterCal proposed project.

I do not believe that it is a financially viable solution, one which depends so heavily on retail, even if it is 25% or so of the total square footage.

In addition, I believe the project sacrifices the recreational aspects of the harbor, in favor of retail and entertainment. Limited access to the one differentiator that Redondo has going for it is not a good thing.

Trends have shown that both retail and movie theaters are dying. In my profession, I see many more people watching studio content at home and very few going out to theaters, be they megaplexes or small art house theaters.

To ignore these trends is both foolish and unwise.

Allowing only 10 days for a very large EIR shows the city is not concerned with the opinions of its constituents.

I recommend that both the Harbor Commission and the City Council both request a downsizing of the project and to focus the redevelopment on recreation, with a very small mix of retail to make it financially viable. This would also eliminate the need for a large parking structure.

Thanks you for reading my comments.

Regards,

Todd

From: Barbara Sabo [redacted]
Sent: Monday, July 18, 2016 9:22 PM
To: Aaron Jones <Aaron.Jones@redondo.org>
Subject: Rescue Our Waterfront

Dear Aaron,
For those of us who live near Redondo Harbor, the parking changes have already led to increased traffic congestion and pollution. The amount of soot on outdoor furniture is appalling.

Use some common sense when making choices about this precious resource that can lead to the ruination of our coastal paradise.

Thank you for making sensible decisions that affect us all.

Best regards,
Barbara Sabo
447 Herondo St.

Fwd: 2 Questions ?
Wednesday, July 20, 2016
8:57 AM

Subject	**Fwd: 2 Questions ?**
From	Gina DiPietro
To	Stephen Proud
Sent	Monday, July 18, 2016 9:49 PM

Sent from my iPhone
Begin forwarded message:

> **From:** Thomas Dietsch [redacted]
> **Date:** July 18, 2016 at 2:09:46 PM PDT
> **To:** Gina DiPietro [redacted]
> **Subject: RE: 2 Questions ?**
>
> Hi Gina,
>
> I would say that Great Blue Herons and Brown Pelicans are protected from direct harm year round by the Migratory Bird Treaty Act. Their nests are protected when they are occupied by eggs or young. The precautions they list are fairly standard to protect nesting birds. Usually nest surveys are conducting if work activities are to be conducted during the breeding season. If a nest is located, USFWS would recommend a buffer of 250 feet for a Great Blue Heron or Egret nest. Also, removal of a tree with an occupied nest would require a permit, even if the tree is determined to be a danger to public health and safety. We have an emergency permit could be issued in that situation. If the nests are not occupied, then the tree/nest is not protected by the Migratory Bird Treaty act. Have you documented any nesting trees in the work area?
>
> A qualified biologist usually has college degree in wildlife biology or a related field along with relevant experience working with the species that they are likely to encounter on the project. A college degree isn't required, but they would need to demonstrate substantial experience to make up for the lack of educational training. Qualified biologists are usually approved by the lead agency in consultation with the wildlife agencies, but this can vary depending on the project.
>
> I hope that helps! Let me know if you have additional questions.
>
> Thanks, Tom
>
> **From:** Gina DiPietro [redacted]
> **Sent:** Monday, July 18, 2016 1:42 PM
> **To:** Dietsch, Thomas
> **Subject:** 2 Questions ?
>
> Hi Tom,

Thanks for always helping me out with my Redondo Beach bird questions. A 6,000 EIR was just released about a planned project. Here is an excerpt from the EIR that contains a letter I wrote, and the City's response:

COMMENT LETTER NO. PC085 GINA DIPIETO
Comment PC085-1
As an avid bird enthusiast, I am urging you to take the wildlife of Redondo Beach into consideration while making choices regarding development of the Harbor. We impact wildlife with the choices we make. A choice to preserve wildlife habitat and protect Redondo's fragile ecosystem is in keeping with the current standards set forth by government agencies, on both a State and Federal level. Please choose to do the right thing for our beloved winged and seaborne companions.
Redondo Beach is home to several protected species, including the Great Blue Heron, the migratory Humpback Whale and the Brown Pelican.
The Great Blue Heron is both Federally Protected, and it is also designated by the California Department of Fish and Wildlife as a "Special Animal." According to the CDFW website:
The Humpback Whale also spends time in Redondo Beach, migrating through our waters yearly.
As you can see, the Humpback Whale has been known to get very close to shore. This year, a mother and her calf spent several days amusing whale watchers, kayakers, paddle boarders and surfers near the Redondo Pier. I was on a whale watching boat, and a woman quipped, "We're not watching them as much as they are watching us."
Currently the status of Humpback Whales continues to be an unresolved issue, although there has been a proposal to move them from "Endangered" to "Threatened." They are, nonetheless, a Federally Protected Species either way.
City of Redondo Beach Chapter 2 Response to Comments
The Waterfront Final EIR
July 2016 2-216
File No. 2014-04-EIR-001
SCH# 2014061071
One of my primary concerns is the welfare of the California Brown Pelican. This beautiful winged creature is considered a Fully Protected Species by the California Department of Fish and Game.
Beyond their official status, Brown Pelicans in California make people happy on the Pier. They interact with fishermen, star in tourist videos, and they put on an excellent show flying in perfect "V" form, high in the heavens.
The Great Blue Heron, the Humpback Whale and the California Brown Pelican are all protected by state and federal regulations. These creatures deserve your attention, respect and protection. They are beautiful and they bring profound joy to the residents of Redondo Beach!
[For the photos included in the comment letter, please refer to the preceding PDF of the comment letter in
Volume II of the Final EIR]
Response to Comment PC085-1
Section 3.3, Biological Resources of the Draft EIR details the existing wildlife and vegetation (on land as well as in the water). Specifically, in Section 3.3.2.3 (beginning on page 3.3-22), special-status species that occur at the project site (state and federal) are discussed and listed in Table 3.3-2 (page 3.3-23). Impacts on specialstatus species associated with the implementation of the proposed project are detailed in the analysis in Section

3.3.4.3.2 (beginning on page 3.3-37). As it specifically relates to the Great Blue Herons, they are special-status species only when they are nesting. There were no heron colonies in the terrestrial (land) area of the project site that would be affected. While the Great Blue Heron is not called out specifically as nesting at the project site, these birds fall under the discussion of nesting migratory birds (refer to Section 3.3.4.3.2). Should a heron or any nesting bird be found at the project site during construction, as detailed throughout the Draft EIR, Section 10-5.1900 of the Coastal Land Use Plan Implementing Ordinance (within the Redondo Beach Municipal Code), prohibits trimming or disturbance of trees that have been used for breeding and nesting by bird species listed pursuant to the Federal or California Endangered Species Acts, California bird species of special concern, and wading birds (herons or egrets) within the previous five years, as determined by a qualified biologist, unless a health and safety danger exists, and prohibiting tree trimming and removal during the breeding and nestingseason (January through September) unless a tree is determined to be a danger to public health and safety.
Humpback whales are addressed in Section 3.3 of the Draft EIR under marine mammals. The California Brown Pelican is specifically noted as occurring within the project site (Table 3.3-2).
The Draft EIR (as detailed in Section 3.3, Biological Resources) found that a significant impact to special-status species and sensitive habitats could occur during construction (due to the potential for mortality or injury from contact with construction equipment, or behavioral effects and effects on hearing from the noise of pile driving activities if marine mammals are nearby), but with implementation of mitigation measures (MM BIO-1 and MM BIO-2), the impacts would be reduced to less than significant.
****

I have two questions for you Tom:
1) What kind of credentials does the biologist need who is overseeing this enormous project?
2) Any general feedback on how this response reads to you?

Thanks so much,
Gina DiPietro

From: cynthia furnberg [redacted]
Sent: Tuesday, July 19, 2016 7:39 AM
To: Aaron Jones <Aaron.Jones@redondo.org>
Subject: Harbor

Hi:

I am opposed to the proposed project as the parking is inadequate.

Thanks,
Cynthia Furnberg

From: Light, Jim [redacted]
Sent: Tuesday, July 19, 2016 1:46 PM
To: Eleanor Manzano <Eleanor.Manzano@redondo.org>; Frank Angel <fangel@angellaw.com>
Subject: Emailing - The-Waterfront-Redondo-Beach-Look-Book-2015 (1).pdf

Eleanor,

Please include this document in the public record on the Waterfront EIR. It is a marketing brochure I referenced in my EIR comments.

Thanks,

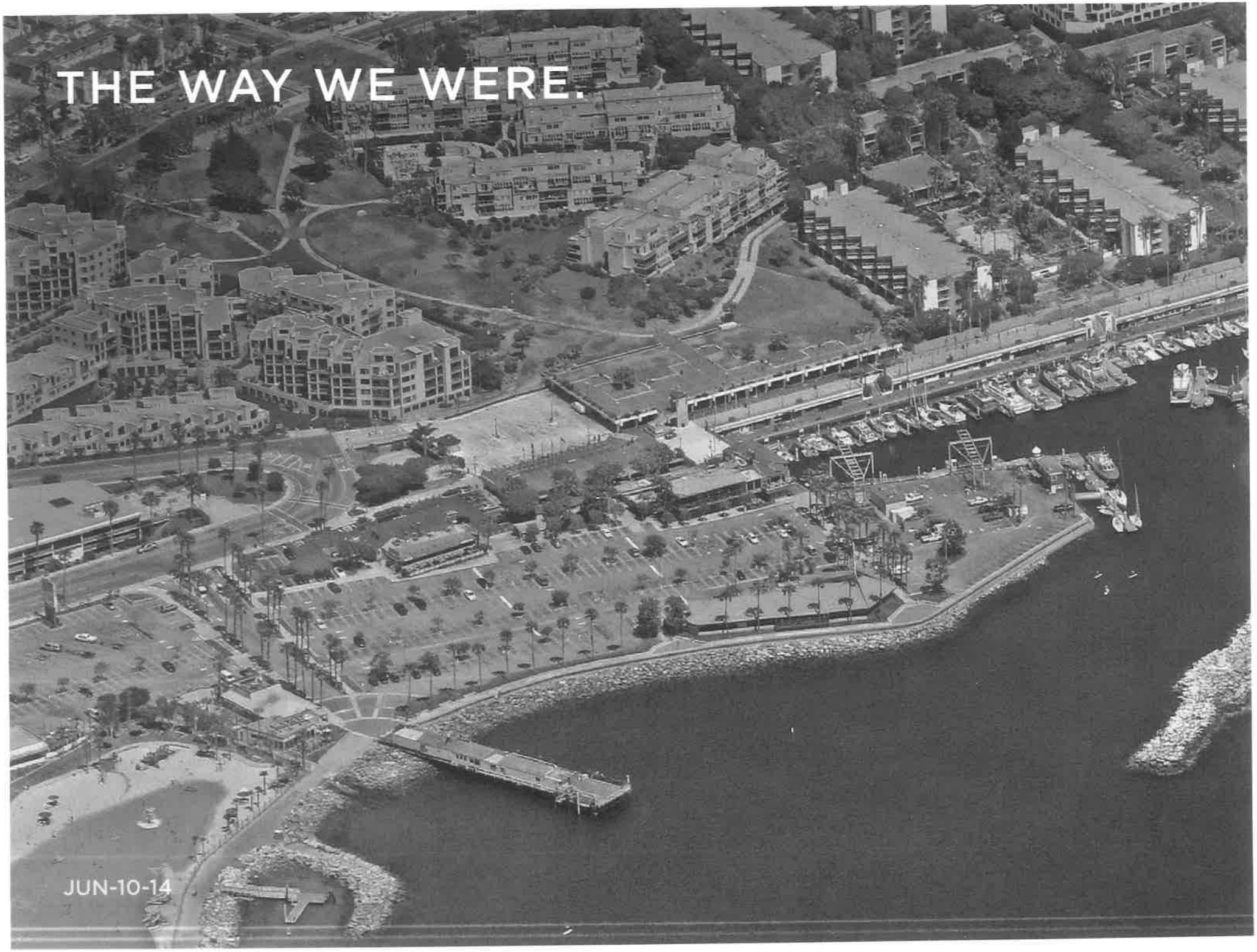
Jim Light

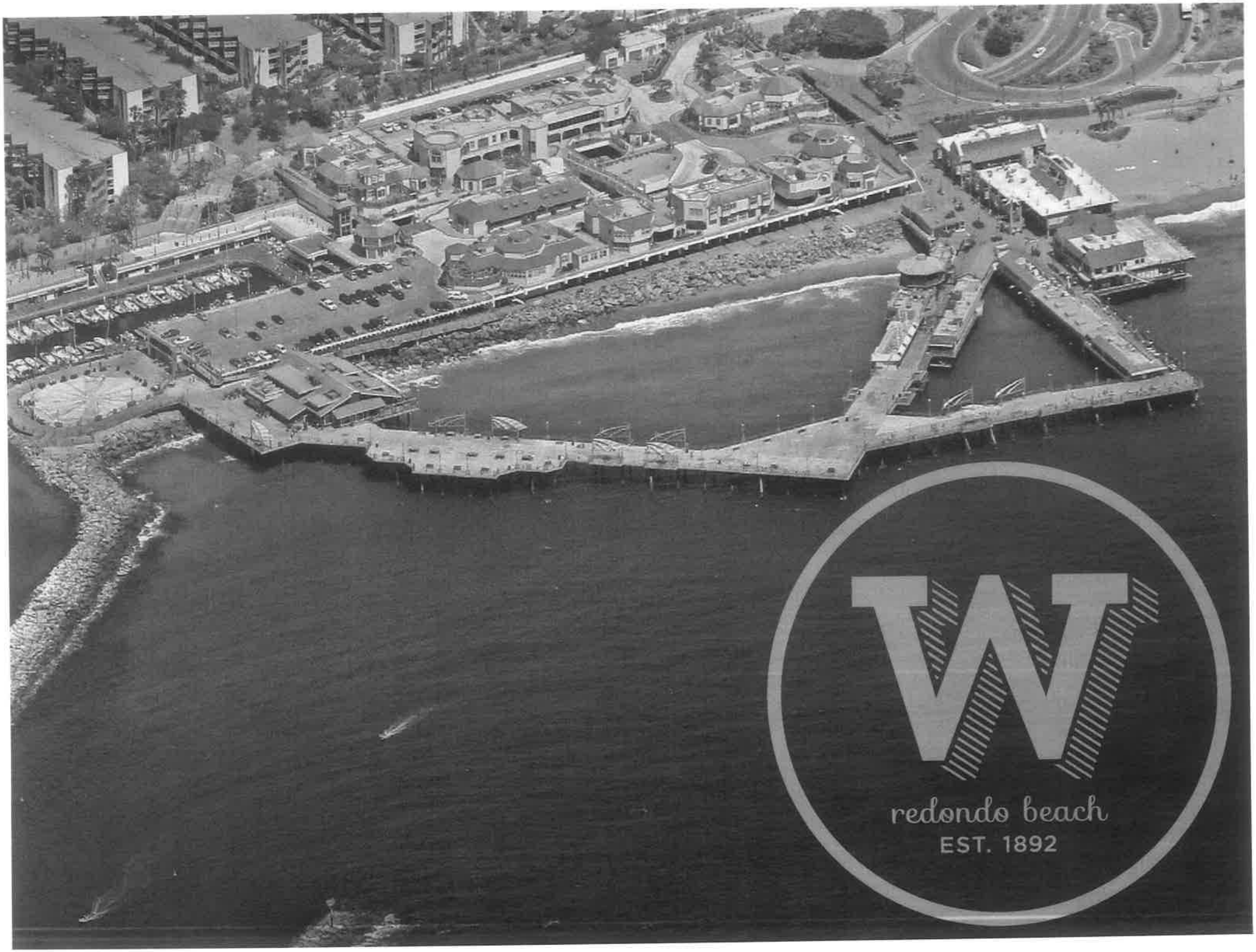
GOLDEN SAND.

SHIMMERING SUNSETS.

THE WATERFRONT: A MIXED USE COASTAL VILLAGE

the
WATERFRONT
— redondo beach —


THE WAY WE WERE.
JUN-10-14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redondo beach
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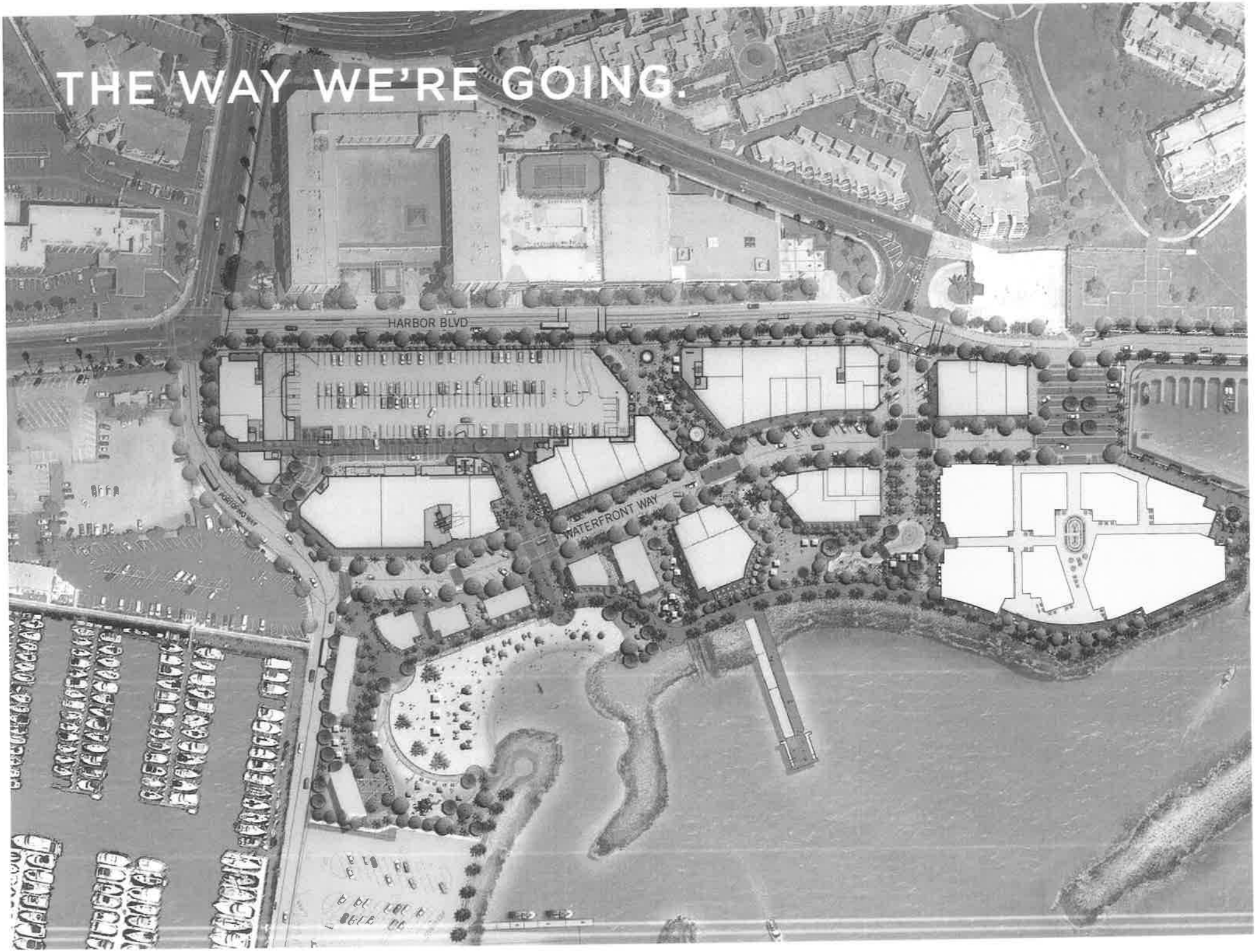
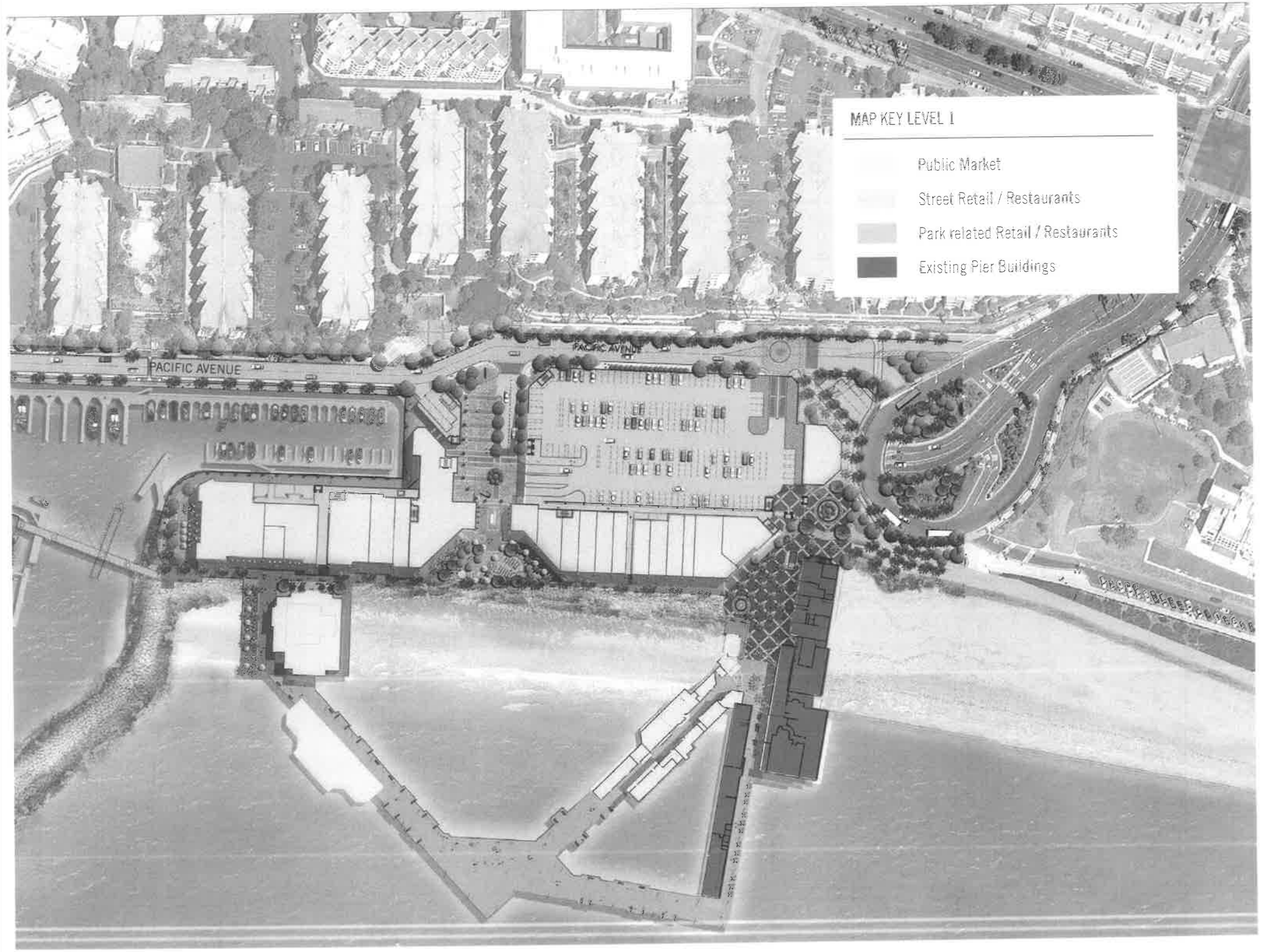
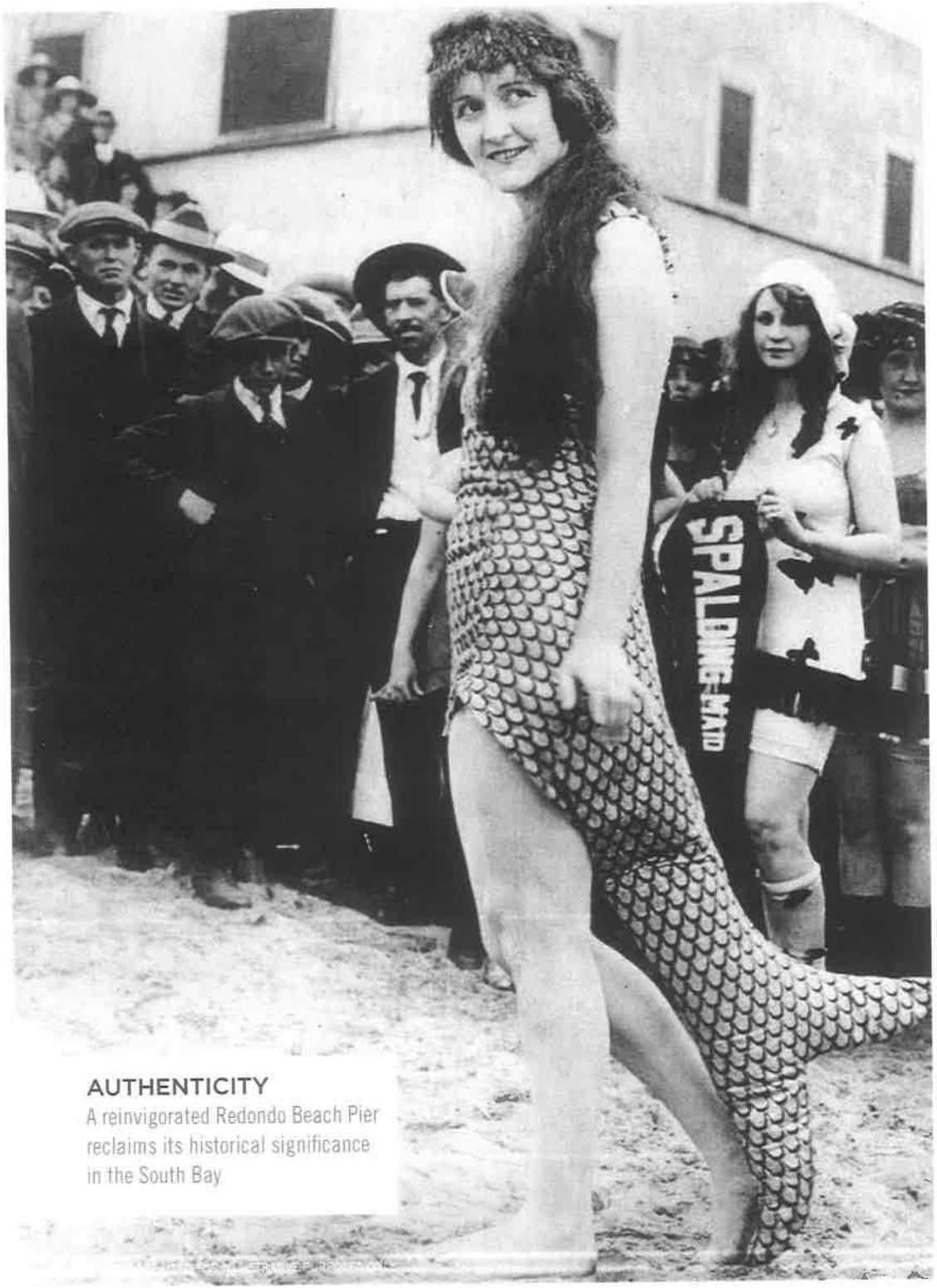
THE WAY WE'RE GOING.




MAP KEY LEVEL 1
Public Market
Street Retail / Restaurants
Park related Retail / Restaurants
Existing Pier Buildings
PACIFIC AVENUE
PACIFIC AVENUE



AUTHENTICITY
A reinvigorated Redondo Beach Pier reclaims its historical significance in the South Bay

REDONDO BEACH'S WARM, INVITING SAND, THE IRRIDESCENT SUNSETS OF THE PACIFIC OCEAN, AND THE SITES OWN ICONIC PIER PRESENT *THE* IDYLLIC BACKDROP.

CenterCal's transformational project, The Waterfront, will be the premier shopping, dining, and lifestyle destination in the South Bay. Nestled in the heart of the Los Angeles Metro area are some of the nation's most compelling beach communities that include Manhattan Beach and Palos Verdes.

Graced with exhilarating natural beauty and unique historic foundations, this 36-acre seaside project will attract throngs of locals, office workers, and tourists seeking its myriad of enriching offerings set in a breathtaking and authentic beach-town environment.

PHOTOS PROVIDED BY REDONDO BEACH CHAMBER OF COMMERCE

A NEW LIFESTYLE EXPERIENCE

In a time when consumers and brands alike crave impactful alternatives to interactions online or in contrived, cookie-cutter settings, the experience at The Waterfront will tap into the potential of the South Bay by answering many of the long-unmet lifestyle needs and wants of its community.

The project investment is estimated at $300M and will create a next-generation lifestyle environment: a modern waterfront experience that meets the evolving desires of today's consumers, while preserving the charm and authenticity of the historic pier and waterfront.

ENGAGE

Convenient and comfortable. The Waterfront offers a distinctive collection of unique and essential goods, services, and lifestyle amenities.

12 ACRES OF RECREATION

parks and open space featuring open-air concerts, art exhibits, children's play areas, and pedestrian/bike paths

PUBLIC LAGOON

with multi-generational water sports and beach activities

MARKET HALL

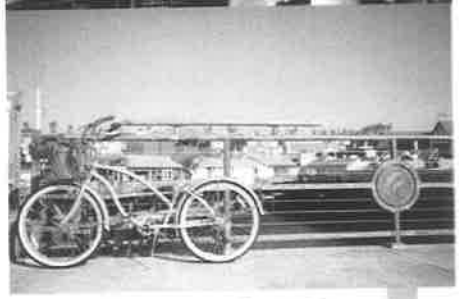
featuring local purveyors of the freshest Southern California fare

BEST-IN-CLASS

health, beauty, and lifestyle amenities tailored to the South Bay lifestyle

RETAIL/RESTAURANT

hand-picked to resonate with the sophisticated, yet laid-back culture of the South Bay



HISTORIC PIER

restored and positioned with family-friendly offerings

BOUTIQUE HOTEL

120-room oceanfront hotel with spa and beauty services

CREATIVE OFFICE SPACE

with approximately of 50,000 sf of state-of-the-art innovative space

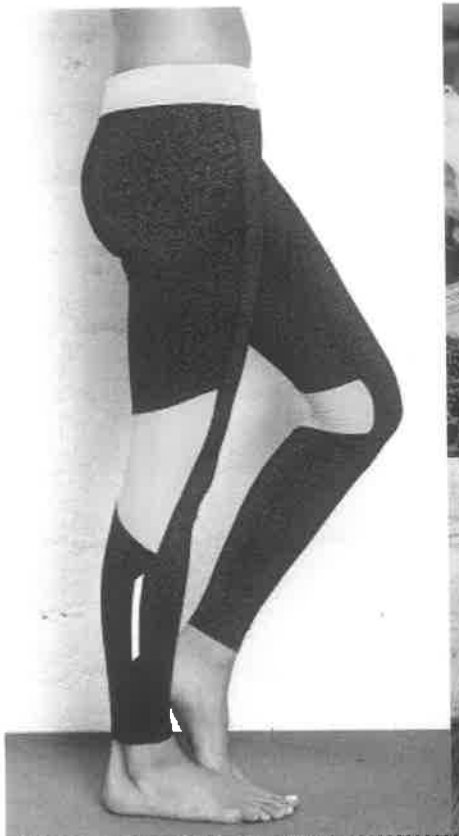
SHOP

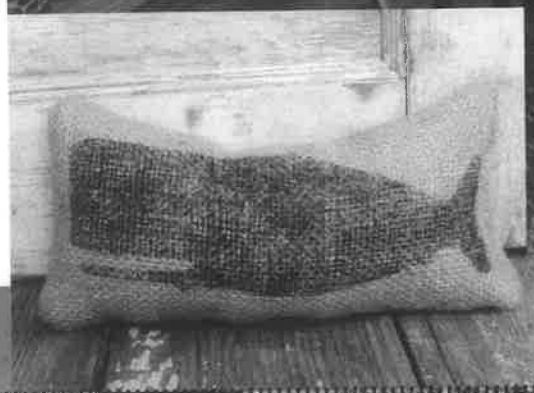
With its central-coastal location, The Waterfront offers a more relevant, convenient, and compelling environment for distinctive brands to reach the exceptional consumers who have chosen to live/work/play just steps from the beach.

STREET RETAIL
Unique retailers placed in a sophisticated yet laid-back environment

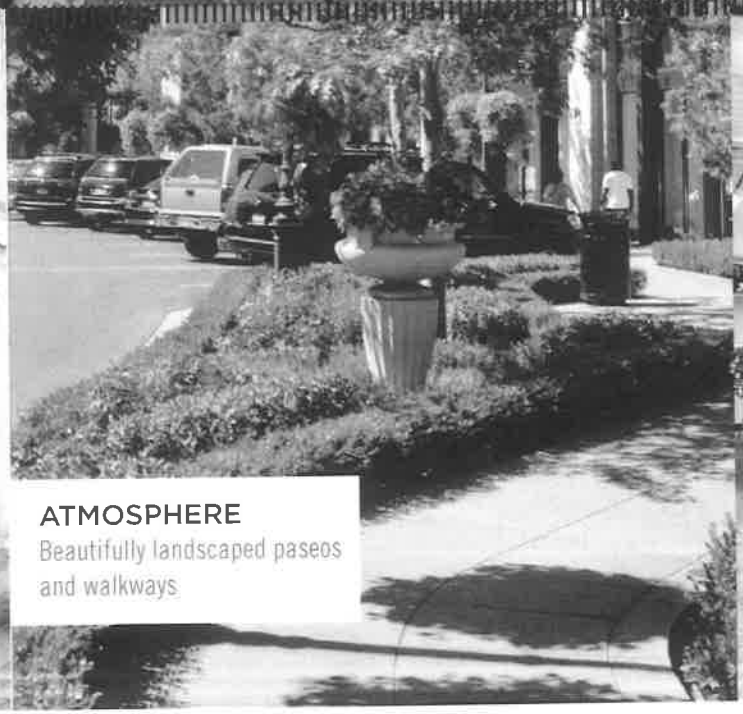
EXCLUSIVE
Local and regional merchants including Waterfront legacy tenants

PHOTOS ARE USED FOR ILLUSTRATIVE PURPOSES ONLY





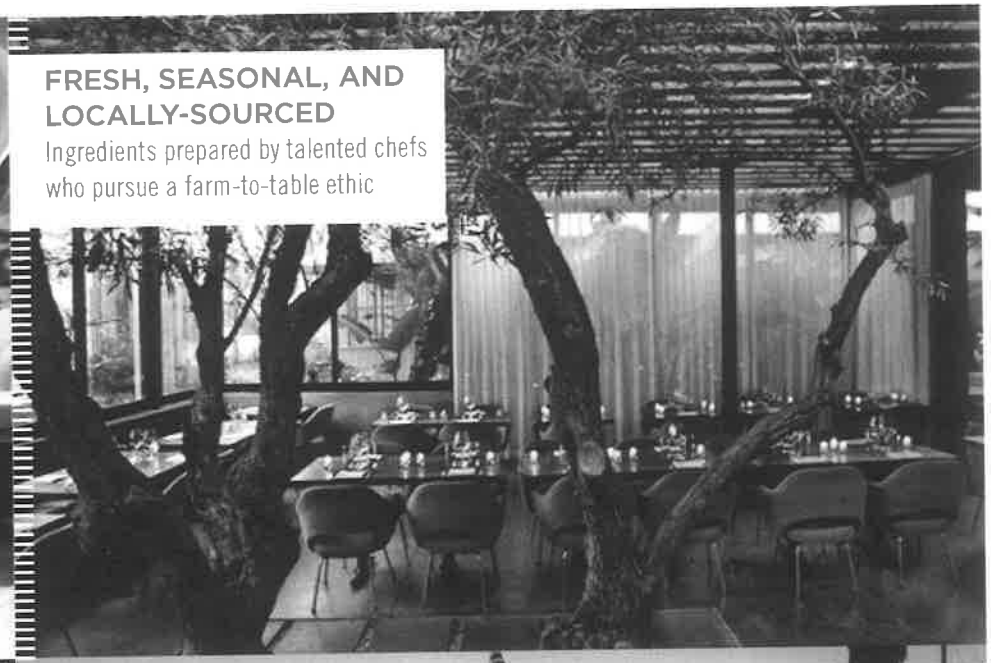
ONE-OF-A-KIND
Shops, and established best-in-class brands



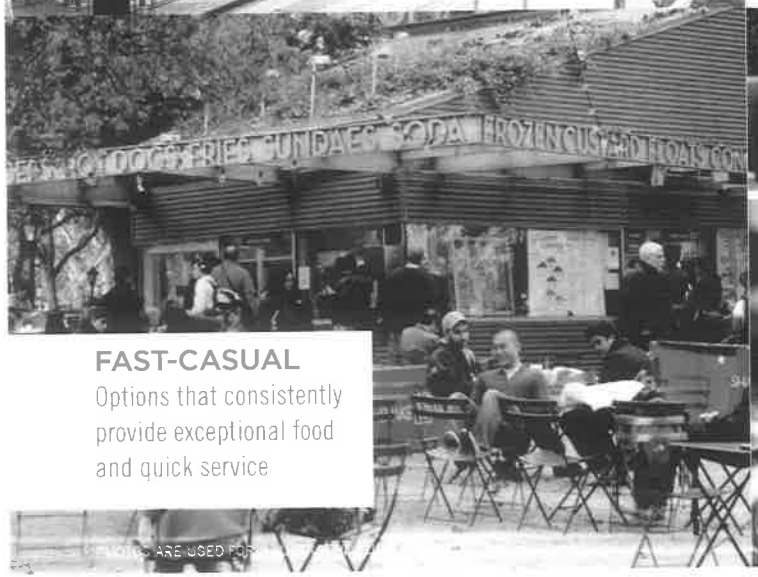
ATMOSPHERE
Beautifully landscaped paseos and walkways

EAT

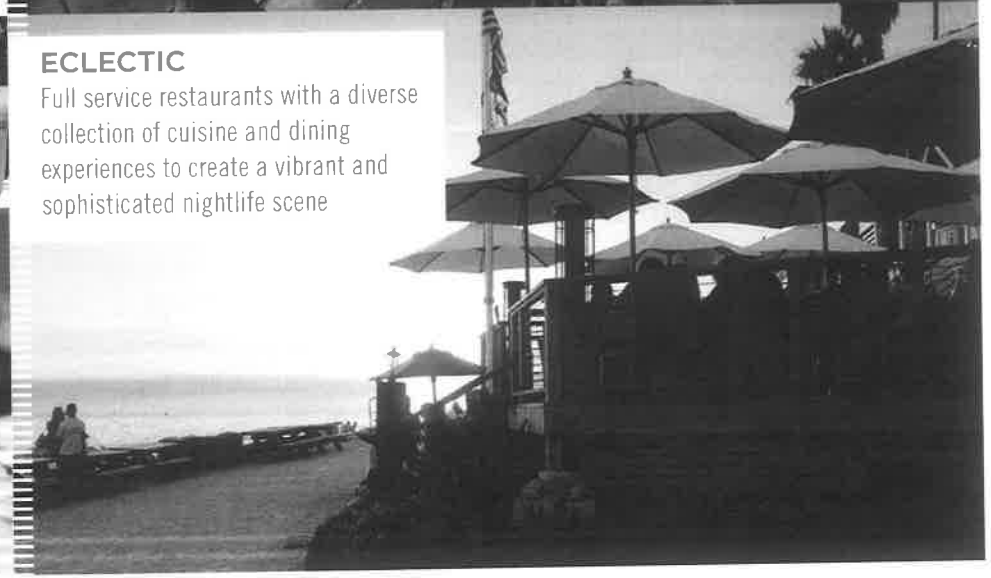
The Waterfront will draw local residents, office workers, and travelers to experience innovative dining in beautiful settings: cozy cafes, elevated-yet-relaxed restaurants, and open-air decks with views of sun, sea, and sky.



FRESH, SEASONAL, AND LOCALLY-SOURCED
Ingredients prepared by talented chefs who pursue a farm-to-table ethic



FAST-CASUAL
Options that consistently provide exceptional food and quick service



ECLECTIC
Full service restaurants with a diverse collection of cuisine and dining experiences to create a vibrant and sophisticated nightlife scene

PHOTOS ARE USED FOR

MARKET

The Public Market will attract locals on a daily basis, and draw regional visitors as well as tourists from far and wide. Blending historic charm with modern urban energy, the Public Market will celebrate the abundance of California.

ARTISAN
Bakeries, butchers and charcuteries

FRESH
Fishmongers and regional farmers

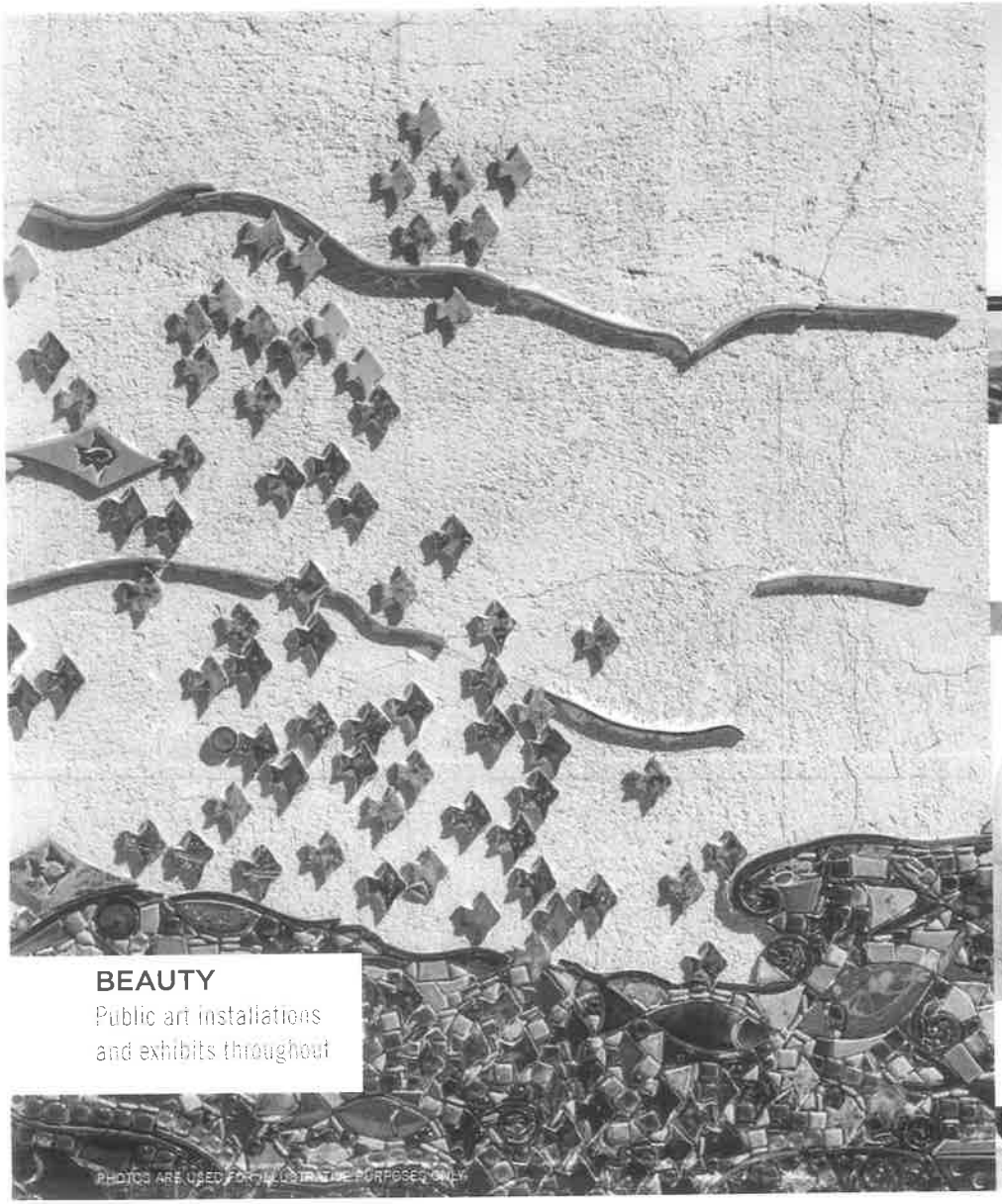
HOME GROWN
Local purveyors of the finest fresh seafood, meats and organic produce

LEGACY
Current Redondo Beach Waterfront tenants

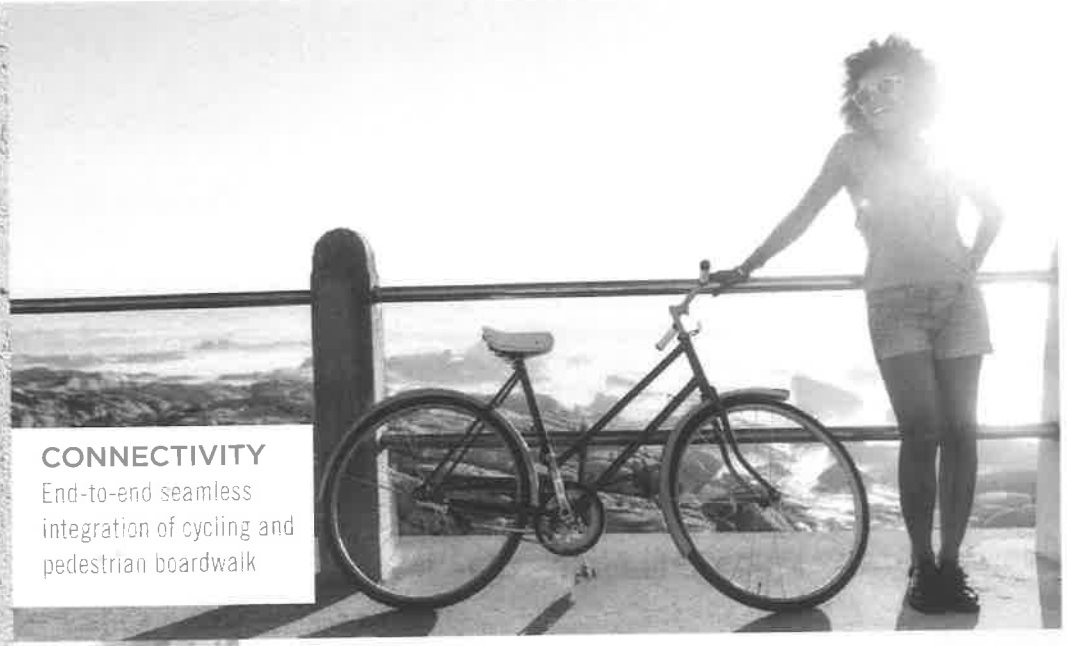
LOCAL
California wine merchants and craft breweries

CONNECT

A hub of social vitality for the people who choose to live in these affluent communities. The beach lifestyle combined with healthy amenities and retail environments is the perfect reprieve from the harsh L.A. traffic.



BEAUTY
Public art installations and exhibits throughout



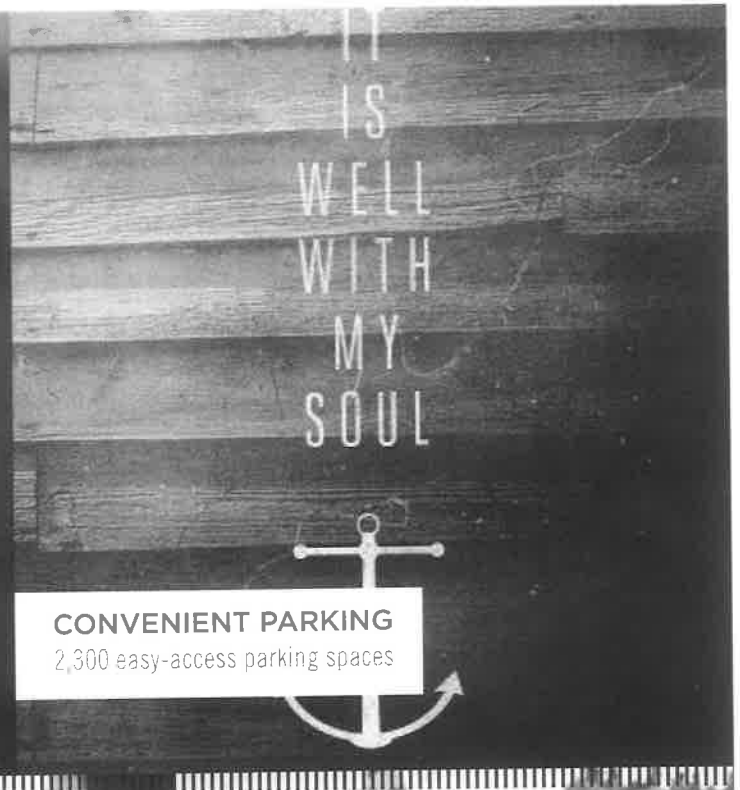
CONNECTIVITY
End-to-end seamless integration of cycling and pedestrian boardwalk

CONVENIENCE
Bicycle valet and repairs

PHOTOS ARE USED FOR ILLUSTRATIVE PURPOSES ONLY

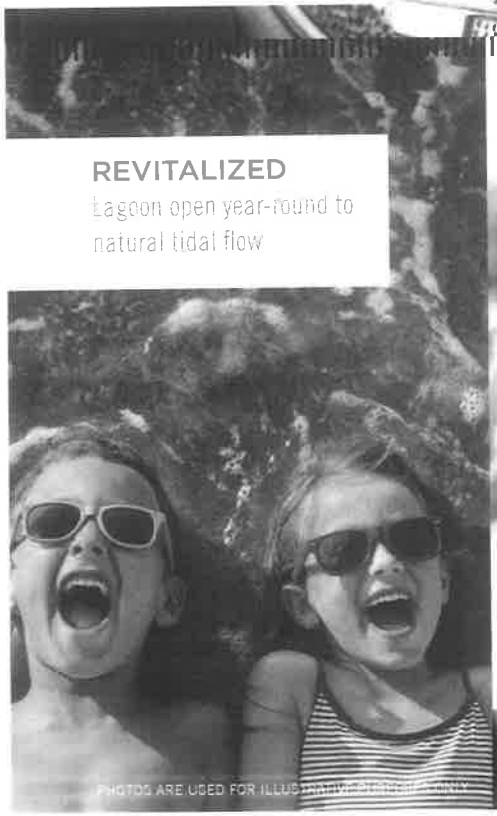
SEASIDE FUN

Ongoing activities native to the surroundings such as art studios and marine life research



CONVENIENT PARKING

2,300 easy-access parking spaces



REVITALIZED

Lagoon open year-round to natural tidal flow

OPEN-AIR CHARM

Outdoor cafes and a Public Market offering local artisans, wineries, craft beers, and the local catch-of-the-day

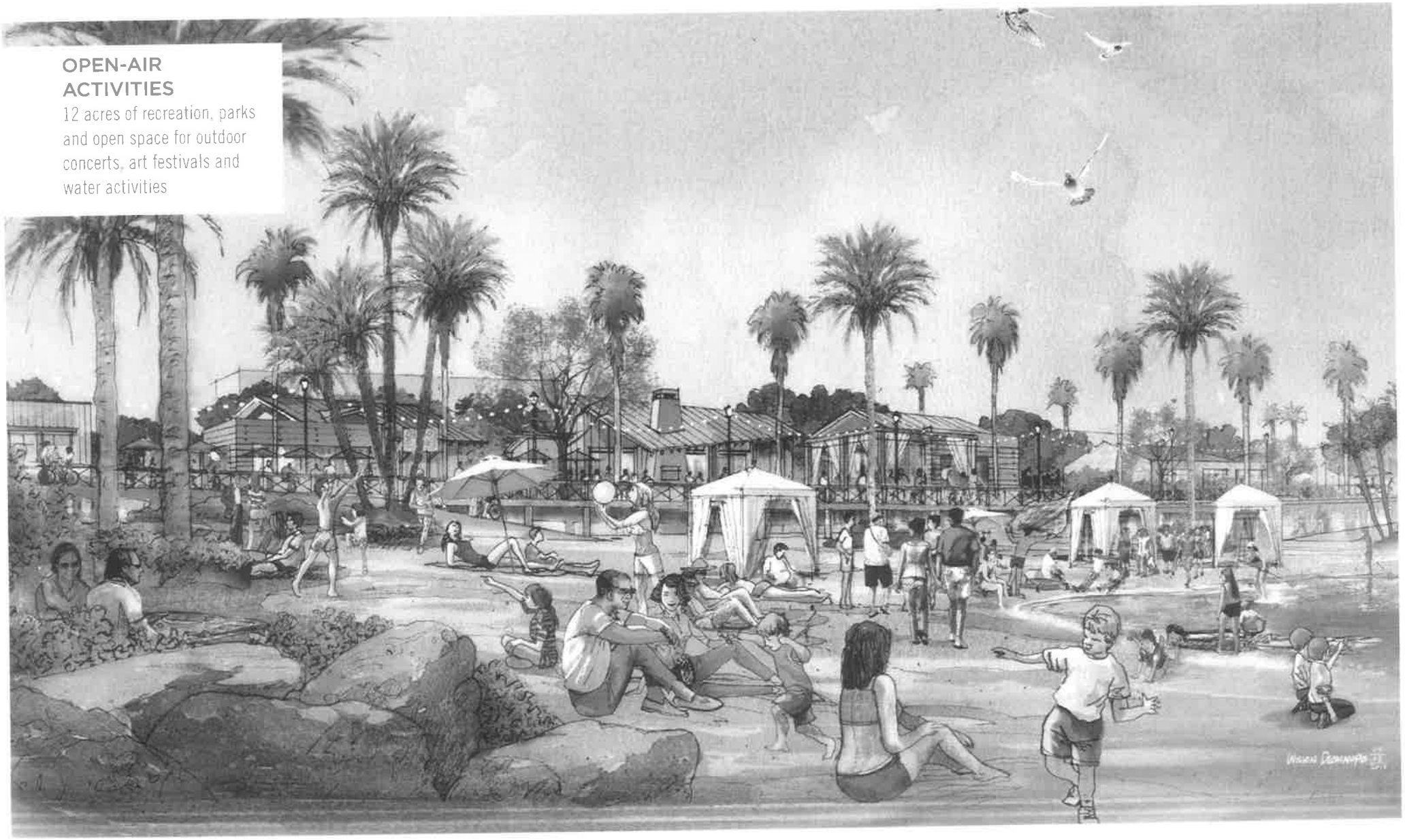
BEACH-SIDE

Regularly scheduled activities including yoga, kayaking and stand up paddling

PHOTOS ARE USED FOR ILLUSTRATIVE PURPOSES ONLY

PLAY

Sun, fresh air and the natural beauty of the site create a perfect backdrop for recreation with acres of parks, water features and open space.



OPEN-AIR ACTIVITIES

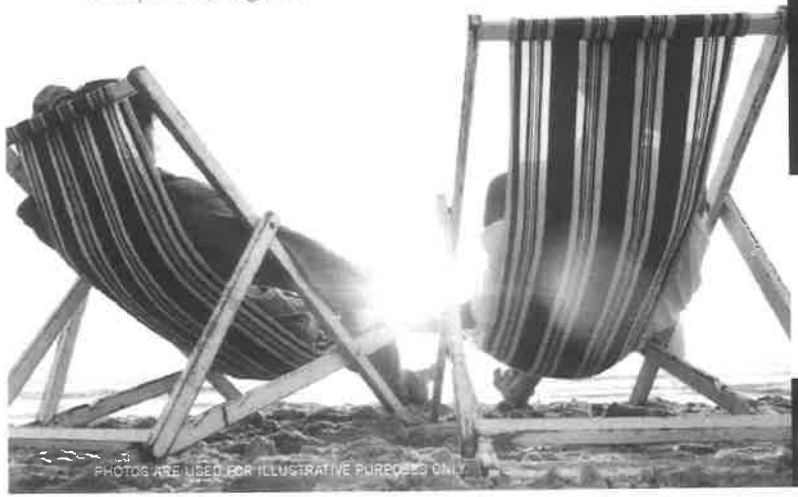
12 acres of recreation, parks and open space for outdoor concerts, art festivals and water activities

EXPANDED

Huge, 20-foot wide boardwalk enhances the Pacific Ocean experience and views

MULTI-GENERATIONAL

Parks and water amenities designed for the entire family to experience together



STAR TREATMENT

New to the South Bay, a Specialty Theatre with reserved seating and in-theatre dining in an intimate atmosphere

PHOTOS ARE USED FOR ILLUSTRATIVE PURPOSES ONLY

STAY

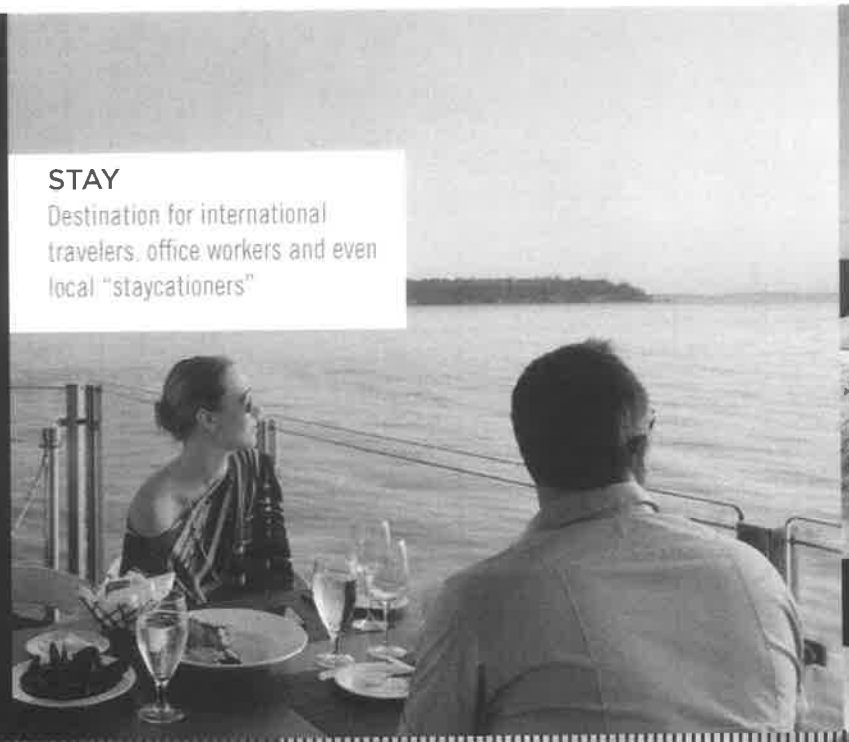
The perfect southern California escape, guests can enjoy breezy ocean-view rooms overlooking the sparkling waters of the Pacific Ocean.

SOAK IN

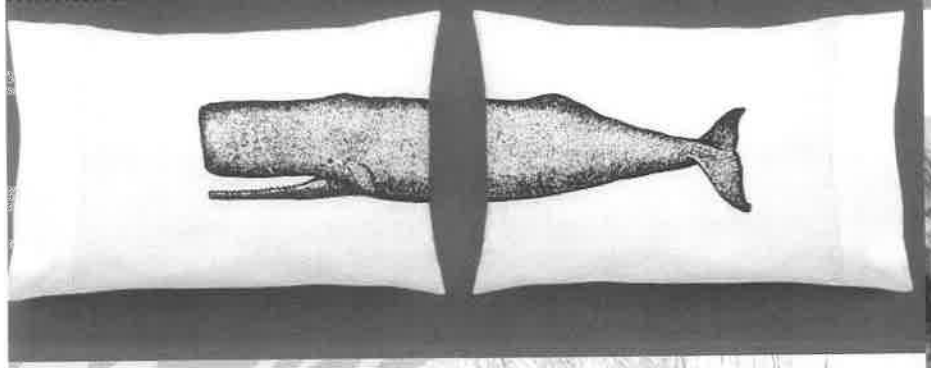
The four-star boutique oceanfront hotel experience with 120 guest rooms

PHOTOS ARE USED FOR ILLUSTRATIVE PURPOSES

RELAX
Spa and beauty services



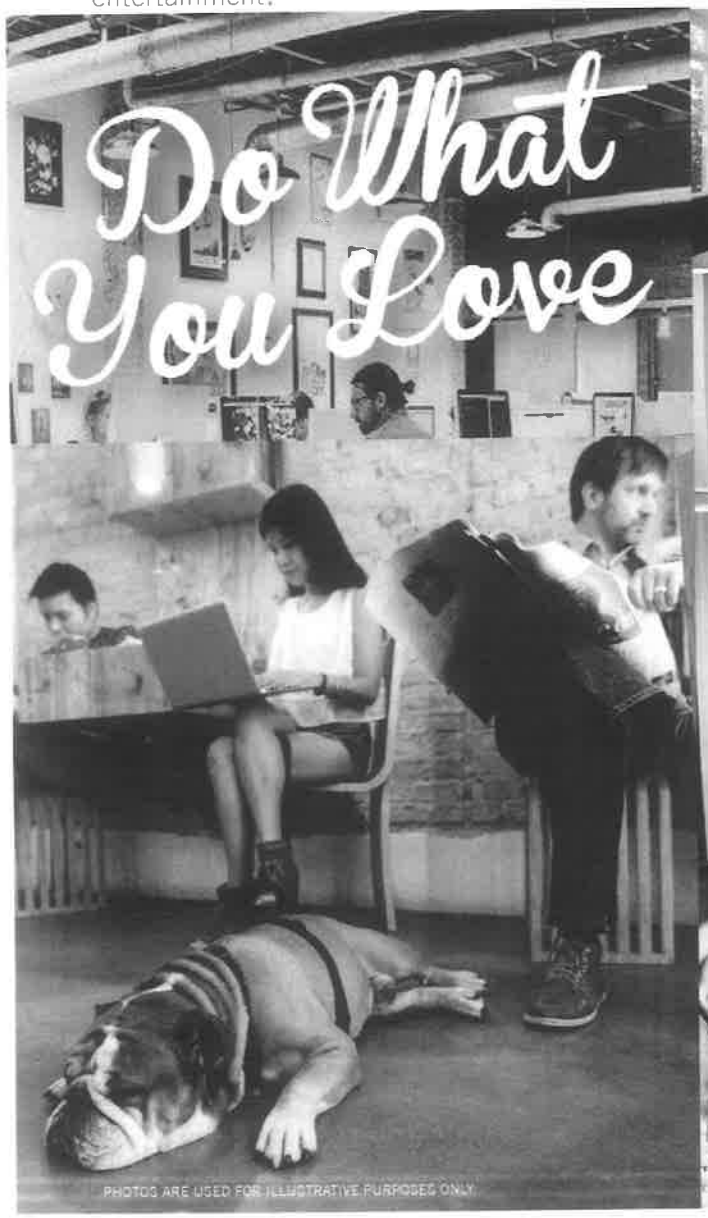
STAY
Destination for international travelers, office workers and even local "staycationers"

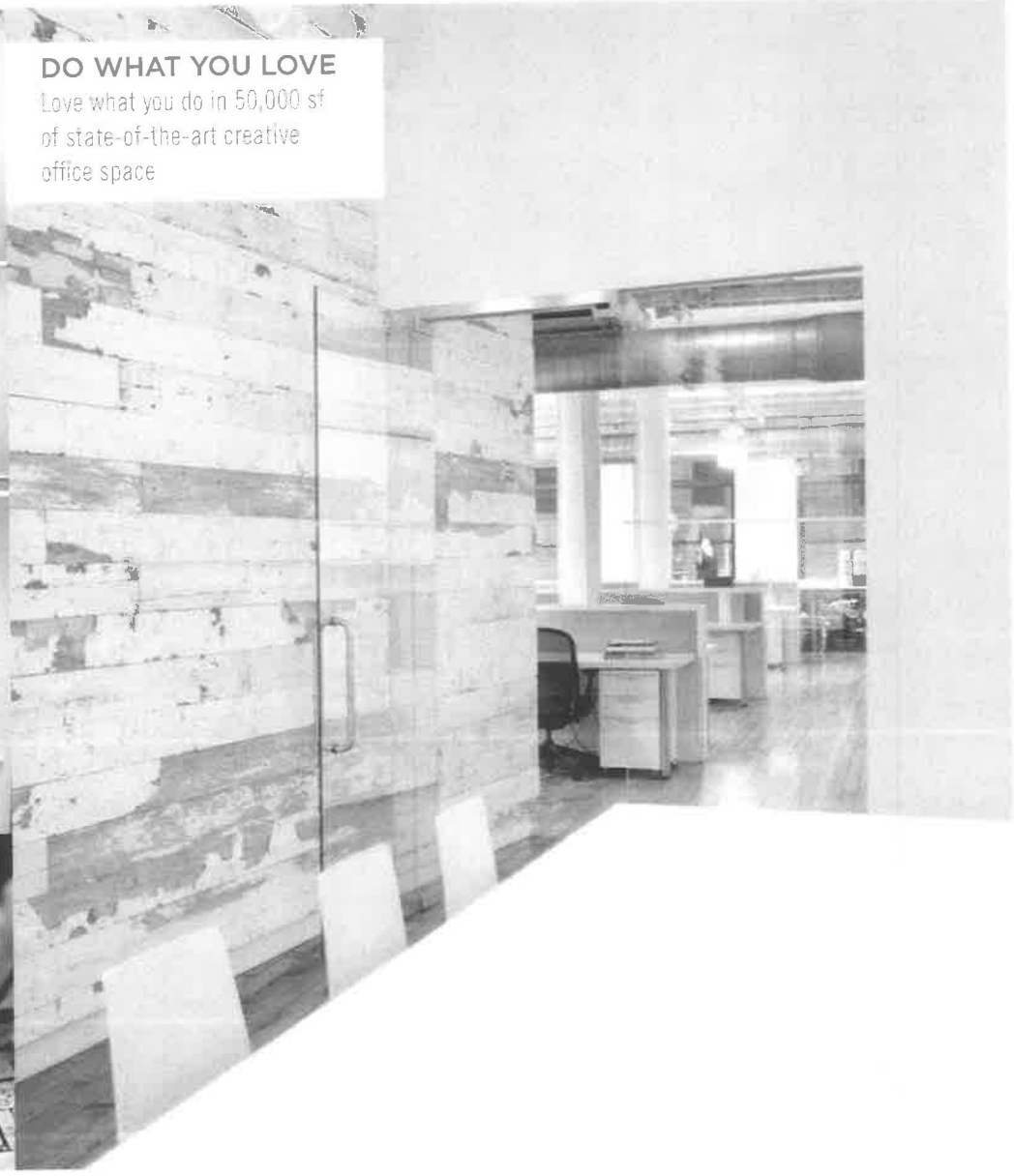


PLAY
Rooftop pool and cocktail lounge

CREATE

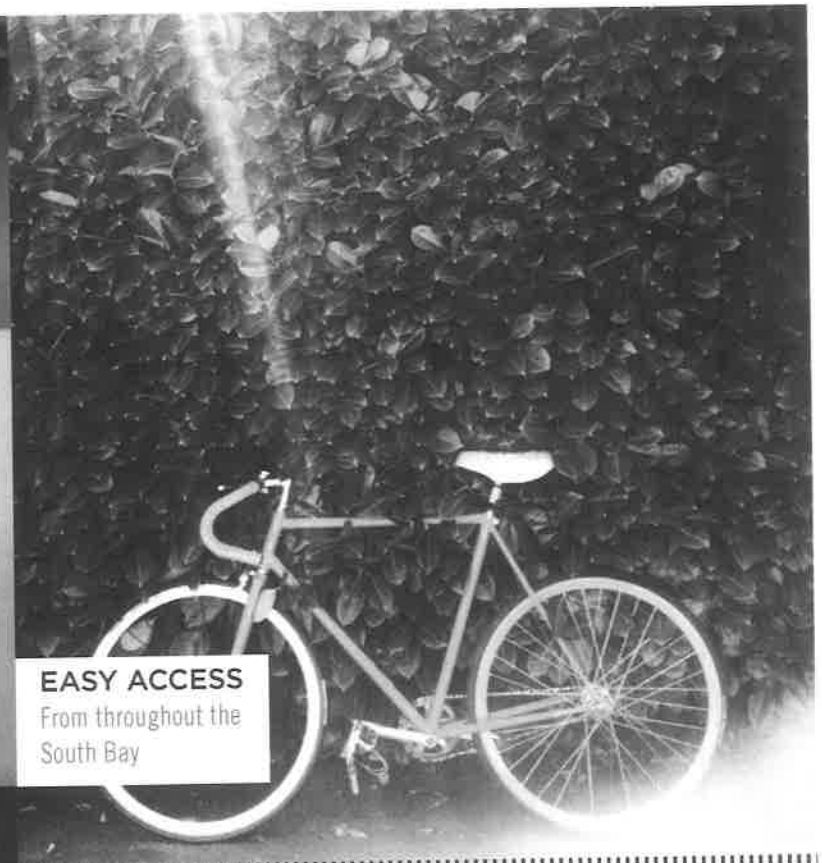
Creative industries have become an economic force throughout the South Bay, commonly referred to as the new Silicon Beach. Offices are designed to attract cutting-edge companies in the fields of design, technology, media and new media, advertising, e-commerce and entertainment.





DO WHAT YOU LOVE

Love what you do in 50,000 sf of state-of-the-art creative office space

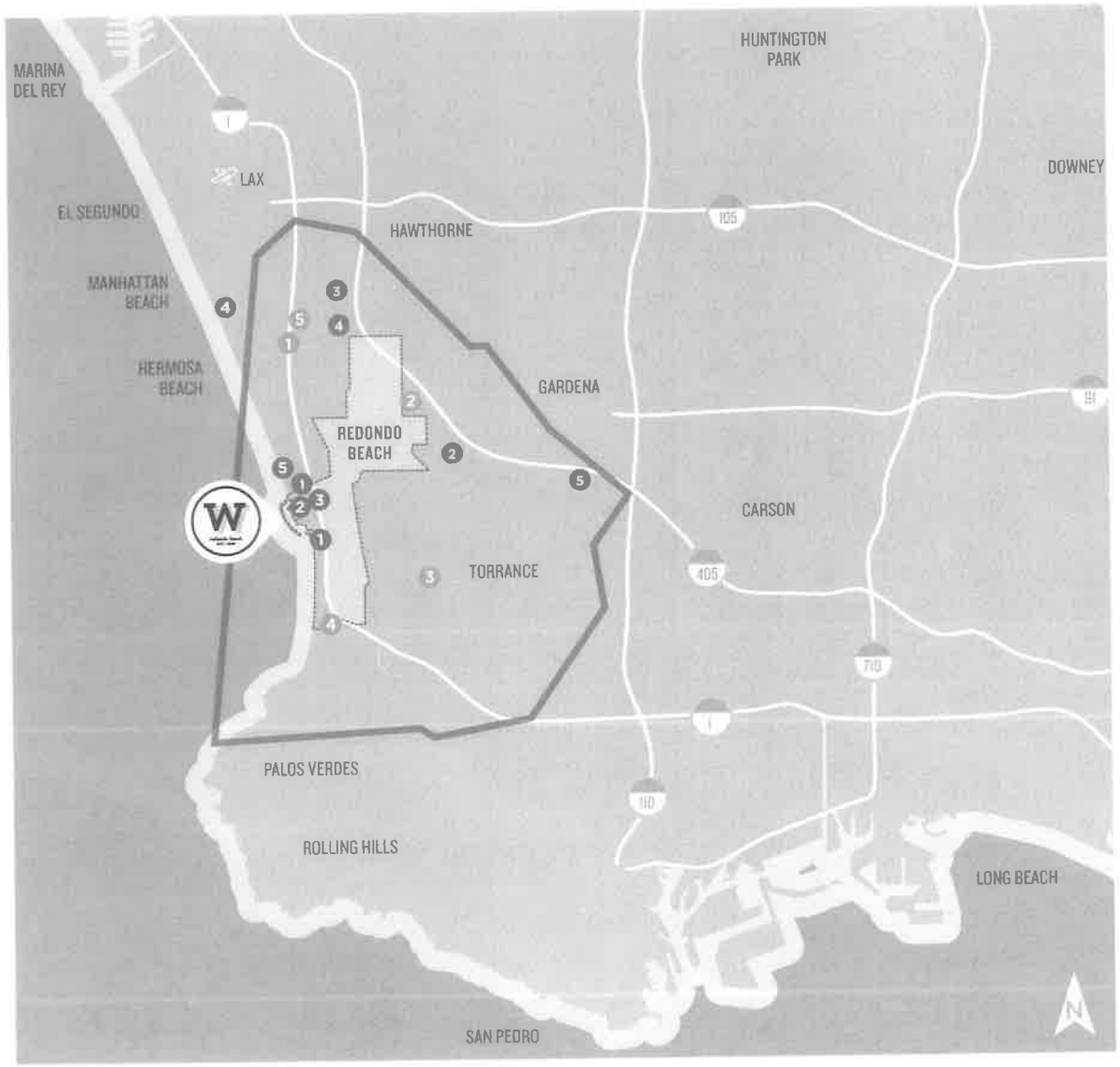


EASY ACCESS
From throughout the South Bay

INSPIRING
Beautiful natural surroundings and a host of shops, restaurants and recreational amenities offer tenants a stimulating and healthy workplace like no other

FOR ILLUSTRATIVE PURPOSES ONLY.

POINTS OF INTEREST
WITHIN A 15 MINUTE DRIVE TIME



SHOPPING

1. Manhattan Village
2. South Bay Galleria
3. Del Amo Fashion Center
4. Riviera Village
5. The Point/Plaza El Segundo

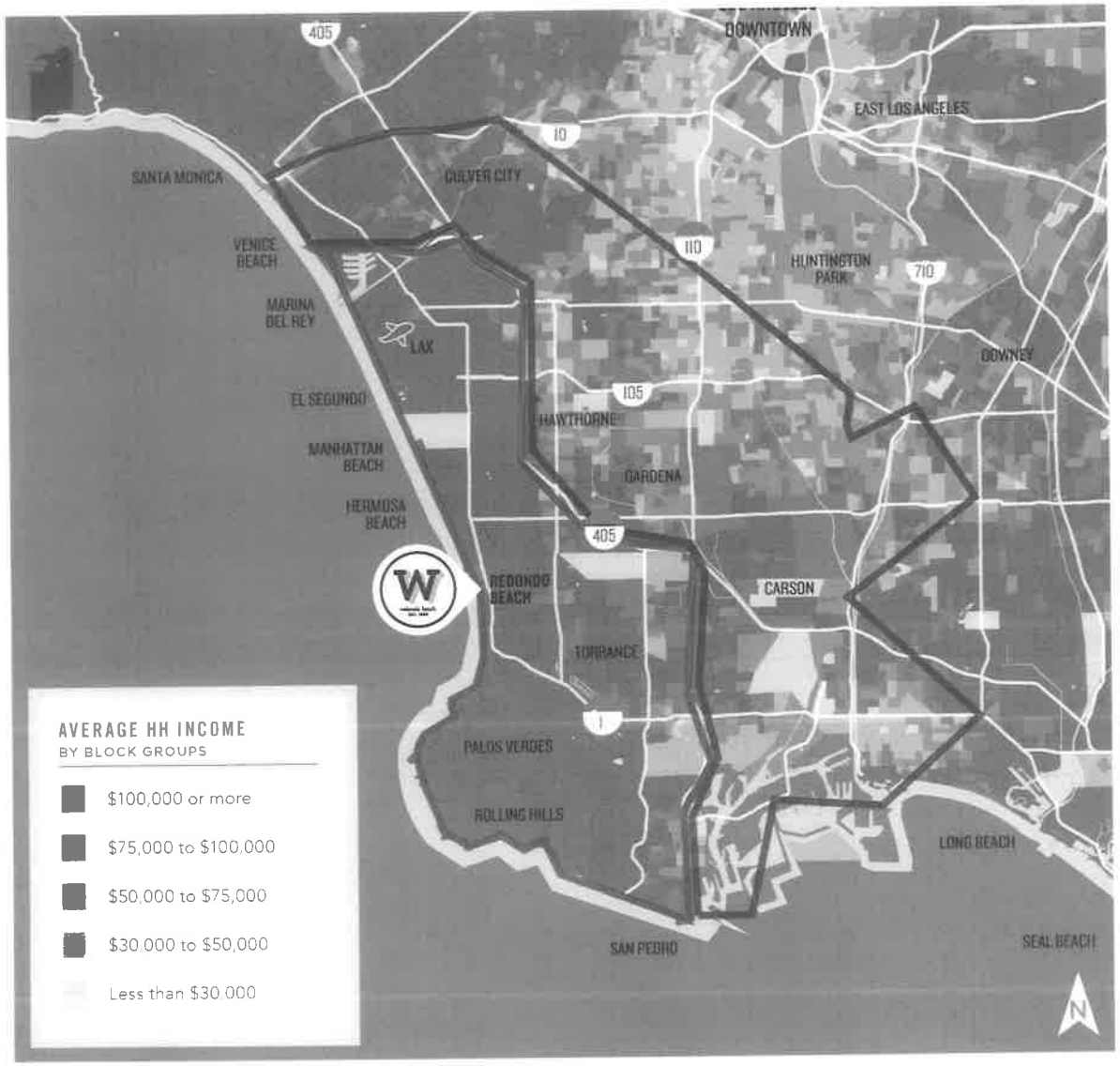
HOTELS	# ROOMS
1 Crowne Plaza Redondo Beach And Marina	354
2 Portofino Hotel & Marina - A Noble House Hotel	166
3 The Redondo Beach Hotel	112
4 Shade Hotel (Opens Fall 2015)	54
5 Beach House Hotel Hermosa Beach	96

EMPLOYERS	# EMPLOYEES
1 City of Redondo Beach	450
2 Boeing	4,735
3 Raytheon	7,302
4 Northrop Grumman (2 sites)	5,827
5 Exxon Mobile Corp	617

TRADE AREA KEY

- Redondo Beach City Boundary
- 20 Minute Drive Time Boundary

DEMOGRAPHIC PROFILE
PRIMARY AND SECONDARY TRADE AREAS



	PRIMARY TRADE AREA	SECONDARY TRADE AREA
Population	566,803	1,488,452
Households	223,115	471,720
Median Age (Years)	40.1	32.8
Average Household Income	$117,190	$64,215
Median Household Income	$88,934	$53,427
Any College +	48.5%	21.9%
Total Employees	329,067	498,534
White Collar	73.9%	55.0%

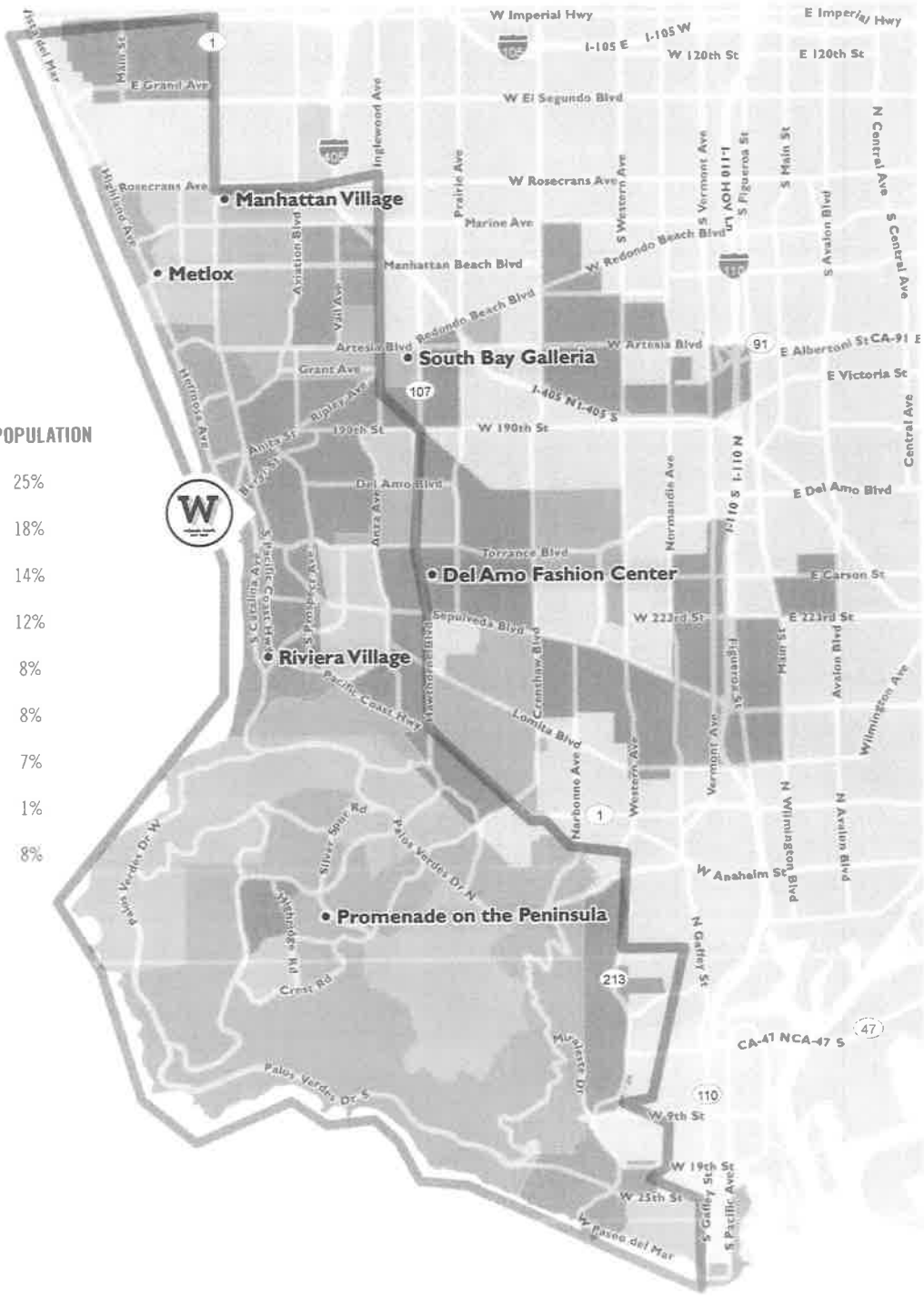
TRADE AREA KEY

Primary Trade Area Boundary

Secondary Trade Area Boundary

THE FABRIC OF OUR TAPESTRY

DESCRIPTION	POPULATION	MEDIAN AGE	HOUSEHOLDS	MEDIAN HH INC	% OF POPULATION
Urban Chic	73,913	42	29,726	$100,763	25%
Connoisseurs	54,382	49	20,853	$127,156	18%
Top Rung	42.012	48	15,109	$161,882	14%
Laptops & Lattes	36,460	40	19,372	$88,721	12%
Trendsetters	25,417	37	10,822	$71,273	8%
Pacific Heights	22,717	42	8,582	$72,692	8%
Wealthy Seaboard Suburbs	19,898	46	7,061	$102,000	7%
Silver & Gold	2,213	57	1,026	$76,585	1%
All Others	23,541	41	9,608	$72,876	8%



COMMUNITY PSYCHOGRAPHICS

Convenient and comfortable. The Waterfront offers a distinctive collection of unique and essential goods, services, and lifestyle amenities.

URBAN CHIC (25%)

UPSCALE AVENUES

Prosperous, married-couple homeowners in different housing.

TOP RUNG (14%)

HIGH SOCIETY

Affluent, well-educated, married-couple homeowners

TREND SETTERS (8%)

SOLO ACTS

Urban young singles on the move.

WEALTHY SEABOARD SUBURBS (7%)

HIGH SOCIETY

Affluent, well-educated, married-couple homeowners.

CONNOISSEURS (8%)

HIGH SOCIETY

Affluent, well-educated, married-couple homeowners.

LAPTOPS & LATTES (12%)

SOLO ACTS

Urban young singles on the move.

PACIFIC HEIGHTS (8%)

UPSCALE AVENUES

Prosperous, married-couple homeowners in different housing.

PACIFIC HEIGHTS (8%)

SENIOR STYLES

Senior lifestyles by income, age and housing type.

A FRESH PERSPECTIVE

In 2004, Fred Bruning and Jean Paul Wardy announced the formation of CenterCal Properties, LLC.

A key factor in successfully creating value is to understand the product to be marketed. In the retail real estate industry, this means having the ability to thoroughly understand the requirements of the tenants and to effectively communicate the vision of the project to the tenants, government officials and lenders, all of whom share an integral role in the successful completion of any retail project.

Our company's mission is to find opportunities that will provide a secure return to its investors by creating solid and sustainable cash flow growth.

"CREATING VALUE FOR RETAILERS AND COMMUNITIES"

1600 EAST FRANKLIN AVENUE
EL SEGUNDO, CA 90245
310.563.6900
CENTERCAL.COM

NOW LEASING

CHRIS KUKLINSKI
The McDevitt Company
ckuklinski@mcdevittco.com
310.458.2354
CA DRE License
#01859265

KIRA MEERS
The McDevitt Company
kmeers@mcdevittco.com
310.458.2353
CA DRE License
#01934520

Nancy Florin

From: Diane Amaya
Sent: Thursday, August 04, 2016 12:56 PM
To: Nancy Florin
Cc: Amy Ahdi
Subject: Supply of Metro Schedules

Importance: High

Nancy,

Please send over a supply of 50, for the Artesia office, of each of the new Metro schedules dated June 26, 2016 and July 3, 2016:

- 344 new date 6/26/2016
- Silver Line 910/950 new date 6/26/2016
- Orange Line, new date 6/26/2016
- Blue Line, new date 7/3/2016
- Green Line, new date 6/26/2016
- Red/Purple Line, new date 6/26/2016
- Gold Line, new date 6/26/2016
- Expo Line, new date 6/26/2016

Thank you,
Diane Amaya
Transit Analyst
City of Redondo Beach, 1922 Artesia Blvd., Redondo Beach CA 90278
Tel: (310) 318-0610, x2032 | Fax: (310) 798-8273 | E-mail: diane.amaya@redondo.org

We Support The Waterfront

Wednesday, July 20, 2016
8:53 AM

Subject	**[S-P-A-M] We Support The Waterfront**
From	Jenn Infanto
To	Stephen Proud
Sent	Tuesday, July 19, 2016 5:51 PM

As a small business owner who works directly with small businesses and with an office on Catalina Ave (above the Redondo Beach Pier) LocaliteLA Public Relations supports The Waterfront and Harbor Commissioners!

--

Jennalee Infanto
Localite LA Public Relations
Email: Jenn@LocaliteLA.com
Direct: (424) 254-8391
Website: www.localitela.com

localiteLA
public relations

Harbor Commission
Thursday, July 21, 2016
9:49 AM

Subject	**[S-P-A-M] Harbor Commission**
From	Meg Scott
To	Stephen Proud
Sent	Thursday, July 21, 2016 8:58 AM

Hello Stephen,
As Redondo Beach residents and homeowners, my husband and I feel the need to send you a note to express our support for The Waterfront Project. My husband and I moved to California almost three years ago for work. Originally Michigan and Pennsylvania natives, we love living in California and all that this beautiful state has to offer. We chose to settle and purchase our home in Redondo Beach because everything we read and were told was "it is a town on the rise" and "good things are happening" and "it's finally getting the attention it deserves". My husband and I are excited about The Waterfront Project because we feel it is overdue and much needed. The current condition of the pier is really bad and I do not even like going down there by myself at night, if at all. It's time to make Redondo Beach the place to dine and shop and be active. Personally, my husband and I rarely go down to the pier for dinner or drinks because of the crowd that it currently attracts. And honestly, I do not feel the majority of the people that hang out there now are Redondo Beach residents.
Let's work together on making Redondo Beach the envy of the beach towns and make it a destination for our generation and generations to come.
We fully support The Waterfront Project!!!!
Thank you for your time.

Sincerely,
Sean and Meghan Buda

July 28, 2016

Redondo Beach City Council & Harbor Commission
City of Redondo Beach
415 Diamond Street
Redondo Beach CA 90277

Dear Officials,

PLEASE DO NOT REDUCE OUR PRACTICE AREA. I do understand the need to upgrade King Harbor, but this should not be done at the expense of one of the largest and longest recreational public clubs to use King Harbor.

The impact of a launch ramp to this emergency response local along with the year round club and boater use, will have no benefit to any of those using Mole B or King Harbor daily.

The whole Harbor Mall / Waterfront proposal, does not support those of us who already use King Harbor extensively. Redondo Beach already has the infrastructure established for returning Redondo into a major Aquatic Destination, one in which locals and tourists can enjoy King Harbor year round. Could we perhaps look at other options that will bring public use as a recreational venue to the forfront instead of focusing on an unreliable consumer based venue as the only option?

Sincerely,

Shannon Carr-Davey
King Harbor Yacht Club Member
Lanakila Outrigger Canoe Club Member
Los Angeles County Ocean Lifeguard Captain Retired

From: Barbara Epstein [redacted]
Sent: Tuesday, August 2, 2016 4:58 PM
To: Katie Owston
Subject: Re: Redondo Beach State Park

This area the city is gifting away is currently being used for recreation and relaxation, most visitors just resting their souls by the water, gazing at the reflections of light and motion, taking in the sounds of the waves, watching the birds and seals.

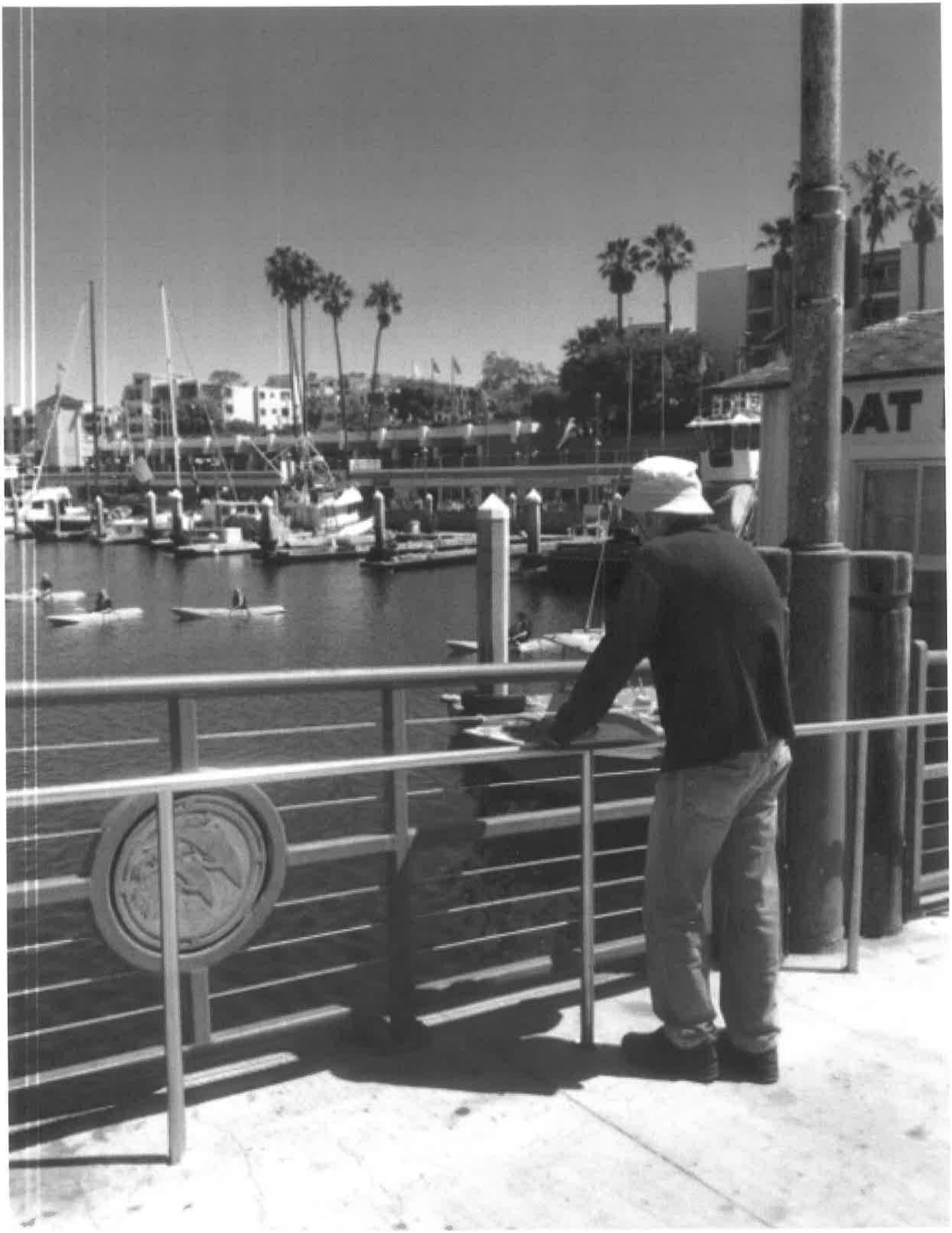
How does the city plan to compensate all of the countless residents and visitors to the waterfront for the loss of free and open access, loss of views, loss of personal space, loss of relative peace and serenity associated with the present site, loss of public parkland, loss of freedom of movement, and loss of space to walk, ride, exercise, learn, and sit?

Please forward this communication to the Harbor Commission, Planning Department, City Council, and appropriate city staff.

Thank You,

Barbara Epstein
Redondo Beach

BAIT & TACKLE


DAT

INTERNATIONAL BOARDWALK
Quality

PADDLE HOUSE

From: Josh Cohen [redacted]
Sent: Wednesday, August 03, 2016 3:37 PM
To: Stephen Proud <Stephen.Proud@redondo.org>
Subject: Harbor Commission Email in Support of the Center Cal Project

Two Whom it May Concern,

I have been a Redondo/Torrance resident for over 15 years. I am in full support of the Center Cal project. My family and I are so very hopeful that the project gets approved so that our family can take full advantage of all that will come with this exciting new project. Sometimes my fellow residents comment that the majority of supporters are overrun with the vocal minority of anti-development folks.

Trust me – the majority of residents and businesses want to see the harbor area that we can be even more proud of and excited to spend time at vs. just bike thru on our way to Hermosa or Manhattan Beach!

Thank you for your support.

Josh

Josh Cohen , Principal

830 S. Sepulveda Blvd., Suite 200, El Segundo, CA, 90245
(310) 480-2130 Cell
(310) 939-9325 Office
(310) 775-4577 Fax
www.cohengroupla.com
josh@cohengroupla.com

CA01346713

COHEN GROUP
INVESTMENT REAL ESTATE

July 24, 2016

City of Redondo Beach
Harbor Planning Division
415 Diamond Street
Redondo Beach, CA 90277

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

Dear Harbor Commission & City Council Members,

I fancy myself a professional parent. Parenting is my vocation and I am extremely passionate about it. I provide foster care and respite care for other foster parents. Additionally, I have one biological child, two adopted children and two children of which I have had legal and physical custody for 10 years.

Our family has had nine different children participate in the Lanakila Outrigger Canoe Club over the last five years. Lanakila is my favorite extracurricular activity to introduce to children and teens. The Lanakila Ohana (family) is one of the most passionate, compassionate and dedicated groups of people I have ever met. The coaches who have volunteered their time to my children have been caring, kind, fun-loving and incredibly knowledgeable. What I love about Lanakila is that everyone can participate together ... mom, dad, kids as young as 8 and teens. Even the little ones hang out at the beach together, playing in the sun and surf and enjoying the day on the beach while races go on. I also love that the sport is extraordinarily kind to the newcomer. By this I mean that the entire team must work together to propel the canoe thus allowing for youth of all experience and fitness levels to work together towards a common goal. The third reason every child in my home is required to at least try Lanakila is that it is BY FAR THE MOST economical activity available for young people in Southern California!! When you have a large family like ours, unfortunately, cost is always a huge consideration. **I cannot overstate the value of Lanakila. Our family has gotten 1000 times more than what we have paid for.**

I could tell you story after story of personal tangible benefits that our family has received from our participation, but I will narrow it down to just two.

One of my children came into our home at the age of 4. When she came to us from foster care after the death of her mother, the depth of her trauma was so deep that she did not speak. In fact, she was virtually unresponsive in every way. It took about a year for this child to begin to open up to us and interact with us, but even still, she has always been the one to stand at the back of the room and try to stay invisible. She was so shy and closed off that she virtually never spoke to anyone outside of our family, even when directly addressed. This continued into her pre-teen years. When she first got involved in Lanakila, she melted into the background and tried to be as unnoticeable as possible. But over the years, the kind-hearted people that make up the club melted away that wall of protection. Last year, this girl of 14 years old pushed herself beyond what she thought possible, paddling 14 miles from Marina del Rey to Redondo Beach. This weekend, I had the pleasure of watching our formerly broken little girl sit in the first seat of a 40 foot long canoe, shouting out timing and paddle changes over the crash of the surf to her crew of five other teens, push her body to it's physical limit and drive her team across the finish line to a first place win at the State Championships. I've got tears in my eyes as I type this.

Another one of our children, who was adopted into our family, experienced devastatingly debilitating clinical depression with the onset of puberty. I watched our artistic little flower child become crushed by a weight of emotion so dark and so heavy, she could not overcome it. We tried everything. Never athletically inclined, IN ANYTHING, the only suggestion she resisted was exercise. I didn't push it. It seemed unlikely that something so innocuous could do much when faced with a problem so all encompassing. Everything was falling apart in her life. As the depression got worse, she began to self-injure. After finding over 30 deep self-

inflicted cuts spread across her hips, chest and abdomen, I began to fear for her very life. Among many other drastic measures I insisted upon, regular exercise became one. She chose Lanakila. Not because she had any interest in it whatsoever, but because her siblings were already doing it and it seemed the easiest way to meet mom's newest edict.

Last year, this completely UN-athletic girl was chosen to participate in Lanakila's 19 and under co-ed crew that completed in the World Championships. She and her crew were the ONLY 19 and under crew in the championships, paddled 26 miles from Newport Beach to Catalina and earned THIRD PLACE against a field of all-adult competitors. With her depression now well managed by a host of lifestyle changes and medication, this girl is now a straight A student, working as an art instructor at a local Redondo Beach art studio and paddling with Lanakila 10+ hours per week. She also volunteers with Lanakila's youth and teen programs. She is training to compete in the Catalina Crossing World Championships again this September and is carefully weighing her college choices based proximity to the ocean and quality of the nearest outrigger team to the college. :-) It wasn't just the physical component of Lanakila that played such a large part in bringing my daughter back to me. It was the people. The ohana.

Lanakila is outrigger canoe paddling. But it is also so, so, so much more. If the council members truly understood the value that this club brings to our community and the families in it, you'd be giving them a huge grant and voting to expand and completely refurbish their practice area! But instead, the currently proposed plan cuts their practice area in half and creates substantial access, space, safety and parking concerns. Our family asks the council members to consider our appeal and support the continued growth and success of Lanakila in every possible way.

Thank you for taking the time to hear about Lanakila's impact on our family and for considering our concerns.

Stacey Kindt
1417 Madrid Ave
Torrance, CA 90501
Staceykindt5@gmail.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 25, 2016

Dear Redondo Beach Harbor Commission & City Council,

PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE CLUB PRACTICE AREA and reconsider moving the currently projected public boat ramp launch site at Mole B to another location.

I have been a member of Lanakila Outrigger Canoe Club for 5 years and it has made such a positive impact on me, as well as my 9-year-old son (a member for 2 years). In addition to bringing us together, it also encourages us to live a healthy and active lifestyle, surrounds us with a deep extended ohana (family), and develops a sense of pride and a hard work ethic as we train (and win!) races all across southern CA.

Our state-championship winning club, which was founded in Redondo Beach in 1970 is over 300 members strong and continues to grow. We are currently busting out of our existing space and parking can be a challenge. We need space for our 6-person canoes that we race in and our single person canoes that we use for training. Our men's, women's, keiki (kids), and junior's practice separately throughout the week to accommodate our current members and boats.

I'm down at our site or the Bay Club 5-6 days a week and turning right or left in to Marina Way to the parking lot from Harbor Drive is frequently backed up due to the small cue lanes waiting to turn in on a protected green light (since you can't turn on red - to avoid hitting bikers and pedestrians on the new path). I can only imagine how much worse it would be with cars trailing boats.

Thank you for time and consideration.

Sincerely,

Tanya Welsch
5639 Marialinda Street
Torrance, CA 90503
(310) 630-7946
tanyaw_skx@yahoo.com

My son and his 10&under crew collecting their 1st place medals at Marina del Rey in May.

July 26, 2016

To: City of Redondo Beach, City Council and Harbor Commission

From: Mike McKinney – Member and Past President of Lanakila Outrigger Canoe Club

Re: Mole B Lanakila Site – PLEASE DO NOT REDUCE OUR PRACTICE AREA

I am a third generation South Bay resident. In 1979 I started racing outrigger canoes with Lanakila. After that I took some years off from paddling and returned eleven years ago. That was one of the most beneficial decisions I have made in my life. My physical and mental health has never been better. And, at 62 years of age, I have been able to compete on a world level. (In my age division) In 2010, our California team, which included six paddlers from Lanakila, won the world long-distance championship in Hawaii. That was the first time a California team won that division in the history of the race.

But that's just my story. There are now over three hundred members of Lanakila and each has numerous stories of how outrigger paddling has made a positive impact on their lives. In fact, the Beach Cities Health District has recognized the great benefits our club provides and has given us substantial annual grants so we can expand our club. Your proposal to reduce the size of our practice site by 6,000 square feet comes at a time when our club is bursting at the seams. We could easily utilize a space much larger. Reducing the size of our location would necessitate removing canoes and limiting membership to the club. Lanakila, a nonprofit organization, provides a tremendous community service and is a valuable asset for the City of Redondo Beach. We should be looking for ways to expand our site, not reduce it.

I estimate that our practice site has about seventy-five paddlers utilizing the site on a daily basis. And this number will grow every year. Please don't reduce our practice area. The benefits it provides are far more valuable than parking spaces or the extra taxes the City will receive by adding more retail space near the Salt Water Lagoon.

Respectfully submitted,

Mike McKinney
9 Saddlehorn Lane
Rolling Hills Estates, CA
(310) 880-2900
photomikemckinney@gmail.com

To: City of Redondo Beach, City Council & Harbor Commission
From: Ross S. Flemer
Date: July 26, 2016
RE: Mole B – Lanakila Outrigger Canoe Club :: Re-zoning

Please do not reduce our site/practice area square footage at Mole B.

Lanakila Outrigger Canoe Club (LOCC) is a vibrant and successful community & city sports club. Our club has been operating on the Mole B for 46 years. Yes; we acknowledge the need for change at Mole B, hence our support to change the zoning in favor of Mole B/Measure G, but not by reducing the square footage of the two clubs that operate in that zone from 15,000 sq/ft to 9,000 sq/ft. Reducing the footprint by 6,000 sq./ft would be devastating. The truth is that we could use more than the 15,000 sq./ft currently allocated. By reducing the square footage of our practice space would put at risk the daily operations and success of both clubs/programs that operate in Mole B.

As you know, LOCC has been fostering growth and encouraging participation of many in the community, some of whom have occupied, or currently occupy, a seat on the City Hall board of directors. Our club is available to **all** children, women and men in the community. Since I joined 2007, I've seen the club in a continual growth mode year after year.

Our club teaches members how to be disciplined, to workout daily, to focus on teamwork, to achieve like goals & have pride in family values. Lastly, we are raising the next generation, the children in this community, to be the next in-line set of leaders and members of this fine community. Do we really want to jeopardize these positive attributes by reducing our practice footprint? No.

Sincerely,

Ross S. Flemer
USA Canoe/Kayak Board of Directors (2008 – 2012): Governed Olympic & World Sports - Canoe & Kayak
Penn AC Board of Directors (1995 – 2012): Governed High School & Adult Club Rowing programs
PDBA Board of Directors (2000 – 2010): Governed High School & Adult Club Canoeing programs
POCC Board of Directors (2002 – 2008): Governed youth and adult Outrigger programs

239 Albert Place
Costa Mesa, CA 92627
flemerrs@aetna.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

July 22, 2016

Dear Redondo Beach City Council and Harbor Commission,

I have been a resident in Redondo Beach for almost 20 years and am proud to call this city my home. I am also happy to be raising my son here; to have him attend local RBUSD schools, play sports, attend summer camps; paddle outrigger canoes; make close friends with other local families; and to be part of this thriving community.

I am also an active member in the community- I volunteer with the Beach Cities Health District school wellness and gardening program, attend Chamber of Commerce meetings and beach clean-up activities - and one of the most engaging and impactful activities I have been involved with since I have lived in Redondo Beach is outrigger paddling with Lanakila Outrigger Canoe Club. Being part of LOCC has afforded me a chance to compete at a national and international level with some of the most outstanding athletes in the South Bay. I train with my fellow club members almost every day from 'Carpet Beach' near Moonstone Park and have seen the popularity and influence of outrigger paddling grow each year. Our team's athletes come from all walks of life ages 8-80; Lanakila is considered a 'family' for all involved- it is where the majority of us have found our life-long friends.

The current plan to reduce the size and scope of our canoe club is the absolute wrong direction to go. Besides being a safety hazard once boats launch into the water (with reduced visibility from the blind wall, increased traffic, and dangerous conditions on windy days), the plan would effectively mean Lanakila Canoe Club could not exist. The club has been in Redondo Beach for 46 years and should be considered part of the essential fabric of the city's history. But it would be a shame and a travesty if the Harbor Commission's plan literally makes Lanakila just that - history.

Please consider preserving Lanakila Outrigger Canoe Club's importance and legacy in your decision.

Thank You,

Aimee Spector
1714 Havemeyer Lane
Redondo Beach, CA 90278
310-261-0343
Aimeespector01@gmail.com

Opposition to the Public Boat Ramp at King Harbor Marina's Moonstone Park at Mole B

Date: July 22, 2016

To: City of Redondo Beach, City Council and Harbor Commission

From: Michael Lohnert (760 Manhattan Beach Blvd Unit B, Manhattan Beach, CA 90266)
mlohnert@gmail.com

Purpose	▪ Outline concerns for placing a public boat ramp at Mole B of Redondo's King Harbor
Intersection of Harbor Drive and Marina Way	▪ During peak hours the turn lanes from Harbor Drive to Marina way are not adequate for automobiles, let alone pickups with boat trailers ▪ The turn lane traffic overflows into the Harbor Drive thru traffic lanes. This causes a backup up and/or causes thru traffic to drive around into the on-coming traffic lanes to get around the congestion.
Marina Way Gate & Entrance to Bay Club (fka Spectrum) and Bluewater Grill	▪ There is not enough room before for the entrances to the Bluewater Grill, Bay Club, and Gate House to queue trucks and boat trailers ▪ Creates added congestion at the intersection ▪ Increases the likelihood if multiple trailers and automobiles trying to make through the traffic light will block the bike / walking trail which will cause potential dangerous situations
Boat Ramp Requirements	▪ To make an adequate grade for the boat ramp and for turnaround most of the paved parking at Mole B will be utilized, removing almost 50 parking spots
Queuing of Trailers for Their Turn at The Ramp	▪ The queuing of trailers for their turn at the ramp will back up much of Marina Way and limit ability to utilize the parking spots ▪ Automobiles waiting to find parking spots and pulling in and out of the perpendicular parking spaces along Harbor Drive will compound the congestion
Logistics of Docking Boat While Parking Truck and Trailer	▪ There will need to be docking built to allow for the boat operators to dock their crafts while loading and unloading passengers and parking their trailers will further congesting the area
Mole B's Location in the Harbor	▪ The ramp would be loading into the main channel ▪ Loading in the main channel is dangerous given the number of boats which use that channel, especially during weekends and evening ▪ That part of the harbor is basically a "blind corner". During sailing season, dozens of sail boats would have to navigate past the ramp to get into the main channel. ▪ The two outrigger clubs utilize the same area, where there are often 10+ outrigger canoes entering and exiting the area. These canoes are often 400lbs, up to 40' long, and take effort to steer. ▪ During the weekends this area of the harbor is the most used by recreational, non-motorized vessels like SUP and paddleboats due to its proximity to rental companies and calmness of water for novices.
Harbor Patrol	▪ Congestion would impact the ability for vehicle access to the Harbor Patrol facility ▪ The required repurposing of Moonstone Park would limit its dual use as a helicopter landing location
Outrigger Canoe Clubs Are Already Space Constrained	▪ There are two clubs which current operate on a sublease on Mole B, one of which has been using King Harbor for over 40 years ▪ While it may not be apparent to a layperson, or someone who isn't there at about 5PM on an evening, the clubs are already space limited and having to stack their 6-man canoes on top of each other ▪ The clubs would likely prefer the option to actually lease at least another third of the Moonstone open space for additional space, as there is currently not enough one-man canoe racks and there is a waiting list even after a rigorous amount of annual 'culling' of spaces from the less active members. ▪ The Lanakila Outrigger Club (OC) spent tens of thousands of dollars this year purchasing additional 6-man canoes due to the dramatic growth of the sport over the last several years.

	▪ Lanakila OC has well over 300 members ranging from pre-teen to some members who are actively paddling at well over 70 year olds. It has changed many people's lives and the outrigger family that has been created can easily be seen that it is the largest outrigger club in Southern California. ▪ The clubs also give back by holding elementary-age practices that teach the value of team-work, outdoor athletic activities, and that anyone can contribute no matter their skill level. ▪ A boat ramp some might think would be something the clubs would be excited about given their current dock, however ramps used by two-cycle watercraft is actually very dangerous. The oil makes the ramp very slippery and when a group is trying to carry a 400lb canoe into the water one slip can be a very dangerous situation. As a matter of fact of the over a dozen races held each year in Southern California, only two launch from public boat ramps and the loading and unloading of boats is always very problematic.
VISITORS ATTITUDE TO THE HARBOR	▪ A public-access ramp will naturally attract users who do not call the harbor home. As one would expect, if it is not your home you often do not treat is as well as the 'homeowner' would. ▪ Examples might be operating in a way that might be imprudent if the operator would know how the harbor is used by self-propelled vessels, SUPs, etc. Especially given that end of the harbor is most often used by slower-moving, less maneuverable craft the wakes, erratic operations, and chances of drinking and operating pose a significant problem. ▪ Increase in litter and pollution

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 26, 2016

Dear Habor Commission & City Council Members,

The impact of removing an area that is utilized by adults children seniors and does nothing to pollute the environment would be devastating. I have been paddling since 1992 and I have watched many generations of paddlers improve their lives and health in so many ways. I have seen 4 generations paddling together as a family. I have witness people improving there health to the point of the illness disappearing. Children have grown up paddling and have obtain scholarships to UCLA and other major university. I have seen wounded warriors become healthier and happy from paddling and their spirits lifted after they become one with themselves and the ocean.
I have seen troubled teens turn their lives around when they become members of a club that perpetuates and honors the disciple that paddling provides. The paddling coaches are so important in shaping the lives of the youth and nurturing them to excel in all aspects of their lives.

Can a public boat ramp do any of that? NO

Lanakila Canoe Club has served the Southbay community for many years and thousands of residents have benefited from this club. The summer youth program is one of the best programs around and families have paddled together for years. Grandparent teach their child and their grandchildren the fundamental aspects of paddling which applies to living a good, health, hard working and disciplined life.

The newly renovated street on Harbor Boulevard was not built to accommodate more traffic and the large boats. Is the city planning on redoing the street and removing the bike path? How much insurance will the city need for liability with the large boats being towed on a small street with major pedestrian and bike traffic.

Sincerely,

Pamela Glatt
Lanakila Canoe Club
23315 Brightwater Pl
Harbor City, CA 90710
GlattPam@aol.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 25, 2016

Dear Redondo Beach Harbor Commission & City Council Members,

My name is Robbie Yrigoyen and I want to express why having a boat ramp at Mole B is a very poor decision. First off, I own a boat located in King Harbor that we take in and out of the water from Marina Del Rey and although Mole B is more convenient it takes away a lot more value to me and my family than it is worth.

Our family is Lanakila and this ramp will effect our family in a large negative way. We would have to cut out half of our family that has been meeting 4 times a week for 46 years. We help each other get through hard times. We help each other stay young and healthy from ages 7 to 80+. Legendary Al Ching (Uncle Al) who started the club 46 years ago, turned 77 this year and is still paddling strong across the channel to Catalina representing how everyone should live and setting an example for everyone. Our Juniors ages 7-17 meet twice a week and race on Saturdays with the whole family at different locations.

In this day and age, why would we take anything outdoors away from our Millenial Generation where they can socialize in person and be active? The cyber world is taking over our kids personalities and interest to be outdoors. Lanakila and the site alone is where our Lanakila family meets, plays, shares stories and lives a healthy life together. Mole B would be devastating to our family.

Please reconsider this boat launch location and DO NOT REDUCE OUR PRACTICE AREA!

Sincerely,

Robbie Yrigoyen
517 Faye Street
Redondo Beach, CA 90277
Robbie@ PerfectDaySurfCamp.com

PLEASE DO NOT REDUCE LANAKILA'S CLUB SPACE

July 21, 2016

Dear Redondo Beach City Council and Harbor Commission,

I am writing today about concern over the future of a home for Lanakila Outrigger Canoe Club. I support the idea of a boat ramp in King Harbor on principle. I think putting the ramp closer to the harbor entrance is the safest location because the back of the harbor it is already very tight with kids on sailboats, larger boats, our outrigger canoes and stand up paddlers. Launching boats that will leave immediately closest to the harbor mouth is safest.

I am also concerned about reducing parking for our club, including the large amount of space our trailers need to function. We are a competitive club and several times a year we load up to twelve 42 ft. boats on two 30 ft. long trailers to attend races all along the Southern California coast. Our club is growing in popularity and we will often have 70 people at a practice. Our race season lasts 6 months of the year. We access our one man canoes the rest of the year.

We have two requests:

1. At least 70 parking spaces and...

2. Room to maneuver our trailers in and out when loaded with our 6 man canoes.

We are not asking for much. Our club has a great reputation and is a family. We are open to anyone who wants to paddle. We offer a very low cost opportunity for fitness and ocean experience. We really cannot afford to lose real estate right now. We do not have any extra space. There is a waiting list for one-man canoe storage and we need to purchase more 6 man canoes.

Thank you,

Audrey Stempel
28528 Leacrest Drive
Rancho Palos Verdes, CA 90275
family@elroi.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

July 25, 2016

Redondo Beach Harbor Division & Commissioners,

I want to start my letter by saying I got started with Lanakila as a parent of juniors. I had two paddler kids who paddled lots of years, each of them racing the Catalina race several times, as juniors. When the kids were old enough, I decided it was my turn and signed myself up to paddle.

I have been paddling for about 10 years now, maybe a little more, and I must say it has changed my life drastically. It goes without saying that when you train heavily, the way Lanakila does as we are a competitive racing team, your body gets strong, you lose weight, you gain muscle, you feel so good because you are physically fit. I have risen to many a challenge and opportunity given to me by my coaches, sometimes getting way out of my comfort zone, and at the end of each challenge and each opportunity, I could do it !! I have grown so mentally strong and tough, it has helped me in every aspect of life, which can be very stressful at times.

I serve as a junior coach, a men's coach during their races and I am on the board of directors for the club. Needless to say, I feel passionate about this club, Lanakila, and the sport, and all it can bring to a life. I have seen many a man, woman and child come into our club, very few go away too thus our growth, and each and every individual is affected greatly. It comes in many forms, from becoming physically fit and healthy, to growing and developing mentally, to losing weight, to gaining strength in body and soul, to making new lifelong friends. it is an amazing metamorphosis we go through. It is doing things you never thought were possible, like paddling to Catalina, and back home the next day....And to being physically and mentally able to do that.

Lanakila is a big family. There are many facets and much diversity. If you need a doctor, a nurse, a lawyer, a plumber, an electrician, a real estate agent, a teacher...whatever, Lanakila has it all. We are so diverse, and yet, we are a family, taking care of each other.

Our club has grown over the years, in people and in canoes. Our footprint on Mole B cannot shrink down any more than it is right now. If this happens, we will not be able to function, and 300 people plus will be out of a sport, a way of life, and a family. We are THE BIGGEST club in California and we produce THE BEST results in racing of all the clubs. We give back to the community by having fundraisers benefitting others, we volunteer at functions like the Sea Faire taking people on endless rides in the outriggers, we gather food for food drives and collect Christmas gifts for underprivileged kids then have a wrapping party to wrap the gifts so they can have something to open on Christmas morning. We run on 100% volunteers, because we all love Lanakila and what it stands for – Victory and Determination -- in Hawaiian, which is exactly what I have seen over the years in everyone who comes to paddle. Our founder is 77 and one of the fittest men I have ever seen, both physically and mentally. We are fighting for our family and our way of life. We are fighting for our survival, and, respectfully, we will continue until we are secure and safe.

Sincerely,

Carolyn Partridge
26726 Menominee
Rancho Palos Verdes, CA 90275
carolynpaddles@gmail.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

July 25, 2016

City of Redondo Beach, City Council & Harbor Commission,

I am submitting this letter to request that the 15,000 square feet at Mole B, used by Lanakila Outrigger Canoe Club (LOCC) and Nahoa Outrigger Canoe Club not be reduced. LOCC has occupied this space for nearly 50 years and I have been a member of LOCC since 2012 and have spent many days utilizing this space along with my teammates. In the years that I have frequented this space the team has grown and has worked to maximize the usage of the space that has been allowed to us.

After graduating from college I moved to the South Bay and joined LOCC. I garnered great friendships and worked with like-minded individuals to create and maintain a community that opens its arms to men, women, and children and instills in them a healthy lifestyle and promotes teamwork and public stewardship. Furthermore, the 200+ active members of the club patronize the local establishments and host an annual paddling event in February that brings in over 250 participants plus additional supporters that also patronize the local businesses and help promote the LOCC values throughout the southern California region.

We support and have worked with the city to having zoning work in favor of Mole B and measure G but the reduction in allocated practice space would be destructive to the clubs that occupy the space. Furthermore, the current proposed boat launch space would be an unsafe area in an active and busy harbor that would need to adjust for a blind launch area.

Lanakila Outrigger Canoe Club has been an active member of the community, hosting and assisting in charitable and community related events. Our club continues to grow and we wish to continue a productive relationship with the City of Redondo Beach, a place we are happy and proud to call home. I implore you, do not reduce the allotted practice space for the outrigger clubs at Mole B.

Thank you,

Davin Blekeberg
Davin345@gmail.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

July 26, 2016

Harbor Commission Members,

In 2010 at 60 years old, I was overweight and unhealthy suffering from multiple issues such as asthma, arthritis, serious allergies and more. That winter I attended a party where I met several senior veteran outrigger paddlers. I was so impressed with their strong youthful appearance and demeanor that I asked my one of my friends to introduce me to the sport. He met me the next day at what is referred to as 'Carpet Beach'. After flipping the canoe and several very cold water immersions and mounting attempts, I was finally able to paddle upright on a one man canoe. That is how my seven-year saga began.

In the seven years since then I have evolved into an extremely active, healthy and enthusiastic waterman finding time almost every day to experience Carpet Beach as the equipment staging area and transit portal to our harbor and ocean. My association with the Lanakila and Nahoa team 'ohana' as well as the links to the other Southern California paddling communities have become part of my personal fabric – to the point of a spiritual connection to group, our multiple weekly practices and our harbor space.

Over the years, I have worked with the keiki (kids) and juniors programs and, like many others, brought many South Bay friends, neighbors and acquaintances to join our clubs. Over the last several decades, thousands of local adult and youngsters residents have enjoyed and prospered with their participation with our outrigger teams. With the several hundred active team members using the Carpet Beach site each day from morning till sunset, we are an integral part of the community openly offering inclusion to our clubs practices and events.

So, I ask you to willfully and consciously find an alternative ramp location rather than reducing our space or negatively impacting our access to our Mole B site.

Thank you,

Dave Quinn
22329 Ladeene Ave
Torrance, CA 90505
Dave_Quinn@verizon.net

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Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 21, 2016

Dear Redondo Beach Coastal Commission and City Council Members,

As a member of the Lanakila Outrigger Canoe Club and a resident of the Southbay I am writing to urge you to please reconsider placing a public boat ramp on Mole B and reducing our Lanakila Outrigger site. Safety for all should be the number 1 priority.

The area you are considering (Mole B) is extremely narrow and definitely would create dangers for boaters entering or exiting Basin 1, especially on windy days. I believe this point has already been presented, reviewed and discussed in detail. Why would you build a boat launch in a known hazardous location? If an accident occurs and someone is injured you will be brought into litigation, which can be very expensive. If you knew it was dangerous and you did it anyway, negligence will be easy to establish.

We should work with the existing boat launch location in Mole D. There are some great things about the CenterCal project and I am looking forward to the upgrades to our waterfront, but our harbor area is small, it isn't a Dana Point or a Marina Del Rey. There is already extensive water traffic entering and exiting and we need to incorporate safe access to the harbor and conditions within the harbor for boats, SUPs and our beloved Lanakila Outrigger Canoe Club.

Please reconsider the use of MOLE B as the public boat ramp location.

Sincerely,

Suzy Zimmerman
#0F71296
State Farm Insurance
suzy@zimziminsurance.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 25, 2016

Dear Redondo Beach City Council and Harbor Commission,

I am writing you on behalf of my membership to Lanakila Outrigger Canoe Club. Please do not reduce our practice area. My perspective on this is coming from a member that tows our trailer to get our boats to and from the races that we participate up and down the California Coast. I also am the coach of the approximate 100 kids that compete as well, and my family of 4 all paddle with the club. Our club is approximately 300 members strong including folks from age 7 all the way to 77. The increased traffic near the launch ramp corner and adjacent basin will pose an extremely dangerous situation for all boat traffic. Our kids are taught to comply with Harbor Patrol's request to keep the main channel clear, and they gather close to this basin in order to be clear of traffic. It is often tight as it is to stay clear of traffic, and the boat ramp will add traffic in a critical maneuvering area in the harbor. The incoming and outgoing boats are right into a blind spot, and boats do not have brakes. This basin is not only where our canoes gather for pre-practice stretch and communication, but is also where the weekly sailboat racing with the Yacht Club turns to "luft" in order to take down their sails.

Lanakila has provided an environment for my family where we can all do a sport together. I cannot think of another sport in the South Bay that has the ability to allow such a family friendly environment. My daughter started at age 12, and her experience with Lanakila drove her to join a club Rowing Team eventually gaining her a spot on the Division 1, UCLA Women's Rowing team with scholarship. Her water savvy came from Lanakila. My son started at age 9, and now at age 15 is competing on a world class level with open men, all the while keeping admirable school grades. My children spend a lot of time with the adult paddlers, and friends and family are always impressed with their ability to communicate effectively with an adult crowd. Lanakila's Ohana has provided a safe zone of contacts, that my children can rely on and trust whenever in need. Much of this has to do with their constant involvement with the Lanakila Outrigger Canoe Club. Between the four of us, we frequent the site nearly all 7 days of the week, nearly 365 days of the year.

Trailer Towing: The site as is, requires some very careful maneuvering of the trailer in order to get our boats in and out of the site. The trailer is about 30 feet long, and the boats hang about 11 feet off the back of the trailer. In order to approach our site, one must drive all the way out to the end, circle around and with any luck, not too many cars are along the north side so you can pull all the way forward and begin to back down our drive. In order to leave, we must take the same path, as you cannot simply turn right towards the kiosk, you must go out, make a left around the end of Mole B and then head down towards the Kiosk. Another method is to cross against the grain of traffic and back around the corner down our line, and this is very tight if there are cars in the way, one needs 3-4 spotters to keep from hitting objects. The proposed trailer parking will make this maneuvering even more difficult, dangerous, or likely impossible. It also seems to be the reason for the proposed shrinkage of Lanakila's site.

If our site space is reduced, it will cripple our club, and take away the amazing experience that our family has grown to love. Our club is made up of many families that share the same love for Lanakila as I do. I respectfully ask of you, to reconsider the choice to place a launch ramp on Mole B, simply because it has the least cost impact on the development project. I understand that the ramp is a necessity that has been put on the project in order for it to move forward, but Mole B is not the answer.

Respectfully,

Tony Hart
Lanakila Outrigger Canoe Club Member / Juniors Coach
809 Beryl Street
Redondo Beach, CA 90277
tony@hitch-net.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

July 25, 2016

Dear City Council/Harbor Commission,

I am writing to express my concern regarding installation of the new Boat Launch on Mole B, and the reduction in size of the space leased by the outrigger canoe clubs.

The proposed location for the boat launch is a safety concern, as this is a high traffic area for activities through the King Harbor Yacht Club, Youth Foundation Training, Sea Scout Training, the Outrigger Canoe Clubs, and egress for the Redondo Beach Yacht Club and Tarsan SUP. In addition to the issues presented due to ingress/egress, this location is a significantly greater transit distance to the harbor entrance than other proposed locations, and increased boat traffic could increase safety risk to individuals on small manpowered craft such as SUPs, Kayaks, etc... In addition, the space allowed for maneuvering the boat trailers does not appear adequate compared to other harbors.

As a member of Lanakila Outrigger Canoe club since 2002, I have watched the club grow in size, even as our available space has been reduced. I have seen literally hundreds of men, women and children cycle through our organization, enriching their lives as they learn the values of water safety, teamwork, leadership, community, sportsmanship, respect for the ocean, and progress towards improved health through exercise. It is especially rewarding to see the impact of participation on the kids that are part of our program. They blossom and grow, gain self-confidence and meet challenges they never imagined they could achieve. The plan reviewed at the Harbor commission meeting on Monday, July 18th 2016 cuts our already too-small plot space to a size not large enough to accommodate our boats, and cuts the available parking in an area that already overflows between paddlers, fishermen, and those visiting Moonstone Park. I honestly cannot imagine how our outrigger clubs can continue to serve the community under the proposed modifications to Mole B.

The purpose of the Harbor is to provide access to water. While I applaud the desire to make improvements to the Redondo Waterfront, and I know that construction of the boat launch is mandated and will increase access to the water for boat owners who don't already have slips in the harbor, I believe that the plan needs to be revisited. It does not make sense to prioritize access for a small number of boats per day over a couple hundred individuals who already use this space regularly, and decimate an organization that has been serving the community for 42 years.

Thank you for your consideration,

Becky Pulmano
1340 El Prado Ave #36
Torrance, CA 90501
rlpulmano@gmail.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 25, 2016

Dear Redondo Beach City Council and Harbor Commission,

I am writing this letter in the hopes that you will see and understand how important the changes you propose for the Lanakila and Nahoa site at the harbor will impact the lives of hundreds of residents. These clubs have been in existence for close to 50 years and are highly regarded amongst our community.

These clubs are currently a recreation site for hundreds of adults and children. They don't just visit this club every now and then, but use this recreation site sometimes 4 to 5 days out of every week, mornings, afternoons and evenings. The site always is full of men, women, children, and families using the site to launch their canoes, 6-man canoes, one-man canoes, and surf skis. This club is always open to the public to learn how to paddle with friendly and open arms. We also host races and public events at our site. Cutting this club's physical site to more than half will severely limit these clubs ability to provide the recreation services they are used to giving to the members who happen to be residents of our local community.

I agree that changes need to be made to revitalize the harbor areas. But in the plan, people want to keep their recreational spaces. We need more of it. All communities need more in this day and age of shopping, retail and commercial developments. There is simply NOT enough "play" space. That should be the number one priority. The key to a beautiful harbor is a place for people to be together, learning and enjoying sporting activities. Please don't take that away from our community.

Sincerely,

Kim Williamson
1011 Emerald Street
Redondo Beach, CA 90277
(310) 722-4200
kim@kimrealty.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 27, 2016

Dear Redondo Beach City Council & Harbor Commission,

It has come to my attention that you are planning to change the use of Mole B. In doing so you will be compromising the use of space for the paddling clubs. This would be a serious detriment to this segment of your active water community.

The paddling club, Lanakila, has been there for decades and provides a huge service to Redondo Beach in many ways.

It is a family oriented group. Lanakila encourages parents and children to participate in activities, both on land and on the water. Children learn to cooperate in competitions. Trust me, having all six paddlers in one boat stroke at the same time is quite a feat of cooperation! They and their parents learn to maintain boats, learn water safety and promote interest in other water related sports and activities.

It gives youth and adults a warm and welcoming atmosphere to compete. Children are learning how to be good sportsmen. Water safety is always taught as is respect for the ocean and the environment. Lanakila helps teach our young people the value of hard work to achieve goals, and to have fun doing it. It has also provided the opportunity to compete internationally, which gives our youth a new and expanded perspective on life. The adults have provided superb role models for the youth, and in turn the older youth have learned to be positive role models for those younger than them.

This club is one of the largest in California, and enviably one of the highest ranking clubs on the west coast. They compete nationally and internationally, and always place high at events. They always have the most kids in competitions than any other club.

On a personal note, my son joined Lanakila when he was 18. It has helped him become a more rounded individual. He has learned how to work hard and focus to achieve goals. He has made friends for life. And thru the paddling community outside of Lanakila, he has been able to get jobs to help support himself and to become a contributing member of society. This would have been so much more difficult without Lanakila. Highlights in his life has been able to compete internationally and make lifelong friends, both within this group and with many from other clubs around the world. Lanakila has made such a positive difference in his life and help provide direction. I am thankful that Lanakila has been there for him.

Please do not diminish their role in this community by reducing their space. It would be a great loss to the harbor, to the community, to Redondo Beach, and most of all to the many families who are involved with this fantastic group.

Sincerely,

Rosine Sorbom (Mom of Paddler Stephen Sorbom)
Rosine@RosineDesigns.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 21, 2016

To the City Council / Harbor Commission, Redondo Beach California,

I strongly urge the city to maintain the Lanakila and Nahoa Outrigger Canoe Mole B boating facility in the same location and size as it now exists. The Mole B facility receives extensive use and provides access to a large group of community members of all ages to King's Harbor and the ocean.

Hundreds of men and women from the South Bay communities use the Mole B facility several times per week including children, teenagers and adults. It's not mandatory to own a boat to participate in outrigger canoe paddling so there are people of all income groups benefiting. If the property is shifted over to a boat ramp then just the elite who own boats will have access.

The Mole B Outrigger facility offers many benefits to the community including:

- Access to the water for a racially diverse group of men and women aged from 12 to 75+
- Healthier more fit community members
- Increased revenue for local businesses as practices end with people going to restaurants for lunch or dinner
- Clean / green / quite recreation that doesn't use fossil fuel, emit air or sound pollution

Access to the water makes a huge difference in the health and well-being of hundreds of people per week. I can't imagine that any other use of Mole B would benefit anywhere near the same number of people, 7 days a week, 52 weeks a year.

Thank you for your consideration.

Sincerely,

Steve Sullivan *(6 year member of Lanakila)*
2241 Via Anacapa
Palos Verdes Estates, CA 90274
steve.sullivan@cbsradio.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 23, 2016

Dear Redondo Beach Harbor Commission & City Council:

My first experience paddling for Lanakila was 40 years ago when I was 16. I took a break for a couple of decades as I dealt with career, family, and other matters and returned this year to ask if I could paddle whenever I'm in town. Now, like then, Lanakila is a community organization the entire South Bay should be proud of and offer unequivocal support so that it can continue to flourish and introduce old and young to the incredible sport of outrigger canoe paddling. As a Blue Zone designated community, how could any South Bay city consider turning its back on this important club which fits perfectly into the Blue Zone goals and objectives, which of course impacts the health of the community.

With 300 current club members and growing, reducing space at the club site will stifle the clubs growth and compromise the safety of all who utilize the area by allowing more vehicles and watercraft into an already crowded space. Instead of condensing the club's space, the city should consider ways to expand its space. Please do not reduce our practice area and create a traffic jam environment that will only create havoc, temper tantrums, and unneeded congestion.

Respectfully,

Tom Horton
310 30th Street
Hermosa Beach, CA 90254
tom_horton@verizon.net
310-502-9658

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

July 26, 2016

Dear City Council and Redondo Beach Harbor Commission,

Please do not reduce our practice area. If you take away half of the parking for our 300 plus member outrigger club, you will be taking away from the heart and soul of the Redondo Beach local community.

Our outrigger team has brought health and fitness and a sense of community, family, and belonging to its 300+ members. No other Redondo Beach organization truly draws its members together as family as Lanakila does. For 46 years, the club team has been an iconic figure and a fixture to the Redondo Beach ocean line.

Lanakila's reach within the community far surpasses just its members. We are also supported and backed by popular restaurants/companies including Good Stuff, L&L Hawaiian, Just Poke, and Beach Cities Health District. They support us because our team is a reflection of the community that embodies the same core values that they strive to promote; aquatic excellence, health, culture, and community. As you can see on the walls of these restaurants, they are proud of Lanakila.

Though the club team operates on the smallest footprint of any outrigger team in the United States, we draw the nations best outrigger competitors. In the last 8 years, Lanakila has brought home 54 state titles and 19 national championship titles. Lanakila is the winningest club team on the mainland.

Reducing our footprint would be a detriment to the success of Lanakila, and a detriment to the local community.

Sincerely,

Courtney Hambleton
839 N. Lucia
Redondo Beach, CA 90277
courtneyhambleton@gmail.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

21 July 2016

City Council and Harbor Commission
Redondo Beach, CA

Dear City Council and Harbor Commission:

PLEASE DO NOT REDUCE OUR PRACTICE AREA FOR LANAKILA CANOE CLUB. Doing so would severely damage an active, vibrant organization that represents the community so well, all for the benefit or a small number of boaters, most not from our community. In addition, the proposed location is extremely dangerous to the surrounding waterways and recreational users.

Our club has been in existence for 46 years, and has become a central figure in the area's recreational community. Over 300 active members (and rapidly growing) belong to the Lanakila Canoe Club, and these members are active volunteers in a variety of other Redondo Beach organizations and activities. Lanakila is a proud and visible representative of Redondo Beach and our beach community.

In addition to the critically negative impact this location would have on Lanakila, it would also be endangering all users of King Harbor. The waterway at that location is extremely narrow, and funnels powerboats, sail boats, standup paddlers and other recreational users through a small area with a blind egress from outgoing traffic. A boat ramp at this location will create traffic issues, both on land and on water, and most importantly will create accidents, endangering people and property (and liability to the City in the process).

Please understand and appreciate your loyal community members, and preserve a fantastic institution that has thrived for half a century.

Thank you,

Ed McCall
2114 Manhattan Ave
Hermosa Beach, CA 90254
edmccall@me.com
310-995-3001

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 26, 2016

City Council and Harbor Commission,

Please do not reduce the Lanakila Outrigger Team practice area. My son is currently on the Lanakila Juniors paddling team. My husband has paddled with Lanakila in the past, and will do so again once our younger son is of age to join the team. I hope to start paddling then as well.

Lanakila is the only sport in our area where boys and girls, adults and children can enjoy being on a team **together**. Whole families paddle together. Lanakila champions **family values:** time spent together enjoying a common interest, supporting each other, growing stronger, and celebrating together. It is an **inclusive** team. Kids and adults who may not have the strength or skills to participate in more common sports are welcomed into the club and nurtured into developing the character and health it takes to contribute to a team.

Finally, Lanakila is a **vibrant part of our beach community**. The beauty of seeing outrigger boats in our harbor is inspirational to residents and tourists alike. It's a big club with a **46-year history in Redondo.** When we go to meets in Long Beach, San Diego, Santa Barbara, and more, we share our Redondo pride.

Putting a public boat ramp at the north end of Mole B -- after Lanakila fought hand in hand with our city at the Coastal Commission meeting to change the zoning in favor of Mole B--will incapacitate our team. Please do not reduce our practice area.

Sincerely,

The McClain Family
228 Ave E
Redondo Beach, CA
kandgm@aol.com
greg_b_mcclain@yahoo.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 25, 2016

To the members of the Redondo Beach City Council and Harbor Commission,

My name is Katherine Wellington, and I was born and raised in Hawaii. For the past four years, I have been an active member of the Lanakila Outrigger Canoe Club, a community-based organization that includes Hawaiian canoe paddling as a central social, cultural and educational activity.

PLEASE DO NOT REDUCE OUR PRACTICE AREA. The addition of a public boat ramp at Mole B would incapacitate a vibrant, active 300-member club of nearly fifty years, in favor of a public ramp averaging 20 boats a day ***from people outside the South Bay***. This would be a severe detriment to the local community, as well as a danger -- especially on windy days when boaters launching behind a blind wall at the narrowest water way in King Harbor could result in many more accidents.

Hawaiian Canoe Paddling is more than just a competitive sport or recreational activity. The Canoe Clubs that perpetuate this age-old tradition are centers of our communities, involving participants across multi-generations, ethnic, and socio-economic strata. They provide a place where islanders and mainlanders alike can come together to celebrate Hawaiian culture and promote civic responsibility, instill pride and a sense of involvement and cohesiveness in our SoCal communities.

With members ranging in age from 5 to 85, Lanakila Canoe Club has served as a center of cultural, civic, educational and social activity in our community for nearly five decades. Often parents can paddle along with their children. How unusual it is to have a competitive sport with multi-generational involvement.

Our Club has been at this site, which we share with a much smaller club, since it was founded nearly 50 years ago. There is no alternative beach access on the already congested coastline. PLEASE DO NOT REDUCE OUR PRACTICE AREA.

Mahalo nui loa for your continued support of Hawaiian Canoe Paddling in Redondo Beach.

Sincerely,

Katherine Wellington
8110 Manitoba Street #102
Playa del Rey, CA 90293
hk.wellington@gmail.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 23, 2016

Dear Redondo Beach City Council and Harbor Commission,

As an active member of Lanakila for the last four years I would like to say that the newly proposed public boat ramp at the North end of mole B should not be a consideration. The reduction of the Lanakila site could possibly eliminate a club that has done so much for the people of Redondo Beach. I can attest that this club has done more for me personally and my family then any other public recreation program.

When I started four years ago I was overweight and out of shape. Burnt out from the long hours of work and the pressures of raising two toddlers, I needed something active that I could be passionate about. I found more than that with Lanakila. The daily encouragement, positive atmosphere and the true care and concern for club members has kept me looking forward to seeing this "family" 3-4 times a week. My wife and I are extremely excited that our children have grown up with this club and look forwards to the days that they too will practice and compete with the Lanakila team.

This club has brought us together doing something very healthy, has sparked an interest of ocean recreation with my children, introduced us to other members of our community, and reduced the frustrations and stress of everyday life. Please do not make any changes that would impact something that has been helping the people of Redondo Beach for 46 years in favor of a boat ramp.

Thank you for your consideration.

Kevin Robins
21736 Paul Ave.
Torrance, CA 90503
kevinrobins@gmail.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 22, 2016

Dear Redondo Beach City Council and Harbor Commission,

We write this letter to you to ask that you **please do not reduce our practice area for Lanakila Outrigger Canoe Club**. My daughter started paddling with Lanakila 5 years ago and we loved the club so much that I started paddling too. My daughter has had such great coaching and it has led her to pursue rowing in high school and ultimately for college too. Lanakila Outrigger Canoe Club is such an amazing health minded family of caring giving people that volunteer so much time to help kids and adults. Lanakila OCC is such a huge part of the South Bay community and if you put the public boat ramp at our location and cut our space in half... It will be devastating to our club.

Thank you for allowing Lanakila Outrigger Canoe Club to remain unaffected by the new public boat ramp and coastline changes you are proposing.

Sincerely,

Lindy Brownsberger and family
2511 Manhattan Ave
Hermosa Beach, CA. 90254
lindy@propacific.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

07/25/2016

City Council, Harbor Commission of Redondo Beach

Dear Honorable Members,

I am writing to ask you please do not reduce our practice area at our Outrigger site.

We are a strong family oriented club with 300 plus members and have been operating for 46 years. Our members are important in our community and have a love of our clean healthy paddling lifestyle which does not pollute our beautiful ocean, unlike some motorized non sports. Ours is a sport of man powered boats and is essential for the health of our members. We are not out there running our loud over powered air polluting boats and we are an affordable form of health promoting exercise.

The dangers of public boaters launching at that site would also not be smart. I am married to and have many lifeguard and harbor patrol friends so I know the facts. So please please do the right thing for more than just our clubs, but for the safety of all.

I was born and raised in the South Bay and have tried many clubs, ocean sports, and various forms of exercise of my many years here. I have never ever found anything close to what I found with Outrigger paddling when I joined Lanakila 10 years ago! It completely changed my life in so many ways! For me it not only is an amazing form of exercise but also my much needed therapy. Before I joined I was going through a hard time in my life and traditional therapy and other means were not helping me. I had always loved the ocean and loved the challenge of physical endurance but I had no idea there was a club like Lanakila! When I joined I was overwhelmed with happiness not only from an amazing workout that I could never have attained with other forms, but from a therapy so great I was completely changed. Not only was the quiet ocean sport helpful, but also the repetitive meditative motion of paddling, and the most wonderful family I was able to join!

Our club members are a very close knit community of healthy loving people who take care of each other and who bring kids into this club to keep them from drugs and other bad influences. I am so honored to know Al Ching and his son Danny. Not only have they changed the lives of so many at our club, but continue to be a huge help and big influence in our community!The benefits of not reducing this wonderful lifestyle and even expanding it would be extremely good sense to support.Thank you very much for your time and help,

Sincerely,

Lisa Wilson
550 Monterey Blvd. Hermosa Beach CA 90254
(310) 408-7195

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

7/24/2016

Dear City Council and Harbor commission, Please do not reduce our practice area.

Besides the impact on our safety during paddling activities my concern is about congestion at the planned site on Mole B. Not only will there be a traffic jam on Marina Parkway but it may extend all the way to Harbor Drive impeding traffic, particularly on weekends. I imagine this could become a nightmare scenario for our First responders in an emergency, when rapid access is vital.

The placement on Mole B is at minimum a prime recipe for congestion and has the potential for dangerous accidents.

Please reconsider your options best regards

Christian Klump
painteur1@mac.com

July 21, 2016

Subject: PLEASE DO NOT REDUCE OUR PRACTICE AREA

To: City Council and Harbor Commission Redondo Beach California

I am a proud member of Lanakila and attended the meeting on Monday, July 18, 2016. We are club with over 300 active members and have been in Redondo Beach for 46 years. We have at least 3 generations of paddlers on the water every day of the week March through September. We promote health, community and an activity that enriches people lives and perspective. I personally use my water time to leave the chaos that is on land. The ocean provides solitude and peace. We are blessed with this water front and want to use it for water activities that promote well being.

Putting in a boat ramp in would create more hassle than it is worth dollar wise in such a small area. Besides the traffic which is already congested along the harbor front, the turn lane alone into the harbor is going to be a nightmare. It barely leaves three cars through at a time. Imagine 3 or more towed boats lined up just trying to get into the harbor. The turn lane is only big enough for 2-3 regular cars. You are going to get one towed boat in there at a time. This will just create more back up along the harbor. Also, in the harbor cars are going to get hit from folks not know how to tow their boats. Just last week, I was at a car wash in Hermosa and some gentlemen could not get his towed boat out of the car wash because he couldn't navigate the small space. I was there 20 minutes and he still couldn't get it out with help. I have not even discussed the dangers of an already congested harbor. That blind wall is going to cause and increase in missed accidents coming in and out especially with folks that are not native to the harbor. I would encourage you to go out on a boat and check out the situation.

I feel that the ocean front property is a gift that should be used for water activities in a SAFE and COMMUNITY environment. Lanakila has given me many friends and memories and I refer to us as a family. Please DO NOT REDUCE our practice site all for 20 boats to be launched by individuals that do not even reside in the South Bay or give back to our community. Allow us to exist and give back to the community as we have been doing for 46 years.

Sincerely,

Jennifer Hrzic - Lanakila member since 2004
5402 W 149th Place Unit #8
Hawthorne, CA 90250
310-291-2886

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 27, 2016

Dear City of Redondo Beach, City Council & Harbor Commission

Please do not reduce our site/practice area square footage at Mole B.

Lanakila Outrigger Canoe Club is an integral part of the community touching thousands of lives from the time of its inception 46 years ago. I have personally witnessed the affect it has had on entire families, whose children have gone on to earn scholarships to college after building a love for watersports. These children have learned many values including hard work, teamwork and respect for both others and for the environment.

This club and the environment that it fosters has also affected me greatly. After moving here 5 years ago, through my brothers and sisters at Lanakila, I have been able to find a career and a community that allow me to live a happy and healthy life. I have witnessed time and again, younger members that have been given chances to earn a career working along side more established members in various careers. The opportunities that have been afforded to us would not have existed without Lanakila.

I agree that the Pier needs a renovation and I agree that a boat ramp should be a part of that. But I ask that whatever is decided, please do not reduce our site are square footage at Mole B.

Lanakila isn't just a club, it is a family.

Sincerely,

Bo Ng
107 N Irena Ave.
Redondo Beach
Bong808@gmail.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 24, 2016

Dear City Council and Harbor Commission Redondo Beach,

Please do NOT reduce the Lanakila practice area – it is small as it is! I wish it were a larger practice area!

My son does many sports – most can be done at other locations with the EXCEPTION of outrigger paddling. There are very few locations that kids and adults can do outrigger paddling. He started with Lanakila about 3 years ago and has loved it since then! He has come to see paddling as his high priority sport! He loves the camaraderie, the teamwork and the physical workout. And it is FUN! We love living in Redondo Beach and being in the South Bay. And outrigger paddling has made living in Redondo Beach and in the South Bay **even more special**!

Sincerely,

Joycelyn Fuqua (Redondo Beach parent/resident)
Joycelyn_rb2003@yahoo.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 26, 2016

To the City of Redondo Beach:

The proposal to place a public launch ramp at Mole B would significantly reduce the space dedicated for our outrigger clubs and their ability to operate effectively. Further, there is simply not enough space for boats to launch out of mole B safely. The outrigger clubs are an integral part of Redondo Beach. With only a small number of boat launches allowed per day, the benefit of placing a launch ramp at Mole B will be at the expense of Redondo's community.

Our programs have touched so many lives and has been a part of Redondo's history and community for decades. I always run into locals that reminisce about their involvement as part of the outrigger programs years ago; and we always tell them they are always welcome back. For those curious about the sport we invite them to come try it out.

One of the most valuable things I have learned is that these programs teach us about the respecting the ocean, giving back to the community, diversity and inclusion. I have never felt more involved and connected with the community than I have being involved with the outrigger clubs. You will not find another organization that has such a diverse group of people; all of them whom I also consider my second family. Everyone you speak to in our club will have a story about how outrigger has positively changed their lives.

While we understand the need to redevelop the harbor, I hope that there is a better solution to preserve the space dedicated to our outrigger community.

Regards,

Nancy Huh
3538 Torrance Blvd #171
Torrance, CA 90503
Nancy.c.huh@gmail.com

Steven Tochihara
2905 Johnston Ave.
Redondo Beach, CA 90278
(310) 371-9211

July 24, 2016

City of Redondo Beach City Council/Harbor Commission
415 Diamond St.
Redondo Beach, CA 90277

RE: Mole B
Concern of reducing Lanakila Outrigger Canoe Club Site

To Whom it May Concern:

I have been an active member of Lanakila Outrigger Canoe Club for 4 years and reside in Redondo Beach. It has been a blessing to be a part of such a wonderful group of people. We have people from "all walks of life" and the club accepts everyone who is interested in from our junior program to senior citizens.

What I have witnessed is the tremendous growth of the club to several hundred members. Certainly, it's a place where we can gather to live the south bay lifestyle with like minded people whether it be exercise, the ocean, or just socializaing. But Lanakila does more than that. We perform many civic minded events, and many of our members are actively involved in charitable organizations.

While I am a proponent of revitalizing the harbor, I have concerns that Mole B where our site is may become too congested with plans for a public boat ramp. While I certainly agree everyone has a right to access the harbor, it seems an alternative plan can be constructed. Parking, safety, crime, are a few of my concerns when an area becomes too congested. I certainly believe, Lanakila will continue its upward growth with new members.

Thank you for your time,

Regards,

Steve Tochihara

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 22, 2016

Dear Harbor Commission & City Council Members,

This letter is a plea to NOT REDUCE THE SIZE AREA Lanakila Canoe Club uses to operate. I am also concerned that proposed changes may adversely affect the parking situation for the club, which is already tight.

I have been a member of the canoe club for over 5 years and the regular access to exercise, community and the ocean has been a very positive force in my life. Aside from the physical fitness benefits and friendships developed with hundreds of members, the club offers me regular easy access to the open ocean. Launching outrigger boats can be difficult in California. We have a location that works for the men, women and children who enjoy the site every day.

As a member who uses the site at least 3 times a week all year long, any changes to the site and or the parking situation will negatively affect my life.

As the father of 3 children who are also residents of Redondo Beach, I also look forward to the day when my children are old enough to join the club. I only hope that city leadership will not make changes that will take away from a club and site that so many enjoy.

Many thanks for your attention to this matter,

Seth Rendes
Redondo Beach Resident and Lanakila Canoe Club Member
707 N Prospect Ave
Redondo Beach, CA 90277
(650) 776-7384
sethrendes@hotmail.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 24, 2016

Dear Redondo Beach Harbor Commission

I'm writing today because of your proposed development in Redondo Beach that would take away much space from our beloved Lanakila Outrigger Canoe Club.

Please DO NOT reduce our practice area!

Please, please scale down this project! We don't need a movie theater at the beach.

How can the city incapacitate a vibrant, active 300 member boating club of 46 yrs, in favor of a public ramp averaging 20 boats a day from out of town?

This makes no sense!

The one thing I cherish is getting out on the water to paddle with my teammates of Lanakila. It reduces my stress the moment I pull into the parking lot. To drastically reduce our space would be taking away our little slice of heaven!

Please, please reconsider this excessive development.

Jennifer Dail
703 Pier Ave B219
Hermosa Beach, CA 90254
Jdail2010@gmail.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 24, 2016

Redondo Beach City Council
Harbor Commission
Redondo Beach, CA

In a world where everybody is trying to make a buck, there must be some balance between business and recreation. We already have the new Shade Hotel, which many opposed. The increased traffic will affect the joggers, bicyclists, and families walking their strollers on Harbor Drive. We don't need even more traffic.

When you turn on the news and read social media, we are constantly reminded of the many conflicts. In this current geopolitical and geo-economic landscape, it is refreshing to know that there are peaceful communities of ocean lovers, who are passionate about working together as a team. Over the past 46 years, Lanakila Outrigger Canoe Club has become Ohana (family). These are 300 mothers, fathers, sons, daughters, community leaders, business professionals, who come together to share and appreciate natural resources of Redondo Beach.

One of the coaches, Danny Ching, is a multi-time world champion in stand up paddling. He is a gold medal winner for Team USA and is working to make stand up paddling an Olympic sport. His outrigger paddling achievements are too numerous to mention. The following that Danny has is enormous, and can only grow with the help of Redondo Beach. So many youth, as well as adults, need a positive role model to look up to. Many people, including myself, don't participate in traditional sports. The only thing we know is paddling.

In the outrigger competition scene, Lanakila is known for winning more events than any other club. Anyone in the sport will tell you that. Redondo Beach is the home to champions. Please don't take that momentum and growth away from the future champions of a time honored sport, rich with so much history.

If you have children, nieces, or nephews, you understand what it means to have that local baseball field, soccer field, basketball court that you made have played at when you were a kid. Imagine having that field cut in half! That is what we are asking to please stop.

Humbly,

Sam Winston
Jdail2010@gmail.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 22, 2016

Dear Redondo Beach Harbor Commission & City Council Members,

As you are aware, Lanakila has been a very active boating club in Redondo Beach. It was established 46 years ago to bring the South Bay community together with the common goals of health, community, and friendship.

Myself and 300 other members of this amazing club would like to show our support of all the new improvements. However, we would like to express some concerns about some of the following issues:

- The dangers of public boaters launching behind a blind wall at the narrowest water way in King Harbor. Especially on windy days.
- The size of our space being cut in half, thus not allowing proper storage of our canoes
- Parking size shrinkage which will hinder our members to have access to the lot.

This club is a non-profit establishment that serves people of all ages. Our youth have a place to go and learn skills that will help make them stronger individuals physically and mentally.

We consider Lanakila as family and look forward to seeing our paddlers 3+ times a week to paddle, exercise, socialize and build relationships that will last forever.

I would appreciate your consideration in all you can do to help us maintain our precious club with minimal impact.

Thank you for your consideration and support

Silva Thomas
610 Emerald Street
Redondo Beach
Silva.thomas10@gmail.com

July 26, 2016

Redondo Beach City Council
Redondo Beach Harbor Commission
Redondo Beach, CA

Re: Lanakila--Please Do Not Reduce Our Practice Area

Dear Council and Commission Members:

We are writing to urge you to NOT reduce the area within King Harbor used by the Lanakila Outrigger Canoe Club. Our daughter Elena has been paddling with Lanakila for six years. She was a member of the Junior Program, and now the U19s. She has competed in races up and down the coast and last year her boat earned third place in the Catalina Crossing, from Newport to Avalon. Her coaches and her teammates have taught her what it is to be a part of a team, participate in a team sport, work hard and succeed. Lanakila has been a true blessing in Elena's life and in the life of our family.

You see Elena is blind. Despite her disability, Lanakila welcomed her with open arms, put her in a boat and taught her to paddle. They never treated her differently, but always supported and encouraged her to become a better paddler. During the Catalina crossing, boys from the club jumped into the water with her for team changes, making sure she was safe and that she found her way back to the boat. It was an amazing, life-changing experience, not only for Elena, but for her entire team. Air Tahiti Nui produced a video of the event, which I have linked here. Catalina Crossing. To understand the impact that Lanakila has on lives, please clink the link and take a few minutes to watch the portion of the video focusing on Elena and Lanakila's U19 team, starting at minute 26:50.

Lanakila, and its 300 active paddlers, have been using the practice area in the Harbor for 46 years. The area is already small and cramped. Adding a boat launch adjacent to the practice area would make it much more dangerous for boaters and paddlers alike and would make it especially dangerous for a visually impaired paddler like Elena. A boat ramp would be a benefit to a very limited number of people, mostly non-area residents.

Please consider the hundreds of paddlers who will be negatively impacted by a boat launch and who oppose the boat launch and the reduction in size of Lanakila's practice area, and reject the proposal to move the boat launch to Mole B.

Thank you for your consideration.

Sincerely,

Bob and Lorraine Hodges
ralhodges@yahoo.com

To: City Council and Harbor Commission of Redondo Beach, California
Date: July 26, 2016
Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

My name is Brian Munce and I am the Lanakila Outrigger Club junior coach. I am writing to ask you to reconsider placing the boat ramp on Mole B. **Taking away our space at the park would have a tremendous impact on our club and especially our junior program, which is over one hundred 9 to 19-year-olds each year.** The added danger of increased boaters, trailers, and traffic in our small space could result in accidents. Placing the boat ramp on mole B will increase the water traffic into the part of the harbor where our juniors, and the junior sailing team from King Harbor Yacht Club, practice on a daily basis. My main concern is the safety of our team and I am afraid it is only a matter of time before someone gets injured by the idling boats in the channel waiting for their trailers to sit thought the traffic to drop in their boats or take them out in a narrow part of the harbor.

I'm a volunteer, as all of our coaches are in the club, and **I give up my summer to coach because Lanakila saved my life.** I could give you my story that outrigger saved my life after my career as a stuntman ended with a severe brain injury, open heart surgery, and the only sport or activity I was allowed to do for years was outrigger because of the unlikely event of any head impact. However, I'd rather share what one of my juniors wrote to the coaches.

At the beginning of the season I ask my juniors to write why they want to participate in outrigger canoe racing. I have received many great responses over the years, but I'll quote one of my juniors as now he is preparing for his first US Championship Catalina Crossing in September.

"If I don't come to outrigger practice, I'd be on the break wall with my other friends drinking and doing other things."

Responses like that are why I coach and why so many of us keep coming back day after day year-round to paddle. We can deal with a lot inconveniences as a club but lack of space and safety issues is not an option.

Thank you for your time.

Regards,

Brian Munce
217 Calle Miramar Apt E
Redondo Beach, CA 90277
310-507-5356

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 27, 2016

Dear Harbor Commissioners,

My name is Peter Batty. I am 9-years-old. I have only been on the Lanakila Keiki team for one season, but my mom and my sister have been with the team for longer.

I really like paddling! It gives me a chance to be challenged. I get to spend time on the water and I get to spend time with my friends and make some new ones.

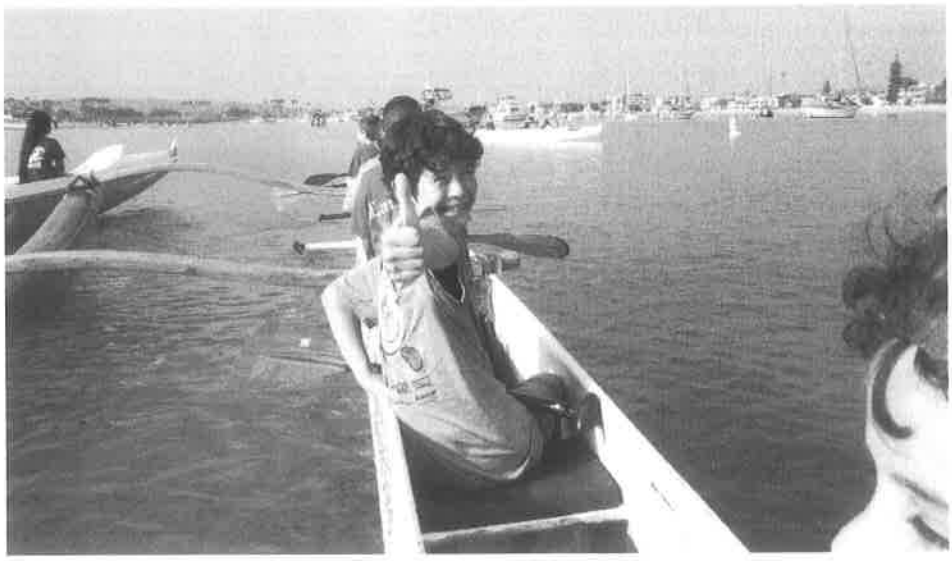
Sometimes it's hard work and I feel like giving up, but my coaches help me to be determined. That's good!

And my team has won some races because we have learned to work together.

Please don't make changes that would take this team away from us!

Thank You,

Peter Batty (age 9)
661 W. 157th Street
Gardena, CA 90247



July 27, 2016

To City of Redondo Beach, City Council, and Harbor Commission,

PLEASE DO NOT REDUCE OUR LANAKILA PRACTICE AREA.

I have been a member of Lanakila Outrigger Canoe Club for 10 years. **I was the first to join from my family, followed by my two children and husband.** Lanakila has been a sport and activity that we have been able to participate in together as a family.

Competing with the women's team has given me incentive to stay fit, and live a healthy lifestyle. The club has given my children tools that helped gain admission and scholarship to UCLA, securing a spot on the Women's Rowing team, and the other child the drive and ability to compete on a world-class level in both outrigger and Stand Up Paddling.

But Lanakila is not just a competitive team, it's a family of about 300 members that come together and support each other in so many aspects of life. We have made connections within our group for work, health, and other recreational activities that have made bonds that will last a lifetime.

Reduction in size of our practice facility is likely to cripple our club, and take away this opportunity from my family, and so many others.

Thank you for your consideration,

Dani Hart
Lanakila Outrigger Canoe Club
809 Beryl Street
Redondo Beach, CA 90277

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 26, 2016

Dear Redondo Beach Harbor Commissioners, Harbor Planning and City Council,

The proposal to downsize the outrigger storage and launch area to make room for a public boat launch ramp on Mole B must be reconsidered for several key reasons:

- Launching and recovering vessels directly into the main channel is a safety hazard to other boaters, kayakers and paddlers that frequent this area of the harbor on busy days.
- Traffic impacts directly attributable to the location of a Mole B launch ramp will very likely become a nuisance to existing boaters, residents and businesses in and around Basins I & II, and will likely spill out onto Harbor Drive
- Lack of potential parking space on Mole B will likely result in overflow, negatively impacting existing boaters, residents and businesses in and around Basins I & II
- Downsizing the physical space occupied by Lanakila and Nahoa Outrigger Canoe Clubs, especially while they are growing in attendance and already contending with space constraints, will materially harm both clubs' ability to maintain world-class, highly inclusive team programs.

I want to speak more to my own experience and why that last reason is so important to me:

I have been a member of Lanakila Outrigger Canoe Club (LOCC) since graduating RUHS in 2001 at 17 years old. Paddling for the 19-and-under Men's team in 2001 and 2002, we won consecutive CA State Championships at the Santa Barbara State Sprints. I was incredibly proud to represent Redondo Beach in this fashion, and incredibly grateful to paddle with peers that grew into longstanding friendships I deeply value to this day. Since then I have raced with my with LOCC teammates across the Catalina Channel for the US Championship several times, winning the 19-and-under and Open Bradley divisions while placing within the top 3 several other times. Prior to my experience with LOCC, I had the distinct privilege of serving on the RUHS Associated Student Body Council while also playing Volleyball for Tom Chaffins—the same Men's Volleyball coach who lead RUHS to its first victory over Mira Costa in over 18 years (1998).

I was extremely fortunate to have access to these kinds of Redondo experiences. Growing up, my family had to work very hard and make painful sacrifices just to maintain a tenuous foothold in our beloved hometown. During some particularly tough times, we lived in motels on PCH, illegally converted garages, and sometimes on the floors and couches of family friends while my parents did all they could to support my sister and I. During the spring semester of my senior year at RUHS, the year I was elected Prom King, I was sleeping on the floor of my grandmother's one-bedroom apartment on Catalina Ave because our previous rental house was sold to a developer months prior. Despite the hard economic times and somewhat nomadic South Bay

upbringing, I have always loved and maintained a deep sense of gratitude toward my Redondo Beach Community and all that it has offered.

Without getting too deep into my upbringing, I just want to make the point that although they enhance its aesthetic, the flashy hotels and built-up penthouse views are not what make Redondo such a special place; it is our top-notch institutions like RUHS, kids' sailing camps, and our outrigger canoe clubs that contribute to such a rich, diverse, hard-working and successful community culture that I personally have benefitted so much from. My parents went through hell sometimes just so us kids could have those opportunities. Someday I want to be able to look a struggling kid in the eye and assure them that the same opportunities—if not better—still exist for them to excel in life; that if they work hard and get involved in their community, they really can achieve great things. I heavily credit LOCC for deeply ingraining within me the values of hard work, continuous improvement, grit, teamwork, and ohana (family). It would be a shame to take so much away from an organization that means those things to so many people in this community. I want this organization to thrive for future generations, and to continue to proudly represent Redondo Beach in state, national, and worldwide competition.

I largely support plans to improve the greater harbor area, as have many of our club members that reside in Redondo Beach. Much of the harbor infrastructure is aging badly; it is in dire need of repair and must be brought up to current ADA standards, as well as aesthetically enhanced to attract investment and enhance tourism. I understand that there are very specific Coastal Commission access requirements that must be pragmatically worked into harbor redevelopment. However, there is a very positive aspect of the existing culture that cannot be contrived again once this redevelopment effort is undertaken. LOCC is a vital part of that culture—a beacon of excellence within this community that truly welcomes all, and I firmly believe it would be a dark stain on this council's legacy to snuff that out by rushing this proposal through.

As a Redondo Beach native (born and raised), as well as a proud and grateful member of LOCC, I implore the council to consider alternatives that at least maintain a workable space for our outrigger clubs that is at parity with what currently exists. We want to be a constructive partner in this redevelopment and reinvigoration of the harbor—not just an obstacle to the construction a boat ramp. It does not have to be that way. I realize the council has a lot to consider and is doing so in good faith, and I can assure you the large majority of LOCC wishes to continue working with the council in that same spirit of cooperation and good faith.

Sincerely,

Cameron J. Flynn (LOCC Member since 2001)
1930 Curtis Avenue
Redondo Beach, CA 90278

July 27, 2016

City of Redondo Beach City Council and Harbor Commissioners,

PLEASE DO NOT REDUCE OUR PRACTICE AREA.

I have been a member of Lanakila Outrigger Canoe Club for ten years, since I was 9 years old. Having grown up on the water, this sport, the family and friends I have met throughout the years have made me who I am today. **Being surrounded by hundreds of people of all ages allowed me to mature and develop work ethic that I took with me to school and other sports I participated in.**

During my senior year of high school, some of my teammates on the outrigger team encouraged me to start rowing for a crew team. Starting so late in my high school career, there was a slim chance of me continuing at a higher level. Regardless of the chances, I decided to attend the UCLA Women's Rowing Camp. After showing my natural talent for water sports and my desire to always get better, I was recruited to join the Division 1 team as a walk-on for my freshman year of college. After showing improvement my first 2 years of school, **I was given a scholarship to pay 100% of my tuition at UCLA.** My passion for the water and the world around me led me to degree in Geography and Environmental Studies. Through networking with fellow Lanakila members, I have also gotten an internship with a local city government in a related field as my major.

In conclusion, **I would not be where I am today without the people, atmosphere, and sport that is Lanakila.** I do believe that the waterfront needs improvements, but I truly believe that decreasing our practice space could severely impact the future of those participating in the club. I want everyone to have the great opportunities that I received growing as a part of this club.

Mikayla Hart
809 Beryl Street
Redondo Beach, CA 90277

State Champs 1st Place (L->R: Aimee, Jill, Dani, Jean, Jeane, Mikayla)

To: City of Redondo Beach, City Council & Harbor Commission
From: Wil Leyman (age 9)
Date: July 27, 2016

Please do not reduce our Lanakila practice area square footage at Mole B.

I was sad to hear that the Lanakila Outrigger Canoe Club site could become smaller. I'm 9-years-old and love learning to paddle in the ocean. I've made new friends here that I would otherwise not get to see because we come from different parts of the community. The club needs more room for the canoes, not less. Hopefully then there will be even more kids like me, who can come together with the same love and appreciation of paddling in the ocean, that I can call my friends.

Thank you,

Wil Leyman (age 9)
311 S Guadalupe Ave
Redondo Beach, CA 90277
424-903-3114
marksbarbie@gmail.com

10&U crew L-R: Jake, Kai, Kaimalu, Wil, Hunter, Colin

July 26, 2016

Please Do Not Reduce Lanakila's Site and Practice Area Footage at Mole B

Dear City of Redondo Beach, City Council & Harbor Commission,

My name is David Moranville and I am an active member of the Lanakila Outrigger Canoe Club. My wife and I relocated to the South Bay about five years ago. In doing so we began to look for ways to get involved with the community. I am an avid waterman, surfing, swimming, diving, and spending as much time at the beach as possible. Two years ago, a friend suggested we consider paddling. **Both my wife and I fell in love with the sport and the Lanakila family.** We attend almost every practice, compete in every race, and purchased OC1 canoes for ourselves. We're at the club at least five days a week paddling early mornings and the late afternoon wind swells. At any given time there are more than a dozen members doing the same with their OC1s. I can't picture my life today without paddling and spending time with our new Lanakila family.

When we learned that our modest club space we call "Carpet Beach" was in jeopardy of being reduced, we were crushed. My first thought was how the club would be able to continue launching up to eleven four-foot canoes with over sixty paddlers every day of the week with less space than we have today. As it stands, there are over 300 active members with up to 130 OC1s and more than a dozen six-man canoes. Each night we must stack the canoes, ama-over-ama just to make them fit in the current space.

During the summer months, Lanakila hosts a Keiki (kids) program just before the adult practice. To watch the coordination of parking, parents picking up their kids, and changing of canoes would be enough evidence that Lanakila needs every inch of the space we have today. If the space were reduced we might be forced to cancel the Keiki program and limit the membership of our thriving family. In short, meaning new members and their children might never have the chance to experience the life-changing effects of outrigger paddling and the warmth of the Lanakila community.

Again, we ask that you do not reduce the practice site of the Lanakila Outrigger Canoe Club at Mole B. This would be a detriment to our club and the Redondo Beach Community as a whole.

Very truly yours

David Moranville

On Thu, Jul 28, 2016 at 1:00 PM, Kellie Lancaster <kellielancaster@gmail.com> wrote:

Hi Al,

I'm writing this from the Sand fire so please excuse any typos etc., but this is so important, not only for the club, but to myself as well, so I wanted to make sure I sent something. It probably won't be as eloquent as many of the other letters. We are baking our brains in this 100+ weather out here. :)

To: City of Redondo Beach, City Council & Harbor Commission
From: Kellie N. Lancaster

Please do not reduce our site/practice area square footage at Mole B.

Lanakila Outrigger Canoe Club has had a profound effect on the person I am today. I began paddling in 2000 at the age of 15 in our Juniors Program. Over the past 16 years, I have watched our club grow to one of the biggest outrigger clubs in California. I have seen teammates have children who now paddle in our Junior Program. This is one of the few post collegiate sports that I feel you can do throughout your life. I have seen the way it brings not only families but also our Redondo Beach community together.

I have learned the importance of teamwork, discipline, and sportsmanship during my earlier years, but I have also received so much more. Through Lanakila I have met some of the most amazing and admirable people, many of whom I consider family. They have been there through birthdays and graduations, as well as supported me during the more tragic events in my life. I have been there for teammates during good and bad times as well. Through some of these club members I was inspired to pursue a career as a firefighter and encouraged to continue to push myself to reach my potential, not only as an athlete but in every aspect of my life.

Through Lanakila, I have been fortunate to be able to contribute to Ocean of Hope - Sarcoma Alliance by racing to raise funding for second opinion grants.

Lanakila is such an asset to our Redondo Beach community. I respectfully request that the plan be revised and that our space at Mole B is not reduced.

Sincerely,

Kellie Lancaster
M.S. - U.S. Forest Service Wildland Firefighter
647 S. Prospect Ave #202, Redondo Beach CA 90277

To: Redondo Beach Harbor Commissioners & City Council
Date: July 27, 2016
Subject: **PLEASE DO NOT REDUCE THE LANAKILA'S SITE**

I have been a resident of Manhattan Beach for almost 25 years and a member of Lanikila Outrigger Canoe Club for 3 years. I oppose the changes being proposed to our club's area, the park and the parking area to make room for a public dock.

These changes will have a huge negative impact in 3 areas. Lanakila is providing an athletic social activity for all ages, and has for many years. The club grows each year, over 300 members this year. The RBFD Harbor Patrol office will be impacted. And the parking lot cannot handle more cars/trucks with long trailers attached to them.

Lanakila provides an ocean experience and outlet for all ages and at all levels of experience. More kids are joining and thriving. It keeps the kids busy after school and during the summer months. It's an outlet for them to get outside, exercise, gain confidence and become a responsible adult. Some are thriving so much they are getting sponsored by surf/ocean companies. And there are a few that have used their experiences here to get into college on the rowing teams. The adults that paddle here range from 18 to almost 80. We live in a beach area and the ocean is used in many ways, Lanakila has provided many of us a new way to experience the ocean and for some, another way to enjoy the water.

I am a Fire Captain with Long Beach FD, stationed on our Fireboat, and have visited the RBFD Harbor Office for training for many years. King Harbor is becoming very busy and by adding a public dock in the proposed location, it will create havoc. More motorboats launching in this small area is only inviting accidents on and off the water. The parking and storage area will be a nightmare for RBFD Harbor Patrol when they have to respond to land based emergencies. The congestion will cause their response times to increase and that will be dangerous and possibly life threatening for their patients.

The club members are aware of this and respect the parking and driveway for Harbor Patrol. All areas I know of that have a public boat launch are in an area where there is plenty of parking and large areas to turn around, tow a trailer and park it. A much better location for the public boat ramp is to renovate the area where the public boat hoist is now. There is a large parking lot, quicker access to the harbor opening, and less congestion for the different types of watercrafts in and outside the harbor.

Lanakila Outrigger Canoe Club has only had a positive impact in and for the South Bay residents. Please do not reduce our area next to the park, cause a parking nightmare for all users of that area, and more importantly increase the possibility of boating accidents in an already congested area.

Thank you for reading and listening to our concerns,

Mike Caputo
571 36th Street
Manhattan Beach, CA 90266
310-628-7021

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 28, 2016

Dear Harbor Commissioners and Waterfront Planning Division,

My name is Emily and I am 14-years-old. I have participated in Lanakila Outrigger Canoe Club for about 5 years. Because of our amazing club, I have made great friends and many more amazing memories. Also, paddling has taught me sportsmanship, patience, and really enforced in me the strong values of community and family.

I am writing this letter to ask you to not reduce our space. With less space we would lose so much. **Paddling with Lanakila is so important to me**, not only for the sport of it, but it also gives me something that I can do and discuss with my dad.

So please consider all the family paddlers, kids, seniors, men, and women who will all be greatly affected by your decisions.

Thank you,

Emily Aniya (age 14)
eeaniya@sbcglobal.net

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 26, 2016

Harbor Commissioners and Waterfront Planning Division,

Let me start by saying that the Lanakila Outrigger Canoe club made up of over 300 current members ranging from ages 7 to 77 years old **saved my life.** About 5 years ago I lost my son to an illness, not only did he pass away but I also died, I spent a year roaming the beach every day, no different that any other mentally disturbed homeless person other than I had a home to go to. A friend introduced me to the people at Lanakila, who then invited me to join them on the water, eventually inviting me to join the club. I've been with them for over 4 years now; note I was an overweight, unhappy, aggressive person, not fun to be around. **The members cared about me when I didn't, they made sure I was invited to member events, that I had a place to go to on holidays, they became another family for me to be a part of.** The club does not care whether you are rich or poor, athletic or not, tall, short, fat, skinny, black, white, or anything else. I now try and pass this Ohana to others.

Having said that, if you reduce our operating space I fear that the club will have to reduce it's membership and that will create another entity that would cater to the "more better" people (for lack of a better word). I ask this, is your project that will cater to about 20 affluent people per day equal 80 to 100 paddlers per day on the water? Is that an equitable use of our area/ocean? Do you think we will all be better off?

Thank you for your consideration.

Henry Guzman
8731 Lilienthal Ave.
Westchester, CA 90045
hguz58@gmail.com

July 27, 2016

City of Redondo Beach
City Council & Harbor Commission

Dear City Council and Harbor Commission Members,

First off, as a citizen of our awesome beach city, I applaud you in your efforts to find solutions to improve the conditions of our beach and pier areas. Your task is difficult.

As difficult as it may be, as a member of the LANAKILA Outrigger Canoe Club, I, along with many others strongly urge the Commission to reconsider its decision to reduce the present area of our 46 year old club, which is committed to ocean appreciation, water safety, water sports competition, and representing the City of Redondo Beach in competition with other Outrigger Canoe Clubs in our great State, in Hawaii and throughout the South Pacific. For 46 years, we have been ambassadors of our awesome city in outrigger race competitions – and we have represented our Redondo citizens well, winning dozens of 1st, 2nd and 3rd place awards every year.

Our annual membership list is 300 names long. By now, it's safe to say that after 46 years, we have touched countless Redondo Beach citizens who have come through LANAKILA. Our members range in age from 7 years old to 77 years young.

Personally, I didn't join LANAKILA until retirement after 38 years in the airlines' industry. **At the age of 67, I found myself in a 6-man canoe. It has rejuvenated my life – it has been a renaissance of my senior years.** Now, I'm 70 – and I find myself in a canoe with teenagers, firefighters in their mid 30's, businessmen and people who love the ocean in their mid 50's and us 'ol guys – and yes, Ol' Guys rule!

Your recommendations to reduce our area would adversely and severely impact our ability to continue to offer what we have offered to Redondo Beach citizens for the last 46 years. Please - please reconsider your deliberations to reduce our areas. It seems capricious and arbitrary that a commission would elect to reduce the area of such a vibrant, 46 year old organization in favor of twenty or so daily boaters (some of them and maybe many of them from out of town). I'm a boater, but also an outrigger canoe paddler. Please reconsider your deliberations and do not reduce our operational area at Mole B and diminish our ability to share what I have described and let LANAKILA continue its tradition of providing ocean appreciation, water safety, water sports competition and being "goodwill" ambassadors for one of the greatest beach cities in the USA. Thank you for serving as Harbor Commissioners.

Joe D. Houston
2017 Dufour Avenue
Redondo Beach, CA 90278
(310) 924-0835 joedhouston@yahoo.com

To: City of Redondo Beach, City Counczil & Harbor Commission
From: Kaaia Kupau (age 14)
Date: July 29, 2016

Sub: Mole B – Lanakila Outrigger Canoe Club :: Re-zoning

Please don't reduce Lanakila's practice area. Our club also helps people that need support in their life and changes them in a positive way. Take me for example. When I first joined eight years ago, I was never the popular kid and never had many friends. This club taught me how to be social which opened my eyes and heart to accept people for who they were and to help others. I had become a part of this group that never met me yet accepted me for the quiet, antisocial kid I was. I'm so grateful for how much this club has done for me and impacted my life. I now help out new kids on the team and have even helped coach them this year, because I want to make sure they have the same welcome and positive experience that I have had.

This club has also helped me join other activities and is helping to pave the road as I pursue my goal to study Aerospace Engineering in college. After hard work, acceptance, and dedicated training in Lanakila's summer program, I learned about rowing from some paddling teammates and decided to try out for the Novice Marine Aquatic Center Rowing Team at the UCLA training facility last year. I was able to walk-on to the team after tryouts were done ranking in the middle of the roster and am about to start my second year on the Varsity team in a few weeks. I believe that my training with MAC Rowing will help open doors to colleges and my ultimate goal of becoming an Engineer.

Lanakila didn't help just me, **Lanakila has helped hundreds of people such as myself young and old.** This club is too important to be downsized from our community and I strongly ask you to reconsider.

Kaaia Kupau (Age 14)
2020 Pullman Ln #2
Redondo Beach, CA 90278
310-890-2203
kaaiakupau1010@gmail.com

July 28, 2016,

Dear Redondo Beach Harbor Commissioners,

I have been a club member since 2008. During my time at this club I have had the pleasure and honor to practice, race, communicate, and share a family with some of the best people I have ever met in my life. **The values and principles that this club instills in our youth and our men and women is essential for our local and greater community.**

In a day and age where we have lost many core values, this club teaches to respect one another. It teaches us to work together as a team, to respect the environment, to respect authority, to foster education, to foster athletics, and the helps in taking of your physical, mental, spiritual, and emotional health. These values are so critical to a community, society and world that has lost respect for what we stand for as humans. This club is a representation of goodness and positivity.

This club has changed my life when I have struggled with life. I've witnessed other children, men, and women transition from a dark place into a thriving, healthy, and happy individual.

I think the biggest reward we offer is to our youth. We live in a day and age where children are glued to a cell phone, they have lost the idea of imagination, they have negative information at the click of a button, they are dictated by social media, they disrespect authority and especially their parents. This club fosters the polar opposite of where we have gone wrong in our world. Lanakila models and teaches respect and love. **It revitalizes struggling youth and gives them direction and a purpose.** What better concept could a group of great people offer?? Our core is our club site and our mother ocean. Please take this letter and all others submitted into consideration.

Sincerely,

Ryan O'Hearn
605 Larsson Street
Manhattan Beach, CA 90266

July 28, 2016

Dear Harbor Commissioners and City Council,

Please do not reduce our practice area at Mole B.

Accessing the ocean with Lanakila Outrigger Club is one of the most significant experiences impacting my life. Being raised inland, I had no idea the benefits ocean activities could have on my life. Being close to nature is priceless and outrigger paddling has allowed me to test my limits physically and mentally, limits I didn't know existed. Lanakila has created a sense of community in Los Angeles where it can be difficult to connect with people. We provide a healthy atmosphere that promotes goodwill, brotherhood and a healthy level of competition.

Reducing the parking and practice area from Lanakila will significantly impact the ability for us to access the ocean and serve the community. Personally I average 3 days per week, 9 months out of the year; equaling 117 times per year using Mole B.

Maintaining the area for Lanakila on Mole B is crucial for its existence. Please do not reduce the size of the practice facility. Thank you for your time and consideration.

Best regards,

Matt Takahashi
503 Via Gorrion
Palos Verdes Estates, CA
310-428-8106

To: City of Redondo Beach, City Council & Harbor commission
From: Sylvia Alexander
Date: July 25, 2016

Please do not reduce our site/practice area square footage at Mole B.

I have been a member of Lanakila Outrigger Canoe Club for 3 years now. From the very beginning I was impressed by the sense of family and community that Lanakila instills and promotes from their more than 300 members (which consist of men, women and children combined). The club has been an astounding positive part of my life; they encourage us to live a healthy and active lifestyle and to give back to the surrounding community. We have an annual community gathering at Seaside Lagoon, and participate in many other volunteer events together to support the City. We use the site consistently 5-6 days a week and any reduction in our already limited space would really have a negative impact on our club (and our ability to serve the community) in my opinion.

I also introduced my 10-year-old son to the club last year and was so impressed with the effect it had on helping him develop more self-confidence. It helped him overcome his shyness and he made a lot of new friends and found many male mentors he looks up too. He continues to be a part of the club and **it has enhanced our quality time together as a family when we practice and participate in the races throughout the season.** We have an extended family with Lanakila.

PLEASE reconsider moving the currently projected public boat ramp launch site at Mole B to another location.

Thank You,

Sylvia Alexander
21606 Evalyn Ave
Torrance, CA 90503

July 27, 2016

Members of the Redondo Beach City Council and Harbor Commission,

PLEASE DO NOT REDUCE LANAKILA'S CURRENT PRACTICE SITE

For 46 years, Lanakila Outrigger Canoe Club has been a main stay here in Redondo Beach King Harbor.

For 25 years, I have been paddling outrigger canoes here in Redondo Beach King Harbor. Lanakila's growth in membership has been growing year after year. It's a true testament to how LANAKILA'S presence touches so many people and families here in the community (and is due in big part to Al and his son Danny's commitment to this sport and creating a positive and inclusive environment.)

I kindly ask that your process will help Lanakila's zoning to remain current. I hope and pray that your decision with Mole B will allow Al's granddaughter and my 6-yr-old son's generation to enjoy the sport of outrigger canoe paddling here in Redondo Beach King Harbor.

Thank You.

Sincerely,

Eric Nakamura
22619 Draille Dr
Torrance, CA 90505

July 29, 2016

Dear Redondo Beach Harbor Commissioners,

Please do not reduce Lanakila's square footage at Mole B.

My husband and two children have been members of Lanakila Outrigger for two years. It has meant so much to my husband to be able to bond with great people and compete on a regional, state, and national level with the club. He is so happy that Lanakila is in his life. He has been volunteering as a coach with the youngest paddlers of the keiki youth program. The boys love him and he has really taught them a lot this summer!

My children are competing with the keiki developmental program and both love it. Lanakila has welcomed us into their family, and we have enjoyed every minute of this caring, healthy, vibrant, inclusive community.

I am concerned for the safety of the members of the club, and all who utilize the harbor for recreation, if a boat ramp were built on Mole B. It makes no sense to me to have an unpredictable usage ramp so deep in the harbor, where kids and beginning SUPers and kayaking visitors are renting from Tarsan. That blind corner will become so much more hazardous than it already is.

Please do not reduce Lanakila's current square footage at Mole B and consider placing this boat ramp in another location, further away from the clubs that have kids and beginners using small or personal craft.

Sincerely,

Holly Long
Ohana.long@gmail.com
3510 Emerald Street Torrance, CA 90503

July 27, 2016

To: City of Redondo Beach, City Council and Harbor Commission,

PLEASE DO NOT REDUCE LANAKILA'S SITE & PRACTICE AREA SQUARE FOOTAGE AT MOLE B.

As a firefighter for the City of Los Angeles, I understand the value of a group of people dedicated to common goals. This is how great things happen in our society, and let me assure you, great things are always happening with the Lanakila Outrigger Canoe Club. Yes, we race canoes and we are good at it. However, this is hardly the point of this club. This is a community based on core values of family, fairness, kindness, being active in the community, and more accepting than any other group of people I've met in my life. This is something we desperately need in today's society. We, as a club/family/community are raising amazing people. Not only the youth of our very own South Bay (I reside in Manhattan Beach) but the young adults and the established community leaders. This club is not comprised of "beach bums" but comprised of doctors, lawyers, teachers, nurses, students, and of course, firefighters. I personally have benefited from the people of this club at a time that I needed them. They continue to be my family and I am proud to tell others that.

I have seen this club grow since the time I've been a part of it. This is a testament to the people and the good we are doing. The community knows this and sends us their children for guidance. They come themselves, seeking something that is missing in their lives and find it…here. Reducing the size of our already small area would take this ability from us. Something I would hope The Council doesn't want either.

All I truly ask is that you take a good look at alternatives. Our leadership is working hard to make this work for the City and for us. Renovation is important. I agree that things need to progress and there are always fiscal considerations when attending to City needs. However, in life, there are always compromises and alternatives that can work for all. We, as those responsible for the well being of our citizens, hopefully can make that happen.

Sincerely,

William B. Wenger, LAFD
721 12th Street
Manhattan Beach
310-985-5895

July 26, 2016

Dear Harbor Commissioners & Waterfront/Harbor Planning Division,

PLEASE DO NOT REDUCE LANAKILA'S PRACTICE AREA . The area that we use now is very tight and any reduction in size can jeopardize the safety of the club members. If the club was moved next to a wall where boaters would launch it will be unsafe. The waterway in that area is the smallest in King Harbor. It will not be able to fit 11 30ft long canoe.

Lanakila Outrigger Canoe Club is a wonderful community of people. It brings people together and makes families stronger. My daughter (age 11), my wife (age34), and I (age 32) are all members of the club. It has brought us more love (and better health) into our lives. Lanakila Outrigger Club is good for the community. It is a positive activity that teaches kids good values and skills that they will use in their life.

Lanakila acts as a good role model to the kids. The club teaches people life lessons and I have personally seen it first hand with my daughter Paris (Age 11). Lanakila Outrigger Canoe Club boosted Paris's confidence and got her actively participating in canoe paddling and other sports. Paddling has made my family's life better and I've seen the positive impacts it has on the other families and the community.

Best Regards,

Brandon Sauls
1011 Portola Avenue
Torrance, CA

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 26, 2016

Dear Harbor Commissioners & Waterfront/Harbor Planning Division,

I would like to thank you for taking the time to read the letters from the Lanakila Outrigger Canoe Club (LOCC) community and considering our position as it is so valuable to us. Reducing the size of our facility would have drastic ramifications on how our club continues to operate, as well as how the neighboring harbor community and local businesses interact with us on a daily basis.

At this point I understand you have read countless letters and heard numerous personal testimonies. I could detail how **LOCC has changed my life**, I could explain how through the club I went from working two jobs and barely making rent to making a connection that has shaped my career and allowed me the freedom to really enjoy the South Bay. I could explain how joining the club in 2010 gave me a sense of community I have never felt living in Redondo, Hermosa, or Manhattan Beach. I could list the countless friends I consider family I have met through LOCC over the past 6 years. I know you have all heard the testimony from my "Ohana" already, so I would like to offer my position from a business perspective.
Over the past 6 years I have spent thousands of dollars at Redondo Pier restaurants, I have visited Bluewater Grill more times than I can remember, and I am joining Bay Club this month. All of this has been a result of Lanakila. I can honestly say I would never visit the Redondo Pier if I wasn't stopping in for much needed food after a 4 hour practice, or catching up with teammates over a pint at Naja's to discuss our upcoming race. I am only 1 member of 300+, all doing the same thing, grabbing a bite to eat, renting stand up paddle boards, taking their kids to the arcade, or grabbing a drink to enjoy the view, all as a result of already being at mole B. Cutting down the size of our facility would cut down the members of our club and the access to the water, 70+ canoe paddlers would not have a reason to be at the dock every day. This commerce would be lost for the handful of boat users accessing the ramp to spend all day on the water. Please consider not only the lives of the Lanakila members that will be affected but also the nearby business owners that will lose the revenue of "hungry" paddlers.

I thank you again for letting us voice our feelings.

Sincerely,
Brian Irwin (South Bay resident since 2007)
216 ½ S. Guadalupe Ave.
Redondo Beach, CA 90277

To: City of Redondo Beach,

Attn: Harbor Commissioners & Waterfront Development Division

From: Daniel Rohrbach

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

Harbor Commissioners and Waterfront Development Division:

I have been a member of this club for the past 4 years. **I was brought into this club by my 9-year-old son when he said one day, "I want to go paddling with my friend Ryland,"** another 9-year-old from his class. We were a little hesitant that these little 9-year-olds were going to go out in the ocean on these big boats with a bunch of other 9-year-olds, but the coaching was great and they made sure that they all felt comfortable on the water. Now, he is 15-years-old and has gone from an inexperienced 9-year-old not comfortable in the water, to an expert Waterman on the top ranked U19 team in the country.

Lanakila Outrigger Canoe Club (LOCC) is a successful community & sports club in the area and is one of the largest for active and non active members. The goal of the club is to build an *ohana*, a family, and that is what the club does: once you are a member, you're always part of a family.

Our club has been operating on the Mole B/Moonstone Park for 46 years. And **we are in favor of the zoning of Mole B/Measure G**, but **not** by reducing the square footage of the two clubs that operate in that zone from 15,000 sq/ft to 9,000 sq/ft and **not** by placing a boat ramp for **recreational** boaters at the end of Mole B. This will be dangerous to our members and our children. I myself am a recreational boater and, as you know, **you do not even need to have a license to operate a boat that is under 5Hp, and these are the type of boats that are going to be launched at that ramp and all those boats have props that can hurt our members as they pass right in front of our location filled with children to get to the harbor mouth.**

Also the square footage reduction will not allow us to function on that amount of land. You are still going to have Moonstone Park at that location, so why can't we make Lanakila part of Moonstone Park? Other parks have baseball diamonds and soccer fields and playgrounds, so why can't we have a City Of Redondo Outrigger and Stand-up recreation area as part of the Moonstone Park By The Water?

Please reconsider your plans for Mole B (Lanakila's Home). Thank you!

Daniel Rohrbach
1261 6th Street
Hermosa Beach, CA 90254

To: City of Redondo Beach, City Council & Harbor Commission

Date: July 27, 2016

Please do not reduce the Lanakila site area at Mole B.

The current plan to reduce the square footage of the outrigger canoe club site to a total of 9,000sqft does not improve nor provide better long-term use of the allocated land.

This small section of land that is currently occupied by the outrigger canoe clubs and used by their 300+ members, friends and local youth is currently being used to its fullest potential to the residents of Redondo Beach.

There are very few areas of King Harbor that get as much positive daily use from the local residents as the current area located at Mole B affectionately known by locals as "Carpet Beach".

Just by looking at the way in which countless individuals from all ages and walks of life have come together and positively changed / challenged themselves through the programs based out of this small section of King Harbor is evidence in itself as to the benefits it offers our community. It provides a great positive platform to residents in teaching teamwork, building self-confidence and promoting overall health and wellbeing as well as building great long lasting friendships and providing a great family friendly activity that is enjoyed by all ages.

To have these programs available to our community being cancelled or limited to exclusive membership due to lack of long term planning would be a significant loss to the South Bay community with negative long term repercussions.

While I'm sure we can all agree that the waterfront is overdue for a much needed facelift, there needs to be real consideration for just how these plans are best going to **benefit** our community.

Kindest Regards

Carl Ferenczy
107 Vista Del Mar, #15
Redondo Beach, CA 90277

July 26, 2016

Dear Harbor Commissioners,

PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE.

I'm sure you have heard and read it all concerning the Lanakila Outrigger site, and how important it is to the community and the members of the club. I am a 3-year member (so fairly new compared to most members), but what it has given me is priceless. **Paddling came into my life when I needed it the most and helped me out of a really dark place.**

I believe that each city has a soul, a unique imprint in which it contributes to the larger society. Redondo has many little unique enclaves and things that make it uniquely Redondo Beach. We are so lucky and blessed to have some of the best coastline in the world and a community that is family-friendly. Lanakila represents a little piece of that unique soul that makes Redondo Beach, Redondo Beach. I believe if we take away these little pieces of its soul, slowly this amazing town we live in will feel like a different Redondo Beach altogether.

Please consider our need to have the space to operate our club successfully.

Thank you for taking the time to read my letter and all of our voices regarding this issue.

Shilpa Noll
829 Avenue B
Redondo Beach CA 90277

To: City of Redondo Beach, City Council & Harbor Commission
From: Mimi Batty
Date: July 29, 2016
Sub: Mole B – Lanakila Outrigger Canoe Club :: Re-zoning

Please do not reduce our site/practice area square footage at Mole B.

Dear Harbor Commissioners and City Council,

I am Mimi Batty and I have been paddling with the women's and junior's team for two years. Lanakila is more than just an outrigger paddling club, it's a place where I have made close friends and have met people who really care about me. This club has pushed me to greatness and has cheered me on. Lanankila always puts the well being of others first, and they have also taught me that teamwork, having fun, and having integrity is more important than any medal we could achieve.

I urge you to please consider the consequences that would definitely occur with the placement of the boat ramp. Lanakila will not be the Lanakila I know now, if the placement of the boat ramp continues.

Sincerely,

Mimi Batty
661 W. 157th Street
Gardena, CA 90247

July 27, 2016

Redondo Beach Harbor Commissioners & City Council,

Please do not reduce Lanakila's site & square footage at Mole B.
I am a part of the Lanakila Outrigger Canoe Club in every way except membership. Surely you will be receiving many letters noting how we are one of the premier paddling clubs in the world and how the club has been around for years. You'll hear about our award winners, our shark tales, our unofficial whale watching and perhaps, if you're lucky, you'll hear about the seal that looks and sounds like an old man with a smoker's cough that my mom likes to visit when she isn't downwind…but those aren't my stories, and they'll be better told by other people.

My whole family has been a part of Lanakila since 2010 when my little brother began paddling with his friends when he was nine. I wrote the sport off for years as useless since it wouldn't get him into college and urged him to pay more attention to lacrosse and his grades…the things that I thought would benefit him the most. However, now that he is in high school and I have begun to understand what Lanakila truly is, I realize I was fighting the wrong battle.

When my brother began high school, I worried about what he might get into. I've always been a nerd and got into plenty of trouble, so I wondered what a popular, charismatic, non-academic high school boy might do. So I waited and worried, but nothing has come. When I thought he'd be rolling into bed at 6am, instead he rolls out to paddle; rather than sleeping until noon, he surfs with his friends; when he could be out partying at night, he has "family" dinners with Lanakila, stays up all night playing ukulele with the club, and washes all the dishes with his friends after.

If Lanakila's place is shrunk and people need to be cut, it won't be my brother, one of the best paddlers in the country, who loses Lanakila, It'll be little kids who could use the family and the examples Lanakila provides. If a boat launch is put in next to us, it won't be my brother I'll worry about, who's learned to swim well from years of paddling…it'll be our little ones, the paddlers below ten who are still learning to be comfortable in the water.

I hope you will reconsider and not reduce Lanakila's site. Lanakila is a great club for kids to be a part of.

Mahalo (my brother taught me that),

Monique Rohrbach
1261 6th Street
Hermosa Beach, CA 90254

To: Redondo Beach Harbor Commissioners & Harbor Planning
From: Amanda Sullivan
Date: July 27, 2016
Re: Please DO NOT reduce the Lanakila Outrigger Canoe Club Site

My name is Amanda Sullivan and I am almost 12-years-old. This is my 4th year paddling with Lanakila. I love paddling for this club because every year I make new friends who also share my love for the ocean & have the experience of competing on a team. I don't ever want to not be able to have this experience (or not be able to share it with others)! Each year, I also introduce this sport to friends my age who also get to experience this. This is something I hope to be able to do for a lifetime!! This year, I was able to paddle with some of the older kids & did my first 6-mile race in the ocean. It was awesome!!! This is also a sport that I have in common with my Dad. Lanakila was the first outrigger team he paddled on in the 70's and he still enjoys paddling today. I, just like my Dad, always want to be able to do this in our community! PLEASE help us to keep our space as it exists now for our equipment, canoes and practice area so that I (and many others) can keep doing what we love!!

Sincerely,

Amanda Sullivan (age 11)
Lanakila 4th year Keiki
1017 7th Street
Hermosa Beach, CA 90254

July 24,2016

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

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

Dear City Council and Harbor Commissioners,

My name is Lisa Moranville; I'm a 54-year-old who decided over a year ago that I wanted to find an activity that would help keep me healthy and fit. A great friend introduced me to Lanakila Outrigger Canoe Club.

Not only have I found a sport that I'm passionate about, but I've also found over 300 Lanakila members that are now like family to me. We don't only paddle together, we celebrate weddings, birthdays, babies, graduations, and even losses to our club. There are not many sports that involve a whole family like outrigger does.

Please help support our outrigger club and do not reduce our already over crowded practice area. I would hate to see our club have to turn members away.

Thank you for your time and consideration.

Best Regards,

Lisa Moranville
305 8th Street
Manhattan Beach, CA 90266

July 25, 2016

Dear Redondo Beach City Council,

My name is Colin and I am 9-years-old. I have been racing with Lanakila for 1 year. I have won some races and lost some races with my friends. I have had a good time at practice and races with my friends. Please don't reduce our area and or move us.

Thank you,

Colin Welsch, age 9
5639 Marialinda Street
Torrance, CA 90503

To: City of Redondo Beach, City Council & Harbor Commission
From: Sue Bertran
Date: July 26, 2016
RE: Mole B – Lanakila Outrigger Canoe Club :: Re-zoning

Please do not reduce our site/practice area square footage at Mole B.

Lanakila Outrigger Canoe Club (LOCC) is an amazing representation of men, women and children in the South Bay who choose to be active, healthy and vibrant members of this unique community. Our club has been operating on the Mole B for 46 years. Reducing the footprint by 6,000 square feet would be devastating to the paddling community. The truth is that with the growth of this exciting sport (which includes a healthy junior program), we could use more than the 15,000 square feet currently being utilized.

LOCC is an Ohana that embraces all outrigger participants young and old. The goal is to encourage and teach individuals how to paddle and enjoy this amazing watersport which is rich in tradition, honor, and love for our ocean and community around it. We also partner with the outstanding members of the BCHD by promoting healthy living, as well many other local businesses.

As a Member of this community for the past 56 years, I take great pride in where we live and the focus of its leadership. I know you have to think of all community members when you are required to make these tough decisions however, this one appears to be simple. You have world-class athletes paddling in your harbor that has given pride to all of us in this community. You also have outrigger clubs that welcome all community members to enjoy paddling together in a healthy environment. Lanakila continues to foster a strong positive community through the development of friendships, healthy families, and strong healthy competition.

As a high school counselor for the past 25 years in this community I can share with you that I have paddled with several of my students and their parents and have been so impressed with the wholistic approach this club has with our thriving families. I witness race after race the healthy dynamics fostered. Please do everything possible to expand this amazing opportunity for community members by providing enough room for these programs to thrive. Thank you!

Sincerely,

Sue Bertran
4532 Bulova Street
Torrance, CA 90503

July 29, 2016

Honorable Redondo Beach City Council and Harbor Commission,

Please do not reduce our Lanakila practice area (Mole B)

I am a first year rookie paddler and the father of 3 kids that have paddled with Lanakila for five plus years. I have lived in the South Bay for over 22 years.

Lanakila is a very special club. They have re-taught me the meaning of love and/or Aloha.
Each and every member goes out of their way to know my name, ask how I'm doing, and to always make me feel welcomed. What's interesting is that I am older, 50+ years old, have very little athletic ability left, and I am probably one of the heavier paddlers on the team. Yet, they continue to encourage me to train hard, to race, and in general, go out of their way to include me in all that they do. Words can't explain the Aloha that overflows from each and every member of this highly competitive racing club.

What continually amazes me is that even though there are both individual and world champion crews in this club, they have not lost their sense that the main goal of paddling is to have fun. Although winning is fun, there isn't a "win at any cost attitude." It's an atmosphere of Ohana (Family), having fun, and giving it your all each and every stroke, shift, and race. Winning is secondary to having fun, getting everyone paddling, and enjoying family.

My family has received a lot of benefits of Lanakila. I would add that there are many intangibles from Lanakila that Redondo Beach and the South Bay receive from our presence. Lanakila has a strong, and vibrant youth program. As a youth leader (BSA scoutmaster, TLUSA trailmaster, children's church teacher), we all understand that keeping our youth busy with high physical activities keeps our youth out of trouble. Lanakila has grown many local, state, national, and world-renowned paddlers. Although intangible, **there are probably 100 fold more youth (and adults) that have grown into productive members of our community directly due to their involvement with Lanakila.**

I thank you for your time and your support to the city of Redondo Beach.

Respectfully,

Brad Aniya
Electrical Engineer
Rookie & Father of three paddlers

2112 West 238th Street
Torrance, CA 90501

To: City of Redondo Beach, City Council and Harbor Commission

From: Dr. Renee Shirakawa
340 The Village #302
Redondo Beach, CA 90277

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

Dear City Council and Harbor Commission,

Please do not reduce our practice area at the Lanakila Outrigger Canoe Club site. As an active member of the club, I implore you to review and revise Measure G; a public boat ramp should not be placed at Mole B. Choosing to place the ramp there would not only impede our growing club's ability to function but would more importantly be a major safety issue. A ramp at Mole B would have public boaters launch behind a blind wall and across watercraft traffic. This would add to the congestion and further navigation challenges that watercraft (including our canoes) have when launching onto the water, posing a major safety threat to harbor users. Further, when considering that there are other viable locations for a public boat ramp, Mole B should not be an option for this project.

While these safety and logistical points have been reiterated numerous times, this also remains a personal matter. Two years ago, I chose to move to Redondo Beach after my active duty time in the US Air Force. It became an easy decision to remain a resident here because of the tremendous sense of community and family that I found in joining the Lanakila Canoe Club. It would be a shame to see the city discount the large and positive impact that the canoe club has had, and continues to have on this community. Please hear our unified voices and do not place the public boat ramp on Mole B.

Thank you for your time,

Renee Shirakawa, PharmD
340 The Village Drive #302
Redondo Beach, CA 90277

July 27, 2016

Re: Please do not reduce Lanakila's site & practice area

Dear City of Redondo Beach,

I am Mikayla Long (age 11) and I have been paddling for the Lanikila Outrigger keiki program for two years now. I am very happy to be in this club because I have been accepted into this wonderful ohana and everyone has been very kind to me and my family. I have met some amazing friends here and I have even been able to practice with Danny Ching, the world's fastest paddler. I enjoy being able to practice and race with this club and being one with the ocean.

I hope you will take into account that there are many kids and teens here on skateboards and that if you are going to move a boat ramp here that will cause more accidents and trips to the ER. I would hate to see my fellow paddlers in the hospital and would hope you would put safety first and chose a different location in placing this hazardous boat ramp. Thank you for thinking about this!

Mikayla Long (age 11)
Torrance, CA
ohana.long@gmail.com

July 27, 2016

Dear Harbor Commissioners & City Council,

Please do not reduce the size of the Lanakila site to facilitate construction of a new public boat ramp.

We (Lanakila) are not against the construction of a new public boat ramp, however we are against reducing the size of the Lanakila site to accomplish this goal.

For 46 years, Lanakila has provided a place where young and old (and in between) can access the ocean through the sport of outrigger canoeing. The young inspire and motivate the old. And, they gain valuable knowledge, experience and physical training. The old mentor the young to instill character, discipline, and teamwork.

Most of the Lanakila members are not star athletes, but regular people with diverse backgrounds who want to be a part of something bigger than they could be alone. Lanakila has members as young as 8-yrs-old and as old as 77-yrs-old, who practice and compete.

Lanakila is a large family. We learn a lot from each other, thus improving the quality of our lives and the lives of those around us.

Please find a way to construct the new public boat ramp without reducing or restricting the use of the Lanakila site.

Sincerely,

Ray Shipman
239 Albert Place
Manhattan Beach, CA 92627

July 27, 2016

Dear Redondo Beach City Council and King Harbor Commissioners,

Please do not reduce the practice area for Lanakila Outrigger Canoe Club in favor of the boat ramp at Mole B. The location of the boat ramp would be dangerous not only for the existence of the outrigger club, but also the boats that would be launching from the ramp (as the boaters would be launching into a blind corner at the narrowest point in the harbor), exponentially increasing the chance of collision.

Lanakila is also a much more valuable addition to the city than the boat ramp, and adheres to the California Coastal Act* more so than the boat ramp in terms of the sheer numbers of people using the practice area. Estimates put the number of users of the boat ramp at approximately 20 boats a day. On the contrary, in the summer, Lanakila's men's program will put **AT LEAST** 60 people on the water in a single practice, with practices about twice a day, every day. In the winter, a single practice will put anywhere between 10-30 people, with practices being at least once a day. As shown, the practice area fulfills the California Coastal Act significantly more than the boat ramp, and with these figures not including the hundreds of individual workouts that occur throughout the day by the over 300 members of the outrigger club.

Finally, I can say with absolute certainty, that Lanakila has produced the friendliest atmosphere you could ever dream to achieve, as well as the finest role models you could ask for (one of them including 2-time outrigger world champion, Danny Ching).

Please take all of these factors into consideration as you make your decision on where the boat ramp will go.

Sincerely,

Garrett K. Crayton

Garrett K. Crayton
Lanakila Outrigger Canoe Club Member
garrett.crayton@jserra.org

*California Coastal Act Section 30001.5: (c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.

July 26, 2016

Dear Harbor Commissioners & Harbor Planning Division,

PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

I am a Paddler at Mole B site in Redondo Harbor. I am learning that there are proposals to change the area Mole B to more commercial applications; this will negatively impact this site.

The Lanakila Canoe Club creates a positive force that this Community needs to continue its flourishing livelihood. For nearly fifty years this canoe club has produced an environment and a resource to create world-class athletes that have represented our region all over the world. For young children to senior citizens, all are welcome here.

Please, City Counsel and Harbor Commissioners of Redondo Beach…These canoe clubs at Mole B bring culture, history, and unity throughout the entire Southern California area. Simply attend a SCORA race and you too will want to become apart of this growing lifestyle.

Thank you.

Christopher Cornejo
2378 Carlton Place
Costa Mesa, CA 92727

July 28, 2016

Dear Redondo Beach Harbor Commissioners & City Councilmembers,

Please do not reduce the Lanakila Club Site.

I've been a member of Lanakila since 2003. As the many years have gone by, I've seen many people come and go. Most have stayed – and brought along friends, family, and a new generation of paddlers (the kids!) in the process. As such, the club has grown 2-3 fold since my early years and many have become like family to me. We come from all walks of life – from doctors and CEOs of companies to housewives, teachers and day laborers, from retirees to kids just starting school, from the one that grew up in the South Bay to the ones that came from the other side of the country and in some cases, the other side of the globe. However, whenever we are together, we are all the same. We are paddlers, no matter our age, social status or the color of our skin. This type of inclusion has been more and more apparent as the club has gotten bigger. It has only been possible because we have been able to grow.

This year, I've been honored to be able to help coach our Junior's team. This has been a new paddling experience for me, to say the least. But again, I've seen nothing but the positive. I've seen the kids grow as people, not just as paddlers. They've developed new friendships, and have learned life skills that most might not get elsewhere. In this digital age where cell phones and tablets are practically attached to the hands of our kids, THESE kids put down their devices willingly and have REAL interactions with their peers. This year, we have challenged and encouraged our older kids in our program to race in the Catalina race. A 30+ mile paddle from Newport Beach to Avalon with 8 to 10 of their teammates – relay style in a 6-man canoe. With this added challenge, the kids are learning more than ever about commitment (to the team and to their training), hard work, discipline, teamwork, leadership, responsibility, and integrity. We would not have been able to offer this chance to our kids without the help and support of our membership that is 300+ strong.

Personally, I've been afforded many opportunities that would otherwise not be available to me. I've been lucky enough to be a part of travel teams to race outside of Southern California – to represent Lanakila and the City of Redondo Beach, most recently in Oregon/Washington to race on the Columbia River where the Lanakila Women finished 1st and 2nd and the Lanakila Men finishing 1st and 4th. With the depth of our club, we have become a force to be reckoned with within the paddling community, not just in Southern California. And with it comes the drive to better oneself. The discipline and drive to be better, the humility of knowing better, the time and effort it takes that I had not experienced since high school and college. From "paddling to get in shape" to "getting in shape to paddle," off-season training, cross training and bringing along others in my quest to get better, healthier....I've also been given many opportunities to help others, through various charities that our members are associated with – the most meaningful causes having to do with cancer sufferers and survivors, and the veterans of our military.

With so much good that Lanakila has done for me, and those around me, I can only imagine that the club will get bigger. That can only happen if we are allowed to keep the space that we have. Our current fleet of about ten 40 foot 6-man canoes can barely accommodate the women's team, and most of the time unable to accommodate the entirety of the men's team (a good number of them have to go out on 1-man canoes in order to participate in practice). With the need to add canoes to our fleet and the added need for storage space for our increasing number of 1-man canoes (there is currently a wait list to get a spot) it is imperative that we keep the space we have. Anything less would severely hinder the current operations of our club and would be detrimental to the growth of this amazing group.

Maki Miyazaki
2404 Hadley Lane, Unit C
Redondo Beach, CA 90278
Makiluvs2paddle@gmail.com

July 27, 2016

Dear Harbor Commisioners,

Please do not reduce Lanakila's practice area.

I am a member of the women's team of Lanakila Outrigger Canoe Club, in my third season. My daughter and son are on the Junior and Keiki teams, respectively. I cannot express how beneficial this organization is, for character development, for comraderie, for exercise and health in a fun environment.

I also have a somewhat unique perspective, in that I was also a club member 30 years ago, when Lanakila was smaller and newer. We had only a very small area to use for practice and storage, and yet tried valiantly to be an influence in the community - and it is my opinion that we were! Now that the club and team have had the space and the opportunity to grow, I believe that their positive influence on the community has grown with them - exponentially! It would be a tragedy to stand in the way of that.

There is also the issue of safety and convenience to all the others who use Mole B already, including those who live aboard their boats, and park in the area now provided. The area is already so crowded- adding a boat launch in the midst of all the existing traffic would hopelessly congest it!

There are other better locations for a public boat launch, such as near the Saltwater Lagoon, where there are no boats and drastically less traffic passing through. Why not choose a venue for improvements that really would be an improvement for EVERYONE involved?

Lanakila has been an asset to the harbor community- let's keep it that way!

Respectfully,

Minnie Batty
661 W. 157th Street
Gardena, CA 90247

July 25, 2016

Dear Harbor Commission Chair, Harbor Commissioners and Harbor Director;

PLEASE DO NOT REDUCE OUR PRACTICE AREA.

As you are now well aware, Lanakila Outrigger Canoe Club (LOCC) has a passionate membership that continues to provide a vital and vibrant activity to the Harbor, the City and the Community. The issue at hand is how can the City continue to provide 15,000 sf of area to meet the current needs of LOCC and NAHOA. The Staff proposal currently provides 9,000 sf.

Adjacent to the Outrigger Club Parcel (OCP) is a park of 23,585 sf. This footage was dictated during the zoning parcel discussions with the California Coastal Commission.

A park next to the OCP was always intended to provide a symbiotic relationship between the two. If one looks at other parks, they are full of recreation activities that are highly successful and allow for specific recreational uses (Tennis Courts, Little League, etc.) This, I believe, is the challenge at hand. How does the City structure an agreement to allow us to use 6,000 sf within the park? Not to reduce the designated park footage but to operate a recreational enterprise (Outrigger Canoeing) within a portion of the park. The Clubs are truly public, in as much as they have no restrictions on membership. You have heard from others on what positive impact they have had on the lives of those young and old. Is it not the ultimate definition of a park - to provide a space that supports recreational opportunities for the public?

The facilities are in need of upgrade, both the park and the OCP. With the City's direction and assistance, both facilities can be turned around to continue to deliver the high level of recreational service expected of a city such as Redondo Beach. You have an opportunity to make this happen.

Respectfully,

Brian Mitchell
Landscape Architect #1519
22627 Draille Drive
Torrance, CA 90505

To: City of Redondo Beach, City Council & Harbor Commission
RE: Mole B – Lanakila & Nahoa Outrigger Canoe Clubs

Please do not reduce Lanakila's site/practice area square footage at Mole B

I'm relatively new to paddling outrigger canoe, and for lack of better words, not the best. However, I truly enjoy paddling with Lanakila, and would find it troubling to see the area used by Lanakila and Nahoa Outrigger Canoe clubs be reduced in size.

Since joining Lanakila, I have seen this club do nothing but grow in numbers of participants both young and old. Individuals come from all over Southern California to paddle and be active members of this club. Indeed, I find it may be a chore to find my way down to the harbor to paddle a canoe after a long commute from Downtown Los Angeles, but the reward for doing so is great. For me, this is great recreation as well a challenge to face the ocean.

It would be sad to see Lanakila have to limit the number of participants in the club because we just don't have the space to accommodate. It would be sad to turn new people away and not grow one's interest to get acquainted with the sea. It would be sad to see others like myself, not have the opportunity for quality recreation and a chance to be on the water. Sure, it is easy to rent a kayak or SUP and scoot around the harbor, but you can only do that so many times before it gets old, and you decided to forget the ocean and pick-up your golf clubs again. On the other hand, you may want more and seek out quality recreational outlets such as Lanakila and Nahoa Outrigger Canoe clubs. I'm sure the folks from Nahoa are not too comfortable with the proposal at all. I want to stick-up for them too, since we share the site, and I have a great deal of respect for them also.

I truly understand the vision of development of the harbor and shore would bring vigorous opportunities for all, but let us not lose the true vision of why people from all over come to the sea. They come for recreation, relaxing, and to get away from the hot weather. I did not grow up around here, a product of the San Gabriel Valley, and my wife... she is from Kentucky. Both of us are members of Lanakila and are truly lucky to have this opportunity to spend time together on the water paddling an outrigger canoe. Wouldn't it be a shame, if folks like my wife and I did not have the opportunity to enjoy the ocean in a capacity like this simply because there was not enough space.

In closing, what lasting impression would you like to see, visiting from far inland. The sights and sounds of a fleet of outrigger canoes making the turn around the breakwater, the "hike, hut, ho" and switching sides of paddles in unison, or just another sputtering boat trailing exhaust emissions and heading out to sea.

Respectfully,

Craig A. Hill
1340 El Prado #36
Torrance, CA 90501

July 28, 2016

Redondo Beach City Council and Harbor Commissioners,

Please do not reduce our site/practice area square footage at Mole B.

This club has been here for over 46 years and if possible, will be here for many more.

This is my first year/season here at LOCC (Lanakila Outrigger Canoe Club) and it has been nothing short of amazing. I started sheepishly and worried that I couldn't pull my weight, but within moments was welcomed with open arms. **Just from the short time I have been part of this club, I can see how much of a family this is and how involved people are inside and outside of the club.**

For me, it is a great place to sort of escape from my monotony and fight through the elements with peers, to persevere even in moments of perceived failure. It has made me a healthier person, a more aware person and all together a better person. As cliche as that may sound, it rings true that you are who you hang out with and I hang out with these folks just about 4-5 times a week and their positivity and love for the ocean and land is contagious. A club this size (300+) is only sustainable with the right attitude and compassion for others.

We are a proud club, winning the state championships yet again and hold a reputation for hard work and good spirits. I believe that the club, because of its heritage and community culture, should be allotted more space to grow and expand its reach. Making our club space smaller impedes the ability to grow our kid's and junior's programs, as well as our women's and men's teams. For new people such as myself, it would be heartbreaking to have finally found such an awesome program only to be turned away because of lack of space.I hope you'll reconsider.

Matthew Kam
310-343-0564
Venice, CA 90291

July 28, 2016

Dear Harbor Commissioners and City Council,

Please do not reduce the Lanakila Outrigger Canoe Club practice area.

The plans for Mole B would significantly compromise access and the safety of outrigger canoe paddlers.

Our club includes paddlers from age 8 to age 77. Paddlers come from Redondo Beach, the South Bay and the greater Los Angeles area. Our club has been in operation for 46 years. Paddlers engage in a healthy pursuit from 1 to 4 (or even 7 days per week), enjoying King harbor and the surrounding coastal area.

The plan proposes to reduce the size of our practice site in such a way as the access to our canoes would be even more difficult. The placement of a public boat launch ramp in the proposed location would restrict the parking area, taking up numerous spaces for cars and boat trailers. Additionally, boats launching into King Harbor on the proposed ramp would enter the harbor at a very narrow point, restricting access of other boaters exiting their slips. In windy conditions, boats can and will drift into compromised positions.

I joined Lanakila Outrigger Canoe Club in 2013, after paddling with a different club for many years. Lanakila is a terrific club, peopled by skillful paddlers, generous individuals, and guided by talented coaches. **The sense of community at Lanakila is unmatched.** The culture of the club is one of inclusiveness and Lanakila places a high value on each member. Lanakila gives back to the community with a large program for children and teens, introducing them to the sport of outrigger canoeing and educating them on safety on and around the water. The club offers a chance for paddlers to meet people from such a broad variety or professions and backgrounds, enriching the lives of each.

I encourage you to consider keeping Lanakila's practice site at its current size (or even enlarging our practice area), as our club continues to grow and needs space to thrive.

Thank you for all you do for the city of Redondo Beach.

Kathy Veling
6436 Commodore Sloat Drive
Los Angeles, CA 90048
(323) 620-3275

July 29, 2016

Dear Redondo Beach Harbor Commission:

PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

I was 60-years-old the first time I sat in an outrigger canoe; June 7, 2012. I had seen them in Hawaii while on vacation and was compelled to find the Lanakila Outrigger Canoe Club to learn more about this amazing sport. **The club welcomed me without reservation**, in spite of my total lack of experience and qualifications as a paddler. In the four-plus years since that day, **I have returned from the brink of feeble physical condition to a fit and healthy 64 year-old (turning 65 Oct 5th).**

Mine is only one of many such stories of Lanakila directly transforming lives for the better. I challenge you to name another organization in our community that can honestly make that claim. The number of men, women and children that have benefitted from Lanakila probably runs in the thousands. If the Coastal Commission approves the EIR currently being considered, and it results in Lanakila being forced to downsize and become a fundamentally different club, you will be committing a gross injustice to the community you are pledged to serve.

Moreover, installing a boat launch on Mole B will create such a safety hazard, and potentially impede the functions of the Harbor Patrol, that it would amount to gross negligence. If public safety is truly your highest priority you will send the EIR back to staff for amendment to remove the boat launch from Mole B.

Sincerely,

Michael Caraway
602 Palos Verdes Blvd.
Redondo Beach, CA 90277

michaelcaraway@yahoo.com

To: City of Redondo Beach, City Council & Harbor Commission
From: Kai Long (age 9)
Date: July 28, 2016

Please do not reduce our site/practice area square footage at Mole B.

I think Lanakila is a great outrigger canoe club. I have been paddling for the keikis for two years now, and it is terrific and a blast to paddle for! We have been winning some of our 10 and under races and have been doing pretty well this season. I have enjoyed the two seasons and have learned a lot.

If you build the boat ramp next to the Lanakila canoe site, I am worried that our program might get cut. We need the space to be safe when we launch our canoes from the dock. I am also worried that if you install the boat ramp, little kids could get hurt when boats are being put out onto the water.

Please think about putting the boat ramp at another site.

From,

Kai Long (age 9)
Torrance, CA
ohana.long@gmail.com

TO: Redondo Beach Harbor Commission
FROM: Steve Ferry
DATE: 7/26/16

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

Please do not reduce the size of the footprint of the Outrigger Canoe Clubs on Mole B. These clubs provide a healthy environment for their members that encompass generations of productive and intelligent people that are within their membership. The people who paddle in these clubs are pillars of the communities they live in. Firefighters, lifeguards, teachers, lawyers, engineers, pilots, film and television workers, chefs, psychiatrists. doctors, and nurses are but a few of the professions that are represented by the extremely diverse membership of these essential organizations. This diversity in our membership is representative of the greater community and neighborhoods of the Beach areas. Reducing our area footprint would reduce the ability of the clubs to operate and provide the essential benefits to our members and the community as a whole.

My personal experience with the clubs has been a life changing experience. I can personally testify for the positive and beneficial results of the Paddling Ohana. **Inclusion and Diversity are Hallmarks of the Aloha spirit that is manifest in the life of these Outrigger communities.**

Please do not damage this amazing relationship within the Outrigger Ohana and the harbor community by restricting our storage and footprint size. Organizations like the Outrigger clubs should be given room to grow, not limited by a reduction in size.

My most profound wish would be to find an alternate solution that does not curtail the beneficial and vital services these essential and integrated organizations provide to the Harbor Community. The proposed plan also inhibits the Harbor Patrol land access to the rest of the Harbor in summer months when the potential of blocking their access to and from their newly built Headquarters exists.

Sincerely,

Steve Ferry (Member, Lanakila Outrigger Canoe Club)
1615 Shell Avenue
Venice, CA 90291

July 26, 2016

Dear City of Redondo Beach, City Council & Coastal Commission,

Please do not reduce our practice area at Mole B.

Lanakila Outrigger Canoe Club (LOCC) is one of the largest and most active waterfront organizations in Redondo Beach with a 300+ person membership base that continues to grow each year.

Placing the new boat ramp at Mole B would significantly impede the ability to support our members who heavily utilize and enjoy recreational use of the waterfront on a daily basis. I would encourage a visit on any day of the week where you will easily see 50+ people take to the water for various activities.

People join LOCC for various reasons – to stay fit, provide an activity for their children, or perhaps try something new on the water. Whatever the reason, they become a part of a family where laughter is contagious and passion for the sport is inspiring. This is without a doubt the most memorable and impactful activity I have done in my 10 year time living in Los Angeles.
I am physically healthier than I have been in years and have created unbelievable memories and friendships in only a few months.

With a 46 year legacy, LOCC has touched the lives of thousands of people in the surrounding community and greater Los Angeles area. Please let LOCC continue to thrive and support the local community and its members by not reducing our practice area.

Thank you for your time.

Bryson Ishii
brysonishii@gmail.com
5650 Windsor Way, Apt. 201
Culver City, CA 90230

Lanakila Outrigger Canoe Club - 2016 Iron Man Champions – San Diego, CA

July 25, 2016

Redondo Beach City Council and Harbor Commission,

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

My husband has been an active member of Lanakila for the past 4 years. **This outrigger team has made such a big impact on his life.** This sport not only provides a beneficial form of exercise, but also serves as an extended family for the many members in the Redondo Beach area. The sense of comradery among the team is quite remarkable and can be attributed to Al and Danny who have done an amazing job leading the club.

Recently our 5-year-old daughter expressed an interest in paddling with the youth division after watching her Dad and many young paddlers compete at the weekend races. She joined her first practice a couple weeks ago and has been asking to go back ever since. She has a love of the water, just like her father, and it is so exciting that she will grow up with such amazing role models. This sport will have a positive impact as she grows into a young lady teaching her the importance of hard work, discipline and teamwork. These young children are the next generation of our community and we need them to continue sharing their love of the ocean and this sport with others.

We ask that you please reconsider reducing the practice area at Mole B in favor of a new boat ramp. This will most certainly be the end of Lanakila, a club that has been a part of Redondo Beach for more than 46 years.

Thank you for your consideration.

Dayna Robins
21736 Paul Ave.
Torrance, CA 90503

July 26, 2016

Harbor Commissioners & City Council,

PLEASE DO NOT REDUCE THE LANAKILA SITE.

I have been a member of Lanakila for over five years and am proud to say that **it has changed my life for the better.**

Lanakila is one of the premiere paddling clubs in California and has consistently excelled in providing the youth and adults in the South Bay a healthy alternative in sports.

Recently I was involved in getting the Beach Cities Health District to be a sponsor, as they found Lanakila met many of the identifying characteristics of the "BLUE ZONE" living – a strong community, health, and spiritual dynamics. These are intangibles in providing the local community with a way to increase longevity.

Please do not restrict the already cramped quarters in any way, as this small patch that Lanakila occupies services over 300 members and plays a vital role in the community.

My Best,

Patrick H. Ayau
632 25th Street
Hermosa Beach, CA 90254

July 26, 2016

City of Redondo Beach City Council and Harbor Commission,

Please do not reduce Lanakila's site/practice area square footage at Mole B.

I am writing this letter to ask that you please reconsider the plans to reduce the space of the Lanakila Outrigger Canoe Club (LOCC).

LOCC has approximately 300 active members all year long who use the space at Mole B. How would LOCC, a club that continues to grow and attract many Redondo Beach and South Bay residents, continue to offer and deliver a healthy lifestyle of outrigger paddling if our space is reduced in half? I believe that the reduced space will cause parking challenges and create an unsafe environment for paddlers, boaters and other water enthusiasts. This will also possibly reduce the number of members of LOCC. This is concerning because I may be the unlucky paddler who will have to find another way to enjoy our beautiful harbor and ocean.

Before joining LOCC in 2012, my wife and I considered moving out of Redondo Beach. However, after joining the club, the thought of moving is rarely a topic of discussion anymore. If the subject does come up, we both say "what about Lanakila?" That conversation is then squashed and we continue on talking about the next episode of "Breaking Bad." **I've lived here for over 14 years and I've never felt at "home" in Redondo Beach until I started paddling with LOCC.** Being a member of LOCC made me feel part of the community and most importantly part of a family. I've met and become very good friends with so many good people from the club. It has changed my life in so many ways. I have never felt as physically and mentally healthy as I am today.

Lastly, my 12-year-old son started paddling with LOCC this year and I have never seen him enjoy a particular sport until he started paddling. He doesn't like any sport that involves kicking, passing, catching or shooting a ball. However, paddling with LOCC in our harbor and ocean definitely puts a smile on his face.

I thank and appreciate Lanakila for being **a positive influence for me and my family**. I hope that you will reconsider the plans of reducing the LOCC site and find an alternative plan that will be benefit both LOCC and the community of Redondo Beach.

Sincerely,

Dell Celestial
626 Palos Verdes Blvd.
Redondo Beach, CA 90277

July 28, 2016

To: City of Redondo Beach, City Council and Harbor Commissioners

Please do not reduce our site/practice area square footage at Mole B

On behalf of myself, my husband, my son, my daughter, and all Lanakila paddlers past, present, and future, I am writing this letter to implore you to reconsider the plans to reduce the space of the Lanakila Outrigger Canoe Club (LOCC).

LOCC provides access to watersport recreation and competition for over 300 paddling members of the South Bay, many whom are Redondo Beach residents. We are tremendously lucky to live in such a beautiful coastal city, and paddling is a sport that provides us a connection to the sea that can't be met any other way. Not by jet skiing, speed boating or sailing. If you don't believe me, come try it! **LOCC has always been a "come one, come all" type of club, ready and willing to share the sport we love with new paddlers, young and old. However, if our club space is reduced, so will our ability to share this amazing sport with the residents of Redondo Beach.** We will need to reduce the number of members because the proposed space allocated to LOCC after the boat ramp is installed will simply not accommodate the cars and canoes of all our current members, let alone any future paddlers. Think of all the Redondo Beach children who may never get the opportunity to jump into a canoe and paddle up close to a pod of dolphin or a humpback whale! A depressing thought, if you ask me.

Please consider any and all alternatives to the reduction of our precious canoe club.

Sincerely,

Julie Celestial
626 Palos Verdes Blvd.
Redondo Beach, CA 90277

July 26, 2016

Harbor Commissioners and Waterfront Development Division,

PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE.

Lanakila is an amazing club that should be described as more of a family.
I was introduced to Lanakila three years ago by wife, who had just completed her first season with the club. She felt it would be a good environment for me and our daughter to be a part of. The competitive fun and health benefits of belonging to this club are great, but it offers so much more in its decades long tradition: Things like fostering good social values and mutual respect for fellow human beings, taking care of our oceans and environment in general, and working to make a better community for our family, friends, and those we have yet to meet.

I've lost track of the amount of people I've met within the club that said Lanakila changed their lives for the better. To change the practice area of the club by shrinking it will hamper its operations in an already tight space. The congestion it stands to create could very likely affect more than just those in the outrigger club. This club is an ever-growing family that makes our community better and will continue to do so. Please lend your support on this issue. Thank you.

Josh, Maria, and Jessie Franco
1416 Campana St.
Hermosa Beach, CA 90254

July 27, 2016

Dear Harbor Commissioners and City Council,

PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CLUB SITE

As a twenty year Redondo Beach resident, I ask that you please consider another location for the Boat Ramp.

I can only assume that you all wish to maintain the heritage and cultural gems of our community. Lanakila is such a gem, and would be a tragic loss.

I joined Lanakila three years ago as a 50-year-old "rookie" and was given the opportunity to race with my children.

My daughter has paddled for four years, and has many racing experiences including racing both short course and long course at Iron Champs on her 15th Birthday.

My son has grown tremendously through his involvement with Lanakila. Last year he participated in the National Championship, which our 19U kids (with one vision-impaired crew member) raced against adults and finished 3rd in the nation. He is now in his 5th season with Lanakila and hopes to finish his Junior experience competing with the 19U Boys in the National Championship to Catalina this September.

There are many compelling reasons why Mole B is not ideal. We are a working harbor with commercial vessels in addition to the private vessels and other water sports. Mole B would be a dangerous place for a boat ramp. Access to the location is already impacted with cyclists, pedestrians, skaters and automobile traffic at the entrance on Harbor. The access street is narrow and not ideal for boats on trailers.

Please maintain Lanakila's current practice space and a find another location for the boat ramp that better suits our community.

Joyce Corkos
1815 1/2 Spreckles Lane
Redondo Beach CA 90278
Joycecorkos@yahoo.com

Re: PLEASE DO NOT REDUCE LANAKILA OUTRIGGER CANOE CLUB'S SITE

July 26, 2016

Dear Harbor Commissioners & Harbor/Waterfront Planning Division,

Lanakila Outrigger Club has been recently informed by the City that we are slated to have a large part of our site deleted to accommodate the public boat ramp parking. For years, meetings with the City on the outrigger boundaries have been mixed. Boundaries voted in were invalid as newer futuristic construction plans were accepted. Holding to one set of boundaries was useless as plans morphed constantly on Mole B. As time went on, the outriggers grew larger. At meetings with Harbor Commissioner Pete Carmichael, not even he could definitely state where boundary lines were going to be. No one could definitely define boundaries. Everyone had a pervasive "wait and see" attitude.

When Measure G was proposed, the outriggers were asked to get involved. I spoke at the Coastal Commission Meeting asking the commissioners to consider Redondo Beach's Measure **G (**rezoning the Harbor and Mole B). And if so, would the Commissioners also allow the outriggers to be one of three stake holders on Mole B. 1. Harbor Patrol 2. Outriggers. 3. Mast up storage. After a long discussion and break, they gave their approval of rezoning in Measure G. They also answered that Mole B must be 1/3 park. And with a decisive YES vote of 11 to 1, "Yes, the outriggers may be a stake holder." I was then informed of Recreational Boating Priorities in accordance with the State of California Coastal Act. Everyone was happy.

However as construction began, the Harbor Patrol construction site pushed into the outriggers area without any warning. Lanakila was told to move their canoes and equipment several times **north** toward the direction of the park. We were held to a 30 lease. Meanwhile Lanakila kept growing and operating openly without any objections for well over 5 years.

Today the proposed boat ramp and parking is expanding **south.** It is literally squeezing the outriggers site smaller. Have we become the sacrificial lamb to satisfy everyone? What was more than enough room for all, now has become a land grab. Mole B cannot handle everyone, as all parties already know. I was part of the King Harbor Boaters Panel headed by Mark Hansen. We had already studied Mole B and gave our thumbs down many times before. I am sure there are many brains out there that can and will figure this out, but **PLEASE NOT** at the expense of the Outriggers. That patch of carpet, the old outhouse, and water hoses has a more storied and prominent history of boating and recreation for the citizens of the South Bay than any organization in the harbor - bar none.

Mahalo

Al Ching, *Founder of Lanakila Outrigger Canoe Club*
839 ½ N. Lucia
Redondo Beach, CA 90277

July 25, 2016

Dear Members of the Harbor Commission,

PLEASE DO NOT REDUCE OUR PRACTICE AREA.

I'm writing in regards to the presented idea of locating the public boat launch and hoist on Mole B of King Harbor, as part of the new Waterfront Development plans.

Due to the constraints and effect this would have on the Lanakila Outrigger Canoe Club, I respectfully ask that you oppose this suggestion as presented by Center Cal Development Staff. I am a proud resident of Redondo Beach as well as an active member of Lanakila. As one of one of the largest communities of people utilizing the waterfront, I find it disheartening that the city would consider such a proposal given the detrimental implications it would have to our club.

As a project proposed to improve and utilize the waterfront of Redondo Beach, how is it feasible to consider placing the boat launch and hoist in one of the only areas of the marina that is currently utilized everyday of the week, by 300+ people?

The positive impact Lanakila has brought to residents of Redondo Beach (and surrounding communities) should be reason enough to consider placing the boat launch on another aforementioned mole. Year after year, this organization brings an active and healthy lifestyle to the forefront of your community, via the waterfront. For me personally, the club brings an opportunity each day of the week to be in the ocean, elevate my heart rate, engage with other members of the local community and represent the city of R.B. all across the state / shoreline. By placing the boat launch in Mole B and considerably downsizing our club, the city will be taking away these opportunities from their own residents. As an element of a waterfront revitalization project, the action is insensible and unjustified to such a large group of currently active waterfront-goers, especially considering there are other proposed locations for the boat launch.

While many Lanakila members are in strong support of the revitalization, the harbor commission would be poorly representing the community without voicing the concerns of this organization and putting forth effort to finding another suitable location. We are simply asking to find a solution to the boat launch location that does not involve detrimental changes to the operation and safety of our club, which has been such an important element of so many people's lives.

As an organization that proudly and successfully represents the city of Redondo Beach across the nation, we ask that you represent Lanakila in your negotiations and planning with the Development staff.

Sincerely & Respectfully,

Ashlee Nicole Stater
111 Vista Del Mar Apt 1
Redondo Beach, CA. 90277
ashleenicolepr@gmail.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 26, 2016

Dear Harbor Commissioners,

The letter is in regards to the plan of reducing the operating size of Lanakila outrigger club's space for the purpose of a public boat launch at mole B. I oppose reducing the space for the outrigger club because it functions as a meaningful gathering spot for the local community.

The area allows for a safe place for adults and kids to participate in an active sport that emphasis community and volunteering. The members are active in the community with outreach and the outrigger space serves as a meeting point for such activity.

Lanakila's reputation through out the State is regarded highly, which reflects positively on the City of Redondo Beach as a source of pride. It would seem that a club that has been in existence for many decades is more vital to the community then a public boat launch that will likely create safety hazards. I appreciate the consideration in this matter.

Sincerely,

Bob Yrigoyen
830 10th St.
Hermosa Bch 90254
kiddyri@aol.com

July 25, 2016

Dear City of Redondo Beach City Council and Harbor Commissioners,

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

Lanakila Canoe Club has been a very important organization within the Redondo Beach community. This club has been in operation for 46 years and has been such a success for everyone from the youth through seniors to bring awareness to environmental issues, community organized fundraisers, and overall health and family to so many. A reduction in the site size would severely impact the clubs operating capacity and affect thousands of people in association with Lanaklia.

Please continue to work to find a solution that will have minimal impact on our club, while still allowing for some renovation to the harbor area, which is greatly needed as well.

Thank you,

Luis Loyola
8801 Lilienthal Ave.
Westchester, CA 90045

July 27, 2016

Dear Harbor Commissioners and Waterfront Planning Division,

PLEASE DO NOT REDUCE THE LANAKILA CLUB SITE!

Lanakila is an essential part of our community! We have been a front-runner of health, teamwork, and sportsmanship leading the way as role models, not only in the South Bay, but on a WORLD stage.

Outrigger paddling teaches real life skills to anyone at any age. Teamwork is ESSENTIAL!! Real life lessons are instilled EVERY time you enter a canoe.

I have competed numerous times outside of California including multiple Molokai Hoe (world championships) races, and Lanakila is always considered a viable threat. To reduce our club site would be devastating to our community as well as our members.

Lanakila is a place of love, respect and community! They are my family! We truly appreciate your consideration on this VERY important issue.

Respectfully,

Don Casper
70 Roycroft Ave.
Long Beach, CA 90803
H20casper@yahoo.com

Re: PLEASE DO NOT REDUCE THE LANAKILA OUTRIGGER CANOE SITE

July 26, 2016

Dear Harbor Commissioners,

Hello, I am a former member of Lanakila OCC. I LOVED my time with Lanakila, it is large boat club that is family-oriented, offers a safe space for kids and families to enjoy the water, to be active in a healthy sports team, and support each other with awesome physical activity in the South Bay.

I was lucky enough to go paddling with Lanakila again this past weekend. We launched our boats at 11am on a Sunday and I was shocked by the amount of Stand Up Paddle Boarders in the harbor. It was full of novices on their boards who could barely control themselves. They even ended up in front of our canoes often times. I see no way it could be safe to add a boat launch for out of town boaters, who don't know the harbor. How could the city want to remove such an incredible space for outdoor workouts on the water in favor of a boat launch? It seems absolutely crazy and unsafe. Spend some time on the harbor on the weekend, adding more motorized boats there would be a nightmare.

Please keep this harbor a safe harbor for residents and guests!

Thank you,

Misty Lahti
Long Beach, CA
mistydlahti@gmail.com

July 27, 2016

City of Redondo Beach, City Council and Harbor Commissioners,

I am a homeowner in Redondo Beach and a member of Lanakila Outrigger Canoe Club.

Please do not reduce our site/practice area square footage at Mole B.

Adding a boat launch ramp in the area proposed would increase motorized boat usage from people not familiar with the area and increase safety risks to all the un-motorized users of the waterway (outrigger, kayakers, SUP, SUP Yoga, kids sail boats, etc). In addition, the blind turn exiting King Harbor can also be a safety concern to the new public users.

Just as the waterfront area has been upgrade to benefit local bike riders and joggers, I believe the city should also protect the outrigger paddlers. I regularly go out on my personal canoe (which I store and launch from that location), much in the same way runners regularly go for a jog along the strand. It is my stress relief from work and my way of staying active, so **this existing space is a critical part of my healthy lifestyle.**

I have lived in Redondo Beach for over 10 years, and some of my fondest memories include using the Lanakila practice site, both when practicing with the club and when going out on the water on my own. The outrigger community that launches out of King Harbor is thriving, with large representation in both adult and juniors programs. This community is one of the primary reasons I love living and being in Redondo Beach, and why I decided to plant my roots here. **It is a support network where hundreds of men, women and children benefit in their daily lives.**

Emily Chi
1830 Harper Ave
Redondo Beach

TO: City of Redondo Beach, City Council & Harbor Commissioners
FM: Gregory Tuszynski - Lanakila Team Member, Hermosa Beach Resident
RE: Mole-B Planning

Request for Long Term Lease for the Existing 15,000 sq/ft Lanakila Canoe Club Site at Mole-B

Mission Statement:

Lanakila Outrigger Canoe Club needs the existing 15,000 square foot site on Mole-B to be able to continue to operate successfully.

Space Requirements:

We currently operate 12, 45 foot long canoes in the space. They are stacked gunnel to gunnel to maximize density. We cannot operate or store 12 canoes with less space, and we typically launch all 12 boats for the mens' and womens' practices which are 6 days a week.

There are racks on-site that hold approximately 130 one-man outrigger boats. These racks are full, and there is a multi-year wait list. These canoes are 21 feet long and most members do not have the space to store them at their homes, due to high density housing which is typical of the area.

Community Involvement and Benefits of Lanakila:

Lanakila Outrigger Canoe Club is a member-run 501(c)(3) non-profit organization with a long and rich history of service to the City of Redondo Beach, and its residents, spanning 46 years.

We are open to all citizens in the area and currently have over 300 active adult members with about 100 junior (12 - 19 years) paddlers, making us the largest canoe club in California. Over 5,000 people from the South Bay area over have paddled for Lanakila since 1970 making us one of the largest non-profit constituencies in City of Redondo Beach.

Our primary offerings to the community are teamwork, sportsmanship, and fitness. In addition, we are proud to be recognized as the top outrigger team in the State of California. Members of our team hold world and national championship titles in the sport. These world-class teachers and former Olympians have helped teach many local residents valuable skills on and off the water. Moreover, these attributes helped young paddlers gain admittance and win scholarships at universities, such as USC and UCLA, as student athletes.

We very much wish to continue offering these services, opportunities, and benefits to thousands of our residents in the City of Redondo Beach at no cost to the City for the next 50 years. We just need a long-term lease for our existing site to do so.

Thank you for your consideration.

Gregory Tuszynski - gregt@tcommercialrealestate.com – (310) 567-0190

July 27, 2016,

Dear City of Redondo Beach Harbor Commissioners & City Council,

Please do not reduce our site/practice area square footage at Mole B.

The boats we use are very heavy, long, and are not easily stacked. We currently use the entire space we have now and our membership consistently continues to grow each year.

Lanakila is a large, active group of people who are very welcoming. I think they are a huge asset to the community and their efforts should be encouraged, not hindered.

Sincerely,

Sean Tiernan
208 Longfellow
Hermosa Beach

July 28, 2016

Redondo Beach City Council & Harbor Commission
City of Redondo Beach
415 Diamond Street
Redondo Beach CA 90277

Dear Redondo Beach Harbor Commissioners,

PLEASE DO NOT REDUCE OUR LANAKILA PRACTICE AREA. I do understand the need to upgrade King Harbor, but this should not be done at the expense of one of the largest and longest recreational public clubs to use King Harbor.

As an emergency response local and year-round paddler and boater, I believe the proposed launch ramp location at Mole B will be extremely detrimental to Lanakila (which is 300+ members strong), as well as compromise the safety of all who use King Harbor daily.

The whole Harbor Mall / Waterfront proposal does not support those of us who already use King Harbor extensively. Redondo Beach already has the infrastructure established for returning Redondo into a major aquatic destination, one in which locals and tourists can enjoy King Harbor year round. Could we perhaps look at other options that will bring public use as a recreational venue to the forefront instead of focusing on an unreliable consumer based venue as the only option?

Sincerely,

Shannon Carr-Davey
486 25th Street
Hermosa Beach, CA 90254

July 26, 2016

Dear City Council and Harbor Commission Redondo Beach California,

Please don't reduce Lanakila's facility size at Mole B.

Lanakila is a major part of the Redondo Beach community. They provide water access to hundreds of not just people but families. For every Lanakila member, there are families and friends that get a chance to enjoy our coasts. We provide water access and outrigger experience to many that would normally never get or take the opportunity to get in our beautiful oceans.

I came to Lanakila 3 years ago. In that time, I have met so many amazing people that share their love of our ocean with not only the paddling community but also reach out and give back to many in the community that normally might not explore our beaches.

The Lanakila Outrigger Canoe Club is an essential part of our Redondo Beach community. I hope that we can support them and keep their facility in both location and size. I hope that the City sees how important they are to our community and helps the Lanakila Canoe Club in these troubled times and helps them grow their facilities in the future so that they can enrich and have positive influences on not only our communities but our families.

Sincerely,

Taizen Pied
429 Calle De Aragon
Redondo Beach, CA 90277

To: City of Redondo Beach, City Council & Harbor Commission
From: Vince Kelly
Date: July 27, 2016

Sub: Mole B – Lanakila Outrigger Canoe Club :: Re-zoning

Please do not reduce the Lanakila canoe site square footage at Mole B.

I have been a resident and homeowner in Redondo Beach since 1980. I also have been a member of the Lanakila Outrigger Canoe Club since 1994.

I strongly oppose the proposed space reduction occupied by the canoe club site for a boat ramp. Our club has significantly grown in membership over the years and we have more canoes as a result. As it is, we are currently cramped in the spot with canoes stacked on each other. We need more space, and the city needs more harbor. The solution is not cutting down current entities, but should be expanding for all those involved in the harbor region. Additionally, our club is the epitome of the Blue Zones Project, the health initiative in partnership with the city of Redondo Beach. Once again, let my voice be documented of my firm disapproval of the reduction of space used by both Nahoa and Lanakila Canoe clubs.

Thank you,

Vince Kelly
2410 Sebald Ave.
Redondo Beach, CA 90278
(310) 625-1837

vincentkelly@yahoo.com

July 27, 2016

Dear Harbor Commissioners & Waterfront Planning Division,

Please Do Not Reduce Lanakila's Practice Area

Lanakila has given our family the most invaluable family time one can ever have…the entire family participates.

Lanakila gave our grandchildren opportunities they would never have received without the club. Mikayla (granddaughter) got the opportunity to participate on the UCLA rowing team and Ryland (grandson) is competing in world class paddling competitions.

Lanakila is character building for our children, which is invaluable. Their role models and leaders are impeccable, not to mention the atmosphere is extremely wholesome. The children, young adults, and adults have a very special camaraderie. These are our future leaders.

The sport is physically and mentally challenging, therefore these people are much healthier.

As grandparents we have met wonderful, wholesome, respectful, intelligent people, and have had them in our home after some of the races.

Lanakila stands for:

CLEAN (DRUG FREE), WHOLESOME,
CHARACTER BUILDING, TEAM BUILDING CITIZENS!

Please do NOT incapacitate a vibrant, active 300 member boating club of 46 years, in favor of a public ramp averaging 20 boats a day from out of town!

Grandparents of the Hart family,

Tami & Jim Hart
Hermosa Beach, CA / Oregon
tony@hitch-net.com

July 26, 2016

City Council and Harbor Commission of Redondo Beach,

Please do not reduce our precious practice area.

I have been a member of Lanakila Outrigger Canoe Club since 1991, and through the years I have seen how Lanakila has brought together the community and the people who call this community their home. By reducing our site size and the parking area via the proposed boat ramp, our club will not have the opportunity to thrive and grow as it has.

The Lanakila practice site is one of the few places in the area where I feel there are no stresses of everyday life - the only place without the traffic and madness of the city. By putting up a boat ramp this part of our harbor will be as busy and hectic as the places I and others use Lanaklia to escape from. You would be taking away this sanctuary of peace and sanity from me as well as the whole Lanakila family.

Please allow our children and teens the opportunity many of us have had - to grow in a peaceful site.

I hope you take serious consideration in what I have said. Lanakila's practice site is our second home with our ohana. Please don't take that from us.

Sincerely,

Tony Mirzazadeh
1536 W. 25th Street #183
San Pedro, CA 90732
310-953-5622

July 26, 2016

Dear Redondo Beach City Council and Harbor Commission,

PLEASE DO NOT REDUCE THE SIZE OF THE LANAKILA CANOE SITE. A smaller site would be destructive to our club and a disservice to the community.

Residents of the South Bay join Lanakila Outrigger Canoe Club for the activity, health and fitness, and social camaraderie, but soon realize they are also joining a multi-generational family that is committed to the growth and wellbeing of each member with common goals and lifestyles.

Furthermore, and what cannot be taken lightly is our competitive spirit. Lanakila holds multiple State and US championships, has produced Olympic Athletes and World Champions, and is internationally recognized as a leading outrigger club based in Redondo Beach California.

As an all-inclusive club, a smaller site would be detrimental to our ability to function, grow and serve our community. It would be a shame if we had to refuse any newcomers because we don't have the space to accommodate them.

PLEASE DO NOT REDUCE THE SIZE OF OUR LANAKILA HOME.

Thank you very much for your consideration,

Vinny Rosato
4868 Elkridge Drive
Rancho Palos Verdes, CA 90275

July 27, 2016

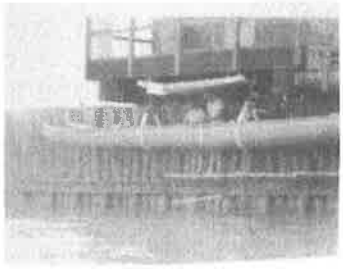
To: City of Redondo Beach, City Council & Harbor Commission

From: Joshua S. Crayton

RE: Mole B – Lanakila Outrigger Canoe Club :: Re-zoning

Please do not reduce Lanakila's site square footage at Mole B.

The Lanakila Outrigger Canoe Club has been operating on Mole B since it's inception in 1970. From humble beginnings as a single outrigger stored by being hoisted up under the original Harbor Patrol building, Lanakila Outrigger has grown into a renowned organization recognized throughout the world for developing world-class watermen and water-women. Today Lanakila boasts nearly 300 active paddlers. We've frequently been celebrated by the City of Redondo Beach and the California Coastal Commission for championing activity on our beautiful Pacific Ocean. For a grass roots organization that asks for virtually no municipal support, Lanakila is indisputably community valued.



I first started paddling with Lanakila as a ten-year-old boy. My parents were separating, and my father traveled extensively. Lanakila practices rapidly evolved into my daycare, providing focus and purpose. I can honestly say that Lanakila forged my character in how it prepared me for competition. It provided the foundation that enabled me to become the first from my family to graduate from a University. And after 37 years of uninterrupted participation, I look back fondly that Lanakila give me the privileged to train, race and coach National Champions, World Champions and Olympians.

Outrigger paddling is unique. We enthusiastically describe it as *"the surfing lifestyle, in a team environment, that is intensely family focused."* Lanakila in particular makes a conscious effort to be inclusive. The club welcomes women, men and children of all ages and athletic backgrounds. **What other team sport provides a playing field where a son lines up and races against his world champion cousin, his mid-40's father, and his 77 year old uncle?** And this occurs every weekend!

Our outrigger community understands that the Redondo Beach waterfront needs renovation. We support efforts to revitalize and beautify King Harbor. We humbly ask that the construction plan the City of Redondo Beach approves maintains the square footage currently allocated to the Lanakila and Nahoa Outrigger Canoe Clubs on Mole B.

Please permit our vibrant ocean focused service organization to continue to flourish.

Kindest Aloha,

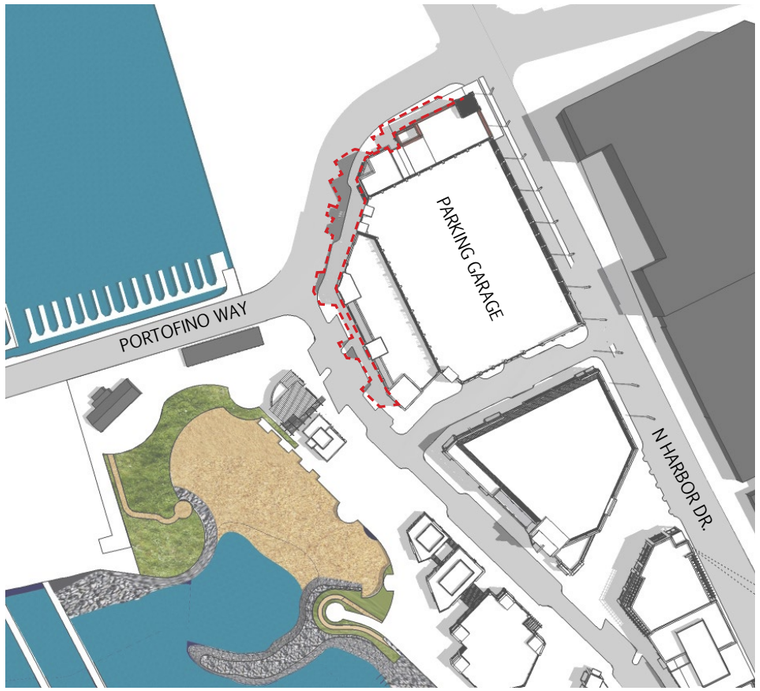
Joshua S Crayton
Graduate of Redondo Union High School, Class of 1987
Father of paddlers Garrett (16 yrs) and Heather (14 yrs)
Lanakila Men's Coach 1992 – 1998; Club President 2000 – 2005.

26712 Calle Los Alamos
Capistrano Beach, CA 92624
(949) 769-4943

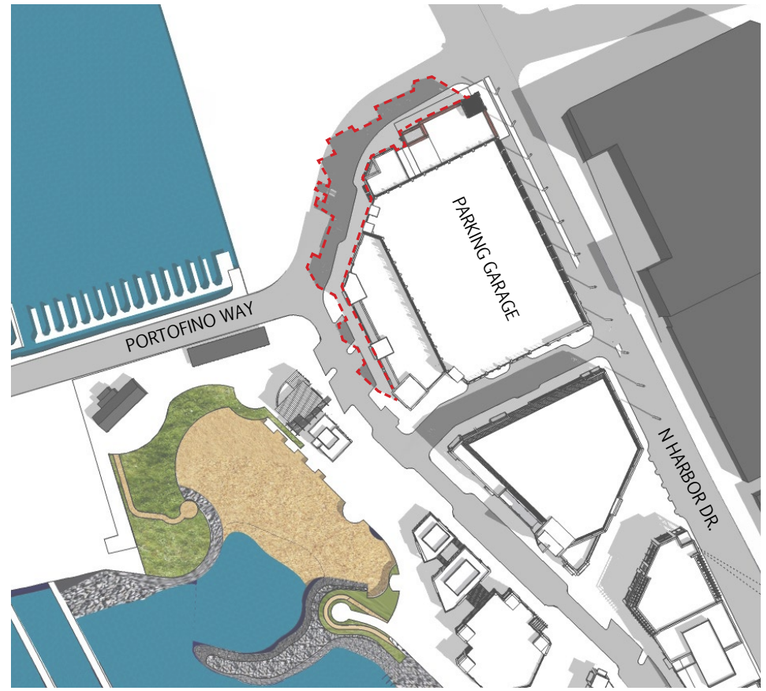
Written public correspondence regarding the Waterfront Project for the Harbor Commission public hearing of August 8, 2016

- Stephen Shoemaker – July 18, 2016
- Lisa Youngworth – July 18, 2016
- Marcie Guillermo – July 18, 2016
- Sherry Lombard – July 18, 2016
- Erika Robinson – July 18, 2016
- Lorrie Kazan – July 18, 2016
- John Nelson – July 18, 2016
- Lori Zaremaski – July 18, 2016
- Carrie Perlow Honigsfeld – July 18, 2016
- Todd Loewenstein – July 18, 2016
- Barbara Sabo – July 18, 2016
- Gina DiPietro – July 18, 2016 (3 pages)
- Cynthia Furnberg – July 19, 2016
- Jim Light – July 19, 2016 (27 pages)
- Jennalee Infanto – July 19, 2016
- Sean and Meghan Buda – July 21, 2016
- Shannon Carr-Davey – July 28, 2016
- Barbara Epstein – August 2, 2016 (19 pages)
- Josh Cohen – August 3, 2016
- **Letters on behalf of Lanakila Outrigger Canoe Club**

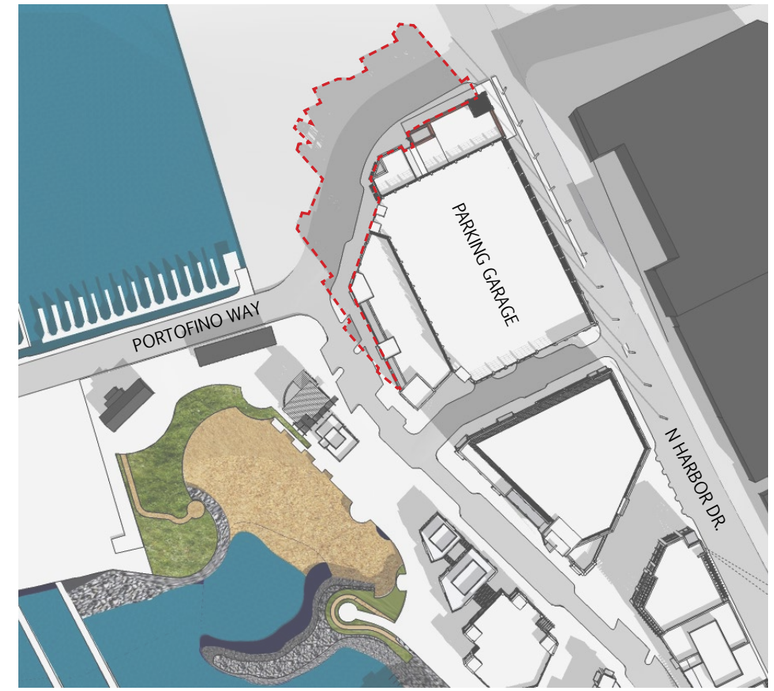
Attachment #10 – Revised Elevation of the Northern Parking Structure will be distributed as a Blue Folder Item at the public hearing.



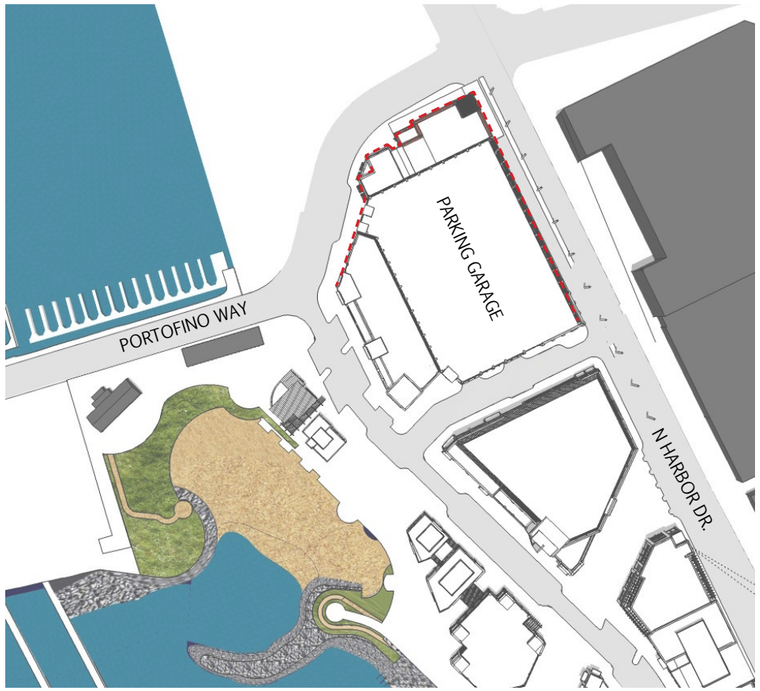
SUMMER SOLSTICE 9AM
JUNE 21



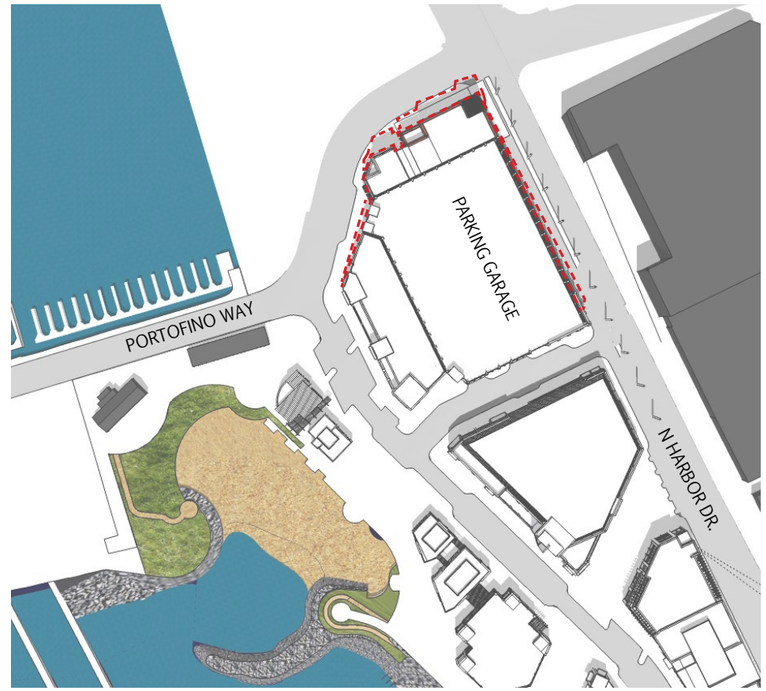
FALL / SPRING EQUINOX 9AM
MARCH 20 / SEPTEMBER 23



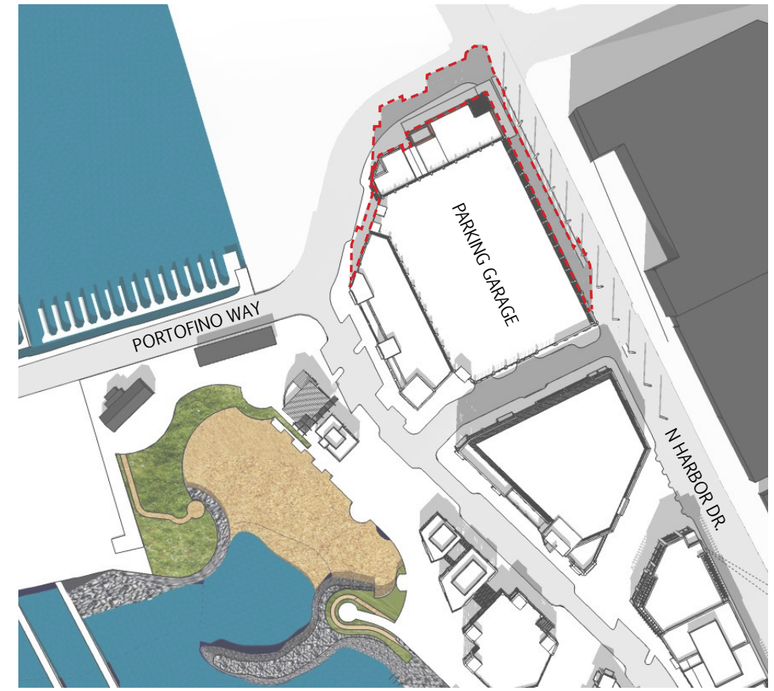
WINTER SOLSTICE 9AM
DECEMBER 21



SUMMER SOLSTICE 12PM
JUNE 21



FALL / SPRING EQUINOX 12PM
MARCH 20 / SEPTEMBER 23



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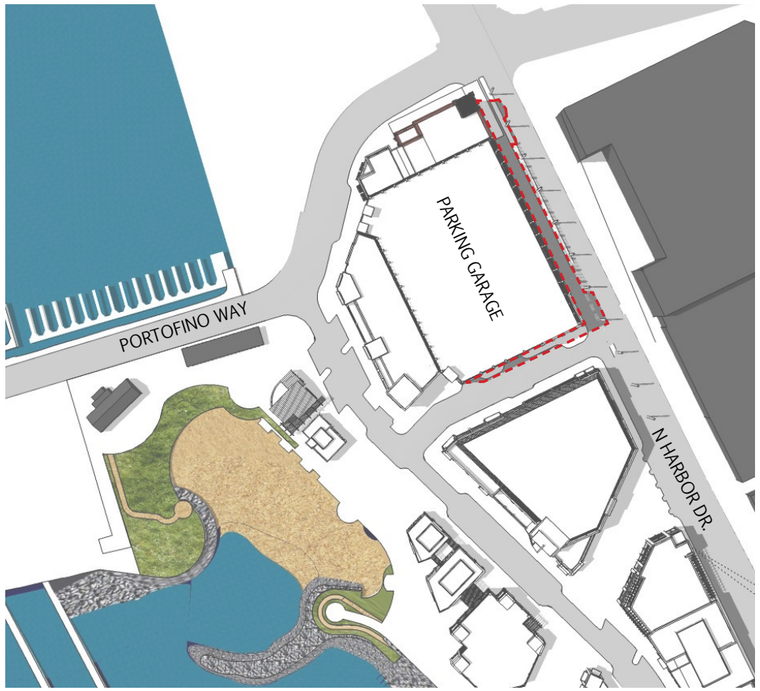
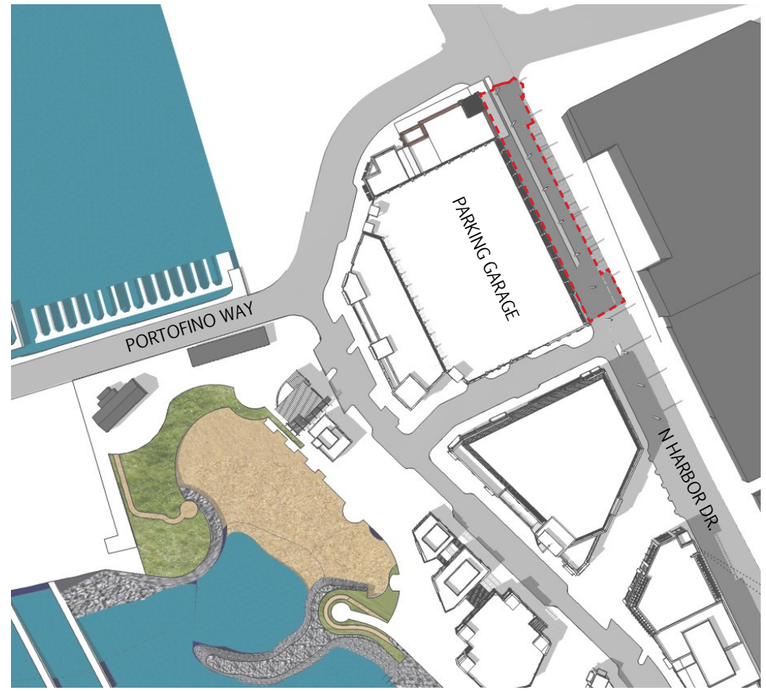
DECEMBER 21

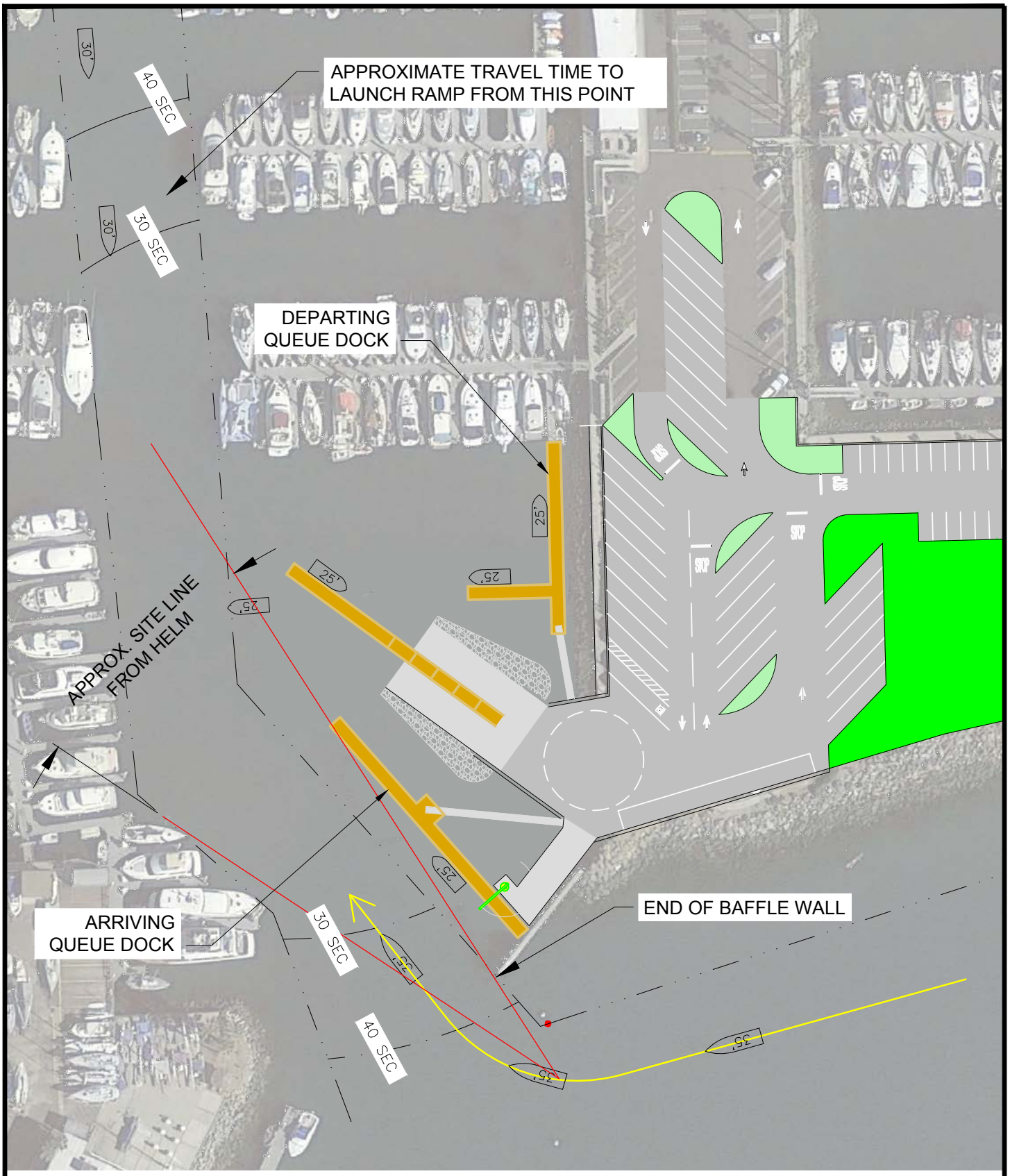


SUMMER SOLSTICE 3PM
JUNE 21



FALL / SPRING EQUINOX 3PM
MARCH 20 / SEPTEMBER 23

WINTER SOLSTICE 3PM
DECEMBER 21



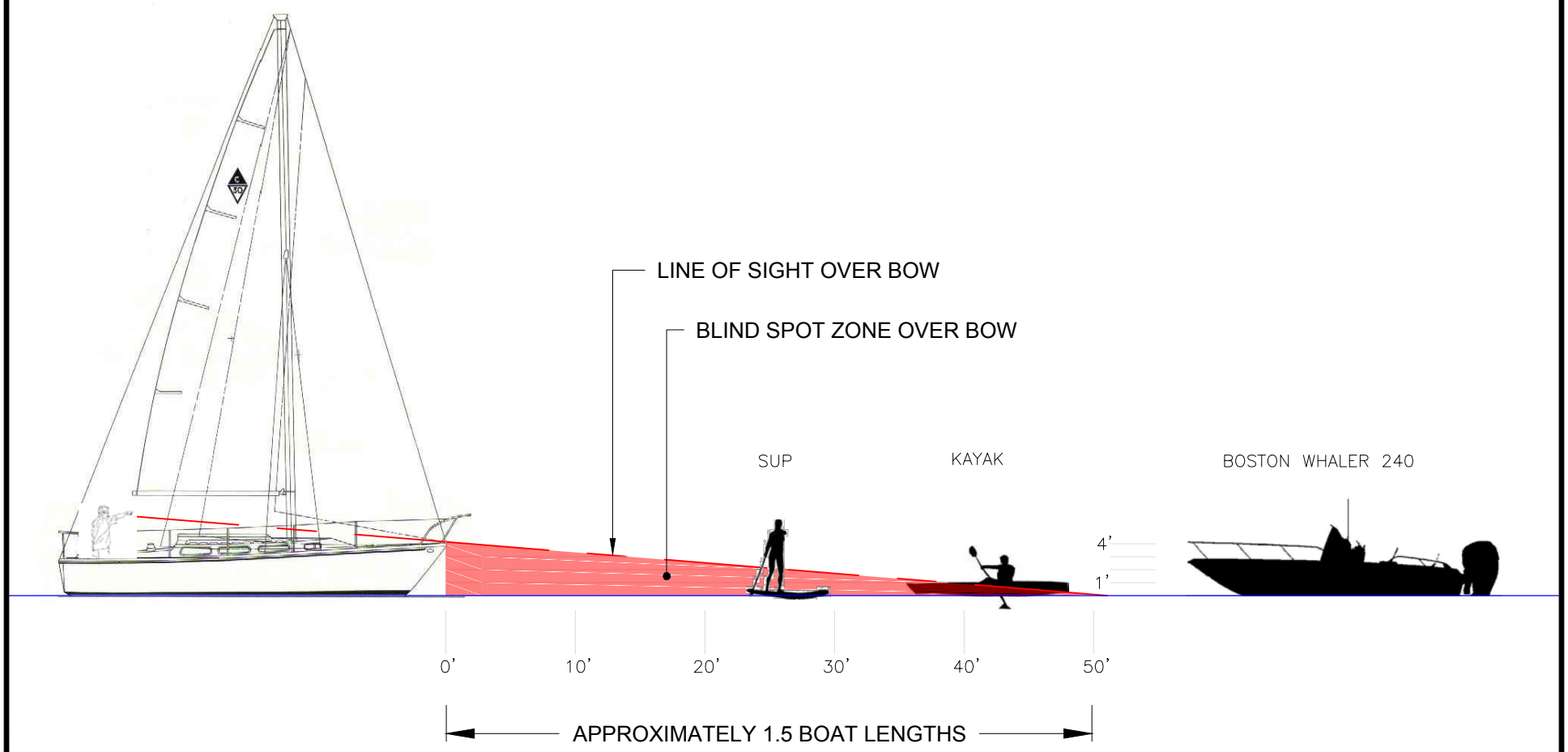
0 80

FEET

Approximate Sight Lines and Buffer Distances

NOBLE CONSULTANTS | GEC

Figure 1



Sight Line Over Bow

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Figure 2