RESORT DESTINATION NOT A PARKING LOT

I want to congratulate the Redondo Beach City Staff on the detailed comprehensive Harbor Revitalization DEIR. They have made it interesting, easy to read and the numbers all match, especially when you break them down then add them back up. This is not the case in many documents this size. The size of this document may scare many people off but anyone who intends to engage in debate on this project needs to read chapter 2 and chapter 4. Chapter 2 is the project description, which includes the history of the harbor area and how we got to where we are today. Chapter 4 is the comparison of the alternatives. These two are a must read so you do not embarrass yourself in front of your neighbors by making a statement that is not true or is taken out of context. Sound bites won’t work.

Did you know that the harbor used to be a resort destination with a Pavilion with shops, theater, restaurants and dance hall? It also had a saltwater plunge pool. Prior to 1960 Pacific Avenue connecter along the harbor to Torrance circle. Development after 1960 removed this connection forcing traffic to Catalina Avenue to get to Torrance Boulevard and the south side of the project. Talk about a view killer. There is no view on Catalina Avenue because of all the condos that are blocking it. The new project will correct past development errors by bringing back the Pacific Avenue connection.

I have heard comments that the development on the north side of the project will block views when driving down Harbor Drive. I don’t know about anyone else but all I see when I drive down Harbor Drive is asphalt parking lots. I don’t see anyone sitting out in the parking lots having a cup of coffee with friends in the morning or a glass of wine in the evening. I don’t see any families with their children playing in parkettas. Wouldn’t it be nicer to drive down Harbor Drive this time of year and see Christmas lighting or walk down the boardwalk with a cup of hot coco and look out over the ocean and PV? Maybe even hear some Christmas music. There are 7.8 acres of surface parking. This is a terrible way to use some of the most valuable land in the South Bay. The proposed new 45’ parking structure only has a foot print of 1.48 acres freeing up 6.32 acres for new development, open space, pedestrian walks, bike trails, 40 double boat parking spots and 109 surface parking spots. Some people are concerned about the 45’ height but that is the same height allowed for single-family dwellings.

Some people are worried about reducing the boat parking from the current 67 to 40. If you read the study quoted in the DEIR on pg 2.21 from 2012 to 2014, you will see that the maximum number of boat launches per year was 1225 during the 5 busiest months of May thru September. If you assume worst case that all launches occur on weekends, this gives you 40 days, which averages out to 31 spots per day. The 40 spots planned sufficiently covers the parking need.

There is a rumor that we will loose the fishing pier. This pier was built in 1969 and is experiencing significant deterioration as described in DEIR pg. 2.19. It needs to be
torn down and rebuilt. The project proposal for its restoration can be found in DEIR pg. 2.89. It does not say it will not be replaced.

There is concern that the drawbridge will slow traffic flow in the marina. The bridge will be opened for sailboats and large powerboats. Having been a sailboat owner I could never be in a hurry and I would not mind the delay if I knew I could walk across that bridge instead of walking around the marina as we do today.

If you’re confused by all the numbers being thrown around; 511,460sf; 523,939sf; 290,297sf; 304,058sf; review the charts in the DEIR on pg. 2.42 thru 2.47 to really understand the numbers and why they satisfy the Measure G voter approved limitation.

This is a wonderful project for all of Redondo Beach. Please don't let the entitled folks who live in the condos along the Harbor blocking the views from Catalina Avenue or the ones that have a political agenda destroy this wonderful vision for our children.

Allen Vick
Redondo Beach
Waterfront project

Perry Cohen <perry.cohen@tpg-group.com>

Sun 1/10/2016 10:42 AM

To: Katie Owston <Katie.Owston@redondo.org>
Cc: Bob Amador <ra@amadorkelly.com>

Hi Katie,

My name is Perry Cohen and I live at 1226 South Gertruda Avenue in Redondo Beach. I have owned this home since 1980 and enjoy living near the ocean. I am writing this note to support the Redondo Beach Waterfront project.

Although the plan for the changes to the Redondo Beach Pier and Waterfront area are not perfect, these changes are necessary to make Redondo Beach a vibrant community that is appealing to residents and tourists.

The people in charge of this project should always consider the following priorities when designing the new Waterfront:

1) The environment (the ocean, beaches and wildlife in the area)
2) The people (residents and tourists needs)
3) The business community (small businesses old and new)

I look forward to seeing progress with this important project this year.

Thanks,

Perry Cohen
DEIR

Comments on the DEIR

Where are the traffic impact studies on the traffic in and out of the Pier and Harbor area from PCH, Torrance Blvd., Harbor Dr., Herondo Ave., Beryl Ave., etc. concerning the trucks and delivery vans? Where are the traffic impact studies concerning the overall traffic in this same area for the week-ends?

Gretchen Lloyd
Redondo Beach
Dear Ms. Owston,

First of all may I say how impressed I was with the recent (January 9th) meeting at the Crown Plaza hotel. The brief presentation that the City gave covering the DEIR was very informative.

Secondly – my own Neighborhood Watch group is having a meeting on January 30th to inform my neighbors about this project. Even though this meeting will be after the public comment period ends it will still be a valuable meeting to keep my neighbors informed. I have found that there is a lot of misunderstanding of what the City is doing regarding this project, even though it is public information on Redondo.org.

With that in mind I wonder if you would allow myself to give a brief presentation along the lines of what was presented as the introductory presentation on Saturday last.

I found the presentation so very useful, as I am sure few people in Redondo will actually read the full DEIR, but may be inclined to read certain sections when they understand what the document is and also understand the process that the City will go through in advancing this project.

Please let me know what you think about the viability of my presenting of something along the lines of the City’s DEIR introductory” presentation to my neighbors.

P.S. Is the presentation public domain?

P.P.S. I will probably be sending in a few comments re: the DEIR, of my own to you before January 19th.

Regards

Julian Harvey
Neighborhood Watch Program Assistant
Volunteer In Policing
Redondo Beach Police Department
401 Diamond Street | Redondo Beach CA 90277
310-379-2477 1/2477 | 310-435-1522 (mobile)
julian.harvey@redondo.org | www.redondo.org
Information from ESET Endpoint Antivirus, version of virus signature database 12851 (20160111) ________

The message was checked by ESET Endpoint Antivirus.

http://www.eset.com
The Harbor Waterfront project

Jill Johnson <jill@jillcjohnson.net>

Mon 1/11/2016 11:20 AM

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

I have attended community-organized meetings and reviewed highlights the DEIR and have some major issues with it, as a community member, and someone who lives 2 blocks away from the Harbor.

I do believe that there are some major facelift pieces needed there and I do understand the economics of what it will take to build business there, etc. BUT there is NO plan for infrastructure upgrades to sustain that kind of traffic and change to the community, which will cause most people to stay away and not bother; I am a water-woman, and my passions for this area will be dampered by lack of real access and stacked parking; there is nothing that will support large 4K SF business, let alone a 1000 seat movie theatre; there is nothing here for banning plastic and other waste, adding to our environment/ocean awareness concerns.

We need to find a happy medium for this project vs. greed and legacy.

A very concerned citizen....Jill Johnson 133 N. PCH
Ms. Owston  
katie.owston@redondo.org

Re: Water Front Project Draft Environmental Impact Report

It is hard to believe that the “mammoth” size of this Water Front Project per the DEIR has no significant impact to King Harbor/Pier area and the surrounding communities.

I think, if the developer, CenterCal, had been honest with the people who attended the public meetings at the Redondo Beach Performing Arts Center many of these questions would not be necessary.

The public meetings with the developer and young student architects became a different “development” at the very last meeting with roads, tall walls of concrete garages and an 800’ long hotel added. Everything was kept “flat”…. two dimensional, CenterCal never produced the simple 3 Dimensional model they had promised to the public. The public was not permitted to speak or ask any questions at this last meeting. After that last meeting CenterCal went into “hiding” so to speak. World famous architect Frank Gehry worked with cardboard models of the projects he designed. The “public” deserves the promised 3-D model.

Why does the DEIR find no significant “Public View” blockage/elimination from this 500,000 square foot commercial development with two multi-story garages for 100’s and 100’s of vehicles?

Instead of costly mammoth garages, half empty most of the year…. have a private valet parking system during peak times. Later on…. if the Water Front Project is wildly successful a parking garage could be part of the AES site development.

Why does the DEIR not find “Public View” blockage/elimination from Harbor Drive, the Linear Park at Diamond St. and Veterans Park? The DEIR Figure 2-8 shows 900’ of Harbor Drive with only a 120’ wide potential Ocean view corridor, because of the SCE easement. Ocean views from the Linear Park are blocked by Building F and Veterans Park Ocean views are blocked by the parking garage and Hotel.

Why is this 6,800 page, $1,000,000+ DEIR void of any building and parking structure height elevations except for possibly the Conceptual Site Plan Figure 2-8?

Why does the CSP Fig. 2-8 shows “height” numbers that are less then 1/16” in height and can barely be read with a magnifying glass?

What does T.O.P. on CSP Fig. 2-8 mean?

Why do at least eight buildings/structures have “heights” that exceed the “2010” Measure G 45 foot height limit?

Does the CSP Fig. 2-8 showing a 55’ 0” T.O.P. number on the PIER garage comply with Measure G? How does the CSP Fig. 2-8 PIER garage plus the height of vehicles parked on top comply with Measure G?

Does the height of the 1978-80 Ron Saffren Development (PIER Plaza) plus the existing PIER garage on which it is built comply with Measure G?
Ms. Owston
katie.owston@redondo.org

The California Coastal Commission in a public hearing with the developer of PIER Plaza came to an agreement on the height of the buildings being built there.

What is the height of the DEIR proposed Harbor Drive parking lot? Does this parking lot have below grade parking levels like the Sheraton Hotel across the street?

Why does the CSP Fig. 2-8 not provide building heights for the 800′ long “Hotel”?

Why does a 6,800 page, million dollar plus DEIR, paid for by the “developer,” go to such extremes to hide the negative impacts of this Water Front Project?

What would the grade level of the extended Pacific Avenue be relative to the existing adjacent Ocean Club and the Village Condominium residential buildings?

Why does the DEIR find no significant health impacts to the residence living in the Ocean Club Apartments and the Village Condominiums from the extension of Pacific Avenue to Torrance Blvd.? None of these units nor do the Sea Scapes have air conditioning. All these residents are “Green” and dependent on the Ocean breeze for cooling. In the 40 year+ history of the Ocean Club and Village Condominiums there has never been vehicle traffic from Pacific Avenue there.

Why not use an automated “Green” trolley system to accomplish an improved circulation system in the King Harbor/PIER complex instead of extending Pacific Avenue?

Where will all of the delivery and trash trucks that come with this 500,000 SF development go? I could not find it in the DEIR.

Does the DEIR Figure 3.1-22 show “dark sky” lighting that doesn’t shine into residential apartments and condominiums adjacent to a proposed Pacific Avenue road connection to Torrance Blvd.?

Why does this Water Front DEIR reduce the size of the existing recreational facilities?

Why are the number of existing parking spaces for trailered boats being reduced by 30%?

What visitor boat slips are available for Marina del Rey and Long Beach yachtsmen? I was not able to find them.

Why is the existing “Sea Side Lagoon” being down sized by 50%?

Why is the wooden “day” boat fishing pier with “Polly’s” and the Bait Shop being eliminated?

Why does the DEIR find no significant impact on recreational opportunities when boater’s parking and the “kids” Lagoon are being down sized?

It takes a real stretch of one’s imagination to see how this project possibly adds any open space, recreational opportunities and keeps the existing “public” Ocean views.
Ms. Owston  
katie.owston@redondo.org

Why does the DEIR not account for the impact that the future development of the 60+ acre AES power plant site will have on Redondo Beach residence quality of life? The AES site development in the future could add another 12,000+ vehicle trips.

If the AES site design put a parking garage on the east side of Harbor Drive, it'd save priceless Ocean views on Harbor Drive.

Why does the DEIR find no significant impact from 12,500 additional daily vehicle trips generated by the Water Front Project? Did the DEIR conduct any of these traffic studies on a typical summer weekend?

How does rental office space and a movie theater on the Water Front enhance the "public's" experience of the beautiful California coastline and help keep these priceless Ocean views?

In reviewing this DEIR I was reminded that the California Coastal Commission guidelines basically state that the beauty and splendor of the California coast naturally exists, and is not enhanced by building more concrete structures at the beach.

Sincerely ........ Greg Diote, 645 Paseo de la Playa #202, Redondo Beach.

Please acknowledge receipt of my Water Front Project DEIR questions and comments.

Thank You.  

[Signature]

3 of 3
Pollys on the pier

joyce383 <joyce383@sky.com>

Mon 1/1/2016 1:14 PM

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

Please do not let the sports fishing pier go...we visit every year from the uk and love spending time at pollys and enjoying watching the wildlife...it is a charming tourist attraction.

Christine & dennis joyce wales yk

Sent from Samsung Mobile on O2
The hand-launch boat dock adjacent to the Seaside Lagoon is a unique resource in Santa Monica Bay. I don’t believe there’s a similar launch site anywhere on the Bay. Especially in recent years, this dock has experienced a surge in usage from kayakers, paddleboarders, and fishermen. The ability to dry-launch from a dock that’s easy to drive to and park near is a huge advantage over the beach-launch situation being proposed along with the sad demise of the enclosed Seaside Lagoon. This public access to our beautiful South Bay waters must not be compromised, and I strongly suspect the Coastal Commission will agree.

Allan Mason
625 Monterey Blvd
Hermosa Beach, CA 90254
310-379-5831
Comments on the DEIR

What are the improvements for the use of the Harbor as an Ocean resource? How are actual approaches for the kayakers, stand-up-boarding, etc, going to work when there is not enough convenient parking to load and unload the boards safely. How will this new arrangement impact the use of the Ocean as an Ocean recreational area.

Gretchen Lloyd
3103765223
Ms. Owston,
I've lived in RB almost 25 years. It astounds me how our City Government has gone for decades letting our Waterfront deteriorate and now wants to turn it into basically a shopping center with a movie theater and huge "block" type buildings ruining our HARBOR. The fact that the DEIR says there will be virtually "no impact" is a farce. People in the CenterCal video say, "Nobody comes here anymore." Really? I had breakfast with Hubby at Barney's over the weekend. There were people everywhere.

I have been asking Fred Bruning for over two years where the delivery trucks and large tour buses will go/park/queue up. Where will all the garbage be placed and from where will it be picked up? No answer yet. If nobody comes to the Pier, then why are delivery trucks lined up around the Torrance Circle delivering food, alcohol, and other goods all day long? Please see the attach'd pictures. In just a couple days, I jotted down the delivery trucks I saw from my kitchen window. Many of these are huge vehicles. Let me just list some of these trucks for you:

U.S. Foods,  
World Divide  
Sysco  
Waxie  
Pacific Fish Co  
Fresh Point Produce  
Coca Cola  
Pepsi
That's a lot of trucks, 32 in my list. That is not even all of the delivery trucks. If this many trucks line the Torrance Circle now, what on earth will happen when they over-develop the area and we have 10 times more delivery trucks? Notice the lovely Athens trash dumpsters on the street too? Nowhere in that slick video do I see a designated place for the trucks and huge tour buses to go. We were promised a 3D mock up in 2012 and have yet to see one. People are angry because Fred Bruning won't answer our questions and work with us. That is crystal clear. And Bruning knows he has the City backing him every step of the way.

The monstrosity would have been built already if it weren't for many concerned citizens who only want well-thought-out development that won't ruin our beautiful Harbor for the next hundred years. The city is
not thoroughly PLANNING this project out. Just look at previous debacles with the structure by the post office that was supposed to be a WATER fountain. Then after it was completed, they then realized they could not have a water fountain due to the power lines directly above it. Then the example of reducing Herondo Street down to 2 lanes from 4 lanes. Sure, that's smart. Let's build a huge Lifestyle Center/Mall down at the Harbor, but let's first remove 2 lanes on a main artery to get people down there. A first-grader could have done better than that.

Now that AES is selling their property, the two properties should be combined to carefully plan out and build a wonderful waterfront project that will benefit everyone and not overcrowd our streets and turn our harbor into a bunch of concrete boxy buildings. And a movie theater? Who is going to come to the beach to sit inside a movie theater? Have you not noticed, movie theaters are closing down all around the South Bay. This is absurd. Where will the boaters park? Opening up shrinking the size of the Seaside Lagoon is a mistake too.

Please, I beg of the City, STOP, plan wisely, and do not ruin our Harbor. Look at Pier Plaza now. Vacant, deteriorated buildings. Why? Because all that retail did not work in this area. Yes, the Waterfront/Pier needs revitalization, but in a responsible manner.

Thank you,
Kelly Charles
25 year Redondo Resident
Thank you for your attention

Maria Castillo <maria.castillo@ihg.com>

Tue 1/12/2016 6:27 PM

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

Love the Waterfront ideas! Exciting and I LOVE LOVE LOVE them all. The only sad and depressing to the whole idea of change is the Parking Garage in front of Our Crowne Plaza and Redondo Beach Hotel.

UGLY... Sadly, reminds me of the looks of the tight parking garages at Santa Monica and Downtown LA. (Blah!) No one here want's them, concrete vistas ruin the view.

Looks like I'll be selling room views overlooking the concrete parking garage. Wonder if Wyland would come out and paint them? Perhaps.

My Big Question? Why not keep an ocean spacious view and work on making the AES Bldg. as that designated area for Beach Cities Parking. Bring in the RED LINE that was here years ago... MTA? why not. Bring on a railway like that of The Grove Train? Bring even more visitors and guest's to the area with some amazing transport options year round? Think of the transportation opportunity to share with that of Hermosa Beach, and Manhattan Beach our beach cities all need parking. ($$$$) Bottom line, why not think bigger and better.

An impossible idea? Perhaps? but why not? Just think of the impossible... get the County and City of Los Angeles to pitch into the idea?

Just an idea,

Maria Elena Castillo
Chef Concierge
Social Media

Crowne Plaza Redondo Beach and Marina Hotel
Los Angeles Concierge Association Member
300 N Harbor Drive
Redondo Beach, CA 90277-2552
Tel 310-318-8888
Dir 310-318-7785
Fax 310-376-1930
maria.castillo@ihg.com
www.cpredondobeachhotel.com

“In Service Through Friendship”
EIR and Sportfishing Pier

janet johnson <janetjohnson535@yahoo.com>

Wed 1/13/2016 10:24 AM

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

Please keep the Little Pier in the Redondo Beach Harbor

"Charm" is a key but often missing ingredient in large-scale redevelopment.

The Little Pier has charm and so much more. It demonstrates that fishing is still an important and fun part of the harbor, both for those who do the fishing and for the many who watch.

It also maintains the valuable extension over the water for related commercial enterprises, hopefully smaller in scale and more "homey" that what might be built elsewhere in the waterfront. If you tear down the little pier, it is likely gone forever...just like so many of the other torn down landmarks from the past that now look extremely engaging.

This pier is perhaps the closest connection people can have with the vast opportunities to actually interact with the ocean itself, except for those who just want to go swimming or surfing. We should be making it easier for people to experience things like whale watching trips, day fishing trips, or over-the-water dining at places like Polly's, not limiting these opportunities by taking down another important icon for Redondo Beach.

Replace it; make it even better! Don't erase this charming pier, scaled for families to enjoy in a leisurely way, stepping out over the ocean for an unfettered feeling of being really close to the ocean on the magical pier walkway.

Janet Johnson
535 Esplanade Avenue #602
Redondo Beach, CA 90277
310 567 1117
DEIR Comment Cards

Joe Eyen <joee@cerrell.com>

Wed 1/13/2016 12:36 PM

To: Katie Owston <Katie.Owston@redondo.org>;
Cc: Taylor Wolfson <taylor@cerrell.com>;

Attachments:
- DEIR Comment - Alex See.pdf
- DEIR Comment - Christina Wennstrom.pdf
- DEIR Comment - Mel See.pdf
- DEIR Comment - Scott Fellows.pdf

Hi Katie,

Attached are four DEIR comment cards that we collected last Saturday.

Thanks,

Joe

Joe Eyen
Account Coordinator
Cerrell Associates, Inc.
320 N. Larchmont Blvd.
Los Angeles, CA 90004
Office: (323) 466-3445
joee@cerrell.com
www.cerrell.com
Draft Environmental Impact Report Comment

Name: Scott Fellows  Organization/Business: Rotary
Address: 
Phone:  Email: SEFScooter @Aol.com

Comment: The only concern I have is the movie theater. Many have failed in the South Bay. I can give several examples.
I support the project.
It help local businesses.
I support the project. It improves local infrastructure, and helps local businesses.
Comment:

I love Redondo Beach! I've built my small business that is inspired & based here in Redondo - I want my community to thrive. I support growth, in all aspects of one's life, whether personal or socially... & now with the waterfront project... residentially. Improving where we live & socialize is important. With a sustainable project like the waterfront, I'm looking forward to Redondo's growth for the future!
Pier Refurbishing

jim desalvo <jimdesalvo58@yahoo.com>

Wed 1/13/2016 1:38 PM

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

I sent you an e-mail a while back asking about the impact that the construction on the pier will have on Redondo residents. I have not heard back from you so I will ask again. How can it be that additional traffic, noise and congestion will not impact our way of life. I agree the pier needs to be retrofitted, but it does not require a miniature shopping mall. I feel the area won't support it and it will cause undue stress on the local residents, who should be first priority.

I look forward to your response.

Sent from Yahoo Mail for iPhone
Regarding the DEIR

Please explain how the conclusion could possibly be reached that there will be no impact on the traffic with the huge increase of auto traffic to and then into the Project? And was the addition of the many many many delivery truck / van trips caused by the Project factored into the so called traffic analysis? All these additional vehicles will cause a massive increase in the noise, pollution, and traffic gridlock. And BTW does anyone even know what provisions have even been made for where those same delivery trucks / vans are going to go once they are within the confines of the Project? Surely that needs to be taken into account and it doesn't appear to be a concern at all of CenterCal or those preparing the DEIR. Or is that not a concern of the EIR? If not, it surely should be.

Thank you. Joanne Newman Redondo, CA. 310-372-9604 redondonredhead@aol.com
Comments on the DEIR

What is the impact of the increased traffic on entering and exiting the businesses along Harbor Drive, particularly on week-ends? At this time the traffic is backing up on Harbor Dr whenever a car wants to turn into or out of any of the businesses along that area.

Gretchen Lloyd
303765223
gclloyd_2000@yahoo.com
I am 100% for the new waterfront in its entirety.

Jim Veeck
140 the village #201
I'm a resident of North Redondo and I work in South Redondo. I'm in favor of the Waterfront project. I often take a walk on the strand and walk through the pier. I hardly ever stop to shop because there's nothing of interest to buy. I never go to the restaurants. The old ones look dirty and run down and not inviting. I would love to have a beautiful pier area where there are places to shop, eat and stroll.
Comment supporting waterfront

jasonmay1@gmail.com

Wed 1/13/2016 6:40 PM

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

Hello,

My name is Jason May and I am a redondo beach resident (90278).

I would like to comment in favor of the redevelopment. It will do several things for our city,

1) It will provide more venues for entertainment. Currently my wife and I go to other cities (hermosa, Manhattan, etc) to eat out or take guests. It would be great to have a nice area to go in our own city.

2) It will increase tax revenues for the city, which can be used for local services or potentially a reduction in property tax rates

3) It will be good for local property values. This has a secondary effect of increasing tax revenue as more people move to the area and purchase higher valued homes.

Our city is in competition with every other local municipality for jobs, professional residents, tourists and their tourism funds and tax dollars, and this redevelopment will help us become competitive as a city with broad ranging benefits.

Thank you,

Jason May

Sent from my iPhone
Waterfront Development Project resident Concerns

Joyce Topping <joycetopping@yahoo.com>

Wed 1/13/2016 6:51 PM

To: Katie Owston <Katie.Owston@redondo.org>; 
Cc: Joyce Topping <joycetopping@yahoo.com>

Following are some of my key objections to the current proposed Waterfront Development Project:

View Obstruction: With the current proposed project including 3 story structures, the views that drive our property values (and that we purchased as part of our dwellings) will be reduced by 80%. The ocean views enjoyed by visitors and residents surrounding the Redondo Beach Pier will be overwhelmingly lost. This sacrifice by residents to, (if successful,) bring visitors in from other cities, seems a poor tradeoff for the current residents of our city.

Traffic and Parking impact: With a proposed increase of 140% in development along our waterfront, we see only an 8% plan for additional parking. The impact will push visitors to residential street parking in surrounding areas, or due to the difficulty in parking, visitors will simply opt not to visit our area. With an estimated traffic increase of 88% with an additional 10,000+ additional car trips a day we will soon experience the type of gridlock, we currently see in West Hollywood area.

Water Quality: Negative impact to water quality, when current Redondo Beach has a 2015 Heal the Bay grading of F for winter and wet months. Reducing the current size of the Seaside Lagoon is not likely to reduce the E-coli and fecal substandard scores moving forward.

Noise and air quality impact: Increasing the pier facility by an additional 304K feet, more than doubles the size, thus more than doubling the potential noise impact to residents. The close proximity of the proposed road to the existing residential buildings, will negatively impact residents with additional noise, and air quality issues. One such building includes a senior living facility, whose impact must be taken into account.
We are in definite need of the pier area revitalization to benefit the community and visitors. We need to support an area that is safe and pleasant where we can feel comfortable spending time in, eating, shopping and just walking through. Recently we had a family gathering with relatives here from around the country. We ate at Kincaids, The Cheesecake factory and The Blue Water Grill but stayed away from the unpleasant and rundown pier area in which I was embarrassed to have my relatives see. I referred them to Hermosa and Manhattan Beach areas to visit and bike to.

I would like to be able to walk or bike from Torrance Beach area, where I live to the pier and lock my bike without feeling threatened or like I cannot leave my bike out of sight for fear it will be stolen, with many undesirable people walking around.

I am all for cleaning up and revitalizing the area!

Christine Johnson

Education Specialist
Golf Professional
I have gone to a coffee gathering of interested citizens and followed the progress on the newspapers and internet. I think the project could not be much better.

The decay of the underground parking lot is concern enough. But to bring some nice restaurants, a theater, a market, a better lagoon is outstanding.

I've heard the vocal dissenters of this project, and I don't buy into their concerns.

I fully support the Waterfront project, and look forward to its success.

David Warner
Resident of Redondo Beach
Ann Huntsman <annhuntsman@sbcglobal.net>

Wed 1/13/2016 9:51 PM

To: Katie Owston <Katie.Owston@redondo.org>
Cc: Kelly Charles <kellyhoa12@aol.com>

I wish to raise my concerns re this report. What seems to be overlooked: noise, traffic, loss of views, traffic, pollution - all factors that seriously affect lifestyle, health and ambience in this beautiful area.

Ann Huntsman
640 The Village Unit 114
Time to change the pier for the future!

Sent from my iPad
Support for the Waterfront Project

Niclas Chavez <niclas_j_chavez@msn.com>
Thu 1/14/2016 7:49 AM
To: Katie Owston <Katie.Owston@redondo.org>;

Ms. Owston,

I support the Redondo Beach Waterfront Project, this project will enhance and beautify our city. The current waterfront is in desperate need of repair. Our city needs to elevate its status to at least replicate but hopefully surpass its historical status as a destination stop for all to visit. This project should assist in this transformation.

Thank you for your time.

Regards,

Niclas Chavez
Redondo Beach resident
Re: Comment supporting waterfront

Rebecca Baker <mail@rebeccabaker.tv>

Thu 1/14/2016 8:44 AM

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

Hi Katie,

I am also a Redondo Beach Resident and am so thrilled about the potential of the waterfront. Redondo Beach doesn’t have a hip gathering place for it’s residents, nothing beautiful to be proud of. It’s old, sleepy and a bit run down. Every time friends and family come to town, we take them to eat at Manhattan beach Post or to Abigail’s in Hermosa, never once have we taken visitors to dine or shop in Redondo. Would love to have a place in our own town to be proud of.

thanks,
Rebecca

Rebecca Baker | Producer
www.savingonelifeatatime.org
Cell 785-979-1001
Instagram: @savingonelifeatatime

On Jan 13, 2016, at 6:41 PM, jasonmay1@gmail.com wrote:

FYI the comment period ends in 7 days, here is the message I sent in support, if you’d like to send them a message as well!

Sent from my iPhone

Begin forwarded message:

From: jasonmay1@gmail.com
Date: January 13, 2016 at 6:40:35 PM PST
To: katie.owston@redondo.org
Subject: Comment supporting waterfront

Hello,

My name is Jason May and I am a redondo beach resident (90278).

I would like to comment in favor of the redevelopment. It will do several things for our city,

1) It will provide more venues for entertainment. Currently my wife and I go to other cities (hermosa,
Manhattan, etc) to eat out or take guests. It would be great to have a nice area to go in our own city.

2) It will increase tax revenues for the city, which can be used for local services or potentially a reduction in property tax rates

3) It will be good for local property values. This has a secondary effect of increasing tax revenue as more people move to the area and purchase higher valued homes.

Our city is in competition with every other local municipality for jobs, professional residents, tourists and their tourism funds and tax dollars, and this redevelopment will help us become competitive as a city with broad ranging benefits.

Thank you,

Jason May

Sent from my iPhone
Hi Katie,

I just wanted to weigh in on the Waterfront Project.

First, let me state that I support the Waterfront Project. I am one of the artists who designed and created the "Ocean Steps" mosaic stairs. My mosaic partner, Debbie Collette, and I met with one of CenterCals' engineers and Jean-Paul Wardy over a year ago to express our concern that the "Ocean Steps" not be destroyed through this revitalization process. These stairs were the first public art project approved by the public art commission. We gave five months of our time for this project, and over 50 volunteers helped Debbie and me to create this gift (we charged no fee) to the city of Redondo Beach. I truly hope that CenterCal takes all of this into consideration when planning and designing around this beautiful addition to the waterfront.

Thank you.

With respect,

Patti Linnett
The Waterfront

Rita Hora <ritahora1@gmail.com>

Thu 1/14/2016 10:13 AM

To: Katie Owston <Katie.Owston@redondo.org>;
Cc: Mmarraffino@cectercal.com <Mmarraffino@cectercal.com>;

My name is Rita Hora, and my husband is Surjit Hora, we live at 230 The Village, unit 203.

We were at the meeting last night at our neighbor’s house led by Michaela Marraffino of Centercal. My husband and I moved from New York to this beautiful Redondo Beach two years ago. However, we did not know at that time what was in store regarding construction and repairs. I had written a letter to The Beach Reporter, which was published, stating our concerns regarding the proposed plan. Yes, we should definitely repair the ruins, bring some nice restaurants here, facelift the entire pier. However, constructing the road is not a good idea. I saw the pictures, it is looking commercial, not at all pedestrian friendly and it is not the lifestyle we chose. My suggestion is to have cobblestone boardwalk, instead of road, or have trolley. Road is so undesirable, not to mention the traffic, noise, etc. please go head renovate, but keep in mind the residents who live here, we will be so crushed. I hope you will consider our feelings about not building the road and take an alternative route. I thank you for the opportunity to communicate with you. I can be reached via email, or feel free to call me at 310 376 3231.

Sincerely,

Rita Hora
I've been active in the tourism side of Redondo Beach for the past 13 years and a former 8 yr resident of N. Redondo. I support the CenterCal project for its comprehensive and sensitive redevelopment plan. To keep visitors adding $4M a year in bed taxes, we must improve not only the infrastructure; but also the overall look and feel of the “experience” Redondo can offer business, leisure and international guests. Let’s move forward...now and quickly.
Save the little pier

Lea Ann King <leaannking1@gmail.com>

Thu 1/14/2016 2:20 PM

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

I would like to register my support for maintaining the little pier as it is. Support the renovation of the big pier and the Redondo Beach revitalization plans. However, it would be important in my estimation to retain a touch of the old traditions as well. I have enjoyed taking my grandchildren to Polly’s for breakfast on the weekends. We watch the fishing boats come in and get a taste of the old days. It reminds me of visits to New England.

I have lived in the area for 40 years and appreciate the bountiful food of Polly’s and the particularly charming and unique atmosphere. As the beach cities become more developed, it would be a shame to lose a piece of charm and history. Polly’s always has been a secret destination for many of us. Unknown too many outsiders. I would love to keep his hidden gem for the residents.

Lea Ann King
Manhattan Beach

Sent from my iPad
Comments on Draft EIR:

The recent storms + high waves should be enough evidence to prevent a boat ramp on mole A. The parking lot was damaged + the road closed. Building a ramp, the dock + park here would be a disaster! Even this event (not the biggest ever) would have torn out the docks + potentially setup a full spill into the harbor. Boating safety + environmental issues would be at risk. Personally I do not think a ramp anywhere in KHB is needed. Update the hoist or even subsidize the hoist and boaters could be served at much less risk and less mone. If you must put in a ramp then choose own.

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

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

Comments may also be submitted via email to katie.owston@redondo.org.
All comments must be received no later than 5:30 p.m. on January 19, 2016.
Mole C. It is safer provide more room to maneuver the boats and is a much shorter distance to the harbor mouth. Less driving in the harbor waters means less pollution in our waters.

Please consider the safety, environment and cost issues not to mention liability potential when deciding where to build this ramp if totally necessary.

The access into or out of mole A with the new parking lot and bike lanes is a totally separate issue but would be a driving nuisance and surely some bikes will be hit by a trailer trying to make a right or left turn into the area. The cost of totally redoing the area and access should be considered.

Sincerely,

[Signature]
Save the Polly's and the little pier

Judith Farrell <farrelljudith@yahoo.com>  
Thu 1/14/2016 5:09 PM

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

Please save Polly's restaurant and the little pier. I live in Redondo and love Polly's and whale watching.
Support for new waterfront

William Thon <bharley38@icloud.com>

Thu 1/14/2016 6:03 PM

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

Looks like a project long overdue. Redondo Beach has fallen far behind the other near by destination beach cities and as lovely as it is, it is still in great need of a facelift. Will be some inconveniences for locals for a while, but when finished I believe everyone will be proud of the new look and feel. We own a condo that overlooks the harbor.
Pier on North Harbor Drive in Redondo

celeste coar <celeste_lomaland@yahoo.com>

Thu 1/14/2016 7:47 PM

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

I have fond memories of this pier from decades past. It is truly a historical gem and exudes a great home town feeling of local charm and hospitality. Redondo Beach should know that we cherish Polly's on the Pier and the Voyager! Scrap what you want elsewhere, but save the pier!

C. Coar
Harbor and pier improvements

Ernie <ernie.odell@yahoo.com>
Thu 1/14/2016 8:10 PM

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

I am strongly in favor of the renovations being proposed in the harbor area. Being a past business owner on the pier, (Starboard Attitude Lounge) for eight years, I have witnessed first hand the deterioration of the pier and harbor area. Also as past City Treasurer of Redondo Beach from 1995 to 2013 I experienced the financial and functional problems associated with the Pier Parking building and the infrastructure surrounding it. I wish you the best of luck in bringing this vital area up to the standards it truly deserves.

Ernie O'Dell

Sent from my iPad
Save the pier

Cindy Compert <cindycompert@yahoo.com>

Thu 1/14/2016 9:11 PM

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

Katie,
I heartily support efforts to make sure that Polly's and the Fishing pier stays in future plans for the harbor.

Regards,
Cindy Compert
22 year Redondo Beach resident and Polly's artist
Subject <cindycompert@yahoo.com>

To keep the item longer, apply a different retention policy.

Make sure that Polly's and the Fishing pier stays in future plans for the community and Polly's artist.

cont'd
Katie,

I recently purchased a condo at 630 The Village, Redondo Beach. I am concerned the new construction may change my view of the ocean. Is there a way to determine if my view is going to be changed or lost?

David Siurek  
Global Security Consultants LLC  
951 306 2554
Dear Katie,

Please add these comments to the public record for consideration.

This reference below is from the current DEIR Executive Summary

ES.5.2.8 Alternative 8 – Alternative Small
Craft Boat Ramp Facilities within King Harbor

I believe the Mole A sight should eliminated from this proposal for several reasons. The main reason is due to an extreme hazard to the public. I have studied this document and under “Hazards” I have not found a risk assessment to the public for granted access to a boat launching ramp in Mole A. Just this month I have witnessed life threatening large ocean wave wash through this area. The period of time when these ocean waves appear are in the winter and early spring months (i.e. November through March). These waves initiate in the North Pacific thousands of miles from our harbor and can a show up unannounced at this location not only in storm conditions but also in perfect local weather conditions.

As a long standing member of King Harbor Yacht Club, I have personally warned several non-members of the yacht club that are not on the yacht club property but near the break wall structure to leave the area due to this hazard. The Fire Department and Police records over the last couple decades should show several calls to these departments requesting assistance for injuries to members of the public.

Summary of deficiencies found within the current DEIR that need be addressed and included the final version of the DEIR discussion for Alternative 8 (ramp on Mole A):

1. It fails to present any risk assessment analysis to the general public safety by locating a ramp on Mole A.

2. It fails to discuss or assess the City’s liability for injury, death and or property damage by virtue of creating a dangerous condition in locating and constructing a public ramp next to the main break wall structure.

3. It fails to present records and or analysis from the Redondo Police and Fire Departments of the
numerous emergency responses to the proposed ramp on Mole A.

4. It fails to present any analysis of the wave action on the proposed ramp site, especially during the months of November through March.

5. Finally, it fails to discuss whether or not a boat ramp in said location is even feasible during said months.

Robert C. Cole
28117 Golden Meadow Dr.
Rancho Palos Verdes, CA 90275

Robert.c.cole@aero.org
klastma@yahoo.com
Greg Diete <surfsidecubs38@gmail.com>

Fri 1/15/2016 10:48 AM

To: Katie Owston <Katie.Owston@redondo.org>;
Cc: Sean Scully <Sean.Scully@redondo.org>;

4 attachments
Scan.pdf; ATT00001.txt; Scan 1.pdf; IMG_1006.jpeg;

Katie Owston...... Please confirm receipt of DEIR.
Ms. Katie Owston
January 13, 2016

katie.owston@redondo.org

Re: Water Front Project Draft Environmental Impact Report.

I do appreciate the opportunity to comment on a small part of this DEIR I was able to review. Of course, it's ridiculous in this DEIR process to expect the general public, in the time given, to review and comment with questions on the entirety of this 6,800 page document.

Chapter 2 of the DEIR refers to the Pier Plaza Development as a 70,000 SF Office Complex. When Ron Saffern developed the “top deck” in 1979-80, it was “sold” to the city and public as a coastal retail shopping complex with seven restaurants. The demographic and financial studies predictions for its success were all positive... but the Pier Plaza was not a commercial success. The complex was eventually taken over by government and public offices and municipal court rooms. Originally the California Coastal Commission did not permit this development to be an Office Complex, because business offices are not Coastal dependent. What has changed to make office space Coastal dependent?

I didn't find the total water acreage of the site in the DEIR. Does the 11.6 acres of open space in Chapter 2 Figure 2-7 include any water elements? How many acres of open space in the DEIR Water Front Project site can be attributable to the Horseshoe Pier, Basin 3, New Trailered Boat Launch, Seaside Lagoon and any other water elements in the 36 acre WFP site?

Chapter 2 page 2-29 refers to a 2012 structural study/analysis of the South Pier parking structure that was built in 1973. The DEIR states that the Walker Restoration Consultants did the 2012 report and found that this parking structure had another 15 to 20 years of life, if substantial repairs were done. Did the “Walker” report state the estimated cost of these repairs? I could not find this in the DEIR. I made a Public Records Request for this “Walker” report/analysis on January 13, 2016. I don’t know, if the “City” can provide the report in time to provide questions and comments to the DEIR, before the January 19, 2016 dead line for public comment. After January 19, 2016, can the “Walker” report’s findings, i.e. estimated cost to repair the parking structures, be a part of the DEIR public record?

Does the DEIR provide an Alternative site development plan that considers the restoration of the 1,018 stall South Pier Parking structure built in 1973, the demolition of the 1960’s south parking structure and the demolition of the Pier Plaza 70,000 SF Office Complex, and the construction of the 130 room Boutique Hotel on the demolished 1960’s south parking site combined with the demolished “octagon” building site? The 22,000 SF of International Boardwalk tenants could possible occupy the ocean front ground level of the restored South Pier Parking structure. Since a new 5 story, 1,157 stall garage is estimated by CenterCal to cost $50,000,000 plus the million’s more the “City” would pay for all of the demolition work and roadway, this “Alternative” should be given serious consideration.

Chapter 3 page 3.0-6 states that the 50 acre AES site is not part of this DEIR, because any future development is considered speculative. This DEIR’s simplistic dealing with the coming future development on the AES site is blindly ignoring the reality that the AES site will be developed.
Why is the new 57 room Shade Hotel not part of this DEIR?

Chapter 3.1 page 3.1-1 states there is no substantial adverse effect on local valued views, because of the new Main Street and Pacific Avenue reconnection. How does the reconnection of Pacific Avenue substantially eliminate the adverse effects this development will have on local views?

Chapter 3.1 page 3.1-6 states that views from Czulager Park, Seaside Lagoon, Veterans Park, and bike paths have moderate viewer sensitivity, and that views maybe of secondary importance. Further... automobile drivers have low view sensitivity. Did the experts take into consideration that the vehicles passengers might enjoy the ocean views? What's the value of these beautiful ocean views to Redondo residents?

Chapter 3 Fig. 3.1-7 show an ocean view from the high up viewing platform at the eastern end of Czulager Park. These photo’s of ocean view’s are deceptive, because park visitors and picnickers’ are generally found in the middle and lower grassy area’s of Czulager park. These middle and lower grassy area’s would have significant view blockage from the Water Front Project as it is illustrated in the DEIR?

Chapter 3 Fig. 3.1-5b shows a current ocean view blockage, if a viewer were to stand directly in front of Captain Kid's fish house on Harbor Drive. The “WFP” DEIR would remove Captain Kid’s providing a 120’ wide ocean view corridor. The DEIR doesn’t point out that the 780 linear feet to the north of Captain Kid’s is virtually a solid 30’ to 45’ wall blocking views along the newly completed bike path.

Looking in a northwesterly direction from Veteran’s Park the ocean view blockage is significant. Where in Chapter 3 does the DEIR show the Veteran’s Park public views being significantly obstructed?

In Chapter 3 the DEIR’s use of low, moderate and high sensitivity viewers... diminishes the value and importance of the ocean views to the general public.

Unfortunately the Water Front Project DEIR process won’t yield the best result for the City of Redondo Beach, because everyone who attended the public hearings conducted by CenterCal at the RB Performing Arts Center were never permitted to publicly comment on the Water Front Project that’s going through this DEIR process. Also, the City of Redondo Beach handicapped the process by not maintaining the Pier parking structure for the past 40 years, and the “City” never developed a General Plan for the Pier and King Harbor Marina over the last 40 years.

The only way to get the best possible Water Front Project is by reducing the size of the project, save $50,000,000 by repairing the Pier Parking structure, and find a way to make the AES site development part of the over all plan for King Harbor.

Sincerely.... Greg Diete. 645 Paseo de la Playa #202, Redondo Beach 90277 surfsidecubs38@gmail.com

Please acknowledge receipt of my Water Front Project DEIR questions and comments. Thank you.
I am totally in support of Saving The Little Pier. Places like this are what our city it all about. I love the atmosphere by the water, and watching the birds and sea life.

Robin Ridenour
Redondo Beach
Waterfront Draft EIR Input & Questions

Lisa Falk <kaholo@earthlink.net>

Fri 1/15/2016 2:27 PM

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

Regarding Recommendation for Boat Launch Ramp on Mole A:

The DEIR fails to discuss ANY of the obvious ingress or egress problems connected with tow vehicles and boat trailers.

The maximum length for such a combination in California is 65 feet.

The most likely public entrance for such vehicles is from the east, heading west on Herondo (190th St.). This will necessitate a sharp 90 degree left turn from a single westbound lane to another single southbound lane, then an immediate sharp turn onto another single westbound lane leading towards Mole A - first crossing a two-way bike lane and passing a beach-access parking lot.

Following those turns, accessing Mole A will require two more sharp 90 degree turns and a very tight S turn at a location where bikers, walkers, skateboarders and surfers gather and stand for hours on end to watch the waves and in-water surfers.

While they stand, chat, drink coffee and watch waves or surfers, they completely block the westbound single lane towards Mole A - and often refuse to move - effectively reducing that to a ONE LANE choke-point. I am acutely aware of this, because it is the route I must regularly take to the parking lot by the gate that leads to the dock where my boat is kept.

The DEIR fails to discuss the obvious problems arising from the extremely limited width for such vehicles proceeding on Yacht Club Way towards the alternative boat ramp location on Mole A. For example, at the eastern cement bulkhead on the eastern edge of the King Harbor Marina parking lot, utilized primarily by boaters with slips on King Harbor Marina's Docks G, H, I and J, the curb to curb width of the road is 254 inches. The maximum width of a boat tow vehicle with mirrors is 122 inches. Unless you are going to force the vehicle tires to be against the gutter wall, two such vehicles CANNOT cross. In fact, two regular vehicles often cannot both cross at that point.

If that is to be widened, how many parking spaces for the boaters utilizing those four docks will be removed from the parking lot adjacent the gate leading to docks G, H, I and J? Where are those boaters going to park to access their vessels (approximately 110 vessels)?

The DEIR dismisses Mole B as a possible site for the boat ramp because of the difficulty of ingress and egress for emergency vehicles. Yet there is NO mention of such difficulties when discussing Mole A as an alternative site for the boat ramp. A Redondo Beach fire truck with mirrors is 120 inches wide. If it meets a tow vehicle and trailer, I seriously doubt those vehicles can cross beside each other on the way into or out of Mole A.

I look forward to understanding how this very limited-space area can be the best location for a boat ramp, in light of the width barriers, road difficulties and parking issues - both for the ramp users (towing vehicles...
and trailers) and boat owners with slips.

Thank you.

Lisa Falk
Boat Owner in King Harbor Marina since 2001
Resident of Redondo Beach since 1988
120 S. Juanita Avenue
kaholo@earthlink.net
Traffic Impacts

Section 3.13-TRA-2-Traffic and Transportation
The proposed project would have an adverse effect on the traffic congestion in adjacent public roadways.

*Impact:* The number of vehicle trips currently generated in the project area as listed in the EIR is 11,838. The proposed project would increase the vehicle trips to 22,234.

1. The vehicle trip measurement was made on weekdays, not weekends when recreational users are most likely to utilize the project area.
2. The vehicle trip measurement for Pacific Coast Highway was measured on weekdays and doesn’t accurately measure traffic patterns on weekends when additional traffic is generated.
3. The vehicle trip measurement study radius area included the project area along with adjacent roadways. It was assumed that beyond that radius the traffic would be sufficiently dispersed. However, current poor LOS at the intersection of Aviation & PCH will be severely impacted during both the construction period and operational period.

*Recommendation:*
1. Trip generation pattern assumptions were influenced by the AECOM 2015 study which projected that 80% of sales would be generated by day time workers within a radius of 8-10 miles. Because of this influence, the weekend traffic generation patterns for the project area and adjacent roadways were not considered.
2. Additional weekend traffic generation studies need to be made for the project area and adjacent roadways.
3. The traffic generation study area radius needs to be expanded to include the northern portions of Pacific Coast Highway to Aviation & PCH.

View Impacts

*Section 3.1 AES-1 through AES-3 Aesthetics and Visual Resources*
The proposed project would have a significant negative effect on local valued views available to the general public.

*Impact:* The proposed project would substantially degrade the visual character or quality of the site and its surroundings. The Center Cal mall structures block 80% of views along southern Harbor Drive.

*Recommendation:*
1. In the Draft EIR, viewer sensitivity is defined by how people perceive the visual environment and what they find important. High sensitivity represents viewers who highly value a particular view. Viewer sensitivity is strongly influenced by what the viewer is doing, awareness of their surroundings, values, expectations and interests they may have. In the Draft EIR, recreational users are characterized as having moderate viewer sensitivity because they experience the natural environment as secondary to their experience. I challenge this
Waterfront Draft EIR Comments
Sheila W. Lamb

categorization. Recreational users need to be recategorized as a highly sensitive viewer group because they put high value on visually seeing the view and experiencing the natural environment.

2. As above, employees and patrons of businesses at the waterfront need to be recategorized as a highly sensitive viewer group. Employees and patrons put a high value on visually seeing the view and experiencing the natural environment. People choose to work and visit businesses that are located at the waterfront because they put a high value on the natural environment. They not only want to visually see it, they want to be surrounded by it.

3. Due to the fact that viewer groups were identified as primarily low to moderately sensitive viewers, the DEIR did not assess the significant view impacts as negatively impacting these groups, especially for views along Harbor Drive and Czuleger Park. The views proposed under the new waterfront development need to be re-evaluated as significant impacts.

Recreation Impacts

Section 3.12 Recreation-REC-1/REC-2

1. The proposed project would construct a recreational facility (Seaside Lagoon) that would have an adverse physical effect on the health of those using the facility.

   **Impact:** Opening the Seaside Lagoon to King Harbor will expose children, youth and adults to the poor quality of the water in the harbor. In 2014, 25% of the measurements exceeded the E-coli and fecal standards. DEIR 4-119. In addition, there is now a seal barge in the harbor which will add bacteria levels to the water in the harbor.

   **Recommendation:** Maintain the current integrity of the Seaside Lagoon and do not open it to the harbor.

2. The proposed project will have a significant negative effect on the public’s ability to have access to recreational facilities in and around King Harbor.

   **Impact**
   1. 33% of parkland will be paved over
   2. Potential loss of 50% of boating slips
   3. Loss of Seaside Lagoon parking lot for public events
   4. Loss of Sportfishing Pier
   5. 67 boat trailer spots reduced to 20 spots
   6. Reduced surface parking for boaters, swimmers, SUP’ers and kayakers

   **Recommendation:** The proposed development disregards the California Coastal Commission’s recommendations for coastal public recreational spaces. The DEIR needs to show the negative impacts the development will have on recreational users per the CCC’s guidelines.
Cultural Impacts
Section 3.4 Cultural Resources
Implementation of the proposed project would result in the demolition of the Redondo Sportfishing Pier. This would constitute a significant adverse impact to an historical resource as defined by CEQA.

Impact: Mitigation efforts MMCUL-1 and MMCUL-2 would create historical documentation and interpretive programs related to the Sportfishing Pier. These efforts are not sufficient to remedy the adverse impact of the proposed project because the mitigation does not insure the structural integrity of the cultural resource, i.e., the Sportfishing Pier. The Sportfishing Pier (built 1969) is an Historical Resource under CEQA and the structural destruction of this historical resource would have a negative impact on the cultural history of King Harbor.

Recommendation: Because of its historical significance of the Sportfishing Pier to the cultural history of King Harbor, the recommendation is to insure the structural integrity of the Sportfishing Pier.

Sheila W. Lamb
1532 Steinhart Avenue
Redondo Beach, CA 90278
Help Save Our Little Pier

Sue Morgan <becausesue@gmail.com>
Fri 1/15/2016 3:19 PM

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

Regardless of one's position on the CenterCal project in general, I can't imagine there is anyone that does not supporting rebuilding our "Little Pier." The Fishing Pier is a Redondo landmark. It's an essential piece of what Redondo Beach has been and NEEDS to continue to be - a harbor town that provides activities one can only find in a harbor: sportfishing, whale watching, sightseeing, and a great place to dine and enjoy the ocean environment. If the harbor loses the Fishing Pier in the process of "revitalization" it will have lost an integral piece of its soul. We cannot let that happen.

Sincerely,

Mike & Sue Morgan
555 No. Harbor Drive #37
Redondo Beach, CA 90277
Hey Katie!

I’ve written before, but I just want to make sure my comments are heard and recorded. I support the Waterfront wholeheartedly - and I’d love to make sure that the staples of our Waterfront - Naja’s, Quality, Capn Kidds, r10, Slip, Tony’s (ESP Tonys) are all going to be included and incorporated, which I know y’all & CenterCal plan on doing.

Also, PLEASE keep Polly’s on the Pier and the pier that it’s on, in the design - if it has to be re-done, great, but PLEASE keep it! I feel it’s an integral part of our community! It’s the PERFECT place to grab some breakfast after paddle boarding, not to mention it’s a RB ICON! (and we don’t really have that many!)

Lastly, and I know this may be a big one, but PLEASE PLEASE PLEASE find a way to work with our artists (of which I am one) and our RBAG (redondo beach art group) to KEEP the tiled Ocean Steps. I helped with those, but more importantly the artists that did those (Patti Linnett and Debbie Collette) worked an entire summer to bring those to our community and they’re SO beautiful! I know for a fact that they are on plywood panels. Not sure how easy they’d be to relocate, but if they’re going to be demolished, the least we can do is try and save them and incorporate them, perhaps in the market hall wall or steps?

thanks for all y’all are doing - and I look forward to a revitalized downtown - and INCORPORATE AS MUCH ART AS YOU CAN EVERYWHERE!

Erika Snow Robinson
www.redondobeachartist.com
Muralist and Lead Designer for Parsons Project for Kids
RB Main Library & North Branch Children’s Sections
Comments on Draft EIR:

Having lived in Hermosa for 50 years, my very favorite place to eat, bring family & guests & just enjoy in all of Hermosa is "Polly's on the Pier". I would be very sad to lose it to redevelopment. I'm all for progress & making good use of the fabulous real estate & tax possibilities, but I would really hate to lose the tiny part of the marina that feels like its for me, the average resident. Please protect or ensure a place where "locals" can easily park & walk to a not-too-expensive ocean front, on-the-water place to eat. Redondo Pier is too big for me to walk (I am elderly & disabled.) Hermosa is difficult to find close parking in also. I can always count on Polly's. (Not to mention the people, the service & the food.)

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

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

Fri 1/15/2016 4:11 PM

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

I support the Waterfront, however I would like all of the concerns Mark Hansen brought up in the DEIR addressed.

Regards,

April Pitcairn