Comments on Draft EIR: Keep Polley's here
PC502
Comments
The Waterfront
Draft Environmental Impact Report (Draft EIR)

Name: Tom Piper
Retired

Address: 22024 El Segundo Blvd, CA
Zip Code: 90250
Phone (optional): 310-378-3857
E-mail (optional):

Comments on Draft EIR: This should stay as is

(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.
Name:
ROLAND BLANCANFLOR

Organization (optional):

Address:
20035 BURN AVE., TORRANCE
90503

Zip Code:

Phone (optional):

E-mail (optional):

Comments on Draft EIR:
Polly's can never be replaced. Been coming for 30 years.

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

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Comments
The Waterfront
Draft Environmental Impact Report (Draft EIR)

Name: EUGENE STREHLER

Address: 94-1631 LEWA LANI H1
Zip Code: 96772
Phone (optional): 
E-mail (optional): 

Comments on Draft EIR: Grew up in Redondo Beach 1965, on now live out of State. This old pier draws me here to visit, to be on the water.

Thank you,

Eugene Streher

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

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Comments
The Waterfront
Draft Environmental Impact Report (Draft EIR)

Name: Kathryn Elmore Dickens

Address: 124 48th Street, Redondo Beach, CA 90277

Comments on Draft EIR:

Please leave Polly's on a Pier.

She has been here for years on love the atmosphere.

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

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Comments on Draft EIR:

We lived in the South Bay some years ago and Polly's on the Pier was one of our regular meal stops. Polly's is the Small Pier are a wonderful reminder of simpler times and great food & an opportunity to really enjoy the area without all the "worldly splendors". Keeping at least this one Small Pier Small or Simple is a gift to the community & really to the whole area - We always gravitate to Polly's when we are back in So. Cal!
I have been coming to this pier for over 30 years. My family and friends love eating at Polly's and the convenience of the fishing boat. The peace and views of this area is breathtaking. Please do not ruin this pier for future generations to enjoy.

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

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Redondo Beach, California 90277

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I have grown up in the South Bay for the last sixty-four years. Watching the growth of the South Bay (Manhattan Beach, Redondo Beach) and it becoming a major hub for people living and visiting our beach community and offering great living, fine dining and top-notch social activities. I would choose the City of Redondo to lose sportfishing for its community. The beach cities are known for their water sports and for it to eliminate sportfishing would be taking away one of its attributes that attracts people from not only Los Angeles County but from all over the world.

Thank you for your consideration on keeping the pier.

Joseph W. Chavez
Comments on Draft EIR:
I am a fisherman (USCG licensed captain/boat operator). I have been on and around this pier my entire life, it is a figurehead of the harbor, period.
Linda & Eddie Acosta

1336 8th, M.B.
90246

leela_acosta@yahoo.com

We grew up in this area.

Haven't we learned that progress destroys the charm of many areas that have disappeared?

If we are against tearing down Paulie's and the pier.

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

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Redondo Beach, California 90277

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Comments
The Waterfront
Draft Environmental Impact Report (Draft EIR)

Name: Gerald Orzechowski

Address: 510 S Catalina Unit A
Redondo, CA 90277

Phone (optional):

E-mail (optional): gerry.jim@56cglobal.net

Comments on Draft EIR:

Save the pier, sport fishing pier and the horseshoe pier. Keep Cal wants to overdevelop. I am against. Rebuild the existing parking lot. Get rid of the pier. Keep buildings.

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

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

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.
Name: James Phillips

Address: 510 S Catalina Ave, #A
Redondo Beach, CA 90277

Phone (optional): 626 390 5899

E-mail (optional): gerryjim@sbcglobal.net

Comments on Draft EIR:

1. SAVE THE PIER. BIG & SPORTFISHING
2. SAVE THE HORSESHOE PIER
3. INSTEAD OF DEMOLISHING EXISTING PARKING, JUST REPAIR & EXPAND.
4. IF YOU WANT TO DEMOLISH SOMETHING, DEMOLISH THE CARECA PIER PLAZA BUILDINGS GHOSTOWN & PUT IN AN "ART HOUSE" THEATER LIKE THE LONELLE. MAKE IT IN SPANISH RENAISSANCE STYLE OF FOX REDONDO.
5. THE OPEN SPACE OF THE HORSESHOE PIER IS BEAUTIFUL.
6. WE DON'T NEED A HOTEL; WE DON'T NEED A "BACTERIA INFESTED" BEACH.
7. WE NEED TO PRESERVE OPEN SPACE.
8. PUT A CAROUSEL IN THE OCTAGONAL OPEN SPACE.

STOP OVERDEVELOPMENT. MAKE REDONDO FOR THE CITIZENS, NOT FOR THE DEVELOPERS PROFITS.

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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.
Dear Katie Owston:

I'm writing to you to express my concern for the fishing pier, which includes Polly's restaurant and the boat rides for whale watching. We've enjoyed many wonderful times there and were shocked to hear the city of Redondo Beach is hesitating about making the necessary improvements to the pier. It's the best place to watch the boat parade, Polly's has a wonderful breakfast. It's right over the water and during the day we enjoy the friendly birds there. The children love going there too. It's unique and a treasure that should be valued by the city for the many people who go there and bring their friends from out of state there and for all the generations to come. I do hope you'll agree and take good care of the pier. Sincerely,

Katherine Veze

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City of Redondo Beach
415 Diamond Street
Redondo Beach, California 90277

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The pier is part of Redondo Beach. I've been coming here for the last 10 years. I've come here to eat, enjoy the view but mostly for the authenticity. It's one of the last spots that has been untouched. The pier has been here for 50 years, it is part of Redondo's heritage. Preservation is a better option than destruction. Locals and tourists come here to enjoy the food and the view at Pelly's and also board the voyager for whale watching trips. I've done all of this with my family. We come here just to stroll around and enjoy the atmosphere. The pier needs to be saved.
We have heard the ugly rumors of tearing down Polly's Pier! Polly's is an institution! We have been coming here for Polly's since the 80's. We live in Montana and come to So Cal a few times a year and Polly's is a must-do! We were stationed in the Army at Moreno Valley and came down several times a month. Polly’s is always the destination! We would not come down to R.B. if Polly’s were not here. In my opinion—please do not Californicate this beautiful spot with more 5* crap—there’s enough of that on the coast already!
DIANE QUICK

626 S. EVARADO CT #511
90057
Los Angeles CA

Comments on Draft EIR:

My family & I have enjoyed the quiet beauty of Redondo Beach. The Pier since 1968. The doggies, Pelicans, Sea gulls, Whales & Dolphins etc. who BELONG here and is. NATURE at her Best - undisturbed by HUMAN development.

I am 66. Still incredibly fit & refuse to let this MONSTROSITY go any further!!

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

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City of Redondo Beach
415 Diamond Street
Redondo Beach, California 90277

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Comments on Draft EIR:

I have been coming to Polly's for about 35 years. I used to be a resident of Redondo Beach. I now live in Arizona. When I come home to see family at least twice a year, I never miss coming to Polly's. I believe it would be a very bad mistake to remove a historical monument for more greed and money. Instead, for the pleasure it brings.

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

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Comments on Draft EIR:

I have been a resident of the Redondo Beach area since 1973. Polly’s on the Pier is a tradition to my family. We eat here twice a week. The food is great & people friendly. My daughter now lives in Arizona & when she visits we always come HERE. We love the way things are here & we don’t need big money projects. Keep us quaint & original.

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

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City of Redondo Beach
415 Diamond Street
Redondo Beach, California 90277

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All comments must be received no later than 5:30 p.m. on January 19, 2016.
Hearing you need to tear down Polly & the Pier is horrible. Polly is a landmark at Redondo Beach although I do not live in CA, I do frequently visit and no trip goes by without a visit to "Polly". Please consider keeping this landmark many enjoy on a daily basis.

Sincerely, a Polly friend & customer

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

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Redondo Beach, California 90277

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To Whom It May Concern:

It is my understanding that another developer wants to provide what he or she considers a "beachfront project." What does that mean? A place for the locals or a place for the tourists? Tourists will come to the "good" local places. Locals support the locals - they are the consistent, steady income for a local area.

By allowing an establishment like Polly's, who has supported this city and its economy for decades, needs to be an option. I travel from all of state to eat specifically here. I have brought customers to Redondo because of Polly's & Captain Finns - take either of them away & I wont be back - not as the community reviews this project - remember the backbone of what has made this desirable to people in the past, place. Thank you.

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

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Redondo Beach, California 90277

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Pappy's on the Pier is my favorite place to visit. I lived in the area for 11 years and come down regularly. I began coming in 1985 as a visitor from Montara. Later we moved here and came often. Now I am snowbird from Montara and make a point of coming to Redondo to visit Pappy's. Now this tea institution from the Wrecking Ball. It's worth coming to visit.
Comments
The Waterfront
Draft Environmental Impact Report (Draft EIR)

Name:
Organization
(optional):

Address:
8299 South Block Rd, Northlake, TX

Zip Code:
76262

Phone (optional):

E-mail (optional):

Comments on Draft EIR:
I came here because of the way it is now. A drastic change will assure I find some place else. I'm not local, so I obviously went way out of my way to get here. There is a ton of modern waterfront places around here. I avoid. Please don't give me another place to avoid. Save "Polly's on the Pier".

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

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415 Diamond Street
Redondo Beach, California 90277

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DRAFT EIR (DEIR) COMMENTS 01-18-16

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

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

katie.owston@redondo.org

Ms. Owston,

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

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

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

The project proposes a two-lane boat ramp with a breakwall at the Mole C location. The DEIR for the Mole C location does not include the above-referenced breakwall, which provides not only a measure of safety and separation, but also a new area of habitat that would likely more than offset the losses of soft bottom under the new breakwall. Additionally, the DEIR acknowledges that in the one lane Mole C option, space for additional boat ramp parking could be provided, and states that the extra area at the Joes’ Crab Shack site would be paved over with asphalt. Why was this breakwall excluded from this evaluation, why was the two-lane option at Mole C not included, and why were these exclusions directed by City staff?
SAFETY: The DEIR states that it will address safety related to wave action, storms, and surge in the evaluation of the proposed ramp locations, but other than "navigational safety", we cannot find any evaluation of wave, storm, and surge safety at the evaluated locations. Mole A presents significant inherent safety hazards that are not present at the other evaluated sites.

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

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

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

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

**APPENDIX L2:** Appendix L2 includes a section on demand for a ramp for trailered boats, and concludes that the demand for a boat ramp in King Harbor is actually decreasing. The data used to reach this conclusion come from City figures on the use of the two “crane”-type hoists that are in the Mole D basin. As former users of
these hoists, we believe that the data obtained from their current use does not in any way accurately depict the demand and needs for an actual boat ramp. As compared to a functional boat ramp, these hoists are costly. The hoists have limited hours of availability, and these hours do not coincide with many small boat uses such as diving, fishing, and transits to and from local islands and recreation areas. They also require an incredible amount of time and effort to use. Trailered boats must be jacked up off of the trailer “beds” on each end consecutively so that the lift straps can be put underneath the boat. If the straps are not properly placed for weight distribution, the process must be repeated. Making special modifications to our trailer lessened the time somewhat, but not to a point where it compared to ramp launching. The net result for the existing crane hoists is a costly, limited access, lengthy, complex operation that causes boaters in line to wait an inordinate amount of time to launch their vessel, as compared to a boat ramp. The parking for the existing crane hoists is also a major problem. Although specific spaces are marked and signed in the parking area as for tow vehicles and trailers only, these spaces are commingled with regular vehicle parking, and often times the trailer spaces are blocked with passenger vehicles using the harbor amenities, making it impossible to park a tow vehicle and trailer in this area after using the crane hoist launch facility. On several occasions we found all of these dedicated spaces unavailable, with passenger vehicles illegally using some of these spaces. When we attempted to have a passenger vehicle moved from one of these tow vehicle and trailer spots so that we could utilize it, no one and no agency was willing to do so. With all of these adversities, we discontinued using these crane hoists and opted to drive to boat launch ramps at Marina Del Rey and Cabrillo Beach instead. The DEIR data also does not seem to include information on the time periods when one or both of these hoist was out of service or unavailable during normal operating hours. Such data seems critical in determining the actual demand for these unique launching services.

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

**ACCESS:** The DEIR analyzes basic traffic impacts, but does not adequately examine the roadway conditions necessary for vehicles with trailered boats. The physical ability of a full-size tow vehicle with a large trailered boat to access and depart Mole A appears to be highly difficult, if not impossible, under current conditions. Unlike Moles C, Mole A does not have a direct “in-line” access from a paved street. Mole C can be directly accessed in a straight path from Beryl Street. To access Mole A, vehicles must jog form Anita/Herondo onto Hermosa Avenue/ Harbor Drive, or turn right onto Harbor Drive from Beryl Street, then turn onto Yacht Club Way and meander through several turns to the narrow roadway that leads to the end of mole
A. With the new Harbor Drive bicycle lanes, the single lane in each direction on Harbor Drive is very narrow. Turning right onto Harbor Drive from westbound Beryl Street while towing a larger trailered boat may not be physically possible. Additionally, turning right onto Harbor Drive when departing Yacht Club Way would be difficult for a right turn, and if a vehicle is cued up to turn left into the AES site from Harbor Drive, seemingly impossible to turn left. The turns required on the existing path of Yacht Club Way would be extremely difficult for someone towing a boat and not extremely familiar with this area. Additionally, the lane widths on Yacht Club Way are extremely narrow, with a sharp “S” turn required to access the western Mole A areas. Trailered boats and their tow vehicles would have significant difficulties passing each other inbound and outbound, and very likely could not safely navigate the “S” turn at the same time. With the minimal sight of the approaches to this turn, a gridlock condition could easily occur, with no forward “escape path” available. The long backing up that likely would have to occur in these situations would require a degree of skill that is customarily found in professional truck drivers. In our opinion, these conditions demand a detailed analysis of accessibility, widths, and turning radii by a qualified traffic engineer, done with a basis of a full-size tow vehicle towing a full-size trailered boat, rather than for single passenger vehicles.

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

Sincerely,

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

denisegroat@gmail.com  creakytiki@gmail.com

310-245-1645  310-465-9684
SAVE THE PIER!

This pier is dear to us. We're asking the City of Redondo Beach, not to tear it down, but rather to invest in its restoration, so that we and generations to come may enjoy it too.

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<td>Nadine Kirk</td>
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<td>Alexander Dyck</td>
<td><a href="mailto:aglyde@gmail.com">aglyde@gmail.com</a></td>
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<td>Elliot Stella</td>
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<td>Dina Skerra</td>
<td>vzpleudija@verizon</td>
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<td>Denise Caruthens</td>
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<td>John Caruthens</td>
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PC524-1
SAVE THE PIER!

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Georgia Tattie
N.K. Moller
Diane O'Neill
James Larky
Susan Frantin
Apres Ciesioche
Valerie Pizz
dragon lily
Sheila J. Neidig
Phyllis Zueger
John Myz Uff
Lauren Nelly
Patti Hiebert
Shane Christopher
Suean Stephens
Michelle Bracco
Eddo Hiebert
Patti Brown
Shawn R. Ryan
Chris Gazo
Andi McDonald
Jim Phillips
Gerald Orchodski
DEAN GOMERIAU

Layne L. Caviglia
Dave Redman
Nancy Fazzal
Jackson Celuzer
Tom Larsk
Ann Brown
Sarlie Austin
Joe Austin
George Allen
Peggy Allen
Dan Soukup
Camille Souich
Suee Brown
Steve Nusinow
Lu Duarte
Sally Weis
Jim Barrett
Perez Stanfield
Joe Rodriguez

PC524-1 cont'd
SAVE THE PIER!

This pier is dear to us. We're asking the City of Redondo Beach, not to tear it down, but rather to invest in its restoration, so that we and generations to come may enjoy it too.

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<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>STEVE DAVIS</td>
<td>357 Camino Delas Colinas</td>
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<tr>
<td>KATHLEEN DAVIS</td>
<td>9420 Tierra Blanca</td>
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<tr>
<td>Jonathan Thompson</td>
<td>7234 Argos Ave, LB, CA 90805</td>
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<tr>
<td>Jimmy Gardiner</td>
<td>CROWN PLAZA</td>
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<tr>
<td>William Aslin</td>
<td>515 Pier Ave, HB</td>
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<tr>
<td>ALBRO LUNDY</td>
<td>225 Michelle Dr, Torrance</td>
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<tr>
<td>Don Pfaeff</td>
<td>THE WOODLANDS, TX</td>
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<tr>
<td>M.T. HUNT</td>
<td>226 Callie Mirranda RD</td>
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<tr>
<td>John Mills</td>
<td>3245 CRICKLEAVER, Tomb</td>
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<tr>
<td>Dave Borel</td>
<td>30134 HISPOMOSA Blv</td>
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<td>Billy Lapan</td>
<td>120 S. LUCIA AVE E, RB</td>
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<tr>
<td>Ron Kestler</td>
<td>2915 W. 227 ST, TORRANCE, CA</td>
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<td>MIchael Ostfelder</td>
<td>1 Stage coach, Riv. Rd. H.E.</td>
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<tr>
<td>Robert Woods</td>
<td>5140 W. 190TH ST, #16, TORRANCE</td>
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<tr>
<td>Joe Tannerbauer</td>
<td>531 ESPLARADE #307, RB, CA 90277</td>
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<tr>
<td>Steven Lawrence</td>
<td>REDONDO BEACH, CA</td>
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<tr>
<td>Jessica Stehle</td>
<td>368 HAY SPRINGS BLVD, SB 93451</td>
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<td>Roberta</td>
<td>KONSTANT GERMANY</td>
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<tr>
<td>Ralph Everdall</td>
<td>1200 S. CATALINA #406, 90277</td>
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<td>Elizabeth Rector</td>
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<td>Tom Clancy</td>
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<tr>
<td>Madlene Marquez</td>
<td>2510 Carnegie in Apt B Redondo 90278</td>
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<td>ADA LE BRINIDGE, HOLAND</td>
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<td>DAVID HAYES, RANCHO PALOS VERDES</td>
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<td>BRADE &amp; SARAH KEENE</td>
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<td>ELIZABETH WHITE</td>
<td>Christmas College, WA</td>
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<td>ANDI MCDONALD, LB</td>
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<td>Daniel Goody REDONDO BEACH</td>
<td>COMOON HOBAN, PA</td>
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<td>Fred Maseley PALOS VERDAS</td>
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<td>Elaine Shaw East WINDON, CA</td>
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<td>Dorothy Lee REDONDO BEACH</td>
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<td>Warren KENDS</td>
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<td>CYNTHIA STEVENS</td>
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<td>Victoria BIERE, CALVERA</td>
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<td>Steve Boucher HERMOSA</td>
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<td>Danielle Beaufort MONTREAL, CANADA</td>
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<td>JAMES McCULLOUGH, LB</td>
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<td>Blue Texas, SC</td>
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<td>COLES + H, LB</td>
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<td>BILL B. BRANDENBURG, DENVER, CO</td>
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<td>Bob Heyen DERO, CO</td>
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POLLY'S ON THE PIER
COFFEE SHOP OPEN 500 A.M.
DEEPSEA BOATS
BOAT RIDES TACKLE SHOP
SAVE THE PIER!

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<td>Ian E. Buco</td>
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<td>Jerome Horne</td>
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<td>Ann Church</td>
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SAVE THE PIER!!

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Jonathan Landis
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Diane M. McDonald
WATERFRONT DEVELOPMENT
OR
WATERFRONT DESTRUCTION

10 DEMANDMENTS

➤ NO 3-Three story 1.43 Acre Parking Structure
➤ NO Reduction/Relocation of Seaside Lagoon
➤ NO "Boutique" Hotel
➤ NO Vehicle Through-Way
➤ NO Pedestrian Draw-Bridge
➤ NO Loss of Boat Slips/Boat Trailer Parking
➤ NO Movie Theater
➤ NO 2-Football Field Sized "Open-air Markets"
➤ NO City Funding to Remove Existing Parking Structure
➤ NO LAND EXCHANGE

Let’s ALL Remember...Redondo Beach’s City Moto is

MORE TO SEA NOT MORE TO SHOP!

The Back-Story for any development project is that...City Officials/Staff want and need their name on a
PLAQUE...They want and need their name on a PROJECT. Doing so UP-VALUES their reputation and
improves their resume! THEY want to Leave-a-Legacy BECAUSE they can and will LEAVE this
CITY...LEAVING US with THEIR development projects (good or bad).

Residents just want to Live-a-Life!

WE can beat them at their own game! WE the residents of Redondo Beach can and MUST say NO!
WE can LIVE our own LEGACY.....

WE can SAVE OUR SEA S O S

You can tell all you need to about a society...From how it treats animals and beaches (Joan Unico 1986)

Information: Contact Laura D. Zahn (born and raised in Redondo Beach) myhomecastle@yahoo.com
BY “LIVING —A- LEGACY” WE CAN:

SAY YES TO...RIGHTSIZED DEVELOPMENT AND IN SO DOING...

✓ YES! Live with more OPEN SPACE along our waterfront
✓ YES! Reduce the CARBON FOOTPRINT of concrete, cars, congestion
✓ YES! Offer more WATERSPORTS activities with easy access
✓ YES! Keep our EXISTING boat slips and boat trailer parking
✓ YES! Keep more small, INDEPENDENT stores and shops in town
✓ YES! Keep the Saltwater Lagoon AFFORDABLE for EVERYONE to enjoy
✓ YES! Offer space for MORE Festivals/Fairs/ Food Trucks
  (which offer goods and food for far less than a brick-and-mortar store besides
  EVERYONE young and old enjoys Festivals/Fairs/Food Trucks)
✓ YES! Not INDEBT ourselves to the whims and wishes of:
  DEVELOPERS, TOURISTS, or Shopping TRENDS (i.e. instore vs. ON LINE)
✓ YES! Keep our City Officials/Staff RESPONSIBLE to US not Tourists/Developers
✓ YES! Keep our SEA; Simple, Sporty, Safe and most of all SEEN

LAND EXCHANGE OR LAND LOST
The City of Redondo Beach (That’s you the taxpaying property owning residents) own Basin 3. This area is considered “Uplands”. The city wants to EXCHANGE Mole D, which is considered “Tidelands” which is owned by the State but
Granted to the City of Redondo Beach with certain conditions to the state for Basin 3. SO...CENTERCAL can build the Market Square portion of their development in the Tidelands location.
I personally do not feel comfortable with the City EXCHANGING publicly owned land EXPRESSILY for PERSONAL development purposes.

The California State Lands Commission has to find that ALL of 6-conditions are met to approve this “EXCHANGE”. 1) It is for ONE or MORE purposes in subdivision (c), 2) It will provide a SIGNIFICANT BENEFIT to the public trust, 3 ) The exchange does not SUBSTANTIALLY INTERFERE with public rights of navigation and fishing 4) ...5) 6) The exchange is in the BEST INTEREST OF THE STATE; NOW 6) (c) criteria...(a) An exchange shall be for one or more of the following purposes: (1) To IMPROVE navigation or waterways... (2)... (3) To ENHANCE the physical configuration of the shoreline, (4) To ENHANCE PUBLIC ACCESS to or along the water, (5)... (6) To PRESERVE, ENHANCE, OR CREATE WETLANDS, RIPARIAN OR LITTORAL HABITAT OR OPEN SPACE.

The “EXCHANGE” will only provide a SIGNIFICANT BENEFIT to CENTERCAL!
The “EXCHANGE” will SUBSTANTIALLY INTERFERE with public rights of navigation by restricting access into and egress out of Basin 3. BASIN 3- is for Recreational/Commercial/Fishing/Excursion Vessels.
The “EXCHANGE” is in the BEST INTEREST of CENTERCAL only!
The “EXCHANGE” will not add ANY ADDITIONAL public access to or along the water
The “EXCHANGE” WILL NOT PRESERVE, ENHANCE OR CREATE ANYTHING OCEAN OR SEALIFE BASED. IN FACT...IF this land exchange goes through the public fishing pier know as Polly’s which is within the Tidelands/Exchange area could be demolished. Once the Tidelands are no longer under the grant conditions of the state they are open to be reduced/removed/ruined by CENTERCAL. What or who is to say that they do not build a private dock there for a Billionaires mega yacht?
CENTERCAL or whoever they sell the property to FOREIGN or DOMESTIC will have an undetermined time line of control of this land.

TO QUOTE Margaret Mead...

"Never doubt that a small group of thoughtful, committed citizens can change the world, indeed, it’s the only thing that ever has"
ENVIRONMENTAL IMPACT REPORT COMMENTS AND CONCERNS

3.9 Land Use and Planning (2.6 MB)

The overarching concern for the City of Redondo Beach and CenterCal as co-applicants to this proposal is the piecemeal development that is under the city's auspices. There appears to be no cohesive plan that covers the Lagado, the Knob Hill school site, and the Waterfront mall development -- the latter two under the protection of the Coastal Commission. Please do not even consider removing these from the State and Coastal Commission's jurisdiction. Alternative #2 -- No project -- necessary infrastructure improvements. The foregoing alternative is necessary until there is the additional mitigation of an inclusive master building plan that is visionary in providing for the majority of the taxpayers who assume the burden as well as providing "for our common home", our natural resources at the Waterfront.

Redondo Beach is notably "park poor" and that comparison to other cities already includes, by the City's standards, the beach and Waterfront, as a way to defend against not providing enough walking park space. To commercialize the waterfront with three high-end "boutique" and parking structures to service this commercial enterprise is indefensible.

Mole D, the Tidelands owned by the State and granted to the City of Redondo Beach is the most vulnerable. Basin 3, the Uplands, offered in exchange for Mole D, so that CenterCal can build the market square portion of the development in the Tidelands location is unacceptable; publicly-owned land should not be used for mainly commercial development purposes. Once the Tidelands are no longer under the grant conditions of the State of California, they are open to be reduced/removed/ruined by CenterCal. The exchange of lands will violate conditions of the grant Chapter 57 and Sections 6307 by taking Tidelands and the Breakwaters that protects those Tidelands away where people can fish, walk, and enjoy nature. "In addition, public trust lands generally may not be sold into private ownership." It is a form of plundering, which extends to destroying the natural habitat of sea creatures.

By destroying the habitat of sea creatures, this contradicts and nullifies the 2005 Beach Bluff Restoration Project Master Plan. This plan was prepared with funding from California Proposition 12, administered by the California Coastal Conservancy and the Santa Monica Restoration Committee by a grant to the L.A. Conservation Corps in the Urban Wild Lands Group. This plan was prepared with the Project's Steering Committee in Redondo Beach, California; significant additional funding was provided by a grant from the City of Redondo Beach. You may download a copy of this plan from: http://www.urbanwildlands.org/bbrp.html

Other factors not considered adequately in the EIR:
Sierra Club letter from Sacramento, January 16, 2016: "Exercising the courage to say no" states that one of the key issues in climate change is dangerously rising sea levels

A high-surf advisory warning has been in effect for the past 10 to 12 days

The flooding at the Pier in the past warns us of the possibility of occurring again.

The need for NOAA (National Oceanic and Atmospheric Administration) to review the conditions of the development proposal; see attached pages 1-7.

Conclusion: Alternative 4 --no property exchange with the State.

The State only allows a 65-year lease; CenterCal wants a 99-year lease on this property. It leaves this land exchange vulnerable to whomever CenterCal sells the property (or the Bank/Lender should CenterCal declare bankruptcy, which they are liable to do at their 10% profit requirement). An unknown buyer, not required to be a citizen of the United States, would have an undetermined time line of control over the land which is integral to the structural integrity of the Waterfront. The Tidelands and Uplands both deserve the protection of the State of California so as to prevent a land exchange detrimental to it.

Why were strict protections for these lands insufficiently addressed in the EIR draft? The taxpayers, property-owning residents, own Basin 3, but their collective wishes, as represented in eight public meetings over a two-year period where they asked for a smaller project than CenterCal demanded, have been ignored.

Why was CenterCal's design allowed to move forward without modification? Rather, their design has expanded (the increase in Hotel rooms from the original # quoted, etc). Why was a three-dimensional model not provided by CenterCal after formal City Council and citizen request over a two and a half year period?

Mitigation: many residents would support a Bond measure to defray the cost of the parking/infrastructure repairs rather than have two above-ground, two- and three-story parking structures which will block 80% of the view and obfuscate the possible ambiance of a smaller scale pier/harbor redevelopment that could be agree on. If the repairs of the neglected parking infrastructure were attended to, CenterCal would, reportedly, not have to offset this cost by Over development. ALL of us would get behind an aesthetically-planned redevelopment that local merchants could actually afford to occupy.

Seaside Lagoon

As Redondo Beach residents are paying for this upgrade (not CenterCal who has been allowed to take credit for it and the Boatramp), the safety issue is not addressed
sufficiently, if at all. Why was this left out? Reducing the size of Seaside Lagoon to one-third of its original size is not justified by what is claimed to be the benefits.

Opening Seaside Lagoon to the ocean brings in water that is substandard in sanitation. What mother/grandmother would prefer that contamination over a chlorinated water supply?

Safety issue 2: lack of enclosure leaves the area open to the boaters, all competing for space, and, I believe, gives the sea animals free range to enter the area. No sufficient reason given to reduce the Seaside Lagoon area which serves a minority of our population, our youngsters.

**Conclusion: alternative to no project -- necessary infrastructure improvements only.**

3.9 Land Use and Planning Alternative 2 No Project -- Necessary Infrastructure Improvements

The maintenance of the Over development is not addressed in the EIR draft which harkens back to a lack of responsibility for the infrastructure that caused the City to seek a developer to remedy this neglect. In each case, the City, as lead agency, has the liability for any failures in the project and these are passed on to the tax-paying residents -- a lose/lose outcome. The residents lose their access to beach and recreation and are "stuck with the bill" for failed development. It is sometimes referred to as entropy. ("Entropy is a law of nature in which everything slowly goes into disorder. The entropy of an object is a measure of the amount of information it takes to know the complete state of that object").

The EIR submitted to the public does not adequately represent the impacts to the Harbor area. The proposed design (i.e. boat ramp, reduced parking adjacent to it from 67 spaces to 20), and Seaside Lagoon are so non-functional as to question the designer's capability to plan such a project. He has never developed a Waterfront project before this one. If you were to have a contest among designers who realize what is integral to the structure, you would be flooded with outstanding renditions of what the community is seeking-at NO COST.

The current project represents a significant degradation in the ability of the public to enjoy and utilize these coastal-dependent, recreational, commercial opportunities, and assets. The impact is driven by the amount of development of commercial retail, entertainment, and restaurant uses, none of which are coastal-dependent. The project should not sacrifice coastal-dependent recreational and commercial uses for non-coastal dependent commercial uses.
3.13 Traffic and Transportation Alternative 2 No Project -- Necessary Infrastructure Improvements

The City has inadvertently demonstrated a conflict of values regarding providing low-cost senior housing and then stating that there is "no significant environmental impact" to neighboring residences. The Torrance Boulevard side of the CenterCal project which is slated to have a 2+ story parking structure will greatly obscure the view of the Casa De Los Amigos residence who have been on waiting lists for 5-7 years for such an aesthetic, uplifting view of the ocean. They will also have to deal with a "high-end boutique hotel" just below their building. They will have construction noise for more than two years. This is all the more true for the Salvation Army residents on the corner of Beryl and Catalina. These residents will have a three-story parking structure to block their view and the brunt of the tourist trade traffic.

- No street added below Harbor Drive -- no additional drive-thru traffic.

**Conclusion:** alternative to no project -- necessary infrastructure improvements only.

Applicable Coastal Act sections that may be violated by the CenterCal/Redondo Beach City proposal:

30211 Development shall not interfere with access
30212 Public access in new development projects
30212.5 Public facilities distribution
30220 Protection of certain water-oriented activities
30223 Upland areas support of Coastal recreational uses
30224 Recreational boating use, encouragement facilities
30234.5 Economic, commercial, and recreational importance of fishing
30250 Location, existing developed area
30251 Scenic and visual qualities
30253 Maintenance and enhancement of public access
30255 Priority of coastal-dependent developments

**California Environment Quality Act (CEQA)**

The following sections may be violated by the project:

15124 Project Description
15125 Environmental Setting
The vagueness of the project and the Developer, Fred Bruning, when interviewed in the last month, reported that it is deliberately vague, raises further concerns that the developer has been given "a blank check" for him to fill in the amount of the project and the collateral damage to the environment.

Applicable City of Redondo Beach Code

Coastal Land use Plan

Section VI, Subsection D, Policy 1
Section VI, Subsection D, Policy 2
Section VI, Subsection D, Policy 6
Section VI, Subsection D, Policy 15
Section VI, Subsection D, Policy 17
Section VI, Subsection D, Policy 18
Section VI, Subsection D, Policy 20

Title 10, Chapter 5 Coastal Land Use Plan Implementing Ordinance,

Article 1 General Provisions, 10-5, 102

Article Z Zoning Districts Division 3

10-5.800
10-5.811
10-5.812
10-5.813
10-5.814

Article 5 Parking regulations

10-2.1706
NOAA In Your State

California

"NOAA’s science based work touches 300 million Americans daily, protecting lives and livelihoods. NOAA’s products and services are the result of the hard work of our dedicated staff and partner organizations located in program and research offices throughout the globe. The following is a summary of NOAA programs based in, and focused on, your state or territory. The entries are listed by statewide, region, and then by congressional districts and cities or towns."

Dr. Kathryn Sullivan
Under Secretary of Commerce for Oceans and Atmosphere and NOAA Administrator

CA
Statewide

National Marine Fisheries Service (NMFS) - Office of Law Enforcement
NOAA's Office of Law Enforcement is the only conservation enforcement program (Federal or State) that is exclusively dedicated to Federal fisheries and marine resource enforcement. Its mission is to protect global marine resources by enforcing domestic laws and international treaties and obligations dedicated to protecting wildlife and their natural habitat. Our special agents and enforcement officers ensure compliance with these laws and take enforcement action if there are violations. Additionally, the Cooperative Enforcement Program allows NOAA the ability to leverage the resources and assistance of 27 coast states and U.S. territorial marine conservation law enforcement agencies in direct support of the Federal enforcement mission.

Effective fisheries law enforcement is critical to creating a level playing field for U.S. fishermen and enabling sustainable fisheries to support vibrant coastal communities. The Office of Law Enforcement's Southwest Division is headquartered in Long Beach, California, with field offices in Long Beach, Santa Maria, San Diego, Monterey, Sacramento, Santa Rosa and Arcata.

National Marine Fisheries Service (NMFS) - Southwest Fisheries Science Center
The Southwest Fisheries Science Center conducts marine biological, economic and oceanographic research, observations on living marine resources and their environment throughout the Pacific Ocean and the Southern Ocean off Antarctica. The Science Center is based in La Jolla with laboratories located in Santa Cruz and Monterey and field stations in Granite Canyon and Piedras Blancas.

National Marine Fisheries Service (NMFS) - West Coast Region
NOAA Fisheries is dedicated to protecting and preserving our nation's living marine resources through scientific research, fisheries management, enforcement, and habitat conservation. The West Coast Region of NOAA Fisheries administers
fisheries programs along the coasts of Washington, Oregon and California; and in the vast inland habitats of Washington, Oregon, California and Idaho. We work to conserve, protect, and manage salmon and marine mammals under the Endangered Species Act and Marine Mammal Protection Act, and sustainably manage West Coast fisheries as guided by the Magnuson-Stevens Fisheries Conservation Act. We work closely with tribes, local, state, and federal agencies, and our stakeholders and partners to find science-based solutions to complex ecological issues.

**National Ocean Service (NOS) - West Coast Governors Alliance on Ocean Health**
To maintain quality constituent service, NOAA's Office for Coastal Management regional staff work with the West Coast Governors Alliance, the emerging West Coast Ocean Partnership, and the coastal states and tribes in this region. The focus is on regional issues such as community resiliency; climate change; data delivery and coordination, eliminating marine debris, and monitoring ocean acidification. NOAA staff coordinates the deployment of NOAA products and services in the region and provide staffing support to the West Coast Governors Alliance Executive Committee, the Regional Data Framework, and the Climate Change Action Coordination Team. The regional team also provides support for the NOAA Regional Ocean Partnership grants that the Governors Alliance received from 2011 through 2013.

**National Ocean Service (NOS) - West Coast Services Region**
The NOAA Office for Coastal Management practices a partner-based, boots on the ground approach to coastal management. The organization currently has staff in the Northeast, Mid-Atlantic, Southeast, Gulf of Mexico, West Coast, Pacific Islands, and the Great Lakes regions to provide assistance to local, state, and regional coastal resource management efforts and facilitate customer feedback and assessments. Assistance is provided to local, state, and regional coastal resource management efforts. The central West Coast staff office is located in Oakland, California, with additional staff based in Portland, Oregon and Seattle, Washington.

**National Weather Service (NWS) - Automated Surface Observing Systems Stations**
The Automated Surface Observing Systems (ASOS) program is a joint effort of the National Weather Service (NWS), the Federal Aviation Administration (FAA), and the Department of Defense (DOD). ASOS serves as the nation's primary surface weather observing network. ASOS is designed to support weather forecast activities and aviation operations while supporting the needs of the meteorological, hydrological, and climatological research communities. ASOS works non-stop, updating observations 24/7/365 observing basic weather elements, such as cloud cover, precipitation, wind, sea level pressure, and conditions, such as rain, snow, thunderstorms, and fog. There are 86 ASCS stations in California.

**National Weather Service (NWS) - Cooperative Observer Program Sites**
The National Weather Service (NWS) Cooperative Observer Program (COOP) is truly the nation's weather and climate observing network of, by and for the people. More than 10,000 volunteers take observations on farms, in urban and suburban areas, National Parks, seashores, and mountaintops. The data are representative of where people live, work and play. The COOP was formally created in 1890 under the NWS Organic Act to provide observational meteorological data, usually consisting of daily maximum and minimum temperatures, snowfall, and 24-hour precipitation totals, required to define the climate of the United States and to help measure long-term climate changes, and to provide observational meteorological data in near real-time to support forecast, warning and other public service programs of the NWS. The data are also used by other federal (including the Department of Homeland Security), state and local entities, as well as private companies (such as the energy and insurance industries). In some cases, the data are used to make billions of dollars' worth of decisions. For example, the energy sector uses COOP data to calculate the Heating and Cooling Degree Days which are used to determine individuals' energy bills monthly. There are 493 COOP sites in California.

**National Weather Service (NWS) - Incident Meteorologists**
The NWS, as mandated by Congress, provides fire weather forecast products and services to the fire and land management community for the protection of life and property, promotion of firefighter safety, and stewardship of America's public wildlands. Since 1927, this effort has included providing critical on-scene support to wildfire managers via specially-trained NWS forecasters called Incident Meteorologists (IMETs). When a fire reaches a large enough size, IMETs are rapidly deployed to the incident and set-up a mobile weather center to provide constant weather updates and
forecast briefings to the fire incident commanders. IMETs are very important members of the firefighting team, as changes in the fires are largely due to changes in the weather.

**National Weather Service (NWS) - NOAA Weather Radio All Hazards Transmitters**
NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service (NWS) forecast office. NWR broadcasts official NWS warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week. Working with the Federal Communication Commission's (FCC) Emergency Alert System, NWR is an "All Hazards" radio network, making it the single source for comprehensive weather and emergency information. In conjunction with federal, state, and local emergency managers and other public officials, NWR also broadcasts warning and post-event information for all types of hazards – including natural, environmental and public safety. Known as the "Voice of NOAA's National Weather Service," NWR is provided as a public service by the NWS. NWR includes 1,100 transmitters covering all 50 states, adjacent coastal waters, Puerto Rico, the U.S. Virgin Islands, and the U.S. Pacific Territories. There are 32 NWR transmitters in California.

**Office of Oceanic and Atmospheric Research (OAR) - MOA Department of Water Resources**
NOAA is in the midst of a new 5-year Memorandum of Agreement (MOA) with the California Department of Water Resources that provides state-of-the-art observations, numerical weather prediction, display systems, and decision support tools to address water resource and flood protection issues. The project utilizes an existing network of GPS receivers to retrieve water vapor measurements at 37 sites across the state. Because the amount of rainfall absorbed by the ground can be the deciding factor for flooding, soil measurement systems are being deployed at 43 sites across the state. Low-powered S-Band radars (designed by ESRL for this project) deployed at key reservoirs around the state will help detect snow level. Coastal atmospheric observatories will measure the conditions associated with land-falling atmospheric rivers; a key component of winter storms that are responsible for flooding and can sometimes lead to dangerous debris flows.

**Office of Oceanic and Atmospheric Research (OAR) - California Sea Grant College Program**
NOAA's National Sea Grant College Program is a federal-university partnership that integrates research, education and outreach (extension and communications). Sea Grant forms a network of 33 programs in all U.S. coastal and Great Lakes states, Puerto Rico and Guam. The California Sea Grant College Program, based at the University of California's Scripps Institution of Oceanography in La Jolla, annually funds 60 concurrent research projects, which are peer-reviewed and competitively selected to address a wide range of problems and opportunities. The program supports an additional 25 outreach and applied research projects through its Extension Specialists. Current projects focus on healthy marine ecosystems, sustainable use of coastal and marine resources, sustainable coastal community development, fisheries and fisheries habitat, seafood safety and quality, coastal water quality, aquatic nuisance species, wetland and salmonid habitat restoration, aquaculture, new technologies, marine reserves, and education, training and public information.
Office of Oceanic and Atmospheric Research (OAR) - University of Southern California Sea Grant Program
NOAA's National Sea Grant College Program is a federal-state-university partnership that integrates research, education, and outreach (extension and communications). Sea Grant forms a network of 33 programs in all U.S. coastal and Great Lakes states, Puerto Rico and Guam. The Southern California Sea Grant Program, based at the University of Southern California in Los Angeles, concentrates on "The Urban Ocean" -- issues arising out of the necessity of managing people and natural resources in an intensely urban and developed coastline. USC Sea Grant focuses its research, outreach and education programs on the most pressing issues along the urban coastline, including: water quality impacts from land-based inputs into the coastal ocean, harmful algal blooms, invasive species, marine protected areas, seafood safety, ports and harbors, and climate change planning and adaptation. In addition, K-12 education programs increase science literacy among urban students and encourage teachers to adopt science education curricula. Many California institutions receive research funding through the Sea Grant College Program, including the University of Southern California and other private institutions, and University of California and California State University campuses. Any academic institution may apply for funding for projects addressing issues pertaining to the "urban ocean."

Coastal
National Marine Fisheries Service (NMFS) - Deep-Sea Coral Research and Technology Program
The Deep Sea Coral Research and Technology Program —called for in the reauthorization of the Magnuson-Stevens Fishery Conservation and Management Act—worked with other NOAA offices and external partners to conduct research cruises off the West Coast from 2010-2012. Scientists are finding coral and sponge habitats and documenting their associations with fish. This field research also provided targeted analyses of existing information about deep-sea coral ecosystems, the distribution and intensity of fishing activities that may damage deep-sea corals in federal waters, and coral and sponge bycatch in fisheries. Findings not only improve knowledge about deep-sea life but also support Pacific Fishery Management Council actions and marine sanctuary needs.

National Marine Fisheries Service (NMFS) - Restoration Center
The NOAA Restoration Center is devoted to restoring the nation's coastal ecosystems and preserving diverse and abundant marine life. Our projects help recover threatened and endangered species, support sustainably managed species, and reverse the damage done by oil spills and toxic releases. In addition, the Restoration Center, along with NMFS Habitat Protection and the West Coast Region Office, are working on implementing NOAA's First Habitat Blueprint site --the Russian River Watershed Habitat Focus Area. Working with four other NOAA Line offices (National Weather Service, National Ocean Service, Office of Research and Program Planning and Integration) we are conserving habitat in the Russian River at a watershed scale.

National Marine Fisheries Service (NMFS) - Species Recovery Program
Under the authority of section 6 of the Endangered Species Act, the Cooperation with States Program brings states, NMFS, and other partners together to recover threatened and endangered species. Competitive grants are awarded to states through the Species Recovery Grants to States Program to support management, monitoring, research and outreach efforts for species that spend all or a portion of their life cycle in state waters. The funded work is designed to prevent extinctions or reverse the decline of species, and restore ecosystems and their related socioeconomic benefits. Twenty-five coastal states, including California and U.S. territories, currently participate in this program. The California Department of Fish and Wildlife is currently completing an over $1 million dollar award focused on preventing the extinction of white abalone - one of NOAA's Species in the Spotlight.
National Marine Fisheries Service (NMFS) - National Marine Mammal Stranding Network and John H. Prescott Marine Mammal Rescue Assistance Grant Program

The National Marine Mammal Stranding Network and its trained professionals respond to dead or live marine mammals in distress that are stranded, entangled, out of habitat or otherwise in peril. Our long-standing partnership with the Network provides valuable environmental intelligence, helping NOAA establish links among the health of marine mammals, coastal ecosystems, and coastal communities as well as develop effective conservation programs for marine mammal populations in the wild. There are 14 stranding network members in the state. NOAA Fisheries funds eligible members of the Stranding Network through the competitive John H. Prescott Marine Mammal Rescue Assistance Grant Program. Since 2001, $48.2mil has been awarded to 5552 grantees that raised over $15.9 million in matching funds. In FY15, 34 grantees received $2.7Mil nationwide, with six awards going to six recipients in California: California Academy of Sciences; California Wildlife Center; Channel Islands Cetacean Research Unit; Channel Islands Marine Institute; Humboldt State University Sponsered Programs Foundation; and the Regents of the University of California, Santa Cruz.

National Marine Fisheries Service (NMFS) - Pacific Coastal Salmon Recovery Fund

Since 2000, approximately 12,000 projects have restored over 1 million acres of salmon habitat, opening nearly 9,100 miles of streams to spawning fish, with $1.2 billion in grants leveraging over $1.4 billion in contributions. Recent studies suggest that a $1 million investment in watershed restoration creates on average 16 to 17 new “green” jobs and averages $2.3 million in economic activity. In California, there are 275 active projects.

National Marine Fisheries Service (NMFS) - Wetlands Recovery Project

NMFS West Coast Region has been an active participant in the Southern California Wetlands Recovery Project including providing leadership as the Chair of the Wetlands Manager’s Group. The Wetlands Recovery Project is a broadly based partnership with 18 state and federal agencies working in concert with scientists, local governments, and environmental organizations, as well business leaders and educators to increase the pace and effectiveness of wetlands recovery efforts in southern California. To date, the Wetlands Recovery Project has spent more than $528 million dollars enhanced over 3,400 acres of wetland habitat and protected over 7,900 acres of coastal wetlands and watersheds. Major projects include coastal bay and lagoon habitat restoration, increasing fish passage opportunities, stream restoration, and invasive species eradication and control.

National Marine Fisheries Service (NMFS) and National Ocean Service (NOS) - Montrose Settlements Restoration Program

From the late 1940s to the early 1970s, the Montrose Chemical Corporation discharged millions of pounds of DDT and PCBs onto the Palos Verdes Shelf off the Southern California coast. These hazardous chemicals persist in the environment and continue to affect marine life and birds in Southern California. NOAA and other natural resource trustees formed MSRP to oversee restoration of bald eagles, peregrine falcons, seabirds, fishing, and fish habitat. Restoration of these resources has been ongoing since the release of the MSRP Phase 1 Restoration Plan in 2005.

National Ocean Service (NOS) - Tide Stations

NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) operates 14 long-term, continuously operating tide stations in the state of California, which provide data and information on tidal datums, relative sea level trends, and are capable of producing real-time data for tsunami and storm surge warning. There are stations located at San Diego, La Jolla, Los Angeles, Santa Monica, Santa Barbara, Port San Luis, Monterey, San Francisco, Alameda, Point Reyes, Port Chicago, Arena Cove, North Spit, and Crescent City. NOS also operates a long-term station at the offshore Oil Platform Harvest in support of the TOPEX project, which serves as a validation point for satellite altimeters measuring sea level. NOS has also operated a station at Bolinas Lagoon for three years in support of local monitoring and restoration efforts.

National Ocean Service (NOS) - IOOS Regional Association Central and Northern California
National Ocean Service (NOS) - Coastal and Estuarine Land Conservation Program
The Coastal and Estuarine Land Conservation Program (CELCP) brings together conservation partners to protect coastal and estuarine lands considered important for their ecological, conservation, recreational, historical or aesthetic values. The program provides state and local governments with matching funds to purchase significant coastal and estuarine lands, or conservation easements on these important lands that are threatened by development. Lands or conservation easements acquired with CELCP funds are protected in perpetuity so that they may be enjoyed by future generations. To date, the program has protected more than 95,000 acres of land nationally and 14 projects have been completed in California. CELCP was established in 2002 as a companion the Coastal Zone Management Act (CZMA) and reauthorized in 2009.

National Ocean Service (NOS) - California Bay-Watershed Education and Training Program
NOAA Bay-Watershed Education and Training (B-WET) Program is an environmental education program that promotes locally relevant, experiential learning in the K-12 environment. The primary delivery of B-WET is through competitive funding that promotes Meaningful Watershed Educational Experiences (MWEEs). B-WET currently serves seven areas of the country: California, Chesapeake Bay, Great Lakes, Gulf of Mexico, Hawai‘i, New England, and the Pacific Northwest. The California B-WET program recognizes that knowledge and commitment built from firsthand experience, especially in the context of one's community and culture, is essential for achieving environmental stewardship. California B-WET responds to regional education and environmental priorities through local implementation of competitive grant funds.

National Ocean Service (NOS) - West Coast Regional Office
The West Coast Regional Office oversees management of and fosters coordination among the five national marine sanctuaries of the west coast, which together protect 12,682 square miles of ocean and coastal waters from Washington to southern California. The West Coast Regional Office is in Monterey, CA; each sanctuary office is noted geographically below. NOAA Sanctuaries West Coast Regional Office also manages B-WET Pacific Northwest; see Oregon and Washington “NOAA in your State” for a description of that program.

National Ocean Service (NOS) - Marine Debris Projects and Partnerships
The NOAA Marine Debris Program (MDP) leads national and international efforts to research, prevent, and reduce the impacts of marine debris. The program supports marine debris removal, education and outreach, and research projects in partnership with state and local agencies, tribes, non-governmental organizations, academia, and industry. In California, the MDP has two active marine debris prevention projects, the first is working with businesses and consumers to reduce commonly littered food and beverage packaging, and the second is an experiential marine debris educational program which will reach approximately 12,000 high school students in the San Francisco Bay Area. Two new marine debris displays will be installed at the San Francisco NERR and the Tijuana River NERR in 2016. The MDP Community-Based Removal Grant Program is funding fishermen-led removal of 750 Dungeness crab pots from Northern and Central California and a major debris removal and trash capture infrastructure upgrades in the Tijuana River watershed on the US side of the Mexico border.

National Ocean Service (NOS) - Southwest Environmental Response Management Application
Assessing important spatial information and designing successful restoration projects rely upon interpreting and mapping geographic information, including the location, duration, and impacts from oil spills, other hazardous materials, or debris released into the environment. Southwest ERMA® is an online mapping tool that integrates both static and real-time data, such as Environmental Sensitivity Index (ESI) maps, ship locations, weather, and ocean currents, in a centralized, easy-to-use format for environmental responders and decision makers. In the spring of 2013, Southwest ERMA, an online mapping tool for the coastal California region, was used in a large-scale, oil spill training drill in El Segundo, just outside of Los Angeles.

National Ocean Service (NOS) - Analytical Response Team
As a chaplain at a local hospital, I am increasingly aware of how people who have suffered disease or loss seek the solace & healing of the Ocean. Also, most of our young people do not look to Churches/"organized religion" to find God. They find their spirituality in nature. The majority of us live in crowded conditions where "the good, the true, and the beautiful" is found at the ocean shore. It should be easily accessible to get there when feeling weak or desolate, and the proposed Center Cal "life style destination" is a mockery to this innate desire to return to nature for refreshment/renewal of spirit. A spiritual assessment would estimate that our "leadership", elected or appointed officials, are out of touch with what is meaningful to folks who have chosen to come live here in the South Bay. The EIR denies this reality of the people by supplanting it with "a tourist attraction". The Center Cal "project" is, by Developer Fred Bruning's own admission, left vague & open to his legal interpretation (He is an attorney) & our City Council has, as it were, "signed a blank check" for our waterfront access to someone who has historically taken advantage of those who are gullible, or who "want a quick solution", as our Mayor is known for. You, Gentlemen/women, have "thrown pearls before swine" by being seduced by the allure of profits that MAY result from this "selling out" of our waterfront. If the City Council/administration would put forth a bond measure to repair the infrastructure of our aging underground/out of sight parking structures, from which you have already gained more revenue than AES has ever contributed, you would not be so compromised/ by Center Cal's commercial seduction. Any homeowner takes care to keep their residence in repair, but you have failed to plan/execute that for the Pier infrastructure. Still, most of R.B. residents would accept a bond measure to ensure this repair rather than sell out our waterfront to cement structures of 3+ stories on the Portofino/North end to a 2+ story parking structure on the Torrance Blvd/south side, 70 % blocked views in between. If we citizens were even given the chance to pay for repairing the present parking infrastructure, we would have no need for such OVERdevelopment to meet Center Cal's demand for profits of 10%. We would have the possibility of a more modest revitalization of the pier/oceanfront, (actually affordable to local merchants over chain stores) that is aesthetically appealing & representative of the people who have entrusted you with our greatest natural resource.

"Where there is no vision, the people perish". There is no master plan for our City, no vision for an inclusive design to beautify/sustain one of the last remaining coastal shorelines which sadly demonstrates the lack of leadership/vision needed.

Mary Ewell,
Redondo Beach
(310-376-6725)
To: Katie Owston, Project Planner

City of Redondo Beach

4502 Diamond St.
Redondo Beach, CA 90277-
The goal of the Beach Bluffs Restoration Project (BBRP) is to return a diverse community of native shrubs and wildflowers to the coastal bluffs along the Santa Monica Bay from Malaga Cove to Ballona Creek. The project will beautify the landscape, reduce erosion, and provide habitat for native wildlife, potentially including the endangered El Segundo blue butterfly.

This project began as a grassroots effort and now has the support of the cities of Redondo Beach and Torrance, Los Angeles County Department of Beaches and Harbors, Santa Monica Bay Restoration Commission, California Department of Fish and Game, United States Fish and Wildlife Service, and a number of state and federal elected officials.

The first major tasks of the BBRP are to develop a Master Plan and to implement a pilot restoration project on a two-acre, County-owned site in Redondo Beach. A generous donation from the City of Redondo Beach, an in-kind match from the Los Angeles County Department of Beaches and Harbors, and a grant of state bond monies, administered through the Santa Monica Bay Restoration Commission, have funded this first phase. The Master Plan can be downloaded here.

A volunteer committee of residents, conservationists, and city and county representatives directs the BBRP, with two local non-profit organizations — The Urban Wildlands Group and the Los Angeles Conservation Corps’ SEA Laboratory — providing scientific, technical, and logistical support.

WHY NATIVE PLANTS?

Native shrubs and wildflowers are adapted to southern California’s climate and therefore require little care. Their deep roots will do a better job stabilizing coastal bluffs than the shallow-rooted iceplant that is now abundant. Native plants will also attract a greater diversity of wildlife, and will help to provide potential habitat for the El Segundo blue butterfly and other native species.

The El Segundo blue butterfly is listed as an endangered species by the federal government.
Its historic range included the dunes and bluffs from Ballona Creek to the Palos Verdes Peninsula. The creation of potential habitat for endangered species will be balanced with the public’s access and enjoyment of Los Angeles County beaches.

All plants will be grown specifically for the BBRP at a nursery in Redondo Beach established by The Urban Wildlands Group and the Los Angeles Conservation Corps’ SEA Laboratory.

LOCATION OF REVEGETATION SITES

The BBRP pilot restoration project will be located on County land in Redondo Beach, between the Esplanade and the beach. This site was chosen because of the strong support of local elected officials and residents.

Another site will be revegetated nearby. While separate from the BBRP planning process, the Los Angeles County Department of Beaches and Harbors has incorporated native landscaping into the design of infrastructure improvements along the beach in Torrance (more info).

After completion of the Master Plan and pilot restoration project, additional funding will be sought to restore sites in other cities as identified by the plan.

The BBRP also may include improvements to infrastructure (e.g., sidewalks, parking areas, and trails) to enhance coastal access, alleviate traffic conflicts, and improve visitor experience. Such “hardscape” improvements will depend on separate funding sources, and will be designed and planned with public involvement and full cooperation with appropriate local jurisdictions.

TIMELINE

The Master Plan and pilot restoration project will be completed during 2003 and early 2004. The new plants will take several years to mature, at which time the El Segundo blue butterfly may be reintroduced. Further revegetation sites and infrastructure improvements will follow as funding allows.

PUBLIC EDUCATION

The BBRP will beautify the beach bluffs and help to bring back an endangered species, where possible. It will also serve to educate visitors about the history and ecology of the area. BBRP sites will include interpretive signs highlighting local natural history, restoration plantings, and local wildlife.
GET INVOLVED

The BBRP offers an array of opportunities for community involvement. All steering committee meetings are open to the public. As the project progresses, volunteers will be needed to grow, plant, and care for the native vegetation.

Trained staff will provide assistance to volunteers at the revegetation site, in the native plant nursery, and at public education events. As the plants grow, so will the diversity of needs, both at the nursery and at the pilot revegetation site. Volunteers will monitor plant health, wildlife recruitment, and beachgoers’ attitudes about the program.

Any questions about the BBRP can be directed to SEA Lab Director Brent Scheiwe at bscheiwe@lacorps.org or on the web at http://www.lacorps.org.

The Beach Bluffs Restoration Project is a collaborative effort by local residents, City of Redondo Beach, Los Angeles Conservation Corps' SEA Laboratory, Los Angeles County Department of Beaches and Harbors, and The Urban Wildlands Group, with support from the Santa Monica Bay Restoration Commission.

UPDATES

July 2007 -- Project activities continue to receive attention from local and national media. El Segundo blue butterfly has colonized dunes restored by the SEA Lab at Dockweiler State Beach (listen to a report on KPCC, RealPlayer required). Accounts of the return of the El Segundo blue butterfly to the bluffs of Torrance and Redondo Beach reached across California (see San Francisco Chron) and as far as the Boston Glo, Chicago Trib, and USA Today.

Here are a few photographs of the pilot project taken by Ann Dalkey.

Before restoration, with iceplant:
After restoration in April 2006:

After driest winter in Los Angeles history, March 2007:

Photos of El Segundo blue butterfly by Ann Dalkey:

July 9, 2007. The El Segundo blue butterfly has colonized habitat restored by the Beach Bluffs Restoration Project in Redondo Beach. Coverage started with the Los Angeles Times and continues with the Daily Breeze.

July 2006. The pilot project is profiled by the Society for Ecological Restoration International.

April 2006. The pilot project is profiled in the Daily Breeze. More coverage in The Beach Reporter. Pictures from our Earth Day event here.

Educational signage has been installed at the site in Redondo Beach. Best viewed with Adobe Acrobat (not Preview in Mac OS X).

1. Why Native Plants?
2. Plants in a Dune Environment
3. Verbena or Iceplant?
4. El Segundo Blue Butterfly and Dune Buckwheat
5. Local Geology
6. Native Arthropods

May 2005. The Master Plan is completed and available. Weeding and maintenance continues at the project site.

December 2004. Planting is complete in time for the winter rains. The rains were a bit much for the bluff at the southern end of the project site. Construction crews had removed the curb for the installation of an underground stormwater treatment device. During the storms of the last week of December, runoff from the Esplanade seems to have been focused onto the bluff at the construction site, which, combined with the excavation, resulted in a significant bluff slide and loss of our plantings. This was not caused by the new vegetation!
August 2004. Clearing of iceplant is almost complete, showing the total area that will be planted. Irrigation and plants have been installed for over half of this second area, while the plants continue to grow in the first section. A split rail fence will be constructed along the cleared area, as decided following a survey of beach users. Some of the new plants are in full flower, including abronia, beach evening primrose, and verbena (in order).
April 2004. The fence has been constructed along the section from Miramar Park to the first ramp. It has met with mixed reviews from the public, some appreciate it and others have expressed disapproval on various grounds. The BBRP participants will consider these opinions before continuing with the installation. For the first section, iceplant has been removed, irrigation installed, and container plants set in. Plants are spaced so that they will provide cover when mature, and consequently appear widely spaced now.

March 2004. Construction of a low split-rail fence along the top of the bluff north of Mirimar Park is scheduled to start in March. The fence will extend approximately 1,200 feet along the top of the bluff, roughly demarcating the property boundary between the City of Redondo Beach and the Los Angeles County Department of Beaches and Harbors. Iceplant removal and installation of native plants will follow. Field surveys and subcontracted reports for the Master Plan have been completed.

Frequently Asked Questions

Where did the El Segundo blue butterflies come from? It is a long way from El Segundo to Torrance.

The Torrance and Redondo Beach sites were colonized from a remnant population of El Segundo blue butterflies that lives about a quarter mile south of the Torrance site on private land along the Malaga Bluffs. They did not fly down the coast from El Segundo.

Why is it a surprise that El Segundo blue butterfly colonized the restorations at Torrance and Redondo Beach?

Research on the behavior of the butterfly in the 1980s described it as very sedentary, with the maximum distance traveled by adults around 200 feet. In colonizing the BBRP sites, the butterflies made it more than 1,000 feet.

Why do the plants look so brown right now?
Native plants are adapted to the summer drought. One of those adaptations is to lose some leaves. This effect is especially visible this year because rainfall in winter 2006-2007 was the lowest in recorded history.

Won't the bluffs erode more if there is not complete plant cover?

While there may be some additional sand that blows around, the bare soil does not pose an erosion hazard. The roots of the native plants are far deeper than the iceplant ever was, and will consequently be much better at holding the bluff together. The Beach Bluffs Restoration Project Master Plan identified human foot-traffic down the bluffs as the single most important factor contributing to bluff erosion.

If you have more questions, send them to longcore [at] urbanwildlands.org.

Photographs © Travis Longcore
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 Dieta.  645 Paseo de la Playa #202, Redondo Beach 90277
surfsidcubs38@gmail.com

Please acknowledge receipt of my Water Front Project DEIR questions and comments.
Thank you.
Attention: Ms. Katie Owston

Re: Waterfront Project DEIR
Comments & Questions

From Greg Diete
Polly's on the Pier

Bob & Sue Schilling <sschilling@socal.rr.com>
Tue 2/23/2016 3:45 PM

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

I am writing to voice my concern regarding the potential dismantling of the short pier which houses the vintage restaurant, Polly’s on the Pier, in Redondo Beach. I started a breakfast club there in 1998, vowing to eat there every Tuesday morning for the rest of my life. My friends, (sometimes 3 or 4, sometimes 12) and I picked this location because we were at a time in our lives when our children were older and we found ourselves forgetting to find time to enjoy our beautiful ocean and all that it brings to one’s life. We realized that it was the only casual breakfast house in the South Bay that sat on the ocean where you could enjoy the views in both directions, the vast variety of sea life and wonderful culture of a seaside city. Weekly we enjoy seeing the fisherman and whale watch boats and kayakers and sailboats, Catalina Island on the horizon, and waves crashing on and sometimes breaching the breakwater. Anyone who loves the ocean knows its restorative powers and would in turn love Polly’s.

After a couple of years of breakfast club I painted the Pier and started a business selling high quality prints of local beach scenes. I was asked to display my work at Polly’s and my paintings have hung inside since 2002. I have sold hundreds of my image of Polly’s. Tourists and locals alike want to have my painting of Polly’s in their home because it is such a beloved spot to so many. For eight years I sold work on Sundays outside of the restaurant and was amazed that people from all over the world had made a special trip to Redondo Beach to eat at Polly’s. People would see my work in the restaurant and call me to deliver paintings to them at the local hotels.

Polly’s is a jewel worthy of saving and restoring and cherishing. Whatever the plan for this area, I can only hope that this little bit of charm be left as an accessible and affordable destination for locals and tourists who want to experience what’s truly the best of Redondo Beach and the South Bay of Los Angeles County.

Sincerely,

Susan Schilling
Great times. Introduced my daughter, various friends and their children to fishing via RB Sportfishing. Enjoy the many new friendships. Love the taste of the fish. Also like going to the many restaurants on or near the boardwalk after many of the 1/2-day fishing trips out of RB Sportfishing. If not for RB Sportfishing, I'd likely go to Long Beach.

Len

Sent from my iPhone
Hello,

Please include Redondo Sportfishing in your new plans. It is an important part of the community and a great way to get kids into fishing!

Mauro Ciarmoli

Sent from Yahoo Mail for iPhone
Please don't renovate Old Tony's!!

xylol@earthlink.net
Tue 1/19/2016 5:57 PM

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

I am writing to plead with you not to renovate Old Tony's. I love it just the way it is and it's such a wonderful landmark!!

Please keep Old Tony's the same!

Sincerely,

David Scott
Los Angeles
Please do NOT destroy Tony's!

Traderbeck <traderbeck@aol.com>

Tue 1/19/2016 6:24 PM

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

I just received notice that Tony's by the Pier is threatened. I hope this is untrue. I was born in Long Beach and have dined there for years. I have brought friends from SF, NY, England and other exotic locales, and all have loved it. I know many, many people who love Tony's, and we would be heartbroken to see such a unique, iconic South Bay beach restaurant be altered IN ANY way. Please do not close or remodel this institution, which gives your town distinction and character. The last thing the world needs is another expensive, generic, gaudy mall.

Thank you for listening.
Becky
Comments on Waterfront DEIR

Ann Dalkey <abdalkey@verizon.net>

Tue 1/19/2016 6:57 PM

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

1 attachment
Waterfront DEIR Comments - Dalkey.pdf;

Dear Ms. Owston,

My comments for the Waterfront Draft EIR are attached.

Ann

Ann Dalkey
802 S Juanita Ave
Redondo Beach, CA 90277
310-540-3090
Dear Ms. Owston,

Please include my comments contained within this document in the public comments on the Waterfront Draft EIR. I have reviewed the Executive Summary, Appendix D1 Biological Resources Assessment, Appendix D2 CNDDB Search Results, and Appendix I2 Water Circulation and Quality Impacts. I also attended the initial workshop held Saturday, November 21, 2015.

I have arranged my comments as follows:

- Forward – This contains a description of my professional background from which I drew upon for generating my comments.
- General comments on the DEIR and conceptual elements of the Waterfront Plan
  - Note: Detailed discussion of liquefaction resulting from major earth quake events must be included before adopting the final EIR.
- Appendix D1 Biological Resources Assessment
  - I concur with the assessment and have provided two additional examples of quick recoveries of the soft bottom benthic community.
- Appendix D2 CNDDB Search Results
  - This is a reasonable list, but must be used when planning the landscaping.
  - Note: Detailed discussion of using native plants, including elements of the southern coastal bluff scrub and the special status species it supports, including the endangered El Segundo blue butterfly.
- Appendix I2 Water Circulation and Quality Impacts
  - I find the water circulation assessment over optimistic due to an insufficient analysis
  - The model failed to consider that the breakwater is porous, which can bring contaminants into the harbor, especially bacterial contamination.
  - The model failed to consider any gyres that can set-up in the harbor.
  - The model failed to consider the configuration of the entrance to the Seaside Lagoon along with the proposed boat ramp that will render the lagoon as essentially a closed embayment.
  - The potential for bacterial contamination can occur from infiltrating water through the breakwater, inputs from birds in the vicinity of the lagoon, and runoff impacts from the adjacent parking lots exists. The potential for unacceptably high levels of bacterial contamination exists.
  - Recommendation: Redo the Water Circulation and Quality Impacts appendix with a more sophisticated analysis that includes quantified bacterial measurements adjacent to the breakwater, transport through the breakwater, and impacts on water transport in the vicinity of the Seaside Lagoon, proposed boat ramp, and Basin 3.
Appendix I2 Water Circulation and Quality Impacts

- Recommendation: A more aggressive value for predicted sea level rise should be included before adoption of the final EIR.
- A modest measure of 1.1 ft of sea level rise is utilized, leaving no room for error in this difficult to assess reality that we are facing.
- Considering the amount of infrastructure being installed and duration that it will be expected to last, it is important to be more cautious in the buildout to save money later if and when damage occurs from sea level rise.

I strongly prefer Alternative 7 for technical reasons as shown above and detailed in the following pages. In these comments are intended to provide positive critiques for obtaining better outcomes on the Water Front project. There is no doubt that the waterfront area needs improvements. Let’s do it smartly with the long-term in the forefront of our planning.

Sincerely,

Ann Dalkey
In reviewing the DEIR, I bring to the conversation an experienced background, including:

- Experience as a co-owner of a small business that generated over $1.25 million in annual gross sales from 1982 through 1986. I understand the concerns of a small business owner.
- Over 32 years as a working marine biologist where I:
  - Spent hundreds of days at sea during this time in vessels that deployed and returned daily from harbors. This gave me insight into the difference between casual boaters and experienced ones, especially from the 200-ton licensed crew on the vessels that I worked on. It is nerve-wracking to be in a large vessel navigating on a weekend when numerous casual boaters are out and about, with unpredictable navigation and little in the way of boat handling skills.
  - Investigated soft bottom sediment marine organisms for impacts resulting from increased disturbance and also loss of disturbance.
  - Significant work with water quality issues, specifically with wastewater plume transport and water movement within the Los Angeles Harbor near Piers 300 and 400.
  - Supervised the Los Angeles City’s microbiology laboratory for three years, the same group that samples in Redondo Beach where results get routed through the LA County Department of Health and to Heal the Bay for use in its Beach Report Card.
  - Was instrumental in connecting the City of Redondo Beach with the USC researchers through Chris Cagle.
- During the past ten years I’ve worked on the land side where I’ve worked with special status species and gained familiarity with such species and their habitat requirements.
GENERAL COMMENTS

I strongly support Option 7, with justifications included in my discussion below.

I agree that the area is in need of improvements and support the idea of revitalizing the area. However, I am concerned that the large amount of construction to the water’s edge will not engender the anticipated ambience for visitors (local and tourists) who expect to experience a marine setting. Because this is located within the coastal zone, this development runs counter to expectations considered in passing the proposition that led to the creation of the Coastal Commission. Additionally, I am concerned about competing interests with the Riviera Village. Perhaps a continuously running shuttle between the two areas will mitigate this (using electric vehicles!).

Visibility and Access – In consideration that most successful venues are highly visible from the main roads, the proposed project suffers from a lack of visibility. Due to unfortunate geography, the Redondo Beach waterfront area is below the grade of the most traveled local artery, Pacific Coast Highway. This setting precludes opportunistic visits.

Navigation by street to the waterfront area is constrained, with only two major access points, 190th Street and Torrance Boulevard. This fact will deter all but the visitors who intend to visit the area. As a result, visitors must be enticed to visit, such as by the inclusion of hotels and large scale facilities, such as wedding venues and banquet/conference facilities.

Recommendation: The entire area, from the water’s edge to Pacific Coast Highway should be addressed in the entirety. This is the only way to obtain a cohesive and world class development. Emphasis should be placed on moving structures higher on the hill to reduce their vulnerability to the elements and more open space below that can better withstand and absorb damaging storm water surges.

Earthquake and Associated Liquefaction – The Redondo Beach harbor area has suffered from liquefaction caused by earthquakes in recent years (1987 and 1994). The Draft EIR states that “.... Liquefaction; would not result in substantial soil erosion......, subsidence, liquefaction, corrosiveness, or collapse......, and, would not create substantial risks to life or property...”. And yet, we’ve seen liquefaction occur in Redondo Beach.
APPENDIX D1 BIOLOGICAL RESOURCES ASSESSMENT

I fully concur with the assessments made in this report.

The recovery of the soft bottom benthic communities is very quick. These organisms reproduce predominantly via larvae that are distributed in the water column. In addition to the San Diego example, other events have been documented:

- Recovery of the benthic community to background levels occurred within a year (J.H. Baker doctoral dissertation). This took place at Huntington Beach when Orange County Sanitation Districts changed their wastewater discharge from the 1-mile outfall to the 5-mile outfall.
- Also, when the City of Los Angeles upgraded their effluent to 100% secondary (November 1987), the benthic community at the 5-mile outfall responded positively within six months of the change. Also, the termination of the sludge discharge at the 7-mile outfall quickly changed from nearly azoic to one much closer to normal.

Impacts to the construction should be expected to follow this quick recovery pattern as seen elsewhere. Because the benthic community serves as “fish food” in the ecosystem, prey organisms will respond accordingly. Additionally, fish and large invertebrates have the ability to move away from construction disturbances and return upon termination of the disturbance.
APPENDIX D2 CNDDB SEARCH RESULTS

This is a reasonable list of species that have been observed in the general area in over 100 years. The current state of development in the area, with concurrent habitat loss, precludes expectations that many of these species will never be seen in the area again.

The Waterfront project provides Redondo Beach the opportunity to return some of the species in its landscaping:

- By using native plants that are adapted to the difficult environment at the beach, e.g. low precipitation, salty air, sandy soil, and high wind stress, benefits can be gained. Foremost will be the plants need for little irrigation, an important fact due to the problems California is experiencing and will continue to experience with its water availability.
- Also, an increased variety of insects and birds will occur, providing an enhanced visitor experienced and educational opportunities.
- Lastly, the ability to increase habitat for the El Segundo blue butterfly exists. This can be easily achieved by planting the appropriate plants throughout the entire development.

There is a difference between wild habitat and using native plants in a landscaped setting. The final EIR should include the following considerations for including landscaped native plants in the appropriate location:

- Specify locations that will support native plants throughout the project area, from the furthest northern boundary to the furthest southern boundary.
- Provide a plant pallet of the viable local native species (I can help).
- Specify that the landscape architects include local known authorities in developing their landscaping plans.
  - For example, Tony Baker does excellent work by incorporating local native plants within a landscaped setting.
- Specify that landscape installers be familiar with native plants.
- Specify that the landscape maintenance staff, in particular management, be trained in how to manage native plants.
APPENDIX I2 WATER CIRCULATION AND QUALITY IMPACTS

This is an area that I am most concerned about. I believe that the conclusions reached in this appendix are overly optimistic due to an insufficient analysis. The analysis fails to consider that the proposed configuration around Seaside Lagoon is essentially a closed embayment.

As a result, the water movement scenarios indicate greater water circulation than what I believe will occur, but only as an inflow/outflow basis. For example, Figure 26 on Page 36 depicts straight forward water transport into all regions of the harbor. Subsequent illustrations show the outflow to be similar, and distribution of water quality impacts to occur in a relatively even gradient across the harbor, with lesser dilution in Basin 3.

**Breakwater impacts**

The model fails to consider that water will be transported through the breakwater. While it will move slower, the transport will occur because the breakwater is built of rip rap. In my work with a CTD in Los Angeles Harbor, I saw many instances of water penetrating through the breakwater.

Concurrent with water moving through the breakwater, chances of transporting bacteria (e.g. total coliform, fecal coliform, and enterococcus) associated with bird life utilizing the breakwater exists.

**Water movement is complex**

The water transport model is highly simplified and fails to include gyres (eddies) that can occur, that are likely to occur, and probably currently exist within the harbor. Most notably is the configuration of the Seaside Lagoon which has a tightly constrained entrance making it a fairly closed embayment. The boat launch construction combined with the existing mole pose additional constrictions to water movement.

A gyre will likely set-up in the area between the entrance to the boat/lagoon area and to Basin 3. Depending upon tides, it can be either clockwise or counter clockwise. Regardless of direction, water transport in and out of the Seaside Lagoon will be muted as the gyre’s energy will circle water around at the expense of water exchange in the area. In this scenario, a 60% constituent concentration as depicted in Figure 34 Page 44 is overly optimistic.

**Implications of incomplete flushing of the Seaside Lagoon**

Through bacterial contamination transport through the breakwater, bird deposition in the Seaside Lagoon area, and parking lot flows into the lagoon (unless designed correctly), the reduced flushing means that bacterial contamination represents a real concern. Instead of dealing with the elevated solids that currently exists, the City will be replacing its headaches with elevated bacterial contamination. The design elements make this an intractable problem.

**How to mitigate this problem?**

Use Alternative 7. This alternative places the boat launch at the end of Mole A with the following benefits:

- This is the safest alternative for boat launching, for people deploying their boats using the ramps can lose control of their vessel (expect inexperienced users to be doing this and having problems!).

• This option eliminates the need for the subsurface construction off Mole C. Water transport will then be better in the vicinity of the Seaside Lagoon.
• A popular pier will be retained.
• The development will be reduced making the entire project more palatable to the general public.

Caution: I doubt that Alternative 7 will fully eliminate the potential for bacterial contamination. A more thorough water movement analysis is needed that includes a porous breakwater and also considers water movement in the tight areas that exist in the harbor. Modelling has come a long way since oceanographers first developed models for gyres along complicated landforms in the early to mid-1990’s.
APPENDIX I2 WATER CIRCULATION AND QUALITY IMPACTS

Sea Level Rise – There was not a detailed discussion of sea level rise only a short discussion on page 2 and a graph and tables on page 3 in this section and nominal mention in the various alternative tables. Most significant is the amount of sea level rise accepted in this analysis. As shown on Page 9 (Page 3.8-3 in the main Draft EIR), the authors utilized a projected a sea level rise of 1.1 ft.

In recent years the standard prediction has been 1 meter increase by 2100. Recent work by scientists have revealed that sea level rise is accelerating, but scientific work on this premise is in progress has not been widely provided for public consideration. A discussion can be found on this webpage of The Guardian: http://www.theguardian.com/environment/sea-level.

When cars, aircraft, buildings, and other large infrastructure are engineered, provisions for catastrophic events are included in the design. This should be the case for the Waterfront Project. Look for a lifespan of the major buildings to be greater than 30 years. It makes sense to plan for more sea level rise for the safety of the infrastructure and for the future Redondo Beach residents.

By considering a larger degree of sea level rise, there will be greater resiliency conferred on the developments when storms arise with associated storm surges and large waves. During El Niño events, the sea level becomes higher due to the water’s increased temperature. For example, with our current El Niño the sea level is 0.7 ft (0.21 m) higher than normal. And, we all remember damaging water surges and waves, with notable events like the rescue of hotel occupants via helicopter in the late 1980’s.
I don't want this massive development. Worst thing is how few people understand what is going to be built.

It's a disgusting to see a city abandon its responsibility to manage development. The city of Redondo Beach should be ashamed of itself.
Ms. Owston,

I hope this note finds you well. I am sure you have received quite a few emails over the past few weeks but I am just confirming the support letter from the South Bay Association of Chambers of Commerce. I have reattached the letter for your records.

Thank you for all of your time and attention.

Best,

____________________
Henry Rogers
Founding Partner
PEAR Strategies, LLC.
c: (562) 355-3825
www.PearStrategies.com
January 12, 2016

Ms. Katie Owston  
City of Redondo Beach  
415 Diamond St.  
Redondo Beach, CA 90277

Dear Ms. Owston,

I am writing you on behalf of the South Bay Association of Chambers of Commerce (SBACC). The SBACC is a regional association of local chambers dedicated to regional issue advocacy in the South Bay of Los Angeles County. The SBACC represents seventeen chambers of commerce from Long Beach north to Westchester. Together, the members of the SBACC provide the leading advocacy voice for the regional business community of one of the most economically prosperous and culturally diverse regions in the entire nation.

The SBACC is in full support of revitalizing the Redondo Beach Waterfront. The Waterfront is intended, first and foremost, to benefit the surrounding community, including its local businesses. The current infrastructure at the waterfront, based on a recent study released by the Redondo Beach City Council, is old and in critical need of repair. According to the study, the cost of fixing this infrastructure could be more than $100 million. The parking structures are only expected to survive with substantial investment another five to 10 years. With no investment they may need to be closed in the near future.

This vital project will create construction related jobs and an estimated 2,500 permanent jobs and additional employment through its indirect economic impact on surrounding local businesses, which are essential to the livelihood of the Redondo Beach community. The project’s design will increase local business sales and property values by providing residents and visitors with an attractive reason to eat, shop, and dine at the restaurants and local shops in Redondo Beach.

Thank you for all of your time and consideration on this matter.

Sincerely,

Dan Hoffman  
SBACC Chairman

c/o Torrance Area Chamber of Commerce, 3400 Torrance Blvd., Suite 100, Torrance, CA 90503  
310.540.6688  
www.sbacc.com
Dear Ms. Owston,

Sorry you are getting this email past the 5:30 p.m., January 19th deadline, however, I a.m. just now finding out about this. I do hope you will extend the deadline for hearing/reading and taking the communities comments under advisement.

Please leave the Redondo Beach Pier/Fisherman's Wharf and surrounding properties alone. They are part of our fair city's rich heritage and history. It's a very nostalgic place for 100s of thousands of people.

Tony's has been around for 64 years. It's basically a historical landmark.

Wildlife have come to depend on what the pier and wharf have to offer them and their survival.

There are always a lot of people walking along the pier each and every day & night. Residents and tourists a like.

You can always find men, women and children of all ages casting their lines out and fishing off the pier.

The restaurants, especially Tony's, are always hustling and bustling with lots of customers.

A lot of people come down to the pier to catch the sun setting in the ocean, taking pictures and videotaping it as it goes down.

There are a lot of individuals who are employed by all the different vendors there who depend on their jobs to support their families.

The parking garage is always full. Which is a good source of revenue for the city or the vendors on the pier.

Each city should be allowed to have its own special charm and unique pier design that represents the city in which it is located. No two piers should ever look exactly alike.
Instead of destroying Redondo Beach Pier/Fisherman's Wharf and surrounding areas, help them to be maintained and kept safe for people to continue to come to and enjoy.

Thank you, in advance, for your help with this most important matter.

Sincerely,

Dawn Lambert
Long Time Redondo Beach Resident
Keep fishing

deeee85 <deeee85@yahoo.com>

Tue 1/19/2016 11:32 PM

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

We need fishing to remain in the area I learned there, my children learned there, and I want my grandchildren to learn there. It's not all about technology. Children need the outdoors.

Sent from my Sprint Samsung Galaxy S® 6.
Redondo sportfishing is a back bone in the history of the city of redondo. It is one of the premier sportfishing landings in the United States and only brings a positive influence to the waterfront. What you may find unappealing to your eye a majority of people look at the large vessels of the waterfront with admiration and wonder improving their mood as they spend time at shopping, eating or just jogging through. Please leave redondo sportfishing alone so I may continue to support the landing and businesses in the City of Redondo Beach

Sent from my iPhone
Regarding Redondo Beach Pier

travis@gridworks.net

Wed 1/20/2016 11:02 AM

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

Don't you dare let anything happen to Old Tony's. New shops etc. are good for growth, but there are other places. Gentrify elsewhere, please.

If we lose this part of the local culture, we lose a part of ourselves both personally and as a community.
My grandparents frequented Tony's.
My parents met at Tony's.
It's where I would go for special occasions for dinner when I was younger. I had a steak at Tony's after graduating high school.
Tony's is where I had my first drink on my 21st birthday, and where my friends and I meet when they're back in town, and where I take dates because there's something special about it.

Remodeling is great and all, but not when it threatens landmarks that should remain.

Do right by the city, develop things further, but don't cock-up the few good parts that still stand.

Sincerely,

Travis Phelps
Redo do Sportfishing

Mrs Fshnadx <mrsfshnadx@gmail.com>

Wed 1/20/2016 11:03 AM

To: Katie Owston <Katie.Owston@redondo.org>;
Cc: Mrs Fshnadx <mrsfshnadx@gmail.com>;

To Whom It May Concern:

Sportfishing has a place on the new waterfront and should continue to be there. In my case if it wasn't for Sportfishing I would never visit the waterfront but always stay following a trip

Sent from my iPhone
SPORTS FISHING OUT OF REDONDO BEACH HAS BEEN PART OF THE SOUTH BAYS HISTORY. REDONDO IS MUCH CLOSER TO THE GOOD FISHING OF THE AREA AROUND ROCKY POINT THAN IS MARINA DEL REY. THE LONGER RIDE AND THE UNCOMFORTABLE RETURN TRIP IN THE AFTERNOON ARE ELIMINATED WHEN YOU FISH OUT OF REDONDO.

PLEASE KEEP REDONDO OPEN TO SPORTS FISHING.

IT IS SOMETHING WE CAN ALL ENJOY.

THANK YOU

JACOB H BRAND
AS MEMBERS OF THE WATERFRONT COMMUNITY ( THE VILLAGE AND SEASCAPES 1 & II )
WE WOULD LIKE TO POINT OUT THAT THERE IS ALREADY FAR TOO MUCH NOISE & TRAFFIC ON OCEAN, PACIFIC &
CATALINA AVE’NUE’S . (ON WEEKENDS IT COULD BE NEW YORK CITY ! )
THE PURPOSED NEW DEVELOPMENT WILL ADD MUCH UNWANTED VEHICULAR CONJESTION. TO THIS SMALL AREA
JUST BELOW US.
THE SO CALLED REVITALIZATION ALSO THREATENS OUR HIGHLY PRIZED OCEAN VIEWS, NOT TO MENTION THE
NOISE OF CONSTRUCTION EQUIPMENT.
OUR AIR QUALITY IS ALREADY EFFECTED BY THE AES PLANTS EYE SMARTING AND THROUT IRRITATING STEAM
VENTING.,
AND ANY NEW TRAFFIC WILL JUST MAKE THE SITUATION WORSE, EVEN IF THE POWER PLANT IS REMOVED.
MANY OF US FEEL THAT THE PERPOSED UPGRADE, MODIFICATION OR IN SOME CASES CLOSING OF SOME
OF THE SMALL BUSINESSES ON AND AROUND THE PIER IS UNWARRENED AND JUST A POOR IDEA.
NOTE THE FAILURE OF THE NOW INFAMOUS "SEAPORT VILLAGE " A TOP THE PIER PARKING STRUCTURE.
BOTTOM LINE!
1. NO MALL NO MATTER HOW BIG OF SMALL
2. LIMIT HEIGHT OF ANY NEW BUILDINGS AS TO PERSERVE OCEAN VIEWS OF VILLAGE CONDOMINIUMS.
3. NO NEW OIL OR GAS DRILLING OF ANY KIND TO BE ALLOWED.
4 PRIVATE FUNDING OF ANY FUTURE CONSTRUCTION .
5. NO FAST FOOD, OR NEW LARGE CHAIN RESTAURANTS ALLOWED IN PIER AREA.
6. IMPROVE AIR AND WATER QUALITY IN PIER & BEACH AREA, FINE POLUTERS.
7. KEEP NEWLY FINISHED BIKE LANE ALONG OCEAN AVE. FOR BIKES, NOT THOUSANDS OF NEW TOURISTS.
8. SAVE "POLLY'S RESTAURANT AND OLD WOODEN PIER, REPAIR & STRENGHEN AS NECESSARY.

SINCERELY
JOHN & CYNTHIA REEDER
THE VILLAGE CONDOMINIUMS
REDONDO BEACH, CA.
We hope the aesthetics are saved........including Tony’s. Let it remain a pier, not a mall.

Thank you,

Cheryl Munder <CMunder@thenationstitle.com>
Katie.Owston@redondo.org Reference 208210 Fisherman's Wharf which also includes Tony's Hats N' Things that leads into Old Tony's.

DESS Y ORPHA DESS WILSON <gmadess@msn.com>

Wed 1/20/2016 12:27 PM

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

Reference 208210 Fisherman's Wharf which also includes Tony's Hats N' Things that leads into Old Tony's.

I don't like what I have heard the redeve;opement plans are for the pier

Ton'y is an Icon and should NEVER be changed, including their little shop~

I am against anything to do with changing Tony's on the Pier~ It has the best food anywhere and always has

Sincerely

Orpha Dess Wilson

gmadess@msn.com
2345 190th St. #63
Redondo Beach, CA 90277
310) 318 9789
Dear Katie,

I was disappointed to read on Facebook today that Old Tony's is up for discussion to be rehashed and, essentially, destroyed.

I am a 28 year old female who grew up in Redondo Beach and lived there 23 years. I am now a native and a tourist, living in Irvine, and I bring my friends/coworkers to the Redondo Pier all the time.

Why? Old Tony's.

We have Barney's Beanery and El Torito elsewhere in Southern California.

I live in a Master Planned Community... Irvine is the quintessential cookie-cutter city made of identical-looking strip malls and shopping complexes. Did you know Irvine has three CPK's? The monotony is the reason my friends and I make the journey to Redondo Beach frequently. To escape from the boring Subways and Cheesecake Factories and bask in the glory of live music and a Fire Chief in a Souvenir glass.

Part of what makes a beach city unique is it's seaside attractions. When expensive malls line the beaches of California, all the charm of a city like Redondo that has been around for 125 years slowly slips into Buzzfeed articles about the "good old days" and Historical Society publications.

Please reconsider dramatically changing the Redondo Beach Pier and look into turning Old Tony's into a historical landmark. The iconic crow's nest is the centerpoint of the pier skyline and is arguably as well-recognized as the King Harbor Sign.

Sincerely,
A proud Redondo native who still brings money to your city - Cori Graham
Good afternoon Kate,

Tony's on the Pier is a cultural landmark in the South Bay that is as iconic as the shoreline that borders the city. It has been the site of irreplaceable memories and moments for myself and thousands of other patrons for over 50 years. Removing Tony's would be a mistake. It serves as a gathering point for residents all over Los Angeles as a comfortable place to meet and enjoy the locale. No other establishment in the area exudes the welcoming atmosphere that Tony's does with its kitschy decor; my friends and I never consider any other restaurant on the Redondo Beach Pier. We always default to Tony's. Why change a good thing?

Please do not throw away a cultural gift that few cities are blessed to have. Please ensure a long and enjoyable future for the many people who enjoy and have yet to discover Tony's on the Pier.

Best,

Stephany Debski
Pat Ross <patr@saket.com>

Wed 1/20/2016 2:31 PM

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

Please keep sportfishing at Redondo. Me and my 3 sons love to fish there. Please don't take that away from us. Thanks!

--

Pat Ross

Saket Company

850 W. Foothill Blvd. #25

Azusa, Ca. 91702

626-969-4949

www.saket.com
Keep Tony's as it is!!! Save Redondo Pier from gentrification. This is a local spot, for locals that grew up here, and for visitors looking for a local hot spot. This is not a commodity to be used as an exclusive urban resort for a generation of affluent new arrivals.

-Matt
Mrs Owston,

I writing to plead to you not to tear down Tony's. As a fourth generation Hermosa Beachian, the Redondo Pier has been a staple in my families lives. I understand that the South Bay is always evolving, and that gentrification is inevitable, but lets not erase what makes the Redondo Pier great, and that is institutions lake Tonys. It is a landmark, and should be protected and treated as such. Not torn down to make way for a massive chain with out any character.

warmly,

Matt Parker
I am a 50+ year resident of Redondo Beach and have worked in Redondo for almost 40 years. My husband and I enjoy Redondo and frequent the piers and waterfront often.

We are very enthused with the City's proposal to re-vitalize the waterfront and have attended the meetings to become informed with the EIR and hear the City and developers plans, and look forward to the facelift and infrastructure changes. There will undoubtedly be many things come up to be fine tuned and worked out, but we would ask our city planners to look hard at restoring the Little Pier and saving it for future residents and visitors alike.
What it brings to the waterfront are what all the other beach cities from Palos Verdes to Malibu wish they still had! Access to boat rides, pier fishing nature and dining that our little pier holds along with the nostalgic aspect that holds so many memories for residents and visitors.

Please consider saving the Little Pier, sportfishing, whale watching and Polly's.

Thank you. Ann Cooper
Dear Katie Owston,

My husband and I are very concerned about the extensive project you are planning. David and I have attended several community meetings where we have voiced our concerns. We have also spoken individually with several of your representatives that were at these meetings. About 1 1/2 years ago we met Fred Bruning, CEO CenterCal Properties at their El Segundo facility.

We have looked carefully at the pictures showing us what the project will look like. The developer’s representatives, have told us that they were taking our views under consideration and that they would adhere to the 2 story height limit.

They told us that they would not have parking on top of the second story, because it would be equal to a third story. The view corridor pictures of the condos in the 130 second floor building actually show a 3rd story view instead of a second story view. This was misleading because they have a 2 story underground parking structure. This was deceptive and intentionality sought to hide the most realistic view of the corridors (see photos below). It is clear to us that your height restrictions are not being enforced and that no consideration is being given to retaining our view corridor.

Currently, we have a view of the bay and breakwater. Your plan eliminates our view. A loss of the bay view will decrease the value of our property. At all costs, we want to avoid this problem. (see photos below)

We are located in Seascape II just across the street from Captain Kids Restaurant. (Pacific Ave and Harbor Drive). At the December meeting we saw your latest pictures that showed the corridor where you have shops, walkways, and a theater (on south side). Your planned corridor is taking away all of...
our water/rock views. In addition, the signage of the theater is higher than 2 stories which obstruct our views.

We want to know what you are going to do about noise pollution, car pollution, lighting, flashing lights, delivery truck noise at all hours, congestion, fighting (look at Police response reports for an entire year in this area by Sombas and Captain Kids), and the bike lane and backed up traffic all the way past PCH and 190th.

We hope that sound proofing all the condominiums from Seascape condos will be at the builder’s cost since the construction will be over several years and the noise from this development will be attenuated.

Our concerns are:

Our Ocean Bay view
Noise pollution
Two story adherence

Enclosed, please find pictures of our present view corridor.

Susan and David Udewitz

310-371-4382
Dear Katie Owston,

My husband and I are very concerned about the extensive project you are planning. David and I have attended several community meetings where we have voiced our concerns. We have also spoken individually with several of your representatives that were at these meetings. About 1 1/2 years ago we met Fred Bruning, CEO CenterCal Properties at their El Segundo facility.

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Our concerns are:

1. Our Ocean Bay view
2. Noise pollution
3. Two story adherence

Enclosed, please find pictures of our present view corridor.

Susan and David Udowitz
310-371-4382
Hi!

I was born and raised in the South Bay and the redondo pier and Tony's are some of the only parts of the South Bay that remain the same! Please don't get rid of the history here!!!! It's what makes where we live so unique!

Thank you,

Caitlyn Huttinger

Reference 208210 Fisherman's Wharf which also includes Tony's Hats N' Things that leads into Old Tony's.


Sent from my iPhone
News Details

The Waterfront Project Draft Environmental Impact Report

Public review and comment period began on November 17, 2015 and ended on January 19, 2016. Written comments received during the public comment period will be addressed in the Final Environmental Impact Report within the section entitled Response to Comments.

Visit the Waterfront Draft EIR web page for individual chapter files and appendices or download the FULL Waterfront Draft EIR (700 MB) PDF version to review the file.

Three (3) Public Workshops were held to introduce the public to the DEIR and encourage public comment during the public and agency review period. The public workshops were scheduled as follows:

- Saturday, November 21, 2015 from 9:00 AM - 1:00 PM* at the Crowne Plaza Hotel at 300 North Harbor Drive, Redondo Beach, CA 90277
- Wednesday December 9, 2015 from 6:00 PM - 9:00 PM* at the City's Main Library, 303 North Pacific Coast Highway (second floor), Redondo Beach, CA 90277
- Saturday, January 9, 2016 from 9:00 AM - 1:00 PM* at the Crowne Plaza Hotel at 300 North Harbor Drive, Redondo Beach, CA 90277

To view a copy of the PowerPoint presentation from the public workshops, click on the link below:
Waterfront DEIR Public Workshops PowerPoint Presentation

For further information, please contact:

Katie Owston, Project Planner
Planning Division
415 Diamond St.
Redondo Beach, CA 90277
(310)318-0637 x1-2895
katie.owston@redondo.org
Polly's

suzannecarlson78@gmail.com

Wed 1/20/2016 5:46 PM

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

I have been informed that there are some possible changes coming to the pier. I am really hoping that the pier stays intact and the business continue to thrive. Those long term businesses are more important then you know. We are from the Midwest and have been visiting twice, but each of those visits yielded several stops to the pier. I am am anxious to get back there soon.

Thank you for your time
Suzanne Carlson
Sehr_suz@hotmail.com
South Dakota

Sent from my iPhone
Keep redondo sportfishing alive

Luke Humphrey <lukesurfs20@gmail.com>
Thu 1/21/2016 10:17 PM
To: Katie Owston <Katie.Owston@redondo.org>

Please keep redondo sportfishing alive I caught my first yellows on the Indian and had the best times of my life on that boat and would hate to see it leave.

Sent from my iPhone
To Whom It May Concern,

I am writing to you in regards to the possible closure of the Sportfishing Landing. There are a number of us Locals which fish these waters for recreation. It's our sanctuary. I view tearing down the sportfishing landings would create new small businesses turn out to look like vacant "Ports of Call" of San Pedro. Many of these San Pedro small businesses have gone under which makes "Ports of Call" look like the "twilight zone". By keeping the sportfishing operations going, it allows our harbor to maintain its Old World charm ie...San Francisco. Of course, the City of Redondo can still construct ie.."clothing outlet" which will bring in business, but why not compromise to maintain the charm of Old Redondo for people who live here? Sportfishing is becoming an "in thing" for us professionals along with blue-collar workers who live in the South Bay.

Please keep me informed of our city's decision

Respectfully,
James Kanemaki
Professor for the Los Angeles Community College District @ Los Angeles Trade Technical College
(Resident of Redondo Beach)
Hello Katie and City Management,

I often visit Redondo Beach and was deeply disturbed when I found out that there is the possibility that the Pier may be closed, or worse destroyed. There is so much culture and history to the area, the pier and the restaurants that it would be a SHAME if this area we to be closed.

Too often in California we replace the old with the new and many, many times it is not for the better. I get it everyone wants the shiny new penny BUT at some point we need to stop behaving like spoiled children and recognize the value and importance of what once was and respect it as it should be and certainly has earned the right to be.

It for the most part boils down to money so I guess I must add that should the city close/remove The Waterfront and it’s businesses I will take my business else where were the people respect the culture.

I hope my opinion matters!!!

Thanks you,
Aggie Morse

Sent from my iPad

Aggie Morse
Morse_Agnes_M@Lilly.com | www.lilly.com
Save Redondo Beach Sportfishing

Mark <markjosephtamayo@rocketmail.com>

Mon 2/1/2016 2:41 PM

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

May this msg serve as a petition of one of the many who oppose the so called 
"upgrade" of tearing down the little pier, tackle shops, restaurants and all business around redondo beach landing

Pls save redondo beach landing and all businesses round it.

Sent from my iPhone
Dear Ms. Owston,

Thank you for the opportunity to respond to the DEIR Environmental Impact Report. I realize this is after the deadline, but was out of town. I have several concerns about the proposed projects.

The main one is that it changes the cultural setting of the beach area. Currently Redondo Beach has a lovely beach front that allows the occupants and visitors the calming effects of a beach community. One can stand on the pier and smell the sea, hear the seals bark and see the pelicans fly overhead. It is a compromise between nature and man. There are many species that live in the Redondo Beach area that may be harmed by the increased crowds and pollution of the proposed "mall" with the hopes of making Redondo Beach a mob scene of shoppers. Are there protective features in place to ensure that the sea life and the birds and animals that depend on the sea for survival are not impacted by living in a crowded shopping area rather then a beach community with the restrictions that promote the health and survival of our beaches? Is there well being ensured with the current proposals?

One of the joys for many of the residents of inner city Los Angeles, is that there is transportation to a beach. How will this impact these people who come for a beach experience. In a busy commercial setting, the quietude of the beach is lost and there is not the mental and health benefits for so many LA residents. My impression is that the hope is to make Redondo Beach more like Manhattan Beach to draw a wealthier clientele. I suppose this is the natural approach for a businessman, but a sad reflection that it is not important for all aspects of our society to experience a natural setting on a day of rest.

The proposal will make the beach a regular "mall". The sensation of the beach community will be lost and there will be traffic, smog, and not enough parking spaces. Why would the city want this at a beautiful beach area? We have enough areas inland that are not impacted by this loss of beauty for economic gain. Is there a plan in place for the area to retain its natural beauty and keep the vistas open. I do hope so, as our country seems to be intent on become one large unimpressive mall with all areas having the same look. I recall going to Palo Alto and being disappointed to see no distinction between that area and SoCal- strip mall after strip mall beading the roadway. Is there no uniqueness to our communities in the present age? At least now, Redondo Beach looks unique, but the proposal will certainly destroy that and propose it become a common mall scene. What will happen if it is not a financial success? Are there plans for it to be a weekend only shopping mall, since for many, it is hard to get to the beach area on a busy work day. If it does not survive, will it become like the sad surroundings at the Ports of Call? It always reminds me of a ghost town and the buildings are slowly and sadly deteriorating.
Thank you for your consideration.

Sincerely,

Debby McCurdy

IMPORTANT WARNING: This email (and any attachments) is only intended for the use of the person or entity to which it is addressed, and may contain information that is privileged and confidential. You, the recipient, are obligated to maintain it in a safe, secure and confidential manner. Unauthorized redisclosure or failure to maintain confidentiality may subject you to federal and state penalties. If you are not the intended recipient, please immediately notify us by return email, and delete this message from your computer.
Comments
The Waterfront
Draft Environmental Impact Report (Draft EIR)

Name: Gregory Gordon Howlind
Organization (optional):

Address:
60633 Melton Trail
Joshua Tree, California 92252

Zip Code:

Phone (optional):

E-mail (optional):

Comments on Draft EIR: My family and I have been coming to Polly's on the Pier since the early 1970's. The maintenance/upkeep required to sustain its operation, not to mention the fishing boat ops, seems a small price to pay/absorb to protect one of our landmark heritage sites. It may be one of the last remaining 20th century-era coffee shops and meeting places that define Redondo Beach as a long-gone escape from the hustle-bustle of the concrete-city-scape. Don't tear it down! Don't move it to an out-of-the-way parking lot:

(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.
Greg Howland
60633 Melton Trail
Joshua Tree, California 92252

Katie Owston, Project Planner
City Of Redondo Beach
415 Diamond Street
Redondo Beach, California 90277
Hello My name is Wendy I was at the oier just the other day I saw all the flyers on save the pier. I understand that from speaking to the sports fishing personnel that the city wants to knock all these places and renovate the whole area by on the rocks pollys and other surroundings. That is a very bad idea There are a ton of people that love pollys that fish on pier and also go on 1/2 day fishing boats also use that concrete road to bike ride and walk. Also if this took place I beije that in the long run no one will be able to afford rents and shopping it will end up empty businesses. Now im all 4 fixing up what is there now its pretty darn old can really use a big face lift but not to do what is being talked about and trying to vote yes. I say NO! Bad idea.