

AGENDA
REDONDO BEACH HARBOR COMMISSION
Monday, May 9, 2016, 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 MAY 9, 2016

5. APPROVAL OF THE FOLLOWING MINUTES: APRIL 11, 2016

6. RECEIVE AND FILE CITY COUNCIL STAFF REPORT FROM COUNCIL MEETING ON 4/19/16, ITEM H.6 - APPROVE AGREEMENT BETWEEN CITY OF REDONDO BEACH AND LAZ PARKING CALIFORNIA, LLC FOR AMBASSADOR ASSISTANCE AT THE PIER AND PLAZA PARKING STRUCTURES

7. RECEIVE AND FILE CITY COUNCIL STAFF REPORT FROM COUNCIL MEETING ON 4/19/16, ITEM H.9 - APPROVE THE GRANT OF EASEMENT TO THE REDONDO BEACH HOSPITALITY COMPANY, LLC, FOR ACCESS, OPERATION AND MAINTENANCE OF ELECTRICAL DISTRIBUTION FACILITIES SERVICING THE SHADE HOTEL, LOCATED AT 655 N. HARBOR DRIVE, ON THE PORT ROYAL MARINA LEASEHOLD

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. DISCUSSION AND POSSIBLE ACTION REGARDING AN UPDATE ON SEASIDE LAGOON 2015 WATER QUALITY RESULTS AND THE STATUS OF THE NPDES PERMIT FOR 2016 LAGOON OPERATION (COMMUNITY SERVICES ITEM FROM PREVIOUS COUNCIL MEETING 4/19, ITEM N.3)

9. WORKSHOP TO REVIEW THE WATERFRONT PROJECT ENTITLEMENT PROCESS AND FINDINGS AND CRITERIA FOR LAND USE DECISION-MAKING AND PRESENTATION OF THE PROJECT DESCRIPTION AND KEY PROJECT GOALS AND OBJECTIVES
Staff recommendation: Receive and file

10. DIRECTOR'S REPORT

Staff recommendation: Receive and file

IX. ITEMS CONTINUED FROM PREVIOUS AGENDAS

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 June 13, 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

Regular Meeting of May 9, 2016

Posted on: May 4, 2016 at 11:00 am

Posted at: DOOR "A" BULLETIN BOARD

and CITY CLERK'S OFFICE


Signature

5/4/16
Date

**MINUTES OF THE
REDONDO BEACH HARBOR COMMISSION MEETING
APRIL 11, 2016**

CALL TO ORDER

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

ROLL CALL

Commissioners Present: Callahan, D. Jackson, Keidser, Shaer, Vice-Chairperson Dalton, Chairperson Bloss
Commissioners Absent: M. Jackson
Officials Present: Wisam Altowaiji, City Engineer
Laurie Koike, Waterfront/Economic Development Manager
Robert Metzger, Fire Chief
Stephen Proud, Waterfront/Economic Development Director
Jack Rydell, Traffic Engineer
Margareet Wood, Recording Secretary

SALUTE TO THE FLAG

Commissioner Shaer led the members in the salute to the flag.

APPROVAL OF ORDER OF AGENDA

Motion by Commissioner D. Jackson, seconded by Commissioner Callahan to approve the order of agenda. Motion unanimously approved with Commissioner M. Jackson absent.

CONSENT CALENDAR

4. Approval of Affidavit of Posting for the Harbor Commission meeting of April 11, 2016
5. Approval of the following minutes: March 14, 2016
6. Approve Independent Contractor Agreement between the City of Redondo Beach and Sports Camp Management, LLC for Summer Instructional Skateboard Camp for the Term of June 13, 2016 – September 2, 2016

Chairperson Bloss opened public comment. There being no speakers, she closed public comment.

Motion by Commissioner Keidser, seconded by Commissioner D. Jackson to approve the Consent Calendar. Motion unanimously approved with Commissioner M. Jackson absent.

EXCLUDED CONSENT CALENDAR ITEMS

None.

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

None.

EX PARTE

None.

PUBLIC HEARINGS

None.

ITEMS FOR DISCUSSION PRIOR TO ACTION

Quarterly Harbor Patrol Report

Chief Metzger reviewed the following incidents:

- 4 people washed off breakwall resulting in 3 rescues and 1 drowning, rescue by Harbor Patrol Officer Poirier demonstrated extraordinary bravery and skill
- 2 drownings occurred from dive accidents near the pier and near Ave C
- A number of vessel assists occurred including a sinking watercraft off Avenue C and a sailboat rescue
- Increased SUP use requires greater interaction between Harbor Patrol personnel and paddlers to explain rules of the road
- Providing public information, a major focus, is reflected under the category of Miscellaneous Public Contact

In response to Commissioner D. Jackson regarding public information contacts, Chief Metzger confirmed that additional signage will help reduce some of the contacts, particularly those regarding locations of restaurants and landmarks.

In response to Commissioner Callahan, Chief Metzger said the mooring permits shown on the report reflect data for both the mooring and anchorage fields.

Commissioner Callahan said it would be interesting to find out how much use the mooring balls are getting.

In response to Commissioner Dalton who recommended a formal commendation for Officer Poirier, Chief Metzger confirmed he has been recommended for a number of awards.

In response to Chairperson Bloss who inquired about Harbor Patrol activity and access relative to Mole B as a potential boat ramp location, Chief Metzger stated that all Harbor Patrol officers are trained as Firefighters and are called to respond to large scale emergencies throughout the City. He said statistics for responses from the Harbor Patrol facility are available. He noted that Harbor Patrol staff responded to a fire in the north end last week.

Chairperson Bloss said the pros and cons must be weighed and she would like to see the data to get a sense of how often that occurs.

Chief Metzger added the Harbor Patrol facility is equipped with emergency and firefighting apparatus, including an SUV-type vehicle.

Report on Technologies to Regulate Pedestrian and Bike Traffic at Pier

Engineer Rydell explained the project began with a strategic plan objective. He said the interface between vehicles, bicycles, and pedestrians in the area has lots of opportunity for improvement. He said initial findings were presented to City Council in March and input is sought from the Public Safety and Harbor Commissions prior to going back to Council.

He said the main issues involve the south end of the pier where cyclists are required to dismount and walk thus reducing flow and increasing non-compliance. He said the area is under review and other options will be considered i.e. requiring cyclists to dismount at specific times according to a flashing beacon triggered via detector. He said different signs are another possible solution.

He explained that pedestrian crossings throughout the area up to Harbor Drive and Pacific will be reviewed for safety also. He said crosswalks are faded. He suggested remedies i.e. different and increased signage, brightly-marked crosswalks, and LEDs at crosswalks to enhance visibility.

He said conflicts between vehicles, pedestrians, and bicycles are another issue and he mentioned techniques such as repainting and LEDs on stop signs to increase awareness.

He said the current objective is to reach a consensus on which direction to go.

In response to Chairperson Bloss who inquired whether Hermosa and Manhattan Beach have found that cyclists get off their bikes when the lights are flashing, Engineer Rydell said better compliance results when the lights engage during congestion.

In response to Commissioner Dalton, Engineer Rydell said that accident data on specific areas did not lead to certain trouble spots. He said the problem is being addressed from the south to the north.

Commissioner Dalton said it would be nice to have data such as specific problematic areas to back up the objective. He was more concerned about intersections on Harbor Drive and the bike path and he asked for the accident rates there. He requested to see more hard data. He also said that signs with the words *dismount bike* should include the words *when pedestrians are present*.

Quarterly Strategic Plan

Director Proud reported the status of the WED items:

- Public outreach regarding the boat launch facility - 90% complete
- Report on the status of sea level rise - will be carried over into the new strategic plan being prepared now
- Feasibility for a store front program – unclear if will be carried over
- Review of fiscal impact for financing pier parking structure - completed
- Bike path technology at the south end of the pier - under review

He said the primary item being carried over is sea level rise. He concluded by saying the new plan has not been published. He confirmed the letter with recommendations from the Harbor Commission was submitted.

In response to Chairperson Bloss regarding the process for establishing objectives, Director Proud explained the City Manager compiles the workshop effort after which it goes to City Council for input and final approval.

Commissioner Dalton requested to have a draft of the strategic plan prior to the vote by City Council.

Motion by Commissioner D. Jackson, seconded by Commissioner Callahan to receive and file Discussion items 7-9, with Commissioner M. Jackson absent.

Chairperson Bloss opened public comment.

Mark Hansen, King Harbor Voters Advisory Panel, advised that he attended the strategic plan workshop. He said the Harbor Commission recommendation was included in the agenda packet; however he said a Councilmember was unaware it was there. He stressed the importance of the Harbor Commission attendance at the workshop. He said King Harbor Boating Foundation members were present to support waterfront education and the Lanikila Canoe Club president was present to support Harbor Commission recommendations.

Chairperson Bloss closed public comment.

Commissioner D. Jackson's motion was unanimously approved.

Director's Report

Director Proud reported:

- Subleases – 2 new leases on Pier Plaza, upcoming lease for former Zeppy's space, Foss operations in Basin 3, r10 lease for small adjunct space
- Parking contract - City Council approved annual contract with Laz parking for attendant during the summer season
- Small boat launch – replaced in the water
- Waterfront and SUP signage program – moving forward on hiring SUP signage vendor, Chief Metzger will move toward harbor directional signage

Regarding questions from the last meeting regarding the boat hoist, Director Proud said Redondo Beach Marina reports the operating rates and hours have not changed since 2008. He said that serious fishers depart early before the launch is open and return after the launch is closed. He said there have been issues with live bait availability and there is an overall decline in fishing. He said closing the hoist may have lost customers.

In response to Commissioner Dalton who inquired about an agreement for the hoist to open during specific hours, Director Proud said he would have to research further into the records.

Commissioner Dalton said the operating hours have decreased over the years.

- Shade Hotel – leak developed on upper floors damaged 24 rooms, remediation underway, opening date unknown
- Waterfront project – staff in the process of working through comments on the EIR and preparing response, project overview on May 9, Commission will receive various documents for final consideration at a later meeting

Commissioner Callahan requested more time than the usual 3 days to review the agenda material.

- Special events – Springfest on April 21-24, Sea Fair on May 22

Commissioner Shaer inquired whether actions will be required on the CenterCal project to which Director Proud said the report on May 9 will consist of a project overview and an opportunity to ask questions.

Commissioner Shaer anticipated lots of public at the meeting and he recommended a presentation in very concise language to avoid a prolonged meeting time.

In response to Commissioner Shaer who inquired whether the tentative map will be submitted, Director Proud said the tentative map will become the permanent map. He said the tentative map creates a series of parcels and will define all boundaries for the tentative map and final map.

Commissioner Shaer inquired who will approve the final map, to which Director Proud responded that he would not expect to see many changes from the tentative map and he would check to see who has the final approval.

In response to Commissioner Shaer regarding the r10 restaurant sublease, Director Proud explained the additional area approved is a small space upstairs from their current building.

Commissioner Keidser inquired how the boat ramp fits into the EIR process since a potential site is in the middle of the CenterCal project, to which Director Proud responded that the projects are being developed separately; however efforts are being made to consider them concurrently.

Commissioner Keidser expressed concern with getting too far ahead because the boat ramp could have an effect on the EIR process. She wanted to make sure not to go too far and eliminate an alternative.

In response to Chairperson Bloss, Director Proud explained the April 5 Council item approved a contract with John Meeks for \$35,000 to repair braces under the pier.

Chairperson Bloss opened public comment.

Mark Hansen, King Harbor Boaters Advisory Panel, reported that yacht club opening day was successful and well attended. He said the upcoming Sea Fair will offer boat rides, SUP demos, a tall ship, cutter, and helicopter and is sponsored by CenterCal.

Chairperson Bloss closed public comment.

Motion by Commissioner D. Jackson, seconded by Commissioner Keidser to receive and file the report. Motion unanimously approved with Commissioner M. Jackson absent.

ITEMS CONTINUED FROM PREVIOUS AGENDAS

None.

MEMBERS ITEMS AND REFERRALS TO STAFF

In response to Commissioner Callahan regarding solutions for the overflow of sea lions in the harbor, Director Proud acknowledged the mammals are spreading to docks and he said the solution will focus less on accommodation and more on management. He said mammal experts will be consulted.

Commissioner Dalton said the problem is growing and noted a law suit in Oregon claiming the government and Marine Mammal Act are responsible for damage.

Commissioner Keidser also noted the problem on harbor docks. She pointed out the sea lions in Marina del Rey occupy the rocks there. Regarding the mooring balls, she volunteered to provide information for several boating organizations that will publish information to boaters.

Commissioner D. Jackson advised of studies with data about the direction, incline, and color to make the rocks more desirable to sea lions.

Motion by Commissioner Keidser, seconded by Commissioner Dalton to adjourn.
Motion unanimously approved with Commissioner M. Jackson absent.

There being no further business to come before the Commission, Chairperson Bloss adjourned the meeting at 7:50 p.m.

Respectfully submitted,

Stephen Proud
Waterfront and Economic
Development Director



Administrative Report

Council Action Date: April 19, 2016

To: MAYOR AND CITY COUNCIL

From: STEPHEN PROUD, WATERFRONT & ECONOMIC DEVELOPMENT DIRECTOR

Subject: AGREEMENT FOR PROJECT SERVICES BETWEEN THE CITY OF REDONDO BEACH AND LAZ PARKING CALIFORNIA, LLC

RECOMMENDATION

Approve the Agreement for Project Services between the City of Redondo Beach and LAZ Parking California, LLC for a not-to-exceed amount of \$40,000 and authorize the Mayor to execute the document on behalf of the City.

EXECUTIVE SUMMARY

The City owns and operates two Waterfront parking structures via a pay by space payment system. The pay by space parking system was installed as a pilot program in the Plaza Parking Structure in March, 2012 and in the Pier Parking Structure in December, 2012.

During the summer season and holidays, the parking structures experience congestion and delays at payment machines brought by increased traffic and first-time visitors. On May 5, 2015, the City approved a one year amendment with LAZ Parking California, LLC (LAZ) to extend ambassador services to assist users at the machines while also monitoring the capacity of the structures. The amended agreement with LAZ expires May 4, 2016. Staff recommends approval of the new one year agreement with LAZ that will begin on May 5, 2016.

BACKGROUND

The City of Redondo Beach owns two parking structures providing convenient pedestrian access to the City's Pier and International Boardwalk area. The Pier Parking Structure sits at the western terminus of Torrance Boulevard and contains approximately 1,018 spaces. The Plaza Parking Structure lies at the intersection of N. Harbor Drive and Pacific Avenue and contains approximately 332 parking spaces.

Together, the structures supply the Pier and International Boardwalk area with essential parking for a variety of users in the area.

In September 2011, after a comprehensive selection process, City Council approved the installation of the new pay by space parking system. During the initial operating period, feedback from users focused on the need to reduce wait times at the meters during peak periods and educate new visitors on how to use the system. An additional concern for the structure is ensuring sufficient traffic management during the peak summer season. During peak times, the structures fill up and may need to be closed intermittently. Incoming cars also need to be monitored to avoid traffic jams. In May 2013, City Council approved the first contract with LAZ to address these concerns. Subsequent one year contracts were approved by City Council in 2014 and 2015 for \$30,000 annually.

The proposed one year agreement will extend LAZ services from May 5, 2016 – May 4, 2017 at a not-to-exceed amount of \$40,000. Traffic control management and customer assistance services typically begin a few weekends before the Memorial Day weekend to provide LAZ employees an opportunity to learn about the pay stations, parking structure and surrounding area. LAZ employees will be located at the pier every weekend through Labor Day and possibly through the end of September depending on the weather. LAZ' management team frequently visits the site while their employees are on duty and have been responsive to City staff requests. Outside of the summer months, LAZ also provides parking management services for holidays, events and busy weekends, as directed by the Waterfront and Economic Development department.

In FY14/15, the City paid LAZ a total of \$27,833. The year-to-date total for FY15/16 is \$26,294. Parking management continues to be one of the main concerns of the pier merchants and an increase of \$10,000 will provide the City flexibility to arrange for increased personnel and additional days of services for a) non-summer scheduled events such as the annual Kite Festival; b) unforeseen waterfront or City events; c) holidays not historically covered in past years, such as the Mother's Day and Father's Day weekends; d) an extended summer season as was experienced in 2015.

COORDINATION

The Waterfront & Economic Development department collaborated with the City Attorney's Office to develop the attached agreement. The Agreement for Project Services document has been approved as to form by the City Attorney's Office.

FISCAL IMPACT

The agreement with LAZ increases the contract operating costs by an additional \$40,000 paid out of the Harbor Uplands Fund and Harbor Tidelands Fund. Since the LAZ contract cost is structured as a not-to-exceed amount, it is possible that unspent funds may be returned to the City's Harbor Tidelands Fund and Harbor Uplands Fund.

Funding

\$ 31,000 Harbor Uplands Fund
\$ 9,000 Harbor Tidelands Fund
\$ 40,000 TOTAL

Expenditures

\$ 40,000 Contract with LAZ Parking
\$ 40,000 TOTAL

Submitted by:

Approved for forwarding by:

Stephen Proud
Waterfront & Economic Development
Director

Joe Hoefgen
City Manager

Attachment: Agreement for Project Services between the City of Redondo Beach and
LAZ Parking California, LLC



Administrative Report

Council Action Date: April 19, 2016

To: MAYOR AND CITY COUNCIL

From: STEPHEN PROUD, WATERFRONT AND ECONOMIC DEVELOPMENT DIRECTOR

Subject: EASEMENT TO REDONDO BEACH HOSPITALITY COMPANY FOR ACCESS TO AND MAINTENANCE OF ELECTRICAL TRANSFORMER AT SHADE HOTEL

RECOMMENDATION

Approve the Grant of Easement to the Redondo Beach Hospitality Company, LLC, A California Limited Liability Company (Grantee) for access, operation and maintenance of electrical distribution facilities servicing the Shade Hotel, located at 655 North Harbor Drive, on the Port Royal Marina leasehold; and authorize the Mayor to execute the easement agreement on behalf of the City.

EXECUTIVE SUMMARY

In order to provide electrical service to the Shade Hotel, an access easement needs to be granted from the City (Grantor) on a City-owned parcel of land leased to LGW Investments, LLC, A California Limited Liability Company to adjoining City-owned parcel of land leased to Redondo Beach Hospitality Company, LLC, A California Limited Liability Company (Grantee) to allow for access to and maintenance of the step-down electrical transformer to the Shade Hotel and their accompanying facilities. Staff from several departments reviewed the proposed easement as the electrical transformer is located on City-owned land leased to Redondo Beach Hospitality Company, LLC.

BACKGROUND

In June, 2015 the City granted an easement to accommodate SCE's modified electrical services for the new design of the Shade Hotel property. The original electrical service served two transformers near the west side of the property that then serviced the Marina Boat Docks and the previous restaurant structure. The design of the new hotel and event structures required the existing infrastructure, including underground electrical conduits that supplied power to the Marina, to be relocated and upgraded. A new 480V transformer was set at the NE corner of the Hotel property which provided power to the Hotel Main Switch and Docks A, B, C and D of the Port Royal Marina.

The new easement request is related to a step-down transformer which converts the 480V to 220V, three-phase electrical power for the entire hotel and events buildings. The transformer was initially located inside of an electrical room of the Shade Hotel. It was later determined that a 15-ton air conditioning unit would be required to cool the room around the clock, which would be cost prohibitive, environmentally unfriendly and inconsistent with the overall green design efforts of the new hotel.

The transformer has been relocated outside of the electrical room on the Shade Hotel property adjacent to the property line of the Port Royal Marina parking lot. The California Electrical Code requires a three-foot clearance in front of the transformer for future access and maintenance purposes, hence triggering the need for this grant of easement. The Port Royal Marina leaseholder concurs with this grant of easement. Shade Hotel is current with their financial obligations per the Sixth Amendment to the Lease.

COORDINATION

The Waterfront and Economic Development Department collaborated with the Public Works/Engineering Division. The City Attorney's Office has approved the document as to form.

FISCAL IMPACT

The recommendation presented in this report does not have any budget or financial impact.

Submitted by:

Approved for forwarding by:

*Stephen Proud, Waterfront and
Economic Development Director*

Joe Hoefgen, City Manager

Attachments:

- Easement Agreement For Access Purposes
- Easement Exhibits A & B



Administrative Report

Council Action Date: April 19, 2016

To: MAYOR AND CITY COUNCIL

**From: TED SEMAAN, PUBLIC WORKS DIRECTOR
JOHN LA ROCK, COMMUNITY SERVICES DIRECTOR**

Subject: SEASIDE LAGOON OPERATION UPDATE

RECOMMENDATION

Receive and file an update on Seaside Lagoon 2015 water quality results and the status of the NPDES Permit for 2016 Lagoon operation.

EXECUTIVE SUMMARY

The Seaside Lagoon is a unique salt water swimming and special events venue that serves approximately 100,000 people each year. The Lagoon is subject to swimming water quality requirements maintained by the Los Angeles County Health Department and water discharge regulations set by the Los Angeles Regional Water Quality Control Board through multi-year National Pollutant Discharge Elimination System (NPDES) Permit. Compliance with the Regional Board's discharge regulations over the past 10 years has been a challenge, and the City has occasionally been forced to contest Board efforts to further restrict the quality of water that is discharged from the Lagoon.

In recent years the City has had to contend with increasingly restrictive NPDES Permit limitations and staff has worked diligently to reduce the Lagoon's water discharge liability. These efforts have required the City's active evaluation of the facility's water quality monitoring results and, in collaboration with Regional Board staff, modifications to water testing methodologies that have improved testing accuracy. In September 2015, Seaside Lagoon completed its fifth season of water quality monitoring under the now expired Five-Year NPDES Permit which ran through September, 2015. In the past, the facility has struggled with two primary water effluent discharge categories, Total Suspended Solids (TSS) and Biochemical Oxygen Demand (BOD). The Lagoon's water quality data for the 2011, 2012, 2013, 2014, and 2015 operating seasons improved significantly in these areas; in March, 2015, the City Council directed staff to continue to operate the Lagoon for the 2015 summer season.

The 2015 operating season had compliance challenges associated with different pollutants of concern; including toxicity and indicator bacteria testing. On March 24, 2016, the City received notice from the Regional Water Quality Control Board of 20

separate water quality/discharge alleged violations based on testing dating back to 2013. These alleged violations are likely the precursor to the issuance of fines to the City by the Regional Board. To operate the Lagoon for the 2016 season, the City filed a renewal application with the Regional Board on March 12, 2015. The City has not yet received its new Permit and may operate for the 2016 summer season under the terms of the expired 2015 Permit. Informal communication with staff at the Regional Board provided an indication that the Permit is in process, and that the Permit will include increased testing requirements. The new Permit may be adopted during the 2016 summer operating season, however the City has yet to receive a formal notice from the Regional Board regarding the proposed Hearing date.

Any new discharge limitations under a new Permit, including the potential inclusion of metals limitations and more stringent existing discharge limitations, will be untenable for the City to manage and require consideration that the Lagoon be closed for any water related activities. Once the new Permit has been received and evaluated, the continued operation of the Lagoon will be evaluated based on the feasibility to comply with the requirements and the potential for penalties and fines associated with non-compliance.

BACKGROUND

The 3.75 acre Seaside Lagoon is a unique recreation amenity that operates as a full water and events facility. Over the course of a typical year the facility's open space and 49,500 square foot saltwater lagoon serve 75,000 seasonal swimmers, supply picnic tables to approximately 475 user groups, host 80 private parties, provide space for roughly 600 participants in the City's Breakwater and Sailing Camp programs, and serve more than 25,000 patrons during special events such as the Lobster Fest, July 4 Fireworks, and the Super Bowl 10K Run.

The Seaside Lagoon, when originally built in 1963, was a creatively designed recreational aquatic park with a mechanical system that, for water intake purposes, took advantage of a heated water supply made available by the nearby power plant and for discharge purposes utilized proximity to the harbor. The facility was constructed years before the adoption of the Clean Water Act and the establishment of basic water chlorination practices for public swimming facilities.

While chlorination and de-chlorination functions have been added to the Lagoon, the rudimentary elements of the original water system design remain the same but compliance with contemporary Los Angeles Regional Water Quality Control Board regulations has been difficult. Since the implementation of the Lagoon's first NPDES permit in 1999, the City has been assessed penalties of \$246,000 for water discharge violations. Of this total, the City has paid \$138,000 in penalties with \$21,000 of those payments still under negotiations. Many of these violations were for the discharge of Total Suspended Solids (TSS). After extensive examination by water quality experts and City Engineering staff, it has been determined that there is no cost effective way to

treat or filter Suspended Solids in the high volume of water discharged by the Lagoon. The filtration approach suggested by Los Angeles Regional Water Quality Control Board (Regional Board) staff in 2007, as an example, would require the installation of a multi-million dollar treatment plant and the acquisition of several acres of harbor area property.

Over the years the City has been put in the difficult position of either 1) closing the facility, 2) spending significant capital resources to rehabilitate the facility and implement a contemporary water delivery and filtration system to eliminate discharge into the Harbor, or 3) working with the Regional Board to modify the Lagoon's NPDES Permit to allow for increased water discharge limits. In 2007, the City pursued the latter option and convinced the Regional Board to approve a Time Schedule Order (TSO) that significantly increased the Lagoon's TSS limits in exchange for the completion of an extensive water quality study. The study concluded that all but one of the Lagoon's problematic effluent categories could be managed through changes to operating procedures and testing methods, but that there was no cost effective way, given the facility's rudimentary water delivery system, to treat or filter the Lagoon's TSS. It also concluded that, on average, 94% of the TSS in the Lagoon's water discharge was in the ocean water before it entered the facility and the quality of the Lagoon's water discharge is effectively at the mercy of the ocean's natural conditions.

After determining that there was no cost effective way to eliminate the TSS problems through modification of the existing facility, the City pursued an extension of the TSO to allow for continued operation of the Lagoon while developing plans to reconstruct the facility (open the Lagoon to the ocean) and ultimately eliminate water discharge into the Harbor. The Regional Board agreed to extend the Lagoon's TSO for two years (through February 28, 2010). In January 2010, the City pursued a third TSO providing a continued relief of the TSS Permit limits.

The first TSO issued in 2007 expired on January 31, 2008. The second TSO issued in 2008 expired on February 28, 2010. The third and most recent TSO was issued in 2010 and expired September 10, 2013. As the TSO has expired, the Lagoon has been subject to the water discharge limits established in the facility's now expired Five-Year NPDES Permit.

Current Permit Limits

Seaside Lagoon's current NPDES Permit was issued on October 7, 2010 and expired on September 10, 2015. Permit limits for TSS were as follows:

Monthly average 50 mg/L

Daily maximum, 75 mg/L

For the first three operating seasons of the current Permit, Seaside Lagoon was regulated by the 2010 TSO setting the limits as follows:

Monthly average 60 mg/L

Daily maximum, 120 mg/L

With the anticipation of the new Permit, the City is concerned with the potential inclusion of metal discharge limitations. The most recent Permit did not include specific metal limitations however it did require the City to regularly test, monitor and report on the discharge of arsenic, cadmium, copper, nickel, selenium, silver, thallium and zinc. It is assumed that the Regional Board intends to utilize the metals data collected by the City to assess the need for including metal discharge limitations in the new Seaside Lagoon Permit. When initially preparing the 2010-2015 Permit, the Board considered including metal limitations but after the City challenged the inclusion, settled for inserting a re-opener clause in that Permit that provided the option to add metals limitations at a later date. However the re-opener clause also included an expiration date, which passed on March 31, 2013. Although the Board did not elect to reopen the Permit by the set date, they may elect to include metals discharge limitations under the new NPDES Permit.

Monitoring Results

In 2011, TSS levels were well below the Permit limits. The peak monthly average was 18.5 mg/L, which was significantly below the Permit monthly averages of 60 mg/L and 50 mg/L set by the TSO and Permit respectively. Similarly in 2012, TSS peak monthly average showed 6.8 mg/L. In 2013, the monthly average indicated a peak of 38.2 mg/L. Single samples taken within the period between 2011 and 2013 were all below 41 mg/L. One sample taken on September 2, 2013 registered 100 mg/L. On that day, the TSS level in the Harbor showed similar strength, demonstrating that the elevated level was not caused by Seaside Lagoon. While the single sample on September 2, 2013 exceeded the Permit threshold, the discharge was within the limits of the TSO, and therefore, no violation occurred. In 2014, TSS levels were well below the Permit limits. The peak monthly average was 21.4 mg/L, which was significantly below the Permit monthly averages of 50 mg/L. The highest single sample of TSS in 2014 came in at 39 mg/L again well below the single sample limit of 75 mg/L. In 2015, the TSS level exceeded the daily maximum limit on one occurrence.

Acute and chronic toxicity testing are required on an annual basis. For the 2013, 2014, and 2015 operating seasons, compliance with the limitations associated with these tests has been a challenge. City staff has been in contact with Regional Board staff to discuss the efforts taken to source track the cause of the exceedance but no discoveries were found.

To adhere to the requirements of the Los Angeles County Health Department, and to protect the health of Lagoon users, the facility is required to maintain a chlorine residual level. Prior to discharging into the Harbor, the water is required to be de-chlorinated per the requirements of the Regional Water Quality Control Board to protect marine life. City staff operating and maintaining the facility keeps a constant watch of the chlorine residual level within the Lagoon at various locations, as well as at the outfall throughout

each operating day. During the 2014 operating season, water quality sampling showed one instance of not meeting the chlorine residual limit at the Lagoon's discharge outfall. Additionally, for three days during the 2014 swim season the bacteria limits were exceeded. All three exceedance events were separate, occurring on different days. During the 2015 operating season, water quality sampling showed one day where indicator bacteria limitations were exceeded (Total Coliform, Fecal Coliform, and Enterococcus) at the Lagoon's discharge outfall.

Risk Assessment

Monitoring data analysis showed that the TSS levels at Seaside Lagoon are consistently below Permit limits. There is no apparent explanation for the improved TSS results as City staff has continued to operate the facility as in years past. In 2011, in collaboration with the Regional Board, the standard operating procedures for analyzing water samples for TSS by the City's hired laboratory, Michelson Laboratory Inc., (Michelson) were modified. This change in laboratory procedures may have affected the most current results of TSS levels. As with many other variables, it is difficult to pin point a single source to explain the variability of the water quality in the ocean and harbor.

The chronic and acute toxicity tests are designed to assess the effects of the Lagoon discharge on marine life in the Harbor. Although the Seaside Lagoon has not demonstrated issues with passing the toxicity tests in years 2010 and 2011, during the past three years of operating, compliance with the limitations associated with these tests has been a challenge.

Clean water mandates have imposed extensive obligations on the operation of Seaside Lagoon. After years of open dialogue with the regulators, monitoring results demonstrate that they can fall within the Permit established limits; however, discharge limitation exceedances can occur with no identified source. During the 2014 and 2015 swim seasons, Lagoon operators and maintenance staff had to contend with getting chemical supply on-site and meeting operational demands with the aging infrastructure. The main system pump is approaching the end of its operating life and the chlorine system is in need of a major upgrade.

Permit Renewal

In September 2015, Seaside Lagoon completed its fifth season of water quality monitoring under the current Five-Year NPDES Permit which expired in September 2015. The City applied for a new NPDES Permit for the Seaside Lagoon upon the expiration of the current Permit. The expired NPDES Permit will remain in effect if the following two conditions are satisfied: (1) The City has submitted a timely and complete application for a new Permit; and (2) through no fault of the City, the Regional Board does not issue a new Permit with an effective date on or before the expiration date of

the previous Permit. The City was obligated to commence the renewal process and file its application for a new Permit at least 180 days prior to the expiration date of the 2010-2015 Permit or March 14, 2015.

The City did make a timely application for a new Permit on March 12, 2015 and the Regional Board has to date indicated the Permit application is under review. The renewal application is comprised of several forms, technical information reports and a fee to the Regional Board. The City will receive a draft Permit from the Regional Board prior to any final action to approve the Permit. Additionally, the EPA will have an opportunity to comment on the application and the Regional Board will conduct a public hearing before approving the final Permit.

COORDINATION

This staff report was prepared in coordination with the City Attorney's Office, Public Works and Community Services Departments.

FISCAL IMPACT

Seaside Lagoon's annual revenue and expenditure figures for FY 2014-2015 are listed in detail below. The Lagoon operates at an annual deficit that is subsidized by the Harbor Tidelands Fund. Last year the Lagoon's operating deficit was \$224,713. In comparison, the Lagoon's operating deficit was \$194,715 for FY 2013-14. Most of the deficit, much like a park, is attributed to fixed costs associated with annual facility and grounds maintenance. It should be noted the weather directly impacts attendance levels at the Lagoon and has a corresponding effect on the amount of funding generated on an annual basis through admission and special event fees.

Admission is charged to entrants at the Lagoon during the operating season from Memorial Day to Labor Day. The daily admission fee is \$7.00 for adults and \$6.00 for children 2 to 17 years. Admission fees for groups on weekdays are \$6.00 for adults and \$5.00 for children 2 to 17 years of age. Daily and group admission fees were last updated in 2014. Season passes are \$75.00 for an individual, \$125.00 for a family up to 4 persons, \$25.00 for each additional family member beyond 4, and \$30.00 for seniors. Season pass fees were last updated in 2012. Private event rental fees are based on total rental hours, required staffing, equipment, cleaning, and permits. The private event rental rates were last updated in 2012. There are no plans to increase Lagoon fees for the upcoming 2016 season which begins on May 28, 2016.

<u>Funding</u>		<u>Expenditures</u>	
Lagoon User Fees	\$405,289	Program Personnel	\$217,297
Tidelands Fund Subsidy	<u>\$224,713</u>	Maintenance Personnel	\$231,207
		M & O	\$118,670

TOTAL	\$630,002	Overhead & ISF Allocations	\$ 62,828
		TOTAL	<u>\$630,002</u>

Submitted by:
Ted Semaan, Public Works Director
John La Rock, Community Services Director

Approved for forwarding by:
Joe Hoefgen, City Manager

- Attachment:
- Power Point Presentation



Administrative Report

Commission Meeting Date: May 9, 2016

To: HARBOR COMMISSION

From: AARON JONES, COMMUNITY DEVELOPMENT DIRECTOR

**STEPHEN PROUD, WATERFRONT AND ECONOMIC DEVELOPMENT
DIRECTOR**

**Subject: WORKSHOP TO REVIEW THE WATERFRONT PROJECT
ENTITLEMENT PROCESS AND FINDINGS AND CRITERIA FOR LAND
USE DECISION-MAKING AND PRESENTATION OF THE PROJECT
DESCRIPTION AND KEY PROJECT GOALS AND OBJECTIVES**

RECOMMENDATION

Staff recommends that the Harbor Commission receive and file the presentation.

EXECUTIVE SUMMARY

An application has been submitted for the redevelopment of a portion of the Redondo Beach waterfront, which consists of the demolition of most of the existing buildings; the construction and operation of coastal commercial, office, hotel, theater, and recreational uses totaling approximately 523,939 square feet of development (304,058 square feet of new net development) on property at the Redondo Beach Waterfront. The Harbor Commission is decision-making body for the following applications associated with the proposed project: Final Environmental Impact Report (SCH# 2014061071); Conditional Use Permit; Harbor Commission Design Review; Coastal Development Permit; and Vesting Tentative Tract Map.

This report provides the Harbor Commission with a comprehensive description of the Waterfront project entitlement process and contains the specific findings and criteria that must be utilized by the Commission in considering the land use applications during the upcoming public hearing process.

In addition, this report provides the Harbor Commission with a summary project description and a discussion of the key project goals and objectives in order that the Harbor Commission will have a solid understanding of the project prior to commencing the public hearing process on June 13, 2016.

As stated in the recommendation, it is not intended that the Harbor Commission express any specific opinion about the project or its components during this workshop. Rather, the purpose of the workshop is to familiarize the Harbor Commission with the project and decision-making process that will be utilized during the upcoming public hearing(s).

BACKGROUND INFORMATION

The Waterfront project site shown in Figure 1 below is 36-acres of land and water located along the Santa Monica Bay. 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 as shown on Figure 2: 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, and the southern portion is accessed from Torrance Boulevard.

As shown in Figure 1, the project site is in a developed area, surrounded by a variety of land uses. To the north, the surrounding uses are Basin 2 (including Basin 2 improvements such as a hotel, yacht club, apartments, fueling facility, conference facility and restaurant), marinas, and surface parking lots. The AES power plant is located approximately 0.09 mile to the northeast. To the east are a hotel, commercial uses, Czuleger Park, and high-density multi-family residential development. To the south are Veterans Park, the Redondo Landing commercial development, and the Monstad Pier. To the west is the King Harbor (Outer) Breakwater and Santa Monica Bay/Pacific Ocean.

The project site is currently developed with approximately 219,881 square feet of existing buildings (not including the parking structures), consisting primarily of restaurants, retail, and office uses. There are approximately 1,289 employees at the project site. Recreation uses at the project site include Seaside Lagoon, walking and bicycle paths, and opportunities for water sports and activities such as boat hoists, hand launch and Redondo Beach Marina. Other existing uses include the Plaza Parking Structure and the Pier Parking Structure, surface parking lots, the Sportfishing Pier, the Horseshoe Pier, and Basin 3 of King Harbor (the Redondo Beach Marina).



Figure 1 – Project Site



Figure 2 – Project Boundaries

Construction of King Harbor in its current configuration began in 1956, and the official harbor dedication occurred in 1966. In the late 1960s a development plan led to the demolition of the remaining historic commercial buildings and turn-of-the-century tourist structures downtown, as well as removal of public streets that connected the public to the waterfront. The original downtown boat business district was replaced with the

International Boardwalk, Pier Plaza office complex, and the Village/Seascape condominiums and townhouses.

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 40 years ago. Although a number of buildings have since been constructed or modernized, many properties are aging and in need of renovation or reconstruction. 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 City's most recent investment in the pier area is the renovation of the common areas at the foot of the pier just outside the Redondo Landing building in 2012. The improvements included new hardscape, street lighting, street furniture, and landscaping.

History of Planning at the Project Site

Planning for the waterfront has been an ongoing process since the area was first studied and planned in 1959. Within the last 10 years, the waterfront has been the focus of a series of comprehensive and intensive land use planning analyses and master planning efforts. The combination of past and recent activities have enabled the informed adoption of site-specific zoning and property development standards, Coastal Land Use Plan and Specific Plan policies, and other standards and regulations that prescribe a precise plan to guide the future development of the harbor, the pier area and its surroundings. There are consistent and comprehensive standards in place for the project site that have been approved by the elected officials of Redondo Beach, the voters of Redondo Beach, and the California Coastal Commission.

By way of a short bit of background, in 2002, the City originally proposed planning amendments otherwise known as the "Heart of the City." These plans originally called for the development of 726,424 square feet of non-residential development and 2,998 residential units (this proposal included areas outside the Harbor Pier Area, such as the approximately 50 acre AES site). Portions of the Heart of the City planning amendments were the subject of a referendum, and were rescinded by City Council in 2002.

Shortly thereafter, the City reinitiated its planning efforts, including the Coastal Commercial zoning/designations in the Harbor/Pier area. As part of this process the City held numerous public hearings on the planning amendments (including amendments to Local Coastal Program [Coastal Land Use Plan and Coastal Zoning]

and the General Plan) before the Harbor Commission, Planning Commission, and the City Council.

During this process, City Staff recommended a cumulative development cap in the Coastal Commercial zones of 750,000 square feet of net new development. However, on January 17, 2008, the Planning Commission made its formal recommendations for the Coastal Commercial zoning in Resolution No. 2008-01-PCR-006, which included a limit on net new development of 557,000 square feet. At public hearings held on April 8, 2008 and May 6, 2008, the City Council considered these recommendations, and elected to reduce the cumulative development cap to 400,000 square feet, through the adoption of Ordinance 3013-08 and Resolution 0805-46.

Other Policy Guidance Documents

The Harbor Commission should be aware of other policy and guidance documents related to the waterfront that have been adopted by the City. The following are some of those documents. A summary of each the documents in provided as Attachment 1.

- Harbor and Pier Area Guiding Principles adopted by the City Council on March 21, 2006
- Harbor and Pier Revitalization Task List prepared in June 2006 by the City Manager in consultation with the City Manager's Harbor Working Group and presented to the City Council
- Direction provided by the City Council for Seaside Lagoon facility options on December 11, 2007
- The City Council at its meeting on December 18, 2008 approved the "Vintage Design and Materials Concept" and the option of "Transformative Improvements" for revitalization of the Pier and Boardwalk area, including initial improvements submitted by Councilmember Cagle. The City Council also discussed and received and filed the related item of a proposed Pier and Harbor Asset Management Plan prepared by Kosmont and Associates.
- A market study for the proposed Waterfront Project was prepared by AECOM in February 2016 and presented to the City Council on February 24, 2016.

Current Planning Status

The proposed project is a central feature of the City's harbor, and as such is a key component of the City's efforts to revitalize waterfront. In 2012, the City selected CenterCal Properties LLC to develop a revitalization concept for the project site as part of a collaborative effort with the City. In accordance with the Memorandum of Understanding between the City and CenterCal Properties LLC, the application and other documents have been assigned to Redondo Beach Waterfront LLC, which is the

affiliate of CenterCal Properties LLC. The City has been working towards the implementation of these plans in collaboration with Redondo Beach Waterfront LLC and in conformance with the standards adopted by the City. In April 2014, Redondo Beach Waterfront LLC filed an Application for an Environmental Assessment with the City for the proposed project.

ENTITLEMENT PROCESS AND CRITERIA

Public Hearing

On June 13, 2016 the Harbor Commission will begin a public hearing process to consider plans and applications for various land use entitlements for the Waterfront project. During the public hearing, the Commission will receive information from staff, the City's consultants, the applicant and the public. All of this information will be considered by the Harbor Commission in making a decision on the project.

The public hearing process provides all interested parties an opportunity to be heard and to provide evidence. While most public hearings are concluded in a single meeting, it is also possible to continue the hearing to a date and time certain at which time the Commission can continue to accept testimony or continue deliberations. Ultimately, the Harbor Commission must make a decision on the requested entitlements. The decision is memorialized in the form of Resolutions that set forth the findings and criteria used by the Commission in reaching their decisions.

There are several decisions that are the responsibility of the Harbor Commission to make. These include deciding whether or not to approve the specific land use entitlement applications and whether or not to certify the Final Environmental Impact Report (EIR).

Specific Land Use Entitlement Applications and Criteria

The Waterfront project requires consideration of four specific development applications and environmental clearance in the form of a Final EIR. The following section provides a discussion of the purpose of each application and the findings and criteria that the Harbor Commission must consider in reviewing each application.

Environmental Impact Report (EIR) Certification Procedures

A Draft EIR was prepared for the proposed project and distributed for public review and comment from November 17, 2015 through January 19, 2016. The City is currently in the process of preparing the Final EIR, which will include the Draft EIR, all comments received and responses to those comments, and a Mitigation Monitoring and Reporting Plan (MMRP).

An EIR is a document prepared pursuant to the California Environmental Quality Act (CEQA; Pub. Res. Code § 21000 et seq.; Tit. 14. Cal. Code Regs. § 15000 et seq.) to assist decision-makers in evaluating the environmental impacts of the proposed project. CEQA Guidelines Section 15004 (b) states that EIRs should be prepared “as early as feasible in the planning process to enable environmental consideration to influence project program and design and yet late enough to provide meaningful information for environmental assessment.” Consequently, final designs are often not available during the EIR process. (See *Dry Creek Citizens Coalition v. County of Tulare* (1999) 70 Cal.App.4th 20 [Final design of a dam structure not required at the time the EIR was certified].)

An EIR evaluates and provides public disclosure of physical environmental impacts resulting from implementation (construction and operation) of the proposed project, and provides identification of mitigation measures and examination of potentially feasible alternatives to reduce or avoid significant impacts. The purpose of an EIR is to inform the decision-makers (in this case the Harbor Commission or the City Council on appeal), regulatory agencies, and the public about the potentially significant physical impacts of a proposed project prior to consideration of project approval. CEQA was enacted by the California Legislature in 1970 and requires public agency decision-makers to consider and document the environmental effects of their actions, and whenever feasible, to avoid adverse effects to the environment. When a state or local agency determines that a proposed project has the potential to significantly affect the environment, an EIR is normally prepared. In addition, an EIR identifies potentially feasible alternatives that can reduce the proposed project’s significant effects while achieving most of the project objectives. A public agency must mitigate or avoid significant environmental impacts of projects it carries out or approves a project whenever feasible. In instances where significant impacts cannot be avoided or mitigated, the project could nonetheless be carried out or approved if the approving agency adopts a Statement of Overriding Considerations which finds that economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects.

In reviewing the EIR, the Harbor Commission should be aware, that the purpose of the environmental impact analysis is to analyze and disclose the “changes in the *existing physical conditions* in the affected area.” (CEQA Guidelines § 15126.2(a).) As further discussed under CEQA Guidelines Section 15131 “[e]conomic and social effects of a project shall not be treated as significant effects on the environment.” Environmental impacts disclosed in the EIR must also be *caused by* the project, consequently existing environmental problems are not impacts of the project. (See *Watsonville Pilots Association v. City of Watsonville* (2010) 183 Cal.App.4th 1059 [“The FEIR was not required to resolve the [existing] overdraft problem, a feat that was far beyond its scope.”].) Furthermore, the purpose of CEQA is typically to analyze the environmental impacts of the project on the existing environment, not to analyze the impacts of the

existing environment on the project. As discussed in the recent California Supreme Court decision, CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents, unless a project exacerbates an existing environmental condition. (*California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369, 392.)

The Harbor Commission should also be aware that "the adequacy of an EIR is determined in terms of what is reasonable feasible...CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters." (CEQA Guidelines § 15204(a).) Furthermore, "Disagreement among experts does not make an EIR inadequate." (CEQA Guidelines § 15151.)

The City of Redondo Beach (City) is the lead agency responsible for CEQA review of the proposed project. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect upon the environment (PRC Section 21067). The City of Redondo Beach has the primary responsibility for approving the project as a whole and is, therefore, the appropriate public agency to act as lead agency (CEQA Guidelines Section 15051[b]), including evaluating potential impacts and identifying mitigation measures under state CEQA laws. Several other agencies have special roles with respect to the proposed project and will use the EIR as the basis for their decisions to issue any approvals and/or permits that might be required. (See Draft EIR Sections 1.4 and 2.6.)

The Final EIR that will be considered by the Harbor Commission for certification will include the Draft EIR and all comments received and responses to those comments. A Mitigation Monitoring and Reporting Plan (MMRP) will also be prepared and must be approved in conjunction with initial project approval. 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.

The findings of fact for the EIR and the MMRP are specific to the project and will be recommended to the Harbor Commission when the EIR comes before the Commission at the public hearing for consideration.

Summary of Action on the Final EIR

In summary, action on the Final EIR is required prior to taking action on project entitlements. The Harbor Commission will be asked to consider taking the following actions:

1. Certifying the Final EIR for the Waterfront Project,
2. Adopting the findings of fact

3. Adopting the statement of overriding considerations
4. Adopting the mitigation monitoring program

Master Conditional Use Permit (CUP)

The proposed project requires approval of a master conditional use permit (CUP). The purpose of a CUP as specified in the Municipal Code is to review certain uses possessing unique characteristics to ensure that the establishment or significant alteration of those uses will not adversely affect surrounding uses and properties nor disrupt the orderly development of the community. The review shall be for the further purpose of stipulating such conditions regulating those uses to assure that the criteria of this section shall be met.

In this case given the complexity of the proposed development and the fact that the specific locations of all uses have not been determined, the applicant is requesting a single Master CUP to regulate the overall development and set operational standards and criteria.

Approval of a Conditional Use Permit must generally meet certain criteria specified in RBMC Section 10-2.2506 as provided below. 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.

- (1) The site for the proposed use shall be in conformity with the General Plan and the Coastal Land Use 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.
- (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.
- (3) The proposed use shall have no adverse effect on abutting property or the permitted use thereof.
- (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:

- a. Additional setbacks, open spaces, and buffers;
- b. Provision of fences and walls;
- c. Street dedications and improvements, including service roads and alleys;
- d. The control of vehicular ingress, egress, and circulation;
- e. Sign requirements or a sign program, consistent with the Sign Regulations Criteria in Section 10-5.1802;
- f. Provision of landscaping and the maintenance thereof;
- g. The regulation of noise, vibration, odor and the like;
- h. Requirements for off-street loading facilities;
- i. A time period within which the proposed use shall be developed;
- j. Hours of permitted operation and similar restrictions;
- k. Removal of existing billboards on the site, subject to the findings required by Section 10-5.2006(b)(7); and
- l. Such other conditions as will make possible the development of the City in an orderly and efficient manner and in conformity with the intent and purposes set forth in this chapter and the Coastal Land Use Plan.

Harbor Commission Design Review (HCDR)

The proposed project requires a Harbor Commission Design Review (HCDR), which addresses the various design elements of the proposed project. As set forth in the Municipal Code, the purpose of HCDR is to ensure compatibility, originality, variety, and innovation in the architecture, design, landscaping, and site planning of developments in the community. The provisions of this section will serve to protect property values, prevent the blight and deterioration of neighborhoods, promote sound land use, encourage design excellence, and protect the overall health, safety, and welfare of the City.

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.
- (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.
- (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.
- (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.
- (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.
 - c. Harmonious variations in the treatment or use of wall materials shall be integrated into the architectural design.
- (6) Signs. Signs and sign programs shall meet the criteria established in Sign Regulation Criteria, Section 10-5.1802.
- (8) 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. Such conditions may include but shall not be limited to:

- a. Changes to the design of buildings and structures;
- b. Additional setbacks, open spaces, and buffers;
- c. Provision of fences and walls;
- d. Street dedications and improvements, including service roads and alleys;
- e. The control of vehicular ingress, egress, and circulation;
- f. Sign requirements or a sign program, consistent with the Sign Regulations Criteria in Section 10-5.1802;
- g. Provision of landscaping and the maintenance thereof;
- h. The regulation of noise, vibration, odor and the like;
- i. Requirements for off-street loading facilities;
- j. Removal of existing billboards on the site, subject to the findings required by Section 10-5.2006 (b)(7);
- k. Such other conditions as will make possible the development of the City's coastal zone in an orderly and efficient manner and in conformity with the intent and purposes set forth in this chapter and the Coastal Land Use Plan.

Vesting Tentative Tract Map (VTTM)

The proposed project includes a Vesting Tentative Tract Map (VTTM), which will reconfigure the existing parcels to better conform to the proposed site plan and ensure that proposed buildings will not cross parcel lines, as well as to delineate the new private roadways and to establish non-revocable public access agreements along the private roadways. The purpose of a VTTM is to establish procedures necessary for the implementation of the Vesting Tentative Map Statute and to supplement the provisions of the Subdivision Map Act.

To approve the Vesting Tentative Tract Map, the Harbor Commission must find that the Vesting Tentative Tract Map meets the requirements of Chapter 1, Subdivisions, Article 5 of the City's Municipal Code, and the California State Subdivision Map Act.

Pursuant to Municipal Code Section 10.1.5503, the project may not be inconsistent with the General Plan, Harbor/Civic Center Specific Plan, or conflict with zoning provisions or

other applicable provisions of the Redondo Beach Municipal Code. As discussed in Draft EIR Section 3.9.4.1, "A given project need not be in perfect conformity with each and every policy [in a General Plan or Specific Plan]...Courts have recognized that general and specific plans attempt to balance a range of competing interests."

Pursuant to Municipal Code Section 10-1.5509, the following applies to granting a VTTM:

- (a) 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 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.

- (b) Notwithstanding the provisions of subsection (a) of this section, a permit, approval, extension, or entitlement may be made conditional or denied if any of the following is determined:
 - (1) That a failure to do so would place the residents of the subdivision or the immediate community, or both, in a condition dangerous to their health or safety, or both; or
 - (2) That the condition or denial is required in order to comply with State or Federal laws.

Coastal Development Permit (CDP)

The proposed project requires a Coastal Development Permit (CDP). The City has permit jurisdiction over most of the project site; however, the California Coastal Commission has permit jurisdiction over Seaside Lagoon and areas to the west (Joe's Crab Shack), Basin 3, and the Horseshoe Pier (see Figure 3 below). The following applies only to the portion of the site over which the City has coastal development permit jurisdiction.

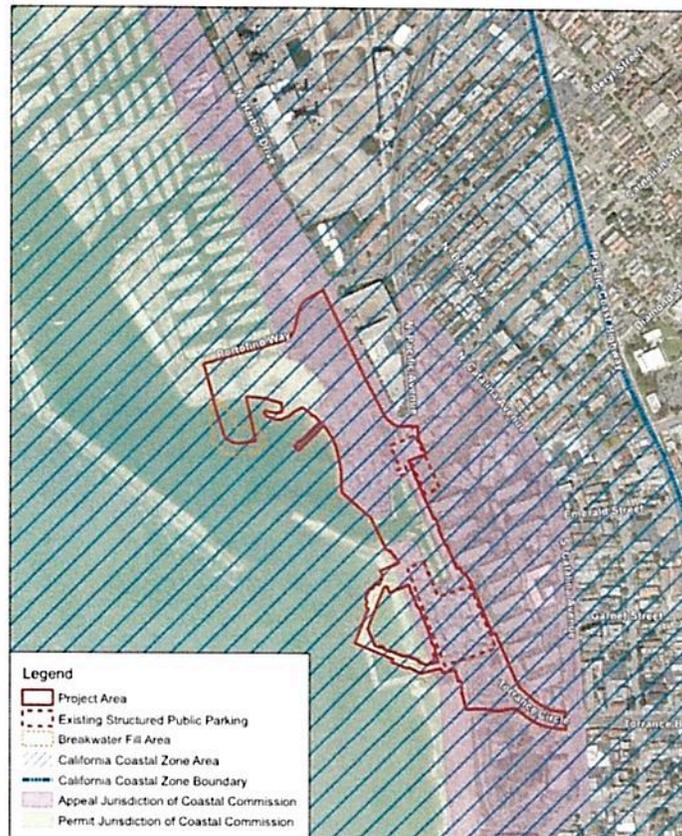


Figure 3: Coastal Commission Jurisdiction (Original and Appeal)

The purpose of the CDP is to ensure that review process for public or private development within the Coastal Zone conforms to the certified Local Coastal Program (LCP) (which includes the Coastal Land Use Plan and Coastal Zoning) and the policies and procedures of Chapter 3 of the California Coastal Act (Division 20 of the Public Resources Code). (RBM § 10-5.2218(a), (c); Pub. Res. Code §30604(b).) The requirements in this article shall be applied in a manner that is most protective of coastal resources and public access.

To approve the Coastal Development Permit, the Harbor Commission must find that the project meets the following criteria in Section 10-5.2218 of the Municipal Code:

- (a) Criteria. Approval, conditional approval, or denial of any Coastal Development Permit by the City of Redondo Beach shall be based upon compliance with the provisions of the certified Redondo Beach Local Coastal Program and consistency with the policies of the Coastal Act.

- (b) Findings. All decisions on the Coastal Development Permit shall be accompanied by specific findings, including the factual basis for any legal conclusion, in a separate written document, as specified below.
- (c) Findings for approval. An application for a Coastal Development Permit shall not be approved unless, based on the evidence, the decision-making body makes all of the following findings, in addition to the findings required to approve other applications being considered concurrently:
 - (1) That the proposed development is in conformity with the Certified Local Coastal Program.
 - (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).
 - (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.

Project Entitlement Summary

In summary, following certification of the Final EIR, the Harbor Commission will be asked to consider taking the following actions:

Adopt resolution(s) approving the following:

1. A Master Conditional Use Permit
2. A Harbor Commission Design Review
3. A Vesting Tentative Tract Map
4. A Coastal Development Permit

PROJECT GOALS AND OBJECTIVES

The Waterfront Project is intended to accomplish several broad community goals and objectives identified in other policy and guidance documents discussed earlier in this report (see "Background Information").

The goals and objectives of the proposed project are described below:

- 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.

PROJECT SUMMARY

As presented above, the goals and objectives of the proposed project represent broad community goals for revitalization of the City's waterfront. Accordingly, the project goals and objectives have been carefully considered in the development of the Waterfront Project, which is summarized below.

The proposed project is intended to revitalize approximately 36 acres of land and water by redeveloping and expanding local and visitor serving commercial uses, enhancing public access and recreational opportunities and facilities, and improving the aging support infrastructure and parking facilities. The proposed project also proposes substantial improvements in site connectivity, enhanced public open space, and public access to and along the waterfront.

The main components of the proposed project include the proposed demolition of approximately 207,402 square feet of existing structures, replacement of the existing Pier Parking Structure, and construction of up to approximately 511,460 square feet resulting in approximately 304,058 square feet of net new development which includes retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel. The proposed project includes retention of approximately 12,479 square feet of existing structures, which consists of Kincaid's restaurant and the restroom facility at the Seaside Lagoon.¹ The number of employees anticipated under the proposed project would be approximately 2,832, which is an increase of 1,438 over existing conditions.

The proposed project would incorporate strategies for Crime Prevention Through Environmental Design, which is design aimed at deterring criminal behavior by design of physical environment in ways that reduce identifiable crime rates. In addition, a new/replacement police sub-station would also be established within the proposed development.

Enhancements to public recreation and open space include a new small craft boat launch ramp, the reconfiguration and opening of Seaside Lagoon to King Harbor as a protected beach (currently the lagoon is not open to the ocean), new and expanded pedestrian and bicycle pathways, as well as new and enhanced public open spaces. Site connectivity and coastal access would be increased by the establishment of a new pedestrian/bicycle bridge across the Redondo Beach Marina/Basin 3 entrance, a new contiguous pedestrian boardwalk along the water's edge from the base of the pier to Seaside Lagoon, and the Pacific Avenue Reconnection. Project elements also include the use of best management practices to improve water quality, measures to accommodate sea level rise projections, and replacement or upgrades to aging infrastructure.

¹ There is an existing 2,233 square foot open air pavilion located at Seaside Lagoon that would be converted to an enclosed structure under the proposed project. This structure is considered new square footage.

Table 1 provides a summary of the existing and proposed development square footage. Figure 4 provides a conceptual site plan. See Attachment 2 for a more detailed table showing existing conditions and proposed project elements. In addition, a detailed project description is also provided in Chapter 2 of the Draft EIR (available online at: http://www.redondo.org/depts/planning/waterfront_draft_eir/default.asp).

Table 1: Existing CEQA Baseline and Proposed Development Square Footage

	Existing Baseline 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	48,399	46,286	2,113	288,184	290,297	241,898
South	171,482	161,116	10,366	223,276	233,642	62,160
Total	219,881	207,402	12,479	511,460	523,939	304,058

Note: Existing CEQA Baseline square footage consists of the building square footage existing when the NOP/IS was prepared in June 2014.



Figure 4: Conceptual Site Plan

Northern Portion of Project Site

The northern portion of the site is proposed to include new commercial development, creative office space, alterations to the Seaside Lagoon to create a tidally-influenced lagoon, a new small craft boat launch ramp, a parking structure, and enhanced pedestrian and bicycle paths and open space. A new main street that runs parallel to Harbor Drive (through the center of the northern portion of the site) would be flanked by commercial uses and public walkways would traverse the northern portion of the project site from north to south.

The new development in the northern portion of the project site would include approximately 14 new buildings of various sizes and heights primarily located along the new main street. The proposed commercial uses would include retail and restaurants – including a public market hall, creative office space, an approximately 700 seat specialty cinema, and accessory/recreational uses (such as recreational sales/rentals, beach club, maintenance, public safety, concessions, etc.). The proposed public market hall would include individual small specialty retailers, primarily food and food-related specialty products such as fresh seafood, and may include cafes and restaurants.

The precise mix of retail, restaurant, and office is not set at this time and is subject to change, depending on the mix of tenants occupying the building space. However, any buildings within Seaside Lagoon area would only be occupied by recreational/accessory/concession uses.

Sportfishing Pier

The Sportfishing Pier is deteriorating and would be demolished under the proposed project. The proposed project includes two options related to the Sportfishing Pier: 1) replacement of the pier and building with facilities of similar size and configuration; or, 2) not replacing the pier and relocating the building square footage into the northern landside development. If replaced, a new pier of similar dimensions would be built in the footprint of the existing pier. Features that may be included at the reconstructed pier are boat mooring and passenger loading ramps/gangways on each side of the pier to allow berthing of sportfishing and sightseeing boats. The existing building located on the Sportfishing Pier would be removed and replaced with a new building. If the pier were not replaced/reconstructed, the square footage of the existing building would become part of the northern landside development.

Seaside Lagoon

Under the proposed project, Seaside Lagoon would be converted from the existing enclosed swimming lagoon into a small embayment directly connected to King Harbor. By opening the lagoon to the waters of King Harbor, a tidally-influenced lagoon would be created that would establish a sheltered natural beach that is open year-round. The open lagoon would provide access from the lagoon's new public beach to King Harbor for canoes, kayaks, and paddle boards. Approximately two acres of the lagoon's beach

area would be graded into a semi-circular sandy beach backed by new concessions, site amenities, and landscape improvements that support the lagoon site's recreational use. As described previously, the proposed revisions of the public park space includes the addition of new accessory uses designed to serve and cater to the recreational uses in Seaside Lagoon. Other proposed modifications include the enclosure of an existing pavilion, outdoor seating/tables, lawn area, landscaping and hardscaping. A new boardwalk (parallel to the new main street) would extend through the park and connect with the boardwalk extending along the water's edge and along the project boundary.

The sand and water area within the existing park boundaries would decrease, however the opening of the lagoon expands the water recreational opportunities available from the park by providing open access to the Turning Basin and harbor as a whole to swimmers and hand launch vessel users. A portion of the site would also be used for surface parking and roadway to access the lagoon and the entire northern portion of the project.

Boat Launch Ramp Facilities

A recreational small craft boat launch ramp has long been considered for the harbor and has been included as a requirement in the LCP, which states, "A public boat launch ramp shall be constructed in association with future development projects within the harbor area."

The project evaluated in the Draft EIR considered a two-lane small craft boat launch ramp at Mole C in the south Turning Basin (at the current site of Joe's Crab Shack). The ramp would be protected from wind and storm waves by a 420-foot long rubble-mound breakwater. Other improvements include a paved parking area for 20 vehicle/trailers (pull-through) and 20 single vehicles (total of 40 parking stalls); a paved parking lot, utilities, landscaping, and other miscellaneous site furnishings and improvements. The Draft EIR also assessed several other boat launch ramp locations and configurations within King Harbor as part of the alternatives analysis. This included a one-lane ramp at Mole C, one- and two-lane ramps at Mole A, and one- and two-lane ramps at Mole D.

At the June 13, 2016, Harbor Commission meeting, the Commission will be provided with a specific staff recommended alternative for the location of the public boat launch ramp. This recommendation will be the subject of a future public hearing before the Harbor Commission to consider applications for a Conditional Use Permit, Harbor Commission Design Review and Environmental Review. The Harbor Commission will be asked to consider these entitlements separate and apart from action on the Waterfront project.

Parking

A three-story approximately 261,000 square foot parking garage with parking on four levels (including the roof) and 757 stalls is proposed at the northeast corner of the site.

The parking garage would not exceed 45 feet in height as measured from the existing sidewalk elevation at Harbor Drive. Entrances and exits to the garage would be located on Harbor Drive and via a driveway accessible from Portofino Way and the new main street.

Approximately 109 surface stalls would be provided within the site along the new main street and in a surface lot east of the proposed public market hall.

A portion of the existing Plaza Parking Structure would be reconfigured to construct a new stairway and elevator within the structure. In addition, below ground parking in the area under the proposed development would need to be removed. It is estimated that the reconfiguration would result in the loss of approximately 32 existing parking stalls within the structure.

Southern Portion of Project Site

The southern portion of the site would include demolition of existing commercial uses (including Pier Plaza, International Boardwalk, and some of the buildings on the Horseshoe Pier) and the Pier Parking Structure. A new boutique hotel, replacement parking structure, and retail and restaurant uses would be constructed. Additionally, new walkways and public open spaces would be created.

The proposed development includes replacement of some of the existing and former retail and restaurant buildings on the Horseshoe Pier and development of a new three level boutique hotel with commercial uses, lobby, and hotel entry on the ground floor. The existing building located on the northern segment of the pier (Kincaid's Restaurant) would remain. The precise mix of retail, restaurant, and office uses may change over time, depending on the mix of tenants occupying the building space.

Horseshoe Pier

A new building would be constructed at Pad 2 on the northern segment of the pier. The existing structures located along the southern segment of the Horseshoe Pier (which are located on the timber portion of the pier) would be demolished and replaced with new structures. To adequately support the new structures on the southern segment of the pier, the remaining timber/wooden portion of the pier would be entirely replaced. The footprint of the pier would remain the same.

International Boardwalk

The existing International Boardwalk would be demolished and replaced with the new Pacific Avenue Reconnection that would accommodate vehicular, bicycle, and pedestrian traffic.

Parking

The existing approximately 495,000 square foot, 1,018 space, Pier Parking Structure would be demolished and replaced with a new 1,158 stall parking structure. The parking structure would be two-stories and have five levels of parking, including two underground parking level and rooftop parking.

Ingress and egress to the structure would be available from Torrance Circle via the existing entrance to the lowest level of the Pier Plaza Parking structure, and via the Pacific Avenue Reconnection at the southern end of the parking structure. A hotel arrival plaza and entrance to the parking garage is proposed on the northern end of the structure.

Torrance Circle

Minor modifications to the Torrance Circle would occur to facilitate the Pacific Avenue Reconnection and access into the new parking structure. The proposed bicycle path would be routed around the end of the circle and tie-in with the existing bicycle trail and California Coastal Trail along the beachfront to the south of the project site. Torrance Circle would continue to serve as a transit stop/bus waiting area.

Basin 3

The proposed project elements within the waterside of Basin 3 are the rehabilitation of the dock complex and bulkhead (e.g., minor bulkhead repairs and replacement of the cap), and the construction of a pedestrian/bicycle bridge spanning the Basin 3 entrance.

The entire floating dock complex and appurtenant facilities within the Redondo Beach Marina/Basin 3 would be replaced. The number of slips being considered within the marina range from 33-slips with eight side-ties to a maximum of 60-slips with eight side-ties. The option with fewer slips would accommodate a greater number of larger vessels (30 feet in length and above). The number of vessel slips would be based on market demand at the time the proposed project has gone through final design. The replacement facilities would be in a similar layout/configuration and would improve American with Disabilities Act (ADA) access for the entire marina.

A proposed pedestrian/bicycle bridge would be constructed to span the approximately 250-foot Basin 3 entrance, providing a shorter direct connection between the northern and southern portions of the project site than what currently exists. The bridge would be a movable steel structure that provides a pathway that would allow for a mix of uses (e.g., bicycles, pedestrians, skaters, etc.) and meet ADA accessibility requirements. It would be a bascule bridge (commonly referred to as a drawbridge) with a vertical clearance of approximately 19.7 feet above mean low lower water at the bridge centerline of the bridge in the closed position.

Other Site-Wide Improvements

Additional improvements that would occur include other circulation enhancements, new public open space and landscape, and infrastructure upgrades.

Circulation Improvements

Circulation enhancements include the Pacific Avenue Reconnection, which would be a new limited throughway that would provide vehicular, bicycle, and pedestrian traffic connectivity between the northern and southern portion of the project site, providing a direct link between Pacific Avenue/Harbor Drive and Torrance Circle. Operation of the modified intersection at Pacific Avenue/Harbor Drive and new intersection at Torrance Circle and the Pacific Avenue Reconnection would be via stop signs. The bicycle path located along the Pacific Avenue Reconnection would be an extension of the Herondo-Harbor Gateway cycle track.

The proposed project includes new pathways throughout the project site. One of the most significant features is an enhanced boardwalk along the water's edge on the rock breakwater and marina bulkhead. The enhanced boardwalk would connect with the existing walkway along the beach (the Strand) and extend from the base of the pier, across the pedestrian/bicycle bridge to Seaside Lagoon, ultimately connecting to the existing walkway waterside of the Conference Center at the Portofino Hotel. The enhanced boardwalk would have a paved surface, meet ADA accessibility requirements, and be designed to accommodate a mixed flow of pedestrians and bicyclists.

On-site Security

The proposed project would replace the existing Pier Police Sub-Station with a new/replacement police sub-station on the project site. In addition to City police services, the proposed project includes private security that would augment police surveillance and sub-station operations, as well as serve the commercial development and hotel. The proposed project would also security features such the use of 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. Other considerations in designing the project include architectural design features, such as placement of windows, stairways, pathways, and building entrances to enhance visibility throughout the site and avoid the presence of blind spots.

Infrastructure Upgrades

The proposed project includes essential updates to aging infrastructure on-site. This includes providing a new stormwater system and upgrading and rerouting utilities throughout the site as necessary and appropriate.

Open Space

The proposed project includes the removal of large expanses of asphalt surface parking areas and reconfiguring the existing sub-standard open space elements into high-quality public open space. The new public open space is dispersed throughout the proposed project to provide seating and gathering spaces for passive and active public recreation. This includes the walkways and boardwalks described above, enhanced landscaping, focused view corridors, as well as seating and strolling areas that capitalize on the view of the water. It would also be designed to enhance the overall site design and connectivity through features such as a site-wide plant palette, lighting and public art. The modified Seaside Lagoon would include a public beach and lagoon area, as well as landscaped area for seating and picnicking. While overall the amount of open space within the site boundaries would remain similar to the existing conditions, the quality of the open space would be significantly enhanced by the addition of features such as new landscaping, lighting, benches, 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 by residents, visitors and families, and complement the natural beauty of the harbor and Santa Monica Bay.

Tidelands Property Exchange

The Tidelands held in trust by the City are based on the mean high tideline 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. Under the proposed project, the designation of an approximately 86,000 square feet portion of the Tidelands on Mole would be re-designated as Uplands, and in exchange, a portion of the Uplands within Basin 3 subject to approval by the California State Lands Commission. The proposed exchange would be required to meet specific conditions permitting the land swap pursuant to Section 6307 of the Public Resources Code, including that the lands to be acquired in the exchange would provide a significant benefit to the public trust and that the exchange is in the best interest of the state.

COORDINATION

This report has been coordinated with the City Attorney's office, the City Traffic Engineer, and the City Manager's Office.

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:

1. Summary of Other Waterfront Policy Guidance Documents
2. Summary of the Waterfront Project Elements Documents

Attachment 1

Summary of Other Waterfront Policy Guidance Documents

The following are some of the other policy and guidance documents related to the City's waterfront that have been adopted by the City:

- Harbor and Pier area Guiding Principles adopted by the City Council on March 21, 2006
- Harbor and Pier Revitalization Task List prepared in June 2006 by the City Manager in consultation with the City Manager's Harbor Working Group and presented to the City Council
- Direction provided by the City Council for Seaside Lagoon facility options on December 11, 2007
- The City Council at its meeting on December 18, 2008 approved the "Vintage Design and Materials Concept" and the option of "Transformative Improvements" for revitalization of the Pier and Boardwalk area, including initial improvements submitted by Councilmember Cagle. The City Council also discussed and received and filed the related item of a proposed Pier and Harbor Asset Management Plan prepared by Kosmont and Associates.
- A market study for the proposed Waterfront Project was prepared by AECOM in February 2016 and presented to the City Council on February 24, 2016.

Harbor and Pier area Guiding Principles

The City Council, with input from the Harbor Commission, adopted guiding principles for the Harbor and Pier area on March 21, 2006. The guiding principles include financial/economic, development, and environmental components. These principles provided a context for the prior land use and development standard amendments and for evaluating future developments. Some of the key development principles relating to land use include the following:

- Provide and enhance boating, water, recreation, entertainment, and sports related activities.
- Reinforce and expand hospitality offerings including hotels, timeshare, conference, banquet, and/or meeting places.
- Ensure development of high quality Harbor and Pier areas including the best possible mix of resident and visitor serving commercial uses including, but not limited to, retail, specialty retail, water/marine related retail, restaurants and hospitality.
- Provide enhanced public boating access and facilities.
- Provide land use and development standards that will ensure sustainable success of the area.

Administrative Report – Attachment 1

Harbor Commission Workshop

May 9, 2016

Other guiding principles include requiring development to encourage pedestrian activity and accommodate safe bike and pedestrian paths; encouraging a high level of design and architecture complimentary to the character of the Harbor and Pier area; providing for enhanced public access and public spaces along the waterfront; and utilizing shared parking to meet parking demand.

Financial and economic guiding principles include the following:

- Improve net financial return to provide a means to enhance resident and visitor amenities and services.
- Provide positive cash flow to the City's General Fund (net of costs).
- Maintain adequate resources to protect public investment in the Harbor and Pier areas and provide opportunities to achieve the Guiding Principles.
- Provide initial focus on a number of projects and funding sources to jump start progress in achieving Guiding Principles.
- Enhance and expand business and job opportunities.

Environmental guiding principles are:

- Ensure responsible environmental stewardship by incorporating the principles of sustainable development with the goal of enhancing water, soil, air quality, and biological diversity.
- Minimize negative impacts on surrounding areas.
- Improve traffic circulation in the Harbor and Pier areas.
- Promote the safety of the Harbor and Pier areas.

Consistent with the Guiding Principles, the City Council also adopted the Economic Development Strategic Plan on March 27, 2007. This document includes objectives to increase tourism including encouraging more hotel development and increasing opportunities for events, activities, arts and culture.

City Manager's Proposed Harbor & Pier Revitalization Task List

In addition to the guiding principles, a report was prepared in June 2006 by the City Manager in consultation with the City Manager's Harbor Working Group describing key tasks for revitalizing the Harbor and Pier area (attached). The general findings state:

- King Harbor and the Redondo Pier are important but underutilized community assets for recreational, resident and business interests
- The Harbor and Pier need the combined public and private creativity, energy and investment to make it a vital location for local residents, businesses and visitors

Administrative Report – Attachment 1

Harbor Commission Workshop

May 9, 2016

- Revitalization efforts need to be undertaken to pursue an active mix of new, adaptive and rehabilitated uses consistent with the Coastal Act, Tidelands Law and the City General Plan
- Staged action needs to be started now to improve the overall condition of the Harbor and Pier in order to improve its competitive position
- A task list and timetable for Harbor and Pier revitalization is needed

Immediate tasks in the Harbor and Pier Revitalization Task list included:

- Completion of an options study for an Events-Water Activity Area (Seaside Lagoon)
- Establishment of the Location and Funding for a New Harbor Boat Launch Ramp
- Securing of new Harbor Visitor Serving Hospitality Businesses
- Developing architectural design standards for the Pier and Boardwalk
- Developing a Harbor Real Estate-Asset Management Plan
- Enhancing quality of life goals including emphasizing a family friendly character in the Harbor and Pier area
- Expanding recreation and cultural arts opportunities
- Improving water quality

City Council/Harbor Commission Joint Meeting

On September 11, 2007 the City Council held a joint meeting with the Harbor Commission to discuss issues relating to revitalization of the Harbor and Pier area (see attached minutes). The meeting was attended by many stakeholders in the community and there was a strong consensus that both public and private improvements are critical to restore this “jewel” and that such improvements need to be a major focus of the City. Desired public improvements were discussed. Comments were also made regarding the need for the area to be more competitive with other destination resorts including branding and design issues as well as development needs such as providing for enough lodging sufficient to support a conference center.

Strategic Plan

On October 2, 2007 the City Council adopted the Strategic Plan including new 3-year goals and 6-month objectives. One of the key new goals is to “Enhance and revitalize the Harbor and Pier Area”. The updated objectives adopted by the City Council on March 4, 2008 include scheduling a public hearing on April 8, 2008 for the City Council to consider amendments to eliminate the inconsistencies in the planning documents for the Harbor and Pier area.

Administrative Report – Attachment 1

Harbor Commission Workshop

May 9, 2016

Pier and Harbor Asset Management Plan and Design Concepts for the Pier and Boardwalk

The City Council at its December 18, 2007 meeting discussed the related items of a proposed Pier and Harbor Asset Management Plan prepared by Kosmont and Associates, and design concepts for revitalization of the Pier and Boardwalk prepared by RRM Design Group.

In conjunction with selection of the “Vintage Design and Materials Concept” for revitalization of the Pier and Boardwalk, the City Council approved the more ambitious option of “Transformative Improvements” including initial improvements submitted by Councilmember Cagle. The “Transformative Improvements” option includes an extensive makeover of the Pier and Boardwalk areas with significant public improvements while also reinforcing the need to provide for new development opportunities.

The Kosmont report indicated that expanded hotel and hospitality uses and offices are an important component of revitalization of the Harbor and Pier area. These uses smooth out the seasonality of activity and provide the day-time and year-round population to help provide for viability of other restaurant, retail and service uses. It should be noted that while hotels require a lot of square footage, they have significantly less impacts than other types of commercial uses. Hotels typically generate as much as 75% less daily traffic and p.m. peak hour traffic than a shopping center of comparable square footage. Hotels also typically generate about 10-25% less a.m. peak traffic than shopping center commercial uses.

Market Study of the Proposed Waterfront Revitalization Project

An independent market study commissioned by the City Council was performed by AECOM in February 2015 to evaluate the proposed waterfront revitalization at the project site. The report analyzed the market area for the proposed project based on the expected expenditure decisions of residents, workers, and visitors. This development would be categorized as a mixed-use development with a strong retail, dining, entertainment (RDE) component with uses that are intended to complement each other, creating a multi-faceted leisure experience, thereby increasing the proposed project’s overall attractiveness to visitors. In addition, the study determined that regional and local employment growth would provide a source of demand for the retail, office, and hotel components of the proposed project. The study indicated that unlike regional shopping centers that rely on department store anchors, RDE rely on a mix of activities and expertise to drive business to the area. The study found that the proposed project is positioned well to compete with existing and proposed RDE developments and indirectly with traditional shopping centers. Based on this study, there appears to be an opportunity for the proposed project to fill a potential gap in the market for retail, dining, and entertainment offerings in the South Bay.

Attachment 2

Summary of The Waterfront Project Element

Summary of Project Elements

Proposed Project Elements	Existing Conditions	Proposed Project
<i>Northern Portion of Project Site</i>		
Development	Approximately six stand-alone restaurants (totaling approximately 38,000 square feet) generally located on the edges of the project site, and restaurant and sportfishing charter business located on the Sportfishing Pier. ^a	241,898 net new square feet of new development to include retail, restaurant, creative office, approximately 700 seat specialty cinema, and accessory recreational uses.
Sportfishing Pier	243-foot long and 30-foot wide wooden (timber) pier with a building (approximately 2,704 square feet) that includes a restaurant, sportfishing charter business and restroom.	Two project element options are associated with the Sportfishing Pier: removal or removal/replacement. If the pier were not replaced, the square footage associated with the buildings on the pier would be relocated into the northern landside development. If replaced, a new pier (concrete or timber) and building would be constructed in a similar configuration as currently exists.
Seaside Lagoon	Non-tidal chlorinated saltwater, sand-bottom swimming facility with beach, picnic area, concession building and other recreational amenities open only during summer months.	Opening of lagoon to waters of King Harbor to provide sheltered natural beach open year-round (eliminates the use of chlorine) with access for small boats, kayaks and paddle boards and accessory uses/concessions.
Boat Launch Facilities	Hand launch and dinghy dock located along Mole D and a private boat launch facility in Basin 3 consisting of two 5-ton boat hoists.	Removal of the private boat hoist facility. Relocation of the hand launch to within the modified Seaside Lagoon (stand-up paddle boards, kayaks, outriggers, canoes, etc. would be launched from inside the lagoon, once the lagoon has been open tidally to the harbor). Relocation of the dinghy dock within or adjacent to Basin 3. Construction and operation of a small craft boat launch ramp.

Administrative Report – Attachment 2

Harbor Commission Workshop

May 9, 2016

Summary of Project Elements

Proposed Project Elements	Existing Conditions	Proposed Project
Parking	Approximately 332-stall Plaza Parking Structure (which is a three-level structure with the lower two levels being available for parking and the top plaza level only open to pedestrians) and surface parking lots with 775 single stalls and 67 double length (trailer) stalls.	<p>New four-level approximately 757-stall parking garage at the northeast corner.</p> <p>Provision of approximately 109 parking stalls along the new main street (a roadway that transects through the center of the northern portion of the site approximately parallel to Harbor Drive) and surface lot.</p> <p>Surface parking lot for boat trailer and single car parking adjacent to the proposed small craft boat launch ramp.</p> <p>Reconfiguration of Plaza Parking Structure stairwell and elevator shaft and elimination of below ground parking in the area under the proposed development would result in an approximately 32-stall parking reduction (from approximately 332 stalls to 300 stalls). Minor refurbishment of the structure, which may include repaving, restriping, and new lighting. The upper level of the parking structure, which is considered the lower portion Czuleger Park, would not be altered.</p>
<i>Southern Portion of Project Site</i>		
Development	Shops and restaurants along Horseshoe Pier (approximately 81,300 square feet), the International Boardwalk (including Paddle House) (approximately 22,464 square feet), Pier Plaza (approximately 70,000 square feet) and miscellaneous space such as storage, basement, restroom, and maintenance offices within the Pier Parking Structure (approximately 20,000 square feet of the approximately 495,000 square foot parking structure.)	62,160 net new square feet of commercial development to include replacement of most of the existing and former retail and restaurant buildings on the Horseshoe Pier and new approximately 130-room boutique hotel with retail uses on the ground floor.
Pier Plaza	Approximately 70,000 square foot office complex, located on top of the Pier Parking Structure and approximately 20,000 of associated square feet (storage, basement, restroom, and	Removal of Pier Plaza Development.

Administrative Report – Attachment 2

Harbor Commission Workshop

May 9, 2016

Summary of Project Elements

Proposed Project Elements	Existing Conditions	Proposed Project
	maintenance offices) within the Pier Parking Structure.	
International Boardwalk	Narrow strip of small shops and restaurants (approximately 22,464 square feet) located along a paved access road (accessible to pedestrians, delivery, service, and emergency vehicles only), subject to flooding and deteriorating condition.	Removal of the International Boardwalk and establishment of a new limited throughway that would accommodate vehicular, bicycle, and pedestrian traffic. Improvements would address the existing flooding and accommodate sea level rise concerns through the removal of existing structures.
Horseshoe Pier	1,550-foot long horseshoe-shaped pier with restaurants and shops and two currently empty building pads. The pier has a concrete deck, except for a portion of the southern segment, which retains a wooden deck constructed in approximately 1930.	On the northern segment, Kincaids would be retained and a new building would be constructed on a currently vacant building pad (Pad 2). On the southern segment, the wooden portion of the pier and existing buildings would be reconstructed.
Parking	1,018-stall Pier Parking Structure (which is a three-level approximately 495,000 square foot structure with approximately 70,000 square feet of commercial development [Pier Plaza] and parking on the roof), portions of which are in poor condition.	Replace existing Pier Parking Structure with a new five-level approximately 1,157-stall parking structure.
Torrance Circle	Terminus of Torrance Boulevard used to access Pier Parking Structure and for taxi and bus layover, service vehicle loading/unloading zone, and passenger drop off/pick up.	Minor modifications near the entrance to the new parking structure and Pacific Avenue Reconnection.
Basin 3		
Marina Reconstruction/Redevelopment and Bulkhead Rehabilitation	Approximate 61-slip marina (with slips that range in size from 15 to 68 feet) used by recreational, commercial, and excursion vessels.	Reconstruction/redevelopment of the entire floating dock complex and appurtenant facilities within the marina. The number of slips being considered range within the marina range from 33-slips and eight side-ties to a maximum of approximately 60-slips and eight side-ties of various sizes. Timber docks would be replaced with concrete docks. In addition, additional gangways would be constructed within the marina and entrance to Basin 3 for side ties for transient mooring of vessels, which

Administrative Report – Attachment 2

Harbor Commission Workshop

May 9, 2016

Summary of Project Elements

Proposed Project Elements	Existing Conditions	Proposed Project
		includes the relocation of the existing dinghy dock to this area. Complete replacement of the concrete bulkhead cap and minor repair of bulkhead.
Pedestrian/Bicycle Bridge	None. Access road and elevated walkway between the International Boardwalk and Basin 3 provides only pedestrian access from the northern and southern portion of the site.	New pedestrian/bicycle moveable bridge spanning the mouth of Basin 3. Two supporting piers would be placed within the basin entrance.
Other Improvements		
Circulation	<p>Vehicles must use Catalina Avenue to travel between northern and southern portions of the site.</p> <p>Access road between the International Boardwalk and Basin 3 provides pedestrian, and emergency and service vehicle access.</p> <p>Pedestrian and bicycle paths are located throughout site, including an elevated walkway, bicycle paths pass through the Pier Parking Structure.</p>	<p>Replacement of the International Boardwalk with the Pacific Avenue Reconnection including separated roadway, walkway, and bicycle path, and a new retaining wall located in front of the existing retaining wall.</p> <p>A bicycle path that would improve connection within the project site (including elimination of pathway through the Pier Parking Structure) and to bicycle paths to the north and south of the project site.</p> <p>New/upgraded pedestrian walkways throughout the site, including a boardwalk along the water's edge.</p>
On-site Security	A police sub-station is located within the Pier Plaza office complex.	A new/replacement police sub-station would be established on-site in one of the proposed new buildings in either the northern or southern portion of the site (the precise location has not yet been determined). The proposed project also includes private security in addition to City police services. In addition, the proposed project incorporates design strategies aimed at deterring criminal behavior. This includes use of 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 as feasible. Other considerations in designing the project included architectural design features, such as placement of windows, stairways, pathways, and building entrances to enhance visibility throughout the site and avoid the presence of blind spots.

Administrative Report – Attachment 2

Harbor Commission Workshop

May 9, 2016

Summary of Project Elements

Proposed Project Elements	Existing Conditions	Proposed Project
Infrastructure	Developed site with existing aging infrastructure and utilities.	Upgrade/relocate on-site utilities (which exclusively serve the project site) as required, including lift stations. Implementation of the proposed project could require modification to the Los Angeles County stormwater outfall structure.
Open Space	Open space includes pedestrian /bicycle pathways, public plazas (e.g. pier entry plaza), landscaped areas, piers, and Seaside Lagoon.	New high-quality public open space throughout the project area, including public seating, gathering spaces, pathways, and a modified Seaside Lagoon.
Service and Loading Areas	Torrance Circle is used for loading/unloading for southern portion of the project site.	Three loading and service bay areas located in the northern portion of the site, and one partially enclosed and screened loading and service bay in the southern portion of the site.
Tidelands Property Exchange	Tidelands are lands seaward of the MHTL designated in 1935, and Uplands are lands east of the MHTL (including Basin 3).	Exchange of an approximately 86,000 square feet portion of the unsubmerged Tidelands between Basin 3 and Seaside Lagoon for a submerged portion of Uplands within Basin 3.

a. Paddle House is considered part of the International Boardwalk and therefore the square footage is included in the southern portion of the site.



Administrative Report

Commission Action Date: May 9, 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

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 MAY 9, 2016

**ITEM 9 WORKSHOP TO REVIEW THE WATERFRONT PROJECT ENTITLEMENT
PROCESS AND FINDINGS AND CRITERIA FOR LAND USE DECISION-
MAKING AND PRESENTATION OF THE PROJECT DESCRIPTION AND
KEY PROJECT GOALS AND OBJECTIVES**

RECOMMENDATION: RECEIVE AND FILE

**CONTACT: STEPHEN PROUD, WATERFRONT AND ECONOMIC
DEVELOPMENT DIRECTOR**

Attached is correspondence that has been received by the Waterfront and Economic Development Department since the issuance of the May 9, 2016 Agenda.



City of Hermosa Beach

Civic Center, 1315 Valley Drive, Hermosa Beach, CA 90254-3885 Tel: (310) 318-0242

January 19, 2016

Ms. Katie Owston
Project Planner for the Waterfront
Community Development Department
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277
Katie.owston@redondo.org

Dear Ms Owston:

Thank you for the opportunity to review the Draft Environmental Impact Report for the Waterfront Project in Redondo Beach. The City of Hermosa Beach remains keenly interested in the planning and review process for this project due to its relatively large size, its complex mix of multiple uses and its proximity to Hermosa Beach. Our review and comments on the Draft EIR focus on environmental issues that have the potential to impact the residents and resources of Hermosa Beach or of the South Bay region. Generally, we consider the Draft EIR to provide in-depth analysis of most environmental issues. However, there are areas that we believe warrant further analysis. These include:

- Potential impacts related to offshore geology, including offshore subsidence and submarine landslides;
- Water quality impacts, especially the feasibility of avoiding significant contributions to the degradation of water quality in the impaired Santa Monica Bay over the life of the project;
- Increased local demand for affordable housing (and associated physical impacts) resulting from the type and number of new jobs generated by proposed land uses;
- A significant increase in vehicle miles travelled (VMT) as a result of proposed uses, including employee-generating uses that will increase the already high number of commuter trips in the South Bay Region;
- The uncertain feasibility of resolving the shortfall in parking demand through methods conceptually identified as mitigation measures;
- Consideration of all relevant cumulative projects that may have impacts during the same time frame as the Waterfront project.

To assist with this last consideration we have attached a current list of cumulative projects in Hermosa Beach and their expected timelines.

Among our major concerns is the Draft EIR's absence of realistic analysis and consideration of a reasonably foreseeable land use at the AES site as part of the cumulative impacts assessment. Because of the scale and potential complexity of future development at this site, along with its proximity to the Waterfront project, the AES site is likely the most important of all projects in the cumulative project analysis. It is unrealistic of the Waterfront EIR to depict future conditions without integrating a realistic assumption or realistic scenarios for the AES site into its analysis. The combined effects of the Waterfront project and the AES site together, both of which can be reasonably assumed to be cumulatively linked geographically as well as temporally (it is not unreasonable to assume that within the next decade both sites will undergo development to levels of intensity significantly higher than exist today) are potentially great enough to change the character of the South Bay in ways that are not foreseeable without the benefit of a combined analysis. The project's combined effects will almost certainly impact Hermosa Beach directly and indirectly in multiple ways.

Ideally we strongly believe that it is in the best interests of Redondo Beach and of all of her neighboring cities and the South Bay region as a whole to consider the future of these two unique and unusually large sites through the perspective of a parallel if not unified, overarching planning process and we are willing to be an active partner in that process. That being said, if such a process is not possible, the Draft EIR's cumulative impacts assessment should include a thorough analysis of realistic scenarios of potential development and how the AES site will be developed and integrated into the Waterfront project.

Specific comments on environmental issues and sections of the Draft EIR are provided below.

Air Quality

Please identify VMT assumptions used in estimating operational emissions. Are VMT commute distances for future employees based on factually supported assumptions related to the availability of local housing that matches the projected income levels of future service industry employees?

Biology

The "soft start" to pile driving activities called for in MM BIO-1, intended to induce marine mammals to relocate, would seem to qualify as harassment under the Marine Mammal Act.

MM BIO-2 is self-contradictory, or ambiguous at the very least, in requiring in its first sentence that construction under Horseshoe Pier that could disturb the sandy beach be scheduled outside the grunion spawning season, then goes on to undo that requirement by prescribing procedures to be implemented "if construction overlaps the grunion spawning season".

The Draft EIR should discuss the consistency of Condition of Approval BIO-3 with the Marine Mammal Act and its potential to result in adverse environmental impacts. This

condition does not appear to be intended to avoid or mitigate impacts to pinnipeds, but rather to manage their impacts on the proposed project's uses. It may adversely affect wildlife, especially with such implementing actions as "reduce or eliminate existing colonial haul-outs inside King Harbor".

Geology and Soils

The Draft EIR should address the potential for the project to induce offshore subsidence as well as the potential for the proposed new uses and adjacent areas to be subject to the effects of offshore subsidence. The Draft EIR limits its discussion of subsidence potential to onshore subsidence, despite the history of subsidence in the immediate vicinity offshore. According to prior studies, the King Harbor Breakwater settled approximately five feet between 1955 and 1985. Design of the breakwater and existing harbor facilities apparently did not take into account evidence of subsidence, although adverse effects of regional subsidence and local differential settlement on the long-term performance of the breakwater and inner harbor structures were predictable, based on data existing at the time of their construction (Elwany et al. 2006)¹. Five feet of settlement of the breakwater with no evidence of similar amounts of settlement and attendant structural damage throughout the adjacent coastal areas suggests localized settlement due to improper construction rather than regional subsidence.

The Draft EIR should discuss the potential for offshore landslides to be induced by project construction. The report limits its discussion of landslide potential to onshore geologic conditions. As indicated in the Hydrology and Water Quality section of the Draft EIR (page 3.8-24), underwater landslides are not unknown in the Santa Monica Bay and the presence of underlying unconsolidated, ancestral lagoonal sediments and evidence of offshore slumping in the Redondo Submarine Canyon suggest that landslide potential exists in the project vicinity offshore. Proposed uses, including the new 420-foot breakwater and the two new piers at the entrance to Basin 3, should be addressed in light of potential offshore subsidence and landslide potential. The Draft EIR should also address any potential risk of inducing offshore landslides (and/or subsidence) due to the vibration associated with pile-driving cited as a method of mitigating the liquefaction hazard that exists throughout much of the site (Draft EIR, page 3.5-33).

Greenhouse Gas Emissions

Please identify VMT assumptions for home-to-work commutes of future employees at the site.

Hydrology & Water Quality

The Draft EIR asserts that the project (both construction and operation) "would not further contribute to degradation of water quality" (Draft EIR, Page 3.8-1). This claim seems unrealistic, given the scale and complexity of the project and its location at the

¹ Elwany, H.R., Dill, J.J., and Marshall, N. 2006. Subsidence of King Harbor Breakwater at Redondo Beach. Proceedings of International Conference on Coastal Engineering. ASCE. 8 pp. King Harbor, http://coastalenvironments.com/pdf/11_kingharborbreakwater_icce06.pdf. Site accessed January 11, 2016.

edge of an impaired water body. The impacts assessment appears to rely on the assumption that compliance with LID and MS4 requirements, and implementation of BMPs and a storm water pollution prevention plan (SWPPP) during construction, equate to “no degradation of water quality”. The Santa Monica Bay’s long-standing impaired status indicates that these existing regulations and management measures, although they reduce adverse effects, are not sufficient to prevent water quality degradation. The claim that the project over its lifetime will not contribute to water quality degradation is especially questionable given the ‘zero trash’ threshold established by the offshore debris TMDL for the Santa Monica Bay Watershed Management Area (Draft EIR, page 3.8-9, penultimate paragraph). A more realistic impacts assessment would be one that identifies the unavoidability of adverse water quality effects of such a project, while also committing to the highest level of avoidance and mitigation feasible.

The Draft EIR should acknowledge that much of the proposed square footage along the waterfront will be devoted to restaurants, a use that is notorious for generating pollutants in the form of nuisance runoff associated with wash down requirements. The text cites infiltration as “the preferred method” for managing runoff generated onsite, but notes that “future geotechnical studies would be required to determine if this is feasible” (Draft EIR, Page 3.8-59). Both feasibility of mitigation methods and performance standards must be established in order to assert that impacts are effectively mitigated. Other pollution management measures cited in the text, such as compliance with the City’s Green Street Policy and a net reduction in impervious surfaces, will assuredly lead to reductions in runoff and pollutants discharging into the Pacific Ocean (Draft EIR, Page 3.8-59), but they do not demonstrably reduce impacts to a less than significant level or achieve “no degradation of water quality”. A meaningful performance standard would be one that ensures that all storm water and low-flow volumes generated onsite are captured in onsite filtration systems and effectively treated to clean water standards.

As stated on Page 3.8-59, the project would necessitate relocation of two storm drains that cross the northern portion of the site and discharge urban runoff from areas east of the site into the ocean. Although this discharge is not generated on the project site, and therefore is not a project impact, the relocation of these storm drains presents a possible opportunity to provide onsite filtration systems for this discharge, and thus eliminate a significant source of ongoing impacts from within Redondo Beach into the Bay. Integration of such an enhancement into the Waterfront plan is a potential opportunity to mitigate the project’s own residual water quality impacts, as well as provide a service to the public in general and to communities along Santa Monica Bay in particular.

Noise

It is not clear from the Draft EIR if modelled roadway noise increases shown in Table 3.10-11 take into account the higher noise generated by trucks in the project’s construction traffic mix (especially since trucks are converted to passenger car equivalents when estimating traffic volume). Please clarify that truck noise is considered in the projections.

Please add Herondo Street and Artesia Boulevard to both Tables 3.10-11 and 3.10-12, to disclose projected roadway noise increases along these segments.

Please consider the project's potential overlap with cumulative projects in Hermosa Beach (see attached project list) and include any potential cumulative impacts in the projected roadway noise levels shown in Table 3.10-12. Please note that several of the projects in Hermosa Beach affect the same roadway segments as those affected by the Waterfront project's construction traffic, and some also are expected to generate construction phase truck traffic using the same haul routes.

Population & Housing

According to the City's Initial Study, the topics of Population and Housing were eliminated from further discussion in the EIR, based on responses to the questions of the Initial Study checklist, which in turn are based on Appendix G of the State CEQA Guidelines. However, it seems reasonable that there will be indirect impacts to population and housing that are not addressed in the Initial Study questions or in the Draft EIR. The Project Description indicates that the project will generate jobs for approximately 1,438 new employees (Draft EIR, Page 2-42). Given the mix of proposed uses, most of these new jobs are likely to be in the retail, restaurant and hospitality service sectors, and therefore in salary ranges well below the \$89,119 median annual income of the local community (Draft EIR, Page 2-3). The potential disparity between the nature of jobs created and the economics of local housing suggests that the Waterfront project will very likely increase the local demand for affordable housing. Such an impact is likely to have secondary, indirect environmental effects resulting either in development of new affordable housing to accommodate the demand, or increased commuter trips if the demand for affordable housing is not met locally. Increased commuter trips would in turn generate a host of tertiary impacts associated with increased VMT locally and in the region, including traffic, air quality, greenhouse gas emissions and roadway noise impacts. For this reason, a jobs/housing mismatch is an impact of especially significant consequence, generating a series of indirect adverse environmental effects that are not only local but can also be regionally significant.

Traffic and Transportation

According to the Project Description, the mix of retail, restaurant and office uses has not been finalized and is subject to change between now and project completion. It is not clear whether the trip generation model applies a land use mix assumption that provides a worst-case scenario in terms of trip generation. The land use mix also affects the estimated parking demand. Both trip generation and parking demand could, conceivably increase or decrease, between project approval (and certification of the Final EIR) and project completion, unless the analysis applies worst case assumptions.

For the intersections impacted by the project, the Draft EIR does not identify the LOS and VC after mitigation to demonstrate the effectiveness of mitigation (Tables 3.13-14 and 3.13-28). This is important information and should be included.

The Draft EIR indicates that the applicant would provide fair share funding for some of the modifications called for in MM TRA-1 through TRA-6. But it is not clear in all cases where the rest of the funding will come from, and whether sufficient funding is assured to complete the improvements at the time the project's impacts must be mitigated. Please indicate the sources of funds for all improvements and the timing of their implementation.

All of the project impacts identified in Table 3.13-14 occur at the PM peak, suggesting they are associated with commuter trips (employee generated, rather than patrons and customers of proposed businesses). A mixed use alternative that includes residential use targeted to the income level of future employees would be a potential means of reducing this impact and related VMT and emissions.

Please identify projected traffic conditions with the project for peak summer weekend periods.

The Draft EIR identifies up to 110 truck trips per day during the project's extensive construction phase. Many of these trips would access the site through Hermosa Beach, travelling on Artesia Boulevard and traversing the city on Pacific Coast Highway and then travelling down Herondo Street (and returning along the same route). In addition to identifying passenger car equivalents (PCE) and adding them to the trip generation mix, the Draft EIR should consider the cumulative effect of these truck trips in concert with other truck generating projects that may overlap with this project's construction phase timeline. Please see the attached list of anticipated projects in Hermosa Beach.

Parking

The project's ability to meet its parking demand should be made clearer in the Draft EIR. The impact assessment identifies a significant impact and relies on development of a Parking Management Plan to fully mitigate the impact. But the discussion does not establish that mitigation is feasible and fully achievable using the methods identified in Mitigation Measure TRA-7. The Draft EIR should evaluate whether or not the parking shortfall identified is within the range that can be addressed through an efficient shared parking program, with reasonable, well-supported expectations. The same is true of the other methods mentioned: tandem and valet parking, and satellite parking. The latter may have its own physical impacts, depending on the site(s). The physical effects of creating and operating one or more satellite parking sites would need to be addressed in the EIR if this method is considered to be part of the project. The final method identified, "Promote Alternative Transportation Modes for Employees and Patrons" is expressed in language that is not mandatory ("encourages" rather than requires) and so cannot be relied on for mitigation.

Mitigation Measure TRA-7 identifies two objectives, which provide the basis of potential performance standards. It should be pointed out that the first objective, "Provide sufficient parking on-site to meet the parking demands generated by the proposed project" would disqualify satellite parking as a means of mitigation. The second objective, to "support trip and emission reduction goals" is consistent with a project alternative that provides affordable housing onsite with a concurrent reduction in low-income employment generating uses, to ameliorate the project's jobs/housing imbalance and reduce commuter trips (see comments on Population & Housing, above).

Alternatives Discussion

The effectiveness of the Draft EIR's Alternatives discussion is hampered by the alternatives selection process. In defining the purpose of the alternatives discussion, CEQA states that "the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects" (CEQA Guidelines, 15126.6 (b)). While some of the alternatives selected can be said to reduce impacts, they do not seem to have been selected explicitly with that focus in mind. To fulfill CEQA's intent, the alternatives selection process should begin with a clear statement of those significant impacts identified in the Draft EIR that cannot be mitigated to a level below significance through mitigation measures provided. The list of alternatives analyzed should be developed in direct response to those impacts, with the goal of identifying modifications to the proposed project that successfully avoid or substantially lessen them. The Draft EIR does not appear to perform this exercise, but instead selects a range of project alternatives that seem to relate more to planning considerations than to the goal of directly avoiding identified environmental impacts.

The Draft EIR identifies six significant and unavoidable impacts. These impacts, along with others that may be identified as a result of refinements to the EIR analysis in response to these and other comments, should be the focus of the alternatives development and selection process, with the goal of identifying feasible solutions to the project's otherwise unmitigated significant adverse effects.

Thank you once again for the opportunity to review the Draft EIR. Please contact me if you have any questions about these comments or would like to discuss concerns related to the environmental review and approval process for this project.

Sincerely yours,



Ken Robertson
Director of Community Development

- H2O Hotel @ 1429 Hermosa Ave – construction commencing 1st quarter 2016; 11-24-15 City Council report
 link: <https://hermosabeach.legistar.com/LegislationDetail.aspx?ID=2521469&GUID=C946C473-135F-4C53-BD39-460A28DFC4AB>
<http://www.hermosabch.org/index.aspx?page=358>
- Hermosa Ave Street Improvement Project – construction commencing Jan 2018; see Downtown Core Revitalization Strategy for project description
<http://www.hermosabch.org/index.aspx?page=775>
- OTO hotel @ 11th & Beach Drive: project on hold; see 9-9-14 City Council report for project description
<http://www.hermosabch.org/index.aspx?page=358>
- Transpacific Cable on beach west of 25th St & on beach west of Neptune St – see NOP/IS posted on City website for project description <http://www.hermosabch.org/index.aspx?page=504>
- Skechers @ 30th & PCH: construction commencing Jan 2017 in MB & Sept 2017 in HB; see NOP/IS posted on City website for project description <http://www.hermosabch.org/index.aspx?page=504>
- Pier & Strand Hotel – construction commences January 2018 and ends in 2020; see [provide website link]
- Transpacific Cable – construction (first phase) begins and ends in 3rd quarter of 2016, with subsequent phases scheduled for 2020 and 2025
- Plan Hermosa – Update of City of Hermosa Beach General Plan (in progress); see [provide website link]

Stephen Proud

From: Margaret Otto <margaret@realmworkspace.com>
Sent: Monday, May 09, 2016 9:56 AM
To: Stephen Proud
Subject: Harbor Commission

Dear Stephen,

The Waterfront is inspired by a vision of what Redondo Beach's waterfront can be, combining family-friendly activities that enhance the local experience with world-class commercial experiences, from a boutique hotel to dining in the open space. These activities will complement Redondo Beach's lifestyle and celebrate its heritage. And by injecting more than \$70 million to improve the waterfront's failing infrastructure, revitalizing the Redondo Beach coastline would meet a crucial, immediate need for the community.

Project Amenities

- Public gathering areas for art exhibitions, concerts and other community events
- Revitalized Seaside Lagoon opened to natural tidal flow and available to use year round
- Park space for outdoor recreation and relaxation
- Public Market featuring legacy waterfront tenants
- Boutique oceanfront hotel
- Street retail and unique restaurants set in lushly landscaped promenades
- Spacious public boardwalk along the coast
- Enhanced access to the coastline for bikes and pedestrians
- A unique, specialty dine-in theater with intimate seating
- 100 percent accessible coast

How We Got Here

With the passage of Measure G in 2010, the voters of Redondo Beach approved a set of strict standards for development along the coastline. Measure G included explicit standards about the kind of development voters wanted for their coastal area, specifically regarding development density and building height restrictions. Measure G set a limit of 400,000 net new square feet of development. The Waterfront proposes only 73% of this limit.

Supporting the Redondo Beach Economy and Local Businesses

According to an independent market study presented to the Redondo Beach City Council in February 2015, economic benefits would include

- More than \$3 million in annual tax revenue
- Over 2,500 new jobs
- An investment in excess of \$100 million in upgrading public infrastructure in critical need of repair

We are also in active discussions with many of the existing tenants about being a part of The Waterfront. We don't want The Waterfront to just include local businesses – we want it to celebrate these businesses and what they mean to Redondo. It just wouldn't be The Waterfront without this unique personality.

Stephen Proud

From: Mike Dorn <redwoodone@hotmail.com>
Sent: Monday, May 09, 2016 9:39 AM
To: Stephen Proud
Subject: Harbor Commision

Dear Sir,

Please add my name and support to the list of others standing behind the Waterfront Project in Redondo. I am very excited about the project and hope that others can be persuaded to join in support of the project.

If there is anything more I can do to show my support, please contact me.

Thank you for your time.

Sincerely,

Mike Dorn
1007 S. Catalina Ave
Redondo Beach, 90277
602-300-4223

_____ Information from ESET Endpoint Antivirus, version of virus signature database 13337 (20160414)

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

Stephen Proud

From: Doug Elliott <DElliott@bastianSolutions.com>
Sent: Sunday, May 08, 2016 8:10 PM
To: Stephen Proud
Subject: Harbor Commission

To the Harbor Commissioners,

We support the proposed Redondo Beach Revitalization project. The Pier is overdue a face lift. When friends visit we overlook taking them as the RB Pier is an embarrassment. Revitalization Project would add mojo back into RB area.

Just do it,

Doug, Diane and Mia
1800 S PCH, RB 90277

_____ Information from ESET Endpoint Antivirus, version of virus signature database 13337 (20160414)

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

Stephen Proud

From: Heather Krishnan <hnblair@gmail.com>
Sent: Friday, May 06, 2016 6:02 PM
To: Stephen Proud
Subject: Harbor Commission

Hello Stephen,

My name is Heather Krishnan and my family lives in the golden hills section of Redondo Beach. We have lived here the past 11 years and just started a family! Our son is 8 months old and growing fast. We love Redondo Beach and cannot wait to have our son grow up here and experience all that Redondo Beach has to offer.

My email pertains to the Waterfront projects. What a wonderful project! I support it 100%. Not only will this project provide a place for the community to gather, it will provide a new unique space for the legacy retailers to stay. We truly need to differentiate ourselves from our neighboring cities. Being able to ride bikes along the coastline and have an outdoor space for relaxation and a picnic would be amazing! The dine in movie theater would be great for date nights with my husband- we currently have to go to El Segundo to go to the movies for a nice experience. I am excited for this project get the greenlight!

Please support this project with me! Thanks!

1746 Havemeyer Lane
Redondo Beach, CA 90278

--
Heather Krishnan

Stephen Proud

From: April Pitcairn <april@ppl4all.com>
Sent: Friday, May 06, 2016 6:01 AM
To: Stephen Proud
Subject: Harbor Commission

I write to you today to show my support for The Waterfront. We have been talking about restoring our waterfront and pier for a decade and now is the time to finally act. In order to save our community's favorite asset, I think we should support the proposed waterfront development.

Right now, the pier is deteriorating at an alarming rate and most aren't inclined to utilize it. The costs of fixing the infrastructure would be astronomical and with CenterCal, we could have our pier rejuvenated and the costs would be borne by a company rather than taxpayers. Further, most of the views are of parking lots and structures, which is such a waste considering the pristine location.

If The Waterfront proposal is approved, community members will have a new and improved waterfront to enjoy, with activities for all ages and interests.

Regards,
April Pitcairn
310-721-1758
Sent from my iPhone

_____ Information from ESET Endpoint Antivirus, version of virus signature database 13337 (20160414)

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

Stephen Proud

From: Goran Ljubicovic <goran@palosverdesinn.com>
Sent: Thursday, May 05, 2016 6:20 PM
To: Stephen Proud
Subject: support for waterfront

Dear Stephen,

I am in full support of CenterCal's proposed revitalization project. As a member of the Redondo Beach Chamber, the project will enable local businesses to thrive and bring in tax revenue that will benefit the entire community. I am excited to visit there and enjoy the gorgeous views and enhanced coastal access myself; this project will transform the waterfront into the must-see destination for the entire South Bay.

Sincerely,

Goran Ljubicovic

Palos Verdes Inn

Hotel Manager

p: 310.316.4211

f: 310.316.4863

1700 S Pacific Coast Hwy

Redondo Beach, CA 90277

"Optimism is essential to achievement and it is also the foundation of courage and of true progress."



Stephen Proud

From: Jane West Bakerink <janewb@icloud.com>
Sent: Thursday, May 05, 2016 5:48 PM
To: Stephen Proud
Subject: Harbor Commision

Hi Stephen,

I am so excited for The Waterfront. This project is exactly what residents need, and since it is within the restrictions set in place by Measure G, it is also what residents want. With so much more coastline access, enhanced views, and amazing amenities like a public market and a new Seaside Lagoon opened to the harbor, there will be a reason to visit everyday. I encourage you to approve The Waterfront and create a place that residents will want to visit for years to come.

Best regards,

Jane Bakerink

*Shorewood Realtor
818-383-6001*

Sent from my iPhone

_____ Information from ESET Endpoint Antivirus, version of virus signature database 13337 (20160414)

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

The Waterfront



Harbor Commission

Public Workshop

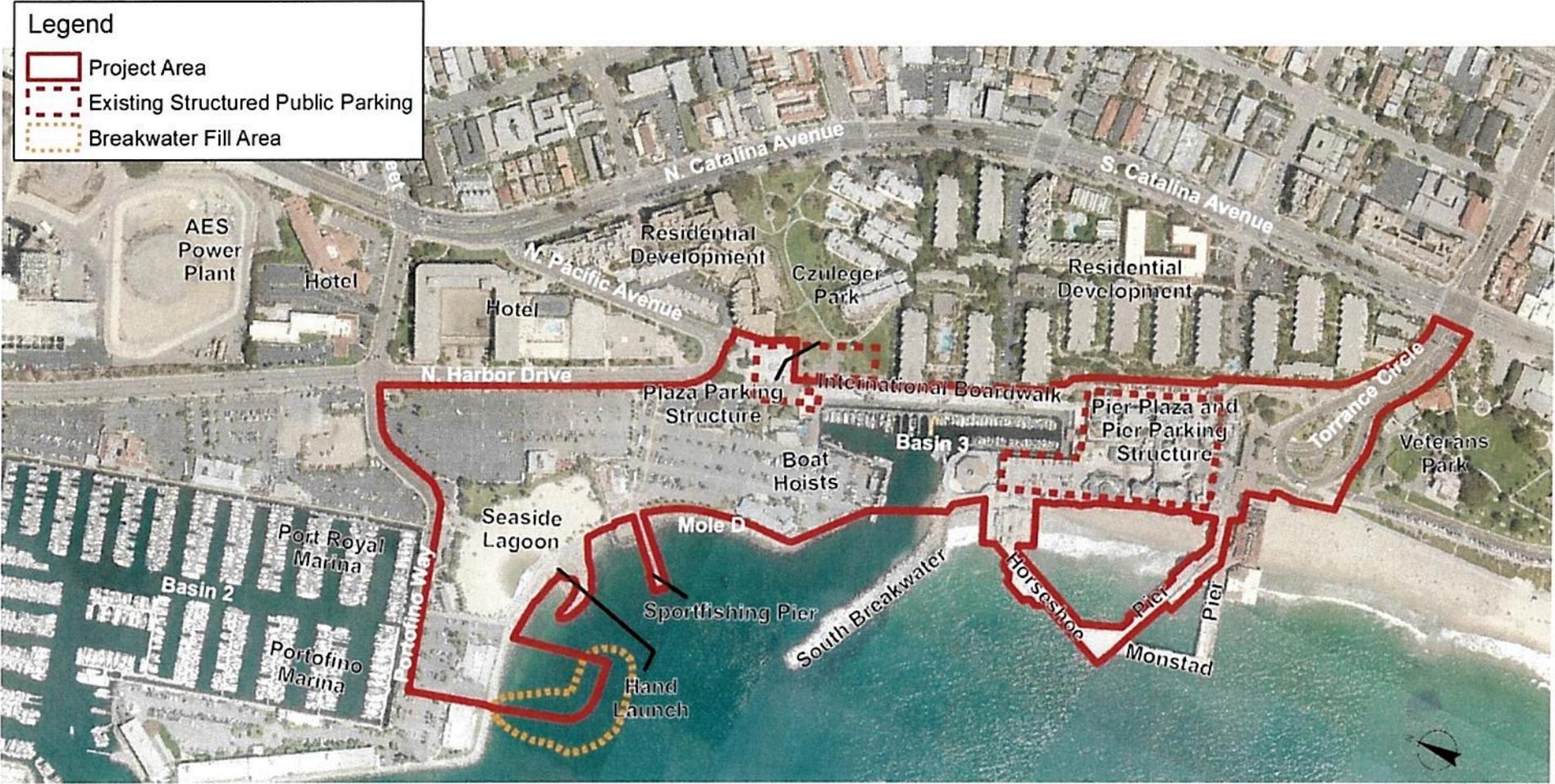
May 9, 2016

Purpose of the Public Workshop

- Provide project overview
- Review waterfront project entitlement process
- Review findings and criteria for land use decision-making



Project Location



Project Overview

The project proposes a waterfront village to:

- Revitalize and expand local and visitor serving commercial uses
- Enhance public access, recreational opportunities, and facilities
- Improve aging support infrastructure and parking facilities
- Improve site connectivity and public access to and along the waterfront



Project Overview

- Provide restaurant, hotel, retail, office, and specialty theater
- Improve access and parking
- Enhance recreational amenities
- Increase connectivity
- Update aging infrastructure



Entitlement Process and Criteria

- Public hearing begins June 13, 2016
 - Provides all interested parties opportunity to be heard and provide evidence
 - Consideration of plans and applications for various land use entitlements
 - Harbor Commission to take action on the following:
 - Final Environmental Impact Report (EIR)
 - Vesting Tentative Tract Map (VTTM)
 - Conditional Use Permit (CUP)
 - Coastal Development Permit (CDP)
 - Harbor Commission Design Review (HCDR)
-

Final Environmental Impact Report

- The City of Redondo Beach is the CEQA lead agency
 - The EIR:
 - Assists decision-makers in evaluating physical environmental impacts of a proposed project
 - Analyzes and discloses changes in existing physical conditions of effected area
 - Provides identification of mitigation measures and examination of a feasible alternatives to reduce or avoid significant impacts
 - EIR adequacy determined by what is reasonably feasible
-

Final Environmental Impact Report

- Draft EIR distributed for public review and comment (63 days: November 17, 2015 through January 19, 2016)
 - Final EIR must be available minimum of 10 days prior to Harbor Commission's final public hearing
 - The Harbor Commission to consider taking the following actions:
 - Certifying Final EIR
 - Adopting findings of fact
 - Adopting statement of overriding considerations
 - Adopting mitigation and monitoring program
-

Master Conditional Use Permit

- Almost all uses require CUP in the Harbor/Pier Area
- Master CUP requested to regulate overall development and set operational standards and criteria
- Purpose of CUP:
 - Review uses possessing unique characteristics to insure:
 - Surrounding uses and properties not adversely affected
 - Orderly development of the community not disrupted
- Uses may be conditioned as necessary



Master Conditional Use Permit Criteria

- General Plan and Coastal Land Use Plan conformance
 - Adequate access to public street or highway
 - No adverse effect on abutting property and use
 - May include conditions to protect public health, safety, and general welfare:
 - Additional setbacks, open spaces, and buffers
 - Fences and walls
 - Control of vehicular ingress, egress, and circulation
 - Provision of landscaping and associated maintenance
 - Regulation of noise, vibration, and odor
 - Time period within which proposed use shall be developed
 - Hours of permitted operation and similar restrictions
 - Such other conditions in conformity with intent and purposes with City Code and Coastal Land Use Plan
-

Harbor Commission Design Review

- Addresses design elements
- Intended to ensure compatibility, originality, variety, and innovation in architecture, design, landscaping, and site planning
- Designed to protect property values, prevent blight and deterioration, promote sound land use, encourage design excellence, and protect overall health, safety, and welfare



Harbor Commission Design Review Criteria

- User needs - 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
 - Functional integration - buildings and structures designed to respect natural features
 - Consistency of architectural style - harmonious and consistent within proposed architectural style
 - Balance and integration - integrated and compatible with neighborhood and in harmony with scale and bulk of surrounding properties
 - Building design - innovation, variety, and creativity in design solution
 - Signs - meet sign criteria
 - Conditions - may be imposed to extent necessary
-

Vesting Tentative Tract Map

- Tract Map is a subdivision
 - Reconfigures existing parcels
 - Delineates new roadways
 - Establishes non-revocable public access agreements along private roadways
 - Provides for utilities and infrastructure



Vesting Tentative Tract Map Criteria

- Meet requirements of Chapter 1, Subdivisions, Article 5 of Municipal Code and California State Subdivision Map Act
- Be consistent with General Plan, Harbor/Civic Center Specific Plan, and Municipal Code



Coastal Development Permit Criteria

- Compliance with provisions of certified Local Coastal Program and consistency with policies of California Coastal Act
- Findings for approval:
 - Conformity with Certified Local Coastal Program
 - Conformity with public access and public recreation policies of California Coastal Act
 - Compliance with CEQA



Project Entitlement Summary

During hearing process, Harbor Commission will be asked to consider taking the following actions:

Adopt resolution(s) approving the following:

- Master Conditional Use Permit
- Harbor Commission Design Review
- Vesting Tentative Tract Map
- Coastal Development Permit





HARBOR COMMISSION

THE WATERFRONT: YOUR HOME FOR RECREATION

the
WATERFRONT

— redondo beach —

When [a public space] is an asset, it takes on the neighborhood's identity, becoming its star attraction and raises the quality of life for residents."

www.projectforpublicspaces.org



CENTERCAL PROPERTIES

WHO WE ARE



CenterCal Properties LLC is a team of **over 100 diverse people** who have come together to **build** and operate exciting commercial projects that reflect our **collective** core values. Our diverse team is **committed** to creating projects that have a **meaningful** place in their respective communities, that create **solid returns** for our investor partner while maintaining a **strong** commitment to the **community**.

We are **committed** to the principles of fairness in all our **relationships**, including fair labor practices, diversity in hiring, creating projects that become a **meaningful** and welcome part of the communities we serve, and to being **leaders** in our industry in creating sustainable retail technology and place-making that will **withstand** the challenges of a changing and **evolving marketplace**.

CENTERCAL PROPERTIES

LOCATED IN THE SOUTH BAY



CenterCal Properties LLC is located in the [South Bay](#). With a large percentage of our team members living near the project, we have a vested interest in making your “outdoor living room” a success.

We are [committed](#) to the development becoming the best it can be for the community. It’s what we do. It’s what we stand for, [always](#).

CENTERCAL PROPERTIES

OUR PHILOSOPHY

CREATING *happiness*
AND PROSPERITY
by developing
BEST OF CLASS,
COMMUNITY, PLACE-DRIVEN
P R O J E C T S
WHERE PEOPLE LIKE TO
SHOP, STAY, LIVE, WORK & *play*.

OUR DEVELOPMENTS

HANDCRAFTED TO EACH COMMUNITY



Tualatin, Oregon



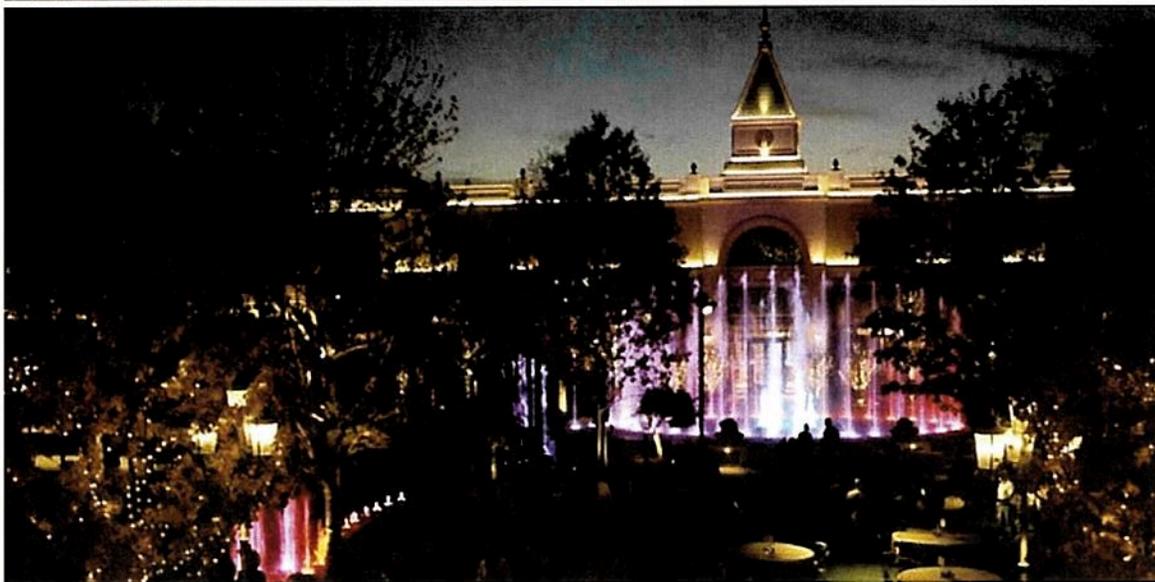
OUR DEVELOPMENTS

HANDCRAFTED TO EACH COMMUNITY



THE VILLAGE
AT MERIDIAN

Meridian, Idaho



THE WATERFRONT

HANDCRAFTED FOR YOU



Redondo Beach, California



THE WATERFRONT

HISTORIC CONTEXT



THE BEGINNING

COMMUNITY INPUT



THE BEGINNING

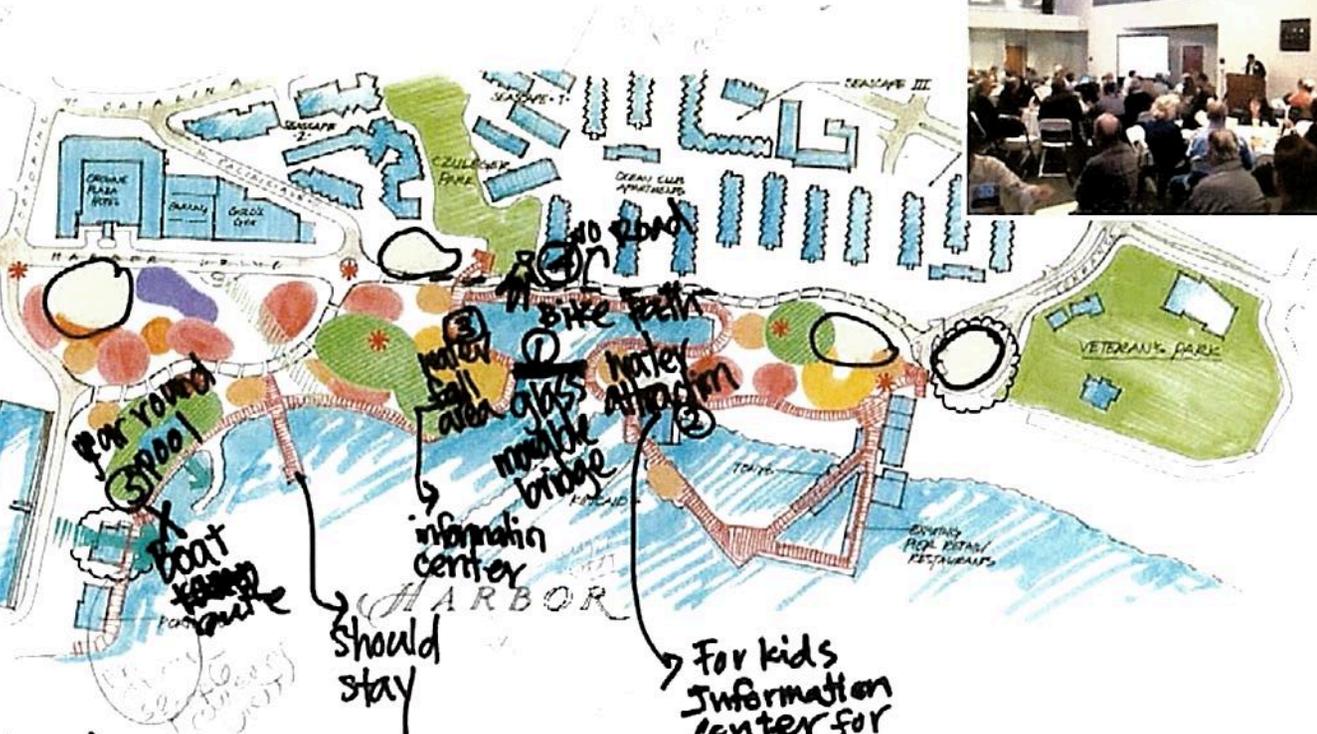
JANUARY 17, 2013 PUBLIC WORKSHOP



5 IDEAS

- ① Glass movable bridge (Iconic)
- ② Water attraction center.
 - For kids
 - Sea animal information
- ③ Information center
 - Teach about the history of the neighborhood
- ④ Pedestrian/bike path - viewing zone
- ⑤ Boat route - year round pool.

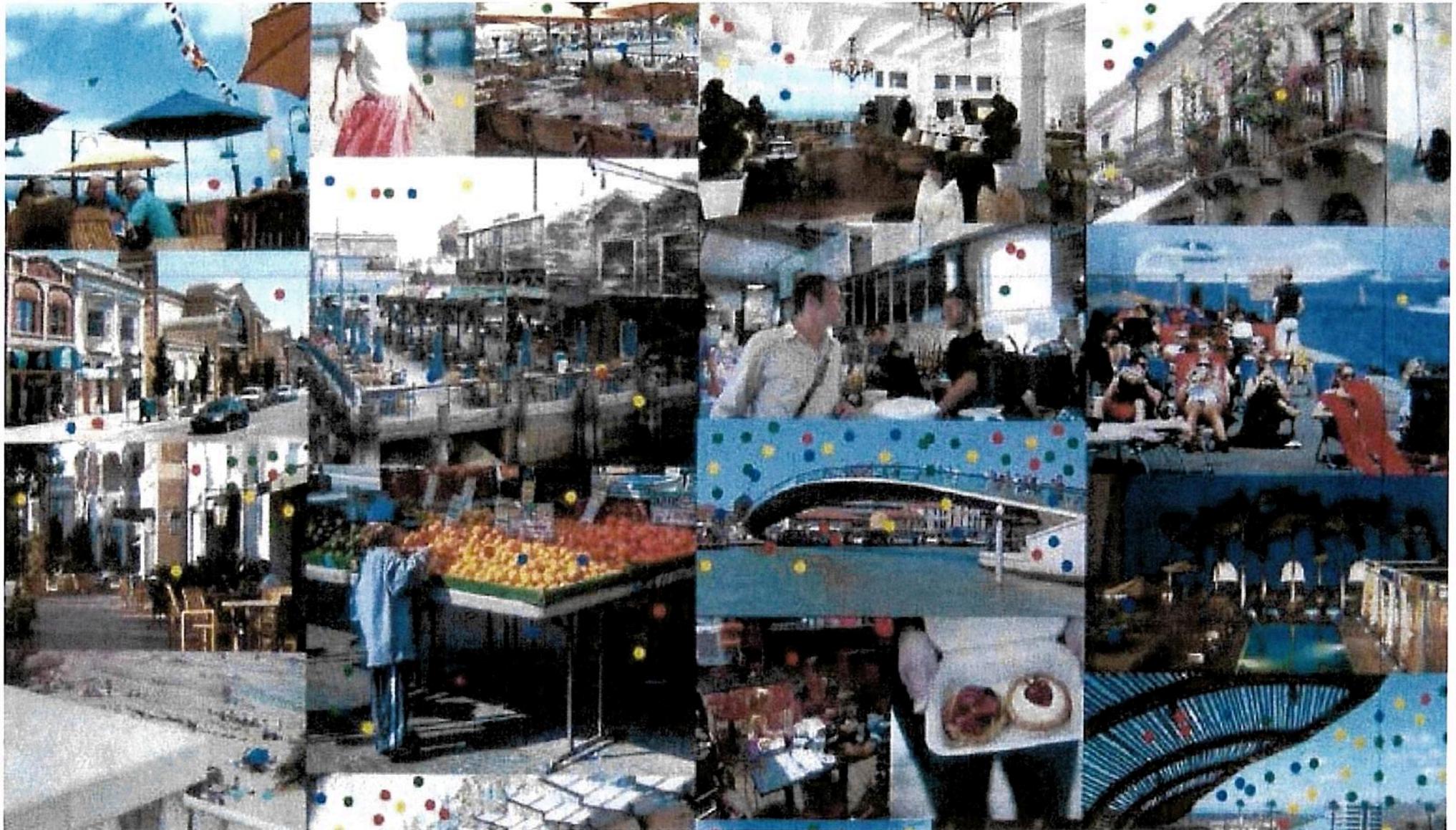
CONCEPT PLAN



- | | |
|-----------------------------|------------------|
| Circulation | Parking |
| Parks/Open Space/Town Green | Shops |
| Water Access/Boat Ramp | Restaurants |
| Public Art | Boutique Hotel |
| Market Hall | Specialty Cinema |
| | Creative Office |

THE BEGINNING

APRIL 25, 2013 PUBLIC WORKSHOP (DESIGN CHARETTE)



COMMUNITY ENGAGEMENT DOES NOT STOP WITH A PLAN



3 Years of Engagement

2013 - 2014 Visioning Meetings

2015 Scoping Meetings

2016 EIR 3 Public Meetings

2013 - 2016 City Presentations

Last 12 Months

26 Meetings with Stakeholder Groups

17 Community Coffee Meetings

THE PLAN

THE WATERFRONT REDONDO BEACH



MEASURE G

A DELICATE BALANCE

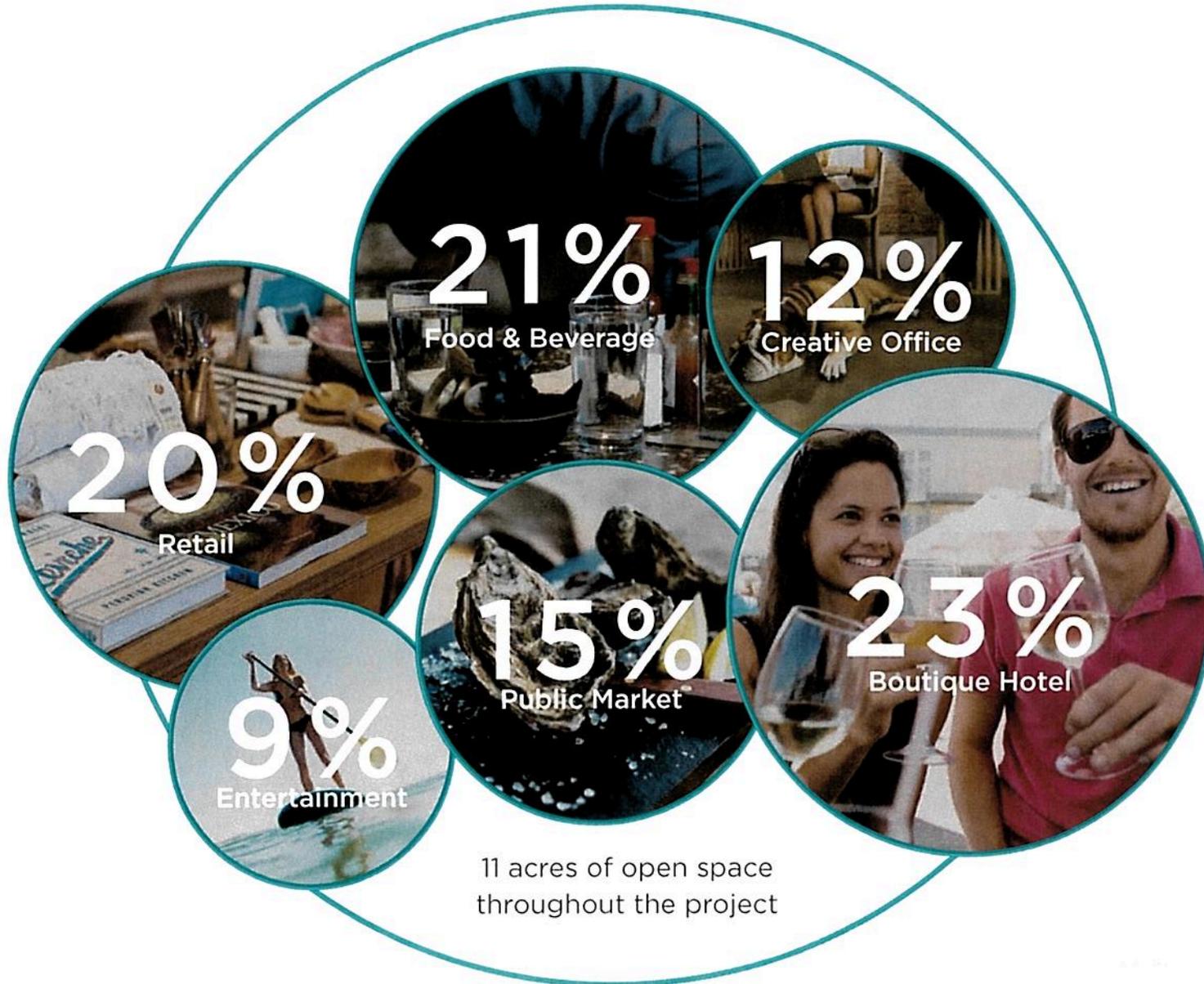


CenterCal was asked to follow parameters listed in Measure G in allowable square footage in the following categories:

- ✓ Quantity
- ✓ Density
- ✓ Height
- ✓ Use

THE RIGHT BALANCE OF USES

AMENITIES BY CATEGORY



THE WATERFRONT PARKS



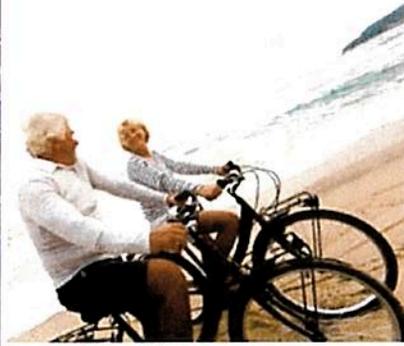
THE WATERFRONT

SEASIDE LAGOON



THE WATERFRONT

A SETTING FOR LARGE SCALE EVENTS



- Lobster Festival
- July 4th
- Concert Series
- Easter Egg Hunts
- Movies on the Beach
- Event Rentals
(Class reunions, corporate parties, etc.)
- Community Fundraisers
(Wine tastings, chili cook-off, etc.)
- Family Beach Parties
and After Prom Events

THE WATERFRONT

ORGANIZED RECREATIONAL EVENTS



- SUP / Kayak instruction
- Yoga / Tai Chi
- Staging for 5k runs
- Exercise classes
- Swimming lessons and Ocean Safety Classes
- Cultural Dance Events
- Art Shows / Exhibits
- Educational
- Snorkling classes
- Scuba training



THE WATERFRONT

SPONTANEOUS EVENTS



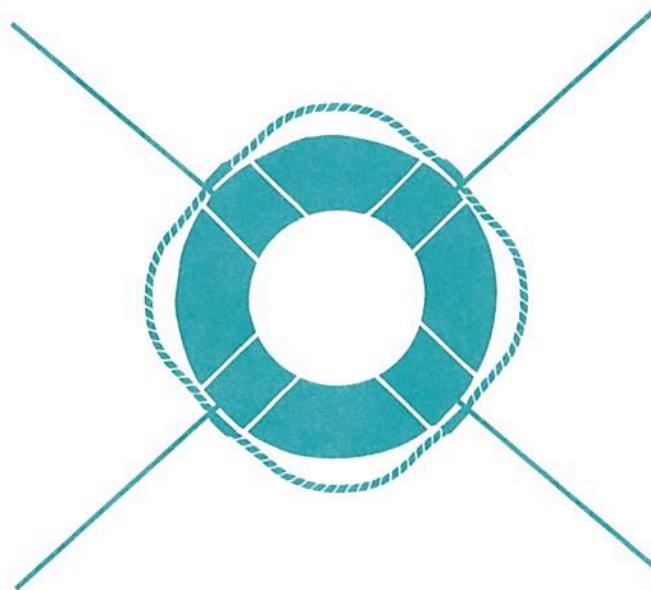
- Stand up Paddling
- Beach Combing
- Sand Castle
- Relaxing
- Picnics
- Children's play area
- Swimming
- Kayaking
- Movies on the Beach



THE WATERFRONT SAFETY

Maintained and groomed beach

Water quality tested
(like other beaches)

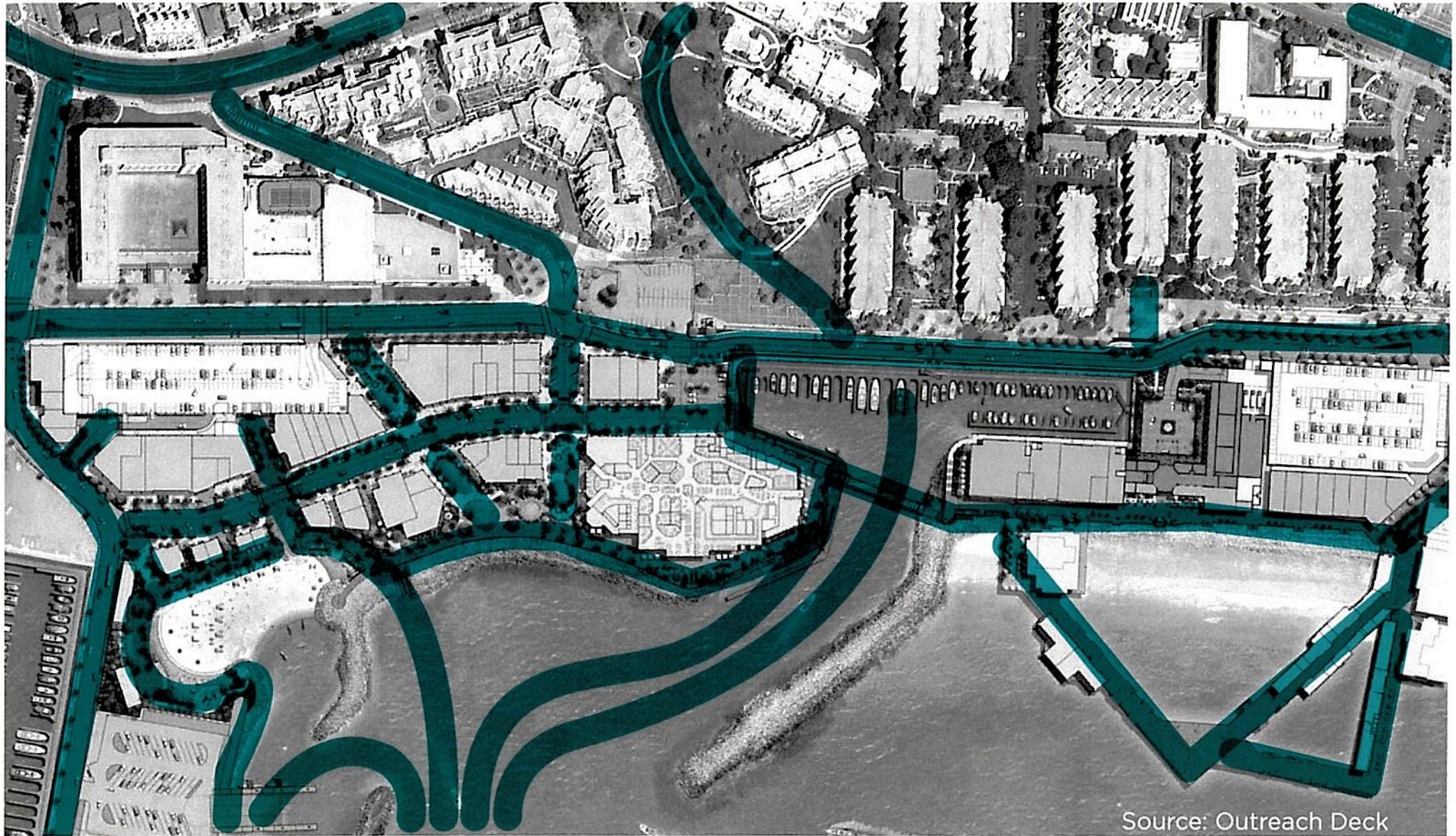


Security provided
(project wide)

Lifeguards

THE WATERFRONT

ACCESS POINTS TO PROJECT



Source: Outreach Deck

THE WATERFRONT SUSTAINABILITY



We are committed to a **sustainable approach** to the redevelopment of The Waterfront, and to working with material sources, contractors, architects, utilities and other partners to create a matrix of **best practices** throughout the project.

This will not just focus on **energy conservation**, but will also focus on the **environment, blue zone activities**, living streets and other disciplines designed to **enhance** the entire experience of a visit to The Waterfront.

The Beach Cities Health District, **City of Redondo Beach** and **City of Manhattan Beach** have been certified as the first **Blue Zones Worksites™** in the Beach Cities.

THE WATERFRONT

HOW WILL IT BENEFIT REDONDO BEACH



THE WATERFRONT

PROJECTED BENEFITS



\$3M Annually in **New tax revenue** to support Public Services like Police, Fire, roads and schools.

Jobs - 2,500 construction-related and permanent, **long-term employment** opportunities.

Safe, updated **SMART Parking** and **renovated Pier**.

Enhanced water quality and **water conservation**.

Better access to and along the Redondo Shoreline.

THE WATERFRONT

THE RIGHT SIZE



In 2010, the voters of Redondo Beach approved Measure G, which included a strict set of standards for coastal development, and a maximum amount of **Net New** square footage.

The Waterfront is only **73%** of the size approved by voters.

the
WATERFRONT
— redondo beach —

THANK YOU



info@thewaterfrontredondo.com



The Waterfront Redondo Beach



TheWaterfrontRedondo



@H2OfrontRedondo