

CALIFORNIA COASTAL COMMISSION

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F15a

A-5-RDB-16-0092 (REDONDO BEACH WATERFRONT)
MAY 12, 2017

CORRESPONDENCE

UNITE HERE! *Local 11*

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Via E-mail

Amber.Dobson@coastal.ca.gov

Alexandra Weyman
Research Analyst
UNITE HERE! Local 11
464 S. Lucas Ave., Suite 201
Los Angeles, CA 90017

April 28, 2017

Honorable Dayna Bochco, Chair
Honorable Commissioners and Alternates
Mr. Jack Ainsworth, Executive Director
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Re: Appeal No. A-5-RDB-16-0092

Dear Chair Bochco, Honorable Commissioners, Alternates and Staff,

On behalf of over 20,000 hospitality and food service members in Unite Here! Local 11 in Los Angeles and Orange County, we write to express our support staff's recommendation to find substantial issue with the Redondo Beach Waterfront Revitalization Project. ("The Waterfront Project").

Unite Here! Local 11 filed an appeal of the approval of the Coastal Development Permit ("CDP"), because the proposed project includes a boutique hotel that will not be a low-cost visitor serving accommodation. The Coastal Commission should not grant the CDP for the Waterfront Project because the boutique hotel is not consistent with the California Coastal Act or the City of Redondo Beach Local Coastal Plan.

Unite Here! Local 11 thanks staff for their thorough research of the effects of the Waterfront Project not only on the City of Redondo Beach, but also the California Coast. We urge the Coastal Commissioners to follow staff's recommendation to find substantial issue with The Waterfront Project.

Thank you,



Alexandra Weyman

Dobson, Amber@Coastal

From: gerryjim <gerryjim@sbcglobal.net>
Sent: Tuesday, May 02, 2017 1:16 PM
To: Dobson, Amber@Coastal
Subject: Permit No. 2016-06-CDP-04. Appeal No. A-5-RDB-16-0092

Agenda no. F15a

James Phillips

Opposing Permit No. 2016-06-CDP-04

Dear Ms Dobson,

I am in opposition to the proposed development referenced above and I fully support the appeal. Now 63 years old, I grew up in this area, have lived in Redondo Beach the last five years, and I have used the pier and surroundings as recreational coastal retreat my entire life. It has been sad to see such overdevelopment as The Village Condominiums and other condos encroach on the pier and harbor, blocking views and access. And now, we have the city trying to make a deal with Centercal to needlessly demolish a perfectly good parking structure and pier area that gets wonderful use from people of all social strata. And they want to construct a luxury hotel with private beach, a ridiculous draw bridge that will surely be slow and breakdown, a luxury theater, and a retail mall environment. All this at the expense of views of the harbor and ocean, removal of existing boat slips, decreasing aquatic oriented recreational activities, increase in traffic, and degradation of the quality of the coastal environment. If this project goes through, future generations in the South Bay will lose use of a gem of a coastal pier area that can never be reclaimed again!

Sincerely

James Phillips
510 S. Catalina Ave. "A"
Redondo Beach, Ca 90277

626-390-5899

Dobson, Amber@Coastal

From: joan riley <onebigbird@earthlink.net>
Sent: Friday, May 05, 2017 12:50 PM
To: Dobson, Amber@Coastal
Subject: Redondo Beach appeals : A-5-RDB-16-0092 resident letter

I agree and support Staff's recommendation that a substantial issue (s) exist. As a resident, I see and understand how the RB Waterfront LLC Development does not prioritize human interaction with the ocean and harbor rather it limits coastal access, recreation and severely reduces scenic views and view corridors. Thank you for your valuable time.
Joan Riley

Joan Riley
230 The Village #301
Redondo Beach, CA 90277

Dean Francois, Sierra Club, Friends of the South Bay Bicycle Path, appellant
310-938-2191 savethestrand@yahoo.com
Appeal No. A-5-RDB-16-0092 (Redondo Beach Waterfront, LLC, Redondo Beach) May
12, Item 15a

Dear Commissioners:

I only just received notice of this meeting and do not think applicable notice was provided to the public. I cannot attend and I am one of the appellants. Please call me (310-9382191) or text me and I will call you back to briefly discuss this issue. This correspondence has been provided to your staff for distribution.

The Coastal Commission (CC) staff report clearly documents that there is a substantial issue with regards to non-conformity with the Coastal Act. That alone means that the commission has their work cut out for themselves to substantially change and alter this project to conform with the many deficiencies and conflicts that have been documented in the appeal and in the staff report. The best option would be to outright approve the appeal and deny the project. You certainly do not have enough information in your report to deny the appeal and approve the project. Furthermore, the city through referendum has since passed measure C which limits the project and the project is clearly in violation of that measure.

Since there is no recommendation staff report on what changes are to be recommended it presents difficulty for the public to provide input prior to the meeting. This is the reason that the appeal should be granted and the project denied.

I would appreciate it if you could please give me a call 310-938-2191 and have a brief discussion about these issues. Many community leaders have filed this appeal, including myself, on behalf of the Sierra Club and the "friends of the south bay bicycle path". The appellants include Council-member Bill Brand who is our new Mayor and just won this March in a landslide over the incumbent Mayor who supported the project. It includes a former council-member who was a sitting member of the city council during the approval process. It includes an individual who was the top vote-getter and is now in a runoff in a council seat election in May. It includes a Harbor commissioner who voted against the project.. And Measure C passed in a landslide vote of the people in March which would substantially reduce the size of this project. Since measure C is now law in the city, the CC should not approve this project and should approve the elements of measure C first. As a minimum, it should be sent back to the city council for a new approval to comply with the law.

With all of this information, it is possible that the commission could reduce the size to end all obstructions of public ocean views and make at least that element of the coastal act in compliance. This will take more work than one meeting and I suggest that the commission get working on his.

I have worked on the Sierra Club comments to this project as I am the Political Chair and a member of the executive committee of the PV/South Bay Group.

Please see attached the official comments the Sierra Club provided to the original DEIR. These exact comments are relevant today since it was not changed much from that DEIR. Please take note of the obstructions to bicycle flow along the beach bike path, the obstructions to public ocean views, and the massive build out of a small recreational harbor which is not needed and the public does not support.

Just a **few of the most devastating affects and violations of the coastal act** which we reported and which was not included in changes as the project moved forward:

- 1) We requested in our comments that the project EIR be expanded with **many more observation points** throughout public places where we currently have views of the water so that proper analysis is given to where we are losing or gaining water views. Specific elevations of buildings need to be made public to determine the affect on all visual aspects including water views. They did not comply.
- 2) We recommended the proposed project be **downsized** approximately 25 to 50%. The coastal act needs to be enforced and the project should comply with the act and protect existing public views of the water. Buildings should be located in such a way that they are located in positions that replicate more of the current views that are blocked thereby preserving other views of the water, especially from Harbor Drive. They did not comply.
- 3) The project needs to **revise the specified width of the public walkway/bike way** that is routed near the water and travels over the bridge. For this to in any way work so that cyclist are able to enjoy a bike ride without walking, 12 feet is clearly not enough to make this work. it should be more than 18 to 21 feet in width. Furthermore, it is unrealistic to think that the development as it is planned would even allow cyclists to ride in this congested area.
- 4) The proposed project needs to **reconsider the proposed routing of the Harbor Drive bike path**. It should stay on the water side of the new Pacific Street as it does on the northern section of Harbor Drive. It needs to keep a more contiguous route with water views. Crossing traffic 2 times in this short length is dangerous and unacceptable.
- 5) The proposed project needs to **mitigate the disastrous effects of construction**. It is unreasonable to think that bike and pedestrian traffic will be routed up hill and around the back side of the village propeerty far from the leve; ground near the water that ccliss currently ride on every day. And all of this obstruction will be for nearly 3 years. A temporary route should be made available during the construction and in the zone. It is unreasonable to think that people will have to travel a route such as this for 3 years.
- 6) The proposed project needs to **keep a larger part of the seaside lagoon** instead of reducing the size of this public parkland that is a resource the city needs for the public's use.
- 7) And the **construction of a new road for vehicles** is devastating and does nothing to encourage pedestrian and cycling traffic in the area.



**SIERRA
CLUB**

Palos Verdes-South Bay Group/Angelen Chapter

January 19, 2016

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

Re: The Waterfront Draft Environmental Impact Report (DEIR)

Dear Ms. Owston,

We are commenting on the DEIR for the proposed Center Cal development of the Redondo Beach waterfront (the Proposed Project). In making these comments, we are fully aware of the need for, and benefits of, revitalization of the area. However, in its role as steward of the Redondo Beach coastline, the City should take a very critical look at this DEIR and its inaccurate and misleading representations, as well as the Proposed Project and its very real, adverse impacts. Coastal development projects should be designed with a view to enriching people's lives through opportunities to enjoy the coastline for what it is, rather than with a view to enriching a developer by permitting our scenic and recreational waterfront resources to be used for the opportunistic placement of urban infrastructure such as cinemas and shopping malls, creating walls where views once were enjoyed and further reducing the coastal area available for coastal-related recreational activity, including coastal-related commercial-recreational activity.

Our comments focus on just a few of the most offensive failings of the DEIR.

Project Description

While the project description is not required to be excessive, it is required to include all information "needed for evaluation and review of the environmental impact." California Code of Regulations, Guidelines for Implementation of the California Environmental Quality Act, § 15124 ("CEQA Guidelines"). "An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences." CEQA Guidelines, § 15151 "An EIR on a construction project will necessarily be more detailed in the specific effects of the project." CEQA Guidelines, § 15146(a).

The project description does not provide adequate information to thoroughly evaluate certain impacts. For example, the actual heights of the buildings and their elevations must be provided in order to determine the full impact on views, especially views of the water from public places such as Czulger Park and nearby public streets.

Aesthetic and Visual Resources

"An EIR is an informational document which will inform public agency decision makers and the public generally of the significant environmental effect of a project." CEQA Guidelines, § 15121(a). The purpose of informing public agency decision makers and the public is not served if a DEIR or EIR analysis reflects bias or seeks to put conditions in the most favorable light to the exclusion of other information.

P.O. Box 2464 Palos Verdes Peninsula, CA 90274

The DEIR analysis of aesthetic and visual resources is patently developer-biased in the choice of views used to analyze potential view impacts and in the apparent preference for buildings over open vistas along the coastline. Views of the water from all public places in Redondo Beach must be evaluated in the DEIR. These include, but are not limited to, views from Diamond, Beryl, Herondo/Anita, and Catalina streets, and Veterans Park, none of which were considered.

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

AES1 and AES2: The Proposed Project would have a significant adverse impact on a designated local valued view available to the general public and would have a significant adverse impact on the visual character of the site and its surroundings.

The existing view all along Harbor Drive from the southern point of Harbor Drive to Portofino Way includes views of the harbor, the ocean, and a significant local coastal land form, the Palos Verdes Peninsula. The three observation points from the northern portion of the project site that were selected for the DEIR, views 4, 5 and 6, appear to be points from which the only three glimpses of the waterfront and horizon will be available at all along Harbor Drive upon project completion--views through the three narrow corridors between buildings. Their choice by the DEIR preparer as the "designated views" is a gross distortion of the available view and appears to be an intentional attempt to conceal, rather than reveal, the project's true impacts.

Similarly, the view of King Harbor from the water will be largely a wall of buildings, which is not discussed in the DEIR, notwithstanding that the view from the water is an important consideration under the Coastal Act.

"The EIR shall discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans. Such regional plans include, but are not limited to . . . regional land use plans for the protection of the Coastal Zone." CEQA Guidelines, § 15125. The DEIR does not properly or in sufficient detail analyze these inconsistencies.

The Coastal Act and the City's Local Coastal Program/Plan require that public views along the coastline, including from publicly accessible open space and Harbor Drive, be *preserved and enhanced*. The Harbor/Civic Center Specific Plan requires that building massing be broken up and minimize obstruction of ocean views. The DEIR states that "the addition of new design elements and improved public spaces will enhance the visual quality of the site" as if somehow the construction of nicer (and bigger) buildings makes up for the loss of views. Californians have made tremendous strides through implementation of the Coastal Act toward protecting their right to coastal resources. Redondo ought not reverse that progress by substituting buildings and landscaping, however nice looking particular participants in the process may feel they are, for views and an open horizon across the project site.

The DEIR goes to great lengths to describe viewer groups and viewer sensitivity, concluding that "recreational viewers . . . tend to experience the natural and built surroundings as a secondary feature of other nearby activities". (3.1-6) Nothing in CEQA permits the government decision maker to determine that some or all of the public does or does not value environmental qualities. The very essence of CEQA is the legislative mandate that "[i]t is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man." California Public Resources Code § 21000. The government decision maker must assume that the public values environmental resources; to do otherwise overrides legislative intent and violates CEQA.

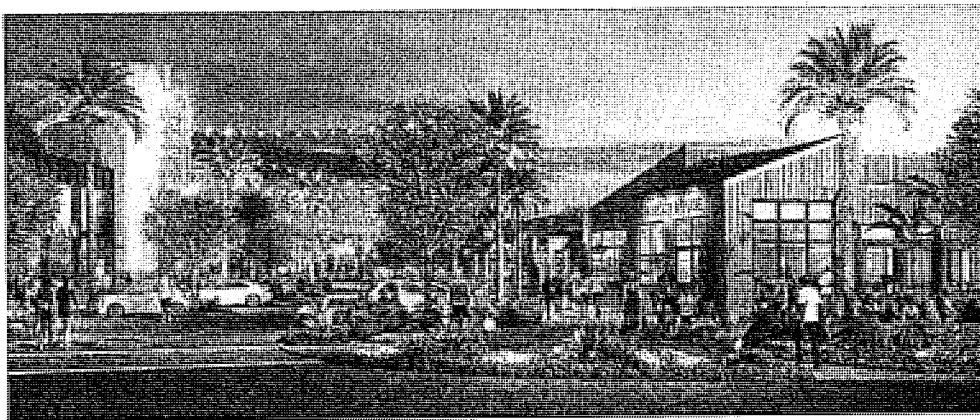
To declare the natural environment to be a secondary feature undermines the purpose of the CEQA, to prevent development from overwhelming the natural environment, to prevent development from treating the environment as second fiddle. On the California coast, as in many other areas, the environment is

the primary attractant, it is what brings people to the coast. Consider that very large group of "viewers" made up of cyclists riding along the Redondo coastline. (Based on data provided in the DEIR that group is thousands *each day*.) The built environment is not what draws them to the coast. And the project as designed will have a significant adverse impact on the aesthetic and visual resources along Harbor Drive. The built environment is and must remain secondary.

Referring to existing conditions, the DEIR states that "the harbor, ocean, and Palos Verdes Hills provide the predominant visual features in the area" (3.1.2.2) and "the coastal location defines the visual character of the harbor". The DEIR states that existing "views of the harbor are generally available throughout the site", acknowledging that this is in large part because of the "dispersal of structures". (3.1-15) The DEIR further accurately reports that, while "the presence of large areas of surface parking lots lowers the visual quality of the site" it allows for views of the harbor, moored vessels (which "provide a high degree of visual interest" and "contribute to the waterfront ambiance" (3.1-19)), the ocean, the Palos Verdes Peninsula, and the horizon, including sunsets--in essence, the coastline.

The Coastal Act is intended to protect the scenic beauty of the coastal landscape as a resource of high public value--high in part because it *is* limited. As the DEIR notes, under existing conditions views are "partially obscured by intermittent structures, the splash wall, and landscaping" (3.1-23). That is all the more reason to protect the view that is available, or enhance it, rather than eliminate it. The wall of buildings proposed for this stretch of coastline would obliterate the view. Not everyone will be able to afford to stay at the proposed boutique hotel or dine at Kincaid's or other proposed restaurants, to enjoy the coastline. Cycling along here and taking in the coastal environment, including views, provides an enjoyable, healthy, recreational activity currently available to a broad, diverse, very large segment of the general public, and is precisely what CEQA is designed to protect.

Referring to existing conditions, the DEIR states that "the harbor, ocean, and Palos Verdes Hills provide the predominant visual features in the area" (3.1-6) and "[t]he visual character of the proposed project vicinity is defined by its coastal location." (3.1-73) When you look at the Proposed Project, ignoring the fact that it is positioned along the waterfront, you see a development that could be plopped down in Anytown USA. While as a mall it may be attractive, it bears no relationship to the coastal location.



Admittedly, Measure G approved a 400,000 square foot increase in building along the Coastline. Yet the LCP requires that development be consistent and harmonious with the scale of existing development. The Harbor/Civic Center Specific Plan requires that building massing be broken up. If the increase in square footage were built up intermittently along the Harbor Drive stretch and an effort made to maximize views and minimize the mall effect, the adverse impacts would be considerably less

significant. Moreover, the increase in square footage of parking structures was not considered in the LCP and the parking structure impacts for the project exacerbate the adverse impacts to the coastline.

Czuleger Park

The proposed two story market hall would impact water views from Czuleger Park. Contrary to the fair information requirements of CEQA, the DEIR view observation points from the park appear to have been selected to mask the Proposed Project's view impacts. Other view points from within the park and nearby public streets would reveal significantly greater view impacts.

In sum, the final product of the Proposed Project would be misplaced on the Redondo waterfront. It could be a mall in any urban core. It does not do justice to the coastal zone and the DEIR fails to alert the public to this.

Recreation Resources

Misuse or reduction of coastal resources in Redondo Beach will put pressure on other coastal areas to be developed for truly coastal-related recreational purposes. "Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services." CEQA Guidelines, § 15126.2(a). The DEIR fails to analyze the impacts on neighboring coastal areas. In addition, the Proposed Project provides a model for other inappropriate development along the coastline in other communities. Most of the improvements seem to focus on eating, shopping, and going indoors to watch movies, rather than on enhancing active recreational use of the harbor and coastline. Even the passive recreational experience of simply observing the coastal environment promises to be degraded by the heavy emphasis of the Proposed Project on urban development.

To put into perspective the scale of the Proposed Project's impact, note that the DEIR indicates that the area of LA County Beach along the City of Redondo Beach coastline is approximately 36.2 acres. This is roughly the same size as the Proposed Project area. In other words, the Proposed Project proposes substantial urban development for much of the Redondo Beach coastal area. This underscores the tremendous impact the Proposed Project will have on the potential for truly coastal-related recreational activity and the sacrifices being made for the benefit of commercial development along the California coastline that falls within the City of Redondo Beach.

While the Proposed Project does not involve residential development and, therefore, an associated population increase that will strain existing recreational facilities, the development promises to bring in tourists that will put increased demands on existing resources and facilities. "The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected." CEQA Guidelines, § 15126.2(a). When bringing people into the area, focus should be on developing facilities and resources that are coastal in nature or coastal dependent so as not to attract to the area increased tourism that is merely looking for an urban experience of shopping, cinema, etc., competing with the limited coastal space available for coastal-dependent and coastal-related activities.

As proposed, the project will have a significant adverse impact on recreational resources. Moreover, the Proposed Project closes the door on possibilities for increased coastal-related recreational opportunities in the future. The DEIR does not support the need for the Proposed Project over other alternatives justifying these significant impacts. "Where there are impacts that cannot be alleviated

without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described." CEQA Guidelines, § 15126.2(b).

Seaside Lagoon

Seaside Lagoon is a cherished facility, heavily used by young children and families for decades. It includes associated recreational amenities, such as children's play equipment and volleyball courts. The latter will be removed under the Proposed Project to make room for buildings, only some of which appear to be waterfront related, but information on that is limited in the DEIR and needs to be included to fully understand the impacts. Clearly, the sand and water area of Seaside Lagoon will be reduced. As evident in Figure 3.12-5, the reduction in water entry area will be significant. The DEIR fails to adequately describe and compare the beach and water area and water entry area before and after the Proposed Project. The DEIR mentions a beach club in this area, but there is no explanation as to exclusivity, priority rights to recreational resources, etc. The DEIR also mentions that the smaller Seaside Lagoon area will be required to absorb other recreational activities, such as kayak and paddleboard rentals, that are currently provided elsewhere within the Project area.

Retaining Seaside Lagoon was an important component of Measure G. Reducing its size, eliminating valued features, and adding uses that will detract from children's access represents not only a significant adverse impact, it is a breach of the commitment made under Measure G. With the Proposed Project anticipated to draw tourists to the hotel, enhancement of this treasured coastal-specific recreational facility should include increasing, rather than reducing, its size. It will no doubt be popular with tourists staying at the hotel. Will there be limits on entry? Will hotel occupants get priority? We've seen this sort of thing happen before, after projects are approved. The DEIR fails to evaluate projected changes in attendance and what the smaller lagoon would be able to support.

Bicycle Paths and Bikeways

The analysis of recreation fails to adequately address bicycling as a recreational activity along Harbor Drive and the Proposed Project's impacts on the large segment of the population that participates in that activity. We would expect that, given the data on the number of cyclists using the Harbor Drive bike path and along the waterfront, there would be a section thoroughly addressing this, because the impacts are so great--we believe significant--to this group.

The Proposed Project reroutes the South Bay Bikeway from the edge of the Pier Parking Structure, from which cyclists have a nice view of the waterfront and beyond, to a strip east of the project site and east of the new road connecting Harbor Drive to Pacific Ave., eliminating the existing coastal view. Moreover, this new route creates safety concerns. As bicyclists' exit the hotel area at each end of this stretch, they must look across two lanes of car traffic. None of this was evaluated in the DEIR.

The DEIR states that "under existing conditions, bicycles must be dismounted and walked through portions of the project site." In fact, under existing conditions, bicycles must be dismounted and walked through just one very short stretch (less than 50 yards) of the project site, at the entrance to the Pier Parking Structure. We anticipate that bicyclists will be required to walk their bikes along much, if not all, of the proposed boardwalk, which significantly interferes with the coastal experience and with the vision of Los Angeles County to create a continuous coast bike route. The Proposed Project's priorities are evident in that it makes room for a road for cars through two rows of commercial buildings along the waterfront, on the northern stretch of the Proposed Project, but finds no space for a bikeway along the waterfront—clearly prioritizing commercial over recreational.

The DEIR indicates that the entire project area will be closed during the anticipated 2.5 years of construction. (3.12-32) Walkers and bicycle path users would be rerouted to Pacific Ave., Catalina, and Torrance Blvd. Circle, a route that diverges from the flat South Bay Bikeway to climb well up off the beach. No mention is made in the DEIR of the elevation change and how the thousands of cyclists travelling this route will then safely connect back onto the Bikeway. Nor is there discussion of any

impacts to the thousands of walkers over this long period of time, particularly those who choose this route because it is flat. This is a significant adverse impact and should be discussed fully and mitigated by providing an alternative, temporary, level pathway wide enough to accommodate cyclists and pedestrians.

Open Space

Throughout the DEIR the phrase "high quality open space" is used to refer to the Proposed Project. There appears to be no attempt to define this or support it with a description. Does it mean natural open space, highly altered open space, heavily manicured open space, or perhaps open space characterized by expensive hardscape? Any open space analysis which favors development as "open space" over the existing coastal environment is suspect under the goals and requirements of CEQA as evidenced by the California legislature, as described above in this letter.

Traffic and Transportation

The DEIR identifies significant adverse impacts to Redondo Beach and adjacent communities in the areas of traffic and transportation, despite minimizing the impacts to bicyclist circulation. In fact, impacts may be understated. It is not clear whether weekend or weekday traffic was assessed. The DEIR indicates that the number of trips to the Project site is expected to more than double. (3.13-56) The coastal area has limited access points, most of which go through residential communities. Many streets are already highly impacted and the proposed mitigations will only serve to frustrate drivers, exposing pedestrians and cyclists to greater dangers as a result.

Parking as proposed is thought to be inadequate, due to the vast increase in retail, office and other commercial uses, much of which is unrelated to the waterfront.

The significant inadequate parking impacts as well as the very significant impacts to traffic and transportation should be mitigated by reducing or eliminating non-waterfront-related commercial uses, a mitigation measure or alternative project not offered in the DEIR.

Land Use and Planning

"Consistent", "consistent", "consistent"--the DEIR unabashedly rubberstamps the entire Proposed Project as consistent with all land use and planning documents. The California Coastal Act mandates the protection, conservation, restoration, and enhancement of the State's coastal resources. Indeed the coastal resources that the Act seeks to protect and enhance are public access, low-cost visitor-serving recreational uses, and visual resources, most of which are given short shrift by the Proposed Project.

Consistency with the Coastal Act, the City's General Plan, and Coastal Land Use Plan requires coastal-related uses in the area east of Seaside Lagoon and north of Basin 3. The "new main street flanked by commercial uses" (3.9-28) does not appear to be consistent. Moreover, it's hard to imagine that the coastal-related use mandate anticipates enhancement by installations such as movie theaters.

Measure G used the approved Heart of the City Environmental Impact Report as its CEQA impact assessment. That EIR included specific mitigations and requirements that were not incorporated into this Proposed Project and portions the DEIR conflict with that EIR.

California State Lands Commission

Exchange of Basin 3 for a stretch of tidelands currently held in public trust would remove important protections that the California State Lands Commission provides and, thus, such removal would be a significant, adverse impact to the public.

Alternatives

The final EIR should provide an alternative to the Proposed Project that reduces density and massing and their adverse impacts along the coastline, reduces the emphasis on commercial enterprise non-dependent on and unrelated to the coastline or waterfront, and increases public coastal-dependent and coastal-related recreational opportunities. Alternative 7 may accomplish some of these goals, yet neglects others. Had the DEIR properly evaluated the elements described in this letter, above, including impacts to aesthetic and visual resources and recreation resources, perhaps Alternative 7 would have been designed to reduce such impacts. By denying the existence of such impacts, this opportunity was lost.

Summary

The DEIR should be redone and re-circulated. The Proposed Project has significant impacts that are not identified and/or not adequately analyzed. First and foremost, the Proposed Project fails to honor the Coastal Act and the public interest in protecting limited coastal resources. The Proposed Project would be a mall of buildings with a road through it on the waterfront. That type of development belongs in the urban interior rather than on the waterfront. The DEIR fails to address this issue.

The DEIR must examine more critically the visual and aesthetic impacts of the Proposed Project, including justification for the scale of the project and the non-coastal-related uses planned for the site; including many more observation points from public places where there are existing views of the water; and including building elevations in order for the public to better evaluate the Proposed Project's view impacts. It must also include more extensive traffic analysis, particularly analysis of the traffic interaction with cyclists.

We believe that a more comprehensive and objective DEIR will reveal significant impacts which will call for an alternative to mitigate those impacts. Such an alternative should enlarge the Seaside Lagoon to at minimum retain its existing size. The Proposed Project structures overall should be downsized significantly, locating buildings to retain, enhance, and expand views and offering more open space for the public to enjoy the open waterfront. The proposed re-routing of the South Bay Bikeway should remain on the water side of Pacific, with water views and without crossing two lanes of car traffic. The 12-foot wide walkway along the waterfront should be widened to accommodate cyclists on their bikes, rather than expecting cyclists to dismount and walk through the development.

Last, mitigation for the significant construction impacts must be offered. In particular, it is unreasonable to re-route bicycle and pedestrian traffic uphill around the back side of the village for nearly three years and consider this an insignificant impact. A temporary, flat route should be made available through the construction zone.

Sincerely,

Eva Cicoria
Chair, Conservation Committee
Sierra Club Palos Verdes-South Bay Group

Al Sattler
Chair, Executive Committee
Sierra Club Palos Verdes-South Bay Group

Dobson, Amber@Coastal

From: Bill Brand <Bill.Brand@redondo.org>
Sent: Friday, May 05, 2017 1:04 PM
To: Dobson, Amber@Coastal
Cc: Hudson, Steve@Coastal
Subject: Redondo Beach Mayor Bill Brand Supports Substantial Issue Finding

Hi Amber,

Please include my correspondence in agenda packet for next week. See you next Friday. Have a good weekend!

Bill

Dear Coastal Commissioners,

This letter is in reference to the below items that appear on your agenda for Friday, May 12th, 2017.

Agenda Item: 15a.: Appeal Number A-5-RDB-16-0092, Redondo Beach Waterfront LLC

Agenda Item: 15b: Appeal Number A-5-RDB-17-0008, Redondo Beach Boat Launch Facility

As the newly elected Mayor of Redondo Beach, and former two-term Council Member for the District in which this project is to be built, I fully support the staff recommendation to find 'substantial issue' on both these agenda items. As detailed in the appeals and the staff report, both of these related projects represent multiple substantial issues with Redondo's Local Coastal Program and Chapter 3 of the Coastal Act. A de novo hearing is reasonable and warranted given the scale and impacts these projects will bring to our coast.

In addition, Redondo Beach residents voted on March 7th to approve amendments to our LCP, which will be officially transmitted via City Council resolution to the Commission later this month. The majority of residents have rejected this project through the passage of the initiative - Measure C. Additionally, there is pending litigation associated with the Environmental Impact Report from another resident-led group that could also affect both projects.

I request all Commissioners to support staffs' recommendations and conclusions in determining 'substantial issues' with the above projects.

Sincerely,

Bill Brand
Mayor
City of Redondo Beach
(310) 809-4405

Dobson, Amber@Coastal

From: drloriz <drloriz@aol.com>
Sent: Friday, May 05, 2017 3:25 PM
To: Dobson, Amber@Coastal
Subject: Appeals Redondo beach

Dear coastal commission.

As a 25 year resident I am writing to ask you to carefully consider the inappropriate Center Cal project being forced upon Redondo beach. The project Violates zoning regulations There are high levels of pollution Air Noise and water The ocean views are severely impacted The recreational use of ocean is negatively affected The access of public with limited economic status is interfered with The boat ramp is dangerous The seaside lagoon is demolished with no open land left There are severe adverse factors Please investigate these impacts

A-5-RDB-16-0092

A-5-RDB-17-0008

Thanks

Dr Lori Zaremski

3221 Gibson place

Redondo beach

Ca

90278

Sent from my iPhone

**California Coastal Commission
Agenda Item: F15b
Hearing: Friday, May 12, 2017
Appeal No. A-5-RDB-17-0008
John Mann and Diana Mann
Opposed to Project
In Support Of Appeal**

To: California Coastal Commission

**Re: 1. Appeal No. A-5-RDB-17-0008, Local Gov't Permit No. 2016-10-CDP-008
2. Proposed Waterfront Development, City of Redondo Beach
3. Measure C (2017), City of Redondo Beach**

From: John Mann and Diana Mann (Redondo Beach residents and homeowners)

1. Appeal No. A-5-RDB-17-0008, Local Gov't Permit No. 2016-10-CDP-008

We support the appeal on the grounds that the boat launch, boat hoist, and parking area as permitted are a hazard to users and other persons in the vicinity.

2. Proposed Waterfront Development, City of Redondo Beach

The proposed Waterfront development of which the boat launch, boat hoist, and parking area are elements would impede or block both access to and public views of the Pacific Ocean. Specific violations of the coastal land program certified by the California Coastal Commission for the City of Redondo Beach are as follows:

Violation of Coastal Land Program Specific Development Standard §10-5.814(b)(1)

Measure G passed by the voters of Redondo Beach in 2010 establishes specific development standards for a "CC-3 coastal commercial zone". Among them is 10-5.814(b)(1), dealing with an "Area 1" extending from the southerly border of Seaside Lagoon all the way south to the water just adjacent to the R10 restaurant -- see the illustration in Measure G following 10-5.814(b). It is in this area that developer CenterCal proposes to build a "market hall."

But regarding this area, 10-5.814(b)(1) states that:

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

That provision is part of the coastal land program for the City of Redondo Beach as certified by the California Coastal Commission.

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

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

Separate Violation of Coastal Land Program Specific Development Standard

Section 4 of Measure G states that:

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

That provision is found as the second bullet point under the heading Maximum Building Height applicable to Commercial Recreation Sub-area 1, as illustrated on the diagram accompanying the provision in Measure G. The provision is also part of the coastal land program certified by the California Coastal Commission for the City of Redondo Beach. The buildings proposed by CenterCal for that Sub-area 1 would obstruct views from Czuleger Park to the ocean, and would therefore violate Measure G, the Redondo Beach Municipal Code, and the coastal land program certified by the California Coastal Commission for the City of Redondo Beach.

Additional Separate Violation of Coastal Land Program Specific Development Standard

Section 6 of Measure G states that:

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

That provision is part of the Redondo Beach Municipal Code and part of the coastal land program certified by the California Coastal Commission for the City of Redondo Beach. The buildings proposed by CenterCal for the Waterfront Project would, far from "preserving" and "enhancing" public views of the water from the moles, pier decks, publicly accessible open space (of which Czuleger Park is a portion) and Harbor Drive, would substantially diminish such views, and would therefore violate Measure G, the Redondo Beach Municipal Code, and the coastal land program certified by the California Coastal Commission for the City of Redondo Beach.

3. Measure C (2017), City of Redondo Beach

Measure C, passed by the voters of Redondo Beach by a 57% to 43% vote in March 2017, imposes zoning restrictions on the area where CenterCal proposes to place its development. Measure C would ensure compliance with the coastal land program certified by the California

Coastal Commission for the City of Redondo Beach and should be recognized as law. The CenterCal development as proposed would be in violation of Measure C.

For the above reasons, the appeal should be upheld and the Waterfront development as a whole should not be allowed to go forward unless it is modified to comply with Measure C.

Respectfully submitted by Redondo Beach residents and homeowners, John Mann and Diana Mann.

May 5, 2017

Dobson, Amber@Coastal

From: Roger Light <rogerlight1@gmail.com>
Sent: Friday, May 05, 2017 2:41 PM
To: Dobson, Amber@Coastal
Subject: CenterCal Redondo Beach Project (Appeal No. A-5-RDB-16-0092 and A-5-RDB-17-0008)

Dear Coastal Commission:

I am a long time Redondo Beach resident that would like to make sure that you are aware of some issues regarding the appeals to certification or approval of the CenterCal Waterfront project.

I have reviewed the project carefully and find it insufficient and inappropriate for the proposed location on the Redondo Beach ocean front. The issues of pollution (water, air, and noise) are not adequately vetted in their plans. The project will violate zoning regulation not only of measure C that recently passed with over 57% of the votes but also other measures and zoning rulings. For example, CenterCal does not include the parking structure in their analysis of project size despite the fact that it is to be built as part of the coastal project and when included the project clearly violates current zoning laws.

The interest of the developer have been place above the residents of our coastal city with the Mole D location of the boat ramp impeding access as well as impacting safety of boaters. Access to the coast will be severely negatively impacted by all aspects of this project including the building of roads, large buildings and other structures, etc. The Seaside Lagoon with be opened to the ocean which will adversely impact access for all users. The size of up to 45' walls will impact views of the ocean for all residents.

I urge you to seriously consider all the adverse factors, only some of which I have noted in this email.

Roger Light
3221 Gibson Place
Redondo Beach, CA 90278

Martin Holmes
Rescue Our Waterfront
531 Esplanade #912
Redondo Beach, CA 90277

May 5, 2017

California Coastal Commission
South Coast District Office
200 Oceangate, 10th floor
Long Beach, CA. 90802-4416

RE: Support Staff Recommendation (Substantial Issue)
Substantial Issue Passage and Implementation of Local Measure C, Redondo Beach
Agenda Item: 15a.: Appeal Number A-5-RDB-16-0092, Redondo Beach Waterfront LLC
Agenda Item: 15b: Appeal Number A-5-RDB-17-0008, Redondo Beach Boat Launch Facility

Dear Commissioners and Staff,

I support the staff recommendation on both these agenda items.

As detailed in the appeals and the staff report, these related projects represent multiple substantial issues with Redondo's LCP and Chapter 3 of the Coastal Act.

The overwhelming majority of residents rejected this project through the passage of an initiative, The King Harbor CARE Act (Measure C), which won the election with 57% or 9,229 votes.

I request all Commissioners to support staffs' recommendations and conclusions.

To further support and document some of the staffs' findings please refer to the attachments to the letter for more visual examples.

Please note: These are from the developer's actual 3D scale model and detailed plans of the project.

Sincerely,

Martin Holmes
Rescue Our Waterfront
531 Esplanade #912
Redondo Beach CA 90277

Example 1

Views blocked in violation of prior city approved measures.



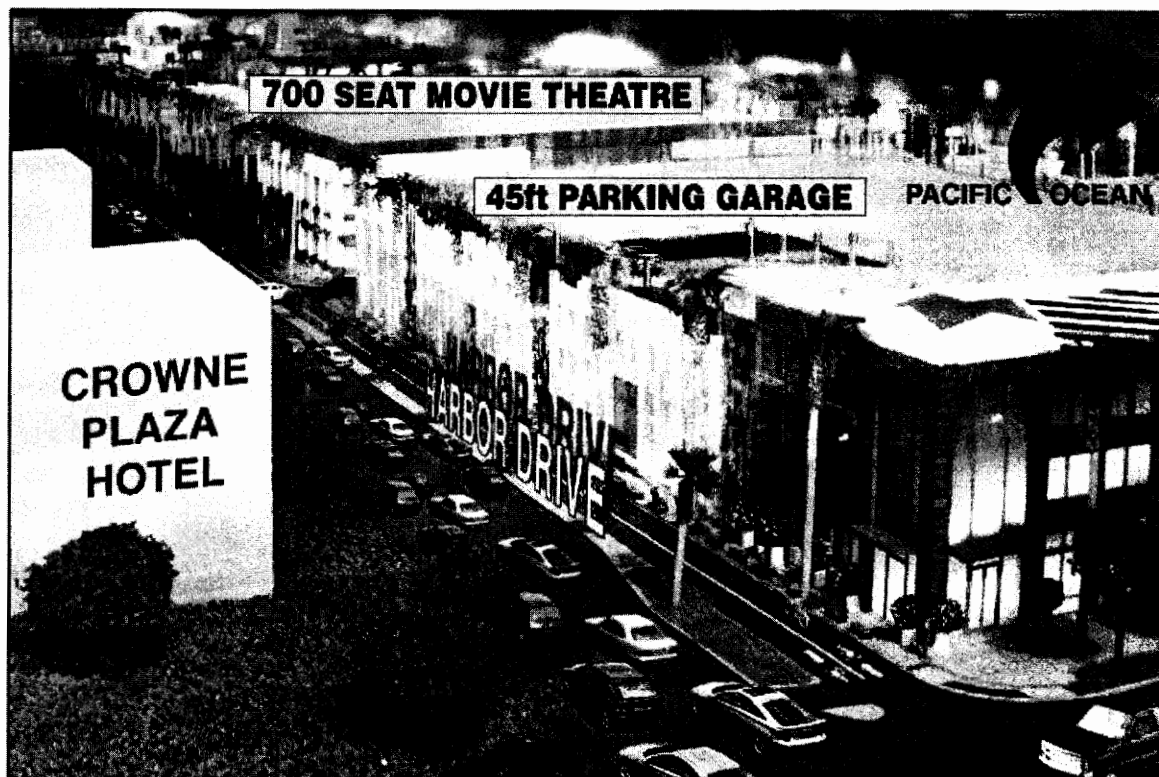
Current view from Harbor Drive



CenterCal's view from Harbor Drive

Example 2

Restriction of Coastal access to the public for recreational uses.

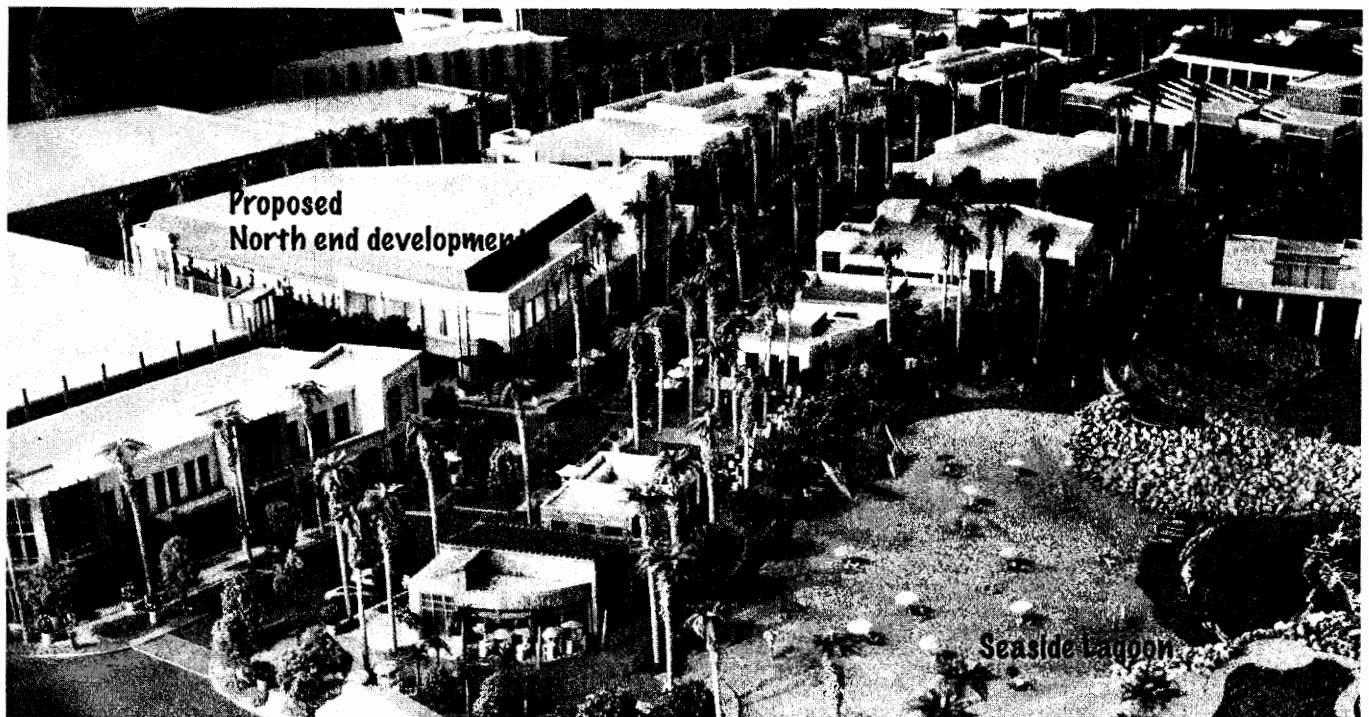


CONCRETE CANYON: CenterCal 3D Model

Example 3

Elimination of Public Parkland

Building on and paying a roadway over an existing park called Seaside Lagoon. Both will reduce the park size by more than 35% just to provide road access to a movie theater. This park according to Redondo Beach city staff reports has more than 150,000 visitors each year.



Example 3a

Another view of existing parkland at Seaside Lagoon to be paved over and reduced.



Wayne Craig
Rescue Our Waterfront
506 S Broadway #A
Redondo Beach, CA 90277

May 4, 2017

California Coastal Commission
South Coast District Office
200 Oceangate, 10th floor
Long Beach, CA. 90802-4416

RE: Support Staff Recommendation (Substantial Issue)
Substantial Issue Passage and Implementation of Local Measure C, Redondo Beach
Agenda Item: 15a.: Appeal Number A-5-RDB-16-0092, Redondo Beach Waterfront LLC
Agenda Item: 15b: Appeal Number A-5-RDB-17-0008, Redondo Beach Boat Launch Facility

Commissioners and Staff,

I support the staff recommendation on both these agenda items.

As detailed in the appeals and the staff report, these related projects represent multiple substantial issues with Redondo's LCP and Chapter 3 of the Coastal Act.

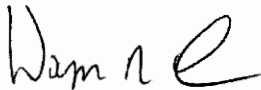
The majority of residents have rejected this project through the passage of an initiative, The King Harbor CARE Act (Measure C).

I request all Commissioners to support staffs' recommendations and conclusions.

To further support and document some of the staffs' findings please refer to the attachments to the letter for more visual examples.

Please note: These are from the developer's actual 3 D scale model and detailed plans of the project.

Sincerely,

A handwritten signature in black ink, appearing to read "Wayne Craig", with a stylized flourish at the end.

Wayne Craig
Rescue Our Waterfront
506 S Broadway #A
Redondo Beach CA 90277

Example 1

Views blocked in violation of prior city approved measures.



Current view from Harbor Drive



CenterCal's view from Harbor Drive

Example 2

Restriction of Coastal access to the public for recreational uses.

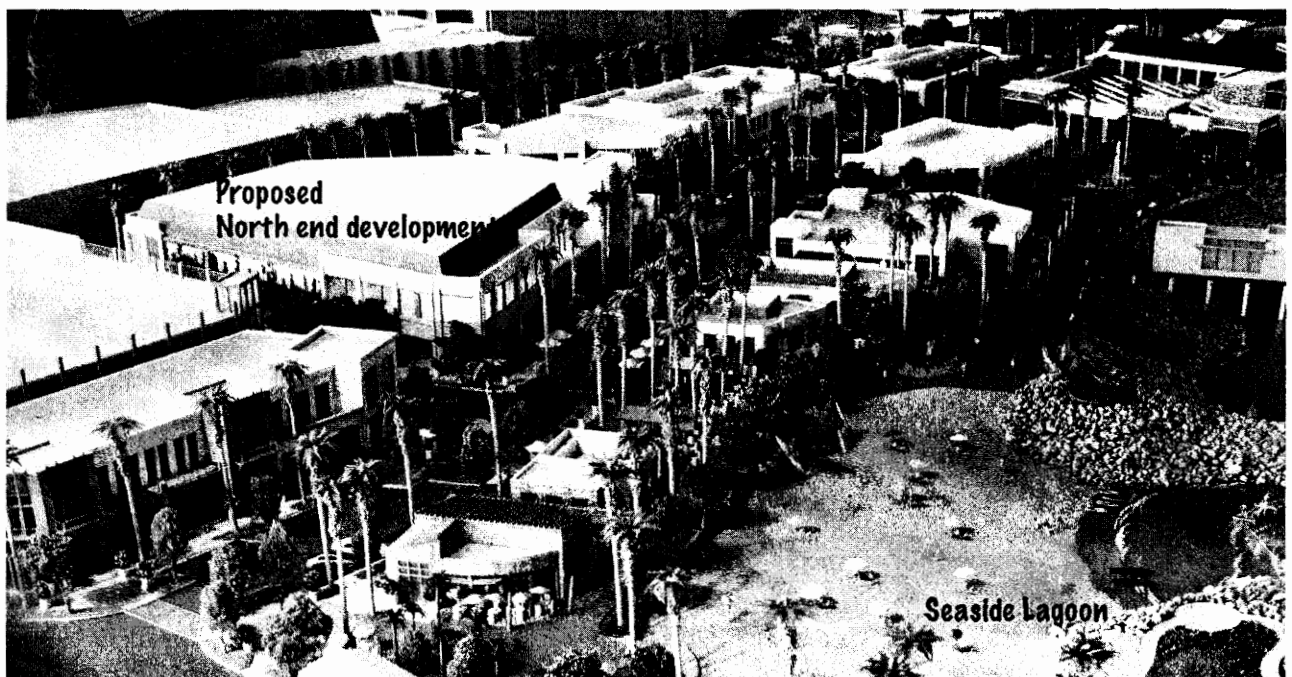


CONCRETE CANYON: CenterCal 3D Model

Example 3

Elimination of Public Parkland

Building on and paying a roadway over an existing park called Seaside Lagoon. Both will reduce the park size by more than 35% just to provide road access to a movie theater. This park according to Redondo Beach city staff reports has more than 150,000 visitors each year.



Example 3a

Another view of existing parkland at Seaside Lagoon to be paved over and reduced.



Dobson, Amber@Coastal

From: Surber, Jaysen <JSurber@TorranceCA.gov>
Sent: Wednesday, May 03, 2017 2:14 PM
To: Dobson, Amber@Coastal
Subject: F15A and F15B

To Amber Dobson,

My name is Jaysen Surber and I am in favor of supporting the appeals to the above listed items on the agenda of consideration.....I am opposed to the project as described in the materials that has been provided to the residents to consider....I am not in favor and am a lifelong 47 year resident....

Thank you...

Jaysen Surber

Dobson, Amber@Coastal

From: Jim Light <jim.light1@verizon.net>
Sent: Wednesday, May 03, 2017 9:27 PM
To: Dobson, Amber@Coastal
Subject: Redondo Waterfront Appeal Substantial Issue Agenda Items

Amber,

Request you include the content below in the public record on the Redondo Beach waterfront appeal substantial issue hearings.

If you have any questions please email or call me at 310-989-3332.

Very respectfully,

Jim Light
Sent from my iPad

May 2017 Coastal Commission Meeting

Agenda Item: 15a.: Appeal Number A-5-RDB-16-0092, Redondo Beach Waterfront LLC Agenda Item: 15b: Appeal Number A-5-RDB-17-0008, Redondo Beach Boat Launch Facility

Support Staff Recommendation (Substantial Issue)

Commissioners and Staff,

I am one of the appellants and the President of Building a Better Redondo, a Redondo Beach (BBR) non-profit dedicated to the quality of life of Redondo residents. BBR fully supports the staff recommendation on both these agenda items. As detailed in the appeals and the staff report, these related projects represent multiple substantial issues with Redondo's LCP and Chapter 3 of the Coastal Act. The majority of residents have rejected this project through the passage of an initiative, The King Harbor CARE Act (Measure C). BBR requests all Commissioners to support staffs' recommendations and conclusions.

BBR also wishes to commend Coastal Commission staff for their thorough assessment of our appeal and the Waterfront project.

Very Respectfully,

James A. Light
President, Building a Better Redondo

May 3, 2017

RECEIVED
South Coast

MAY 03 2017

CALIFORNIA
COASTAL COMMISSION

F15a
2016-06-CDP-04
A-5-RDB-16-0092

F15b
2016-10-CDP-008
A-5-RDR-17-0008

Barbara and Jack Epstein
Oppose The Project

California Coastal Commission Director, Commissioners, and Staff

We will always remember where we were when the Coastal Act was passed, driving home from the beach in Malibu with our young kids after a day playing at the shore. When the good news came over the car radio we were filled with joy and relief that our coast would be forever protected.

We were wrong.

It didn't take long for the special interests to take hold and find creative ways to get around the Coastal Act. Business interests strategically positioned themselves to place elected officials in places of power to represent them, not the people, and certainly not the ideals of the Coastal act. This is the case in Redondo Beach today.

Our primary opposition to this project is the taking of public land by the city and gifting it to a private business purely to make a profit. We view this as a civic crime by the very people who have vowed to serve the public. To take public land and California State Park land from the people is immoral and the means by which this was done is unethical.

Most parts of this deeply flawed project were not approved during the public workshops as the city and developer will claim, so claims of public approval are false. The hundreds of residents that attended the eight planning sessions made it clear that they wanted to preserve a recreational focus for the future, not commercial, and specifically objected to:

Any new road connecting Torrance and Harbor Bl., citing unbearable traffic burdens on nearby residents:

- Unhealthy toxic vehicle emissions**
- Noise, especially trucks and motorcycles**
- Barrier to safe pedestrian access from the adjoining park and nearby residences**

**Road replaces most desirable pedestrian and bicycle use
Serves only the applicant, not the public**

In spite of unanimous public objections in the 2012-2013 early planning phase, throughout the entire public comment phase, and throughout the false EIR process, the road will still be built.

The public specifically forbade gigantic buildings, yet they will be built.

The public objected to a movie theater, yet it will be built.

Workshop participants made it clear that ample public access and ocean views must be preserved; yet now these both will be severely blocked.

Boat owners are very concerned that their access to the water will be seriously compromised because of the location of the proposed boat ramp. The city has been more concerned with helping CenterCal maximize their project and their profit than in preserving coastal water-related recreation.

During the many public meetings through 2012, 2013, 2014, 2015, and 2016, we heard the proponents of the project, including Redondo Beach the former mayor and some city officials, citing their desire to keep "those people out," and expressing an alarming level of class and ethnic prejudice against those coming from other places, or "outside our city" to visit our waterfront.

It has been disturbingly clear that some advocates for this project also want to make it economically difficult for low-income families to visit our waterfront.

We know the project site very well.

We seniors moved to the Redondo waterfront a few years ago specifically to walk there, enjoy the ocean, and relax in our old age.

Instead, we find ourselves battling to preserve our pier, harbor, and parkland from predatory business interests, as well as from some city officials that have special benefits from this project.

**Please deny this application and preserve the ideals of the Coastal Act.
Make our dream of enduring coastal protection come true. Thank You.**

**Barbara and Jack Epstein
230 The Village #305
Redondo Beach, Ca. 90277
310) 378-7317
justbarb56@gmail.com**



SOUTH BAY PARKLAND CONSERVANCY

May 4, 2017

South Bay Parkland Conservancy, it's Board Members and supporters in the cities of Redondo Beach, Hermosa Beach, Manhattan Beach, Torrance, Palos Verdes, as well as neighboring cities of Lomita, Gardena, Carson and Los Angeles thank and support the staff recommendations on the following agendas items:

Agenda Item 15a: Appeal Number A-5-RDB-16-0092, Redondo Beach Waterfront LLC

Agenda Item 15b: Appeal Number A-5-RDB-17-00008, Redondo Beach Boat Launch Facility

The appeals and staff report reflect the need to reject both projects because of their lack of adherence to the Local Coastal Plan and Chapter 3 of the Coastal Act and the passage of the King Harbor Care Act (Measure C) which passed by 57% of the vote in the March 7th, 2017 Redondo Beach Election. Residents of the South Bay have also donated their time and hard earned money to help with expenses to "Defend Redondo".

South Bay Parkland Conservancy is dedicated to the restoration, preservation, and public use of coastal land resources in the South Bay Region.

Melanie Cohen, President
Dawn Esser, Vice President
Paula Tuckerman, Secretary
David Wiggins , Board member
Samantha Iacobella , Board member
James Light, Board member

Dobson, Amber@Coastal

From: Virginia Gonzalez <ggonzalez310@me.com>
Sent: Thursday, May 04, 2017 3:04 PM
To: Dobson, Amber@Coastal
Subject: In Support of Staff Recommendation

May 12, 2017 Coastal Commission Meeting

Agenda Item: F15a.: Appeal Number A-5-RDB-16-0092, 2016-06-CDP-04 Redondo Beach Waterfront LLC

Agenda Item: F15b: Appeal Number A-5-RDB-17-0008, 2016-10-CDP-008 Redondo Beach Boat Launch Facility

Support Staff Recommendation (Substantial Issue)

Commissioners and Staff,

In reference to the above I support the staff recommendation on both these agenda items. As detailed in the appeals and the staff report, these related projects represent multiple substantial issues with Redondo's LCP and Chapter 3 of the Coastal Act.

The majority of residents have rejected this project through the passage of an initiative, The King Harbor CARE Act (Measure C). In addition to RB residents, surrounding neighbors are equally concerned. I request all Commissioners to support staffs' recommendations and conclusions.

Please help the residents as well as the numerous (and growing) visitors to our great community.

Sincerely,

Virginia Gonzalez
Property Owner and longtime resident (since 1974)
108 Palos Verdes Blvd
Redondo Beach CA 90277

Dobson, Amber@Coastal

From: Diana Mann <dmann90277@hotmail.com>
Sent: Thursday, May 04, 2017 11:14 PM
To: Dobson, Amber@Coastal
Subject: Redondo Beach Waterfront Project
Attachments: Czuleger Park Before and After.odp; Czuleger Park Before and After.odp (copy).pdf

Dear Ms Dobson:

The voters of the city of Redondo Beach recently passed an initiative (Measure C) that places many restrictions on development in our Harbor area, in particular, on blocking public views from our Czuleger Park. Our city is in the throes of turmoil over this issue as a result of a careless move on the part of the former mayor and his favored council members who signed a lease with the developer just weeks before the election. They are claiming the initiative does not apply to them since it was voted in after the lease was signed.

The voters have spoken, Ms Dobson. They do not want such an enormous development on the edge of our lovely waterfront.

I believe the project violates the local coastal plan for many reasons, firstly by blocking public access to the water with a street connecting The Esplanade with Harbor Drive - a thoroughfare intended to alleviate traffic from Pacific Coast Highway; secondly by paving over the Seaside Lagoon and opening it up to the polluted harbor for swimming; and thirdly and most importantly, by blocking public views with three and four story buildings that create a wall-like effect along Harbor Drive and also in front of Czuleger park which had protected status under a similar measure (Measure G) voted into law years earlier.

If you have a moment, please take a look at the attached file which shows pretty accurately just how the Market Hall of the project plan will take away a large part of the public's view from Czuleger park. These slides, while crude and amateur, are fairly accurate as they are based on the height and square footage published by the developer.

As you will see, the proposed Market Hall will block public views of the water and the harbor almost entirely from many points along the footpath in the park.

Thank you for your time in looking this over and for your careful consideration of the impact this enormous development will have on our waterfront.

Diana Mann

Czuleger Park Before and After

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

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

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



Market Hall rendering as shown in The Waterfront website



1. Czuleger Park from entrance at Catalina, top of the park

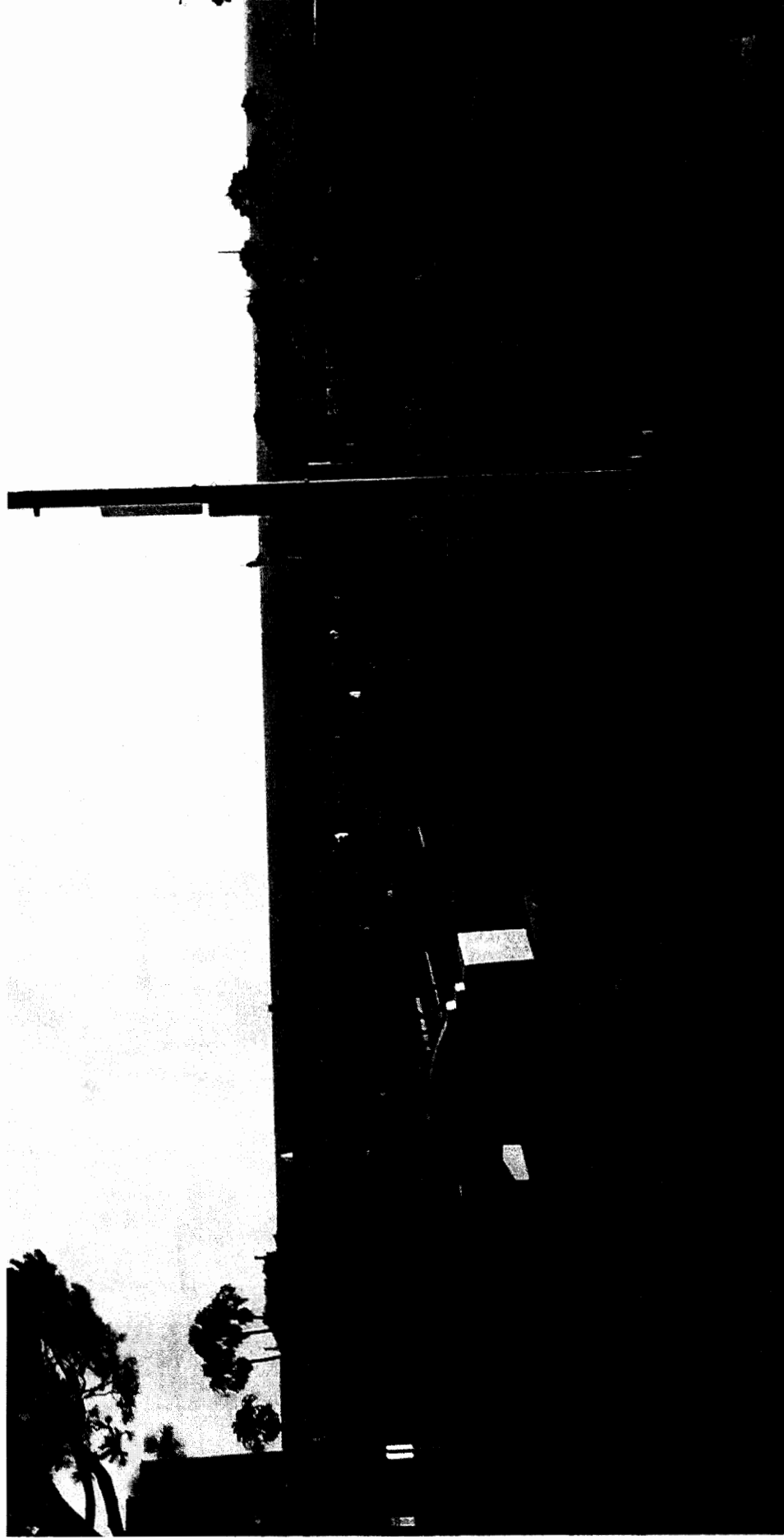
Note: Top of the flag pole on the elevator tower is roughly 37 feet in height from street level.



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



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



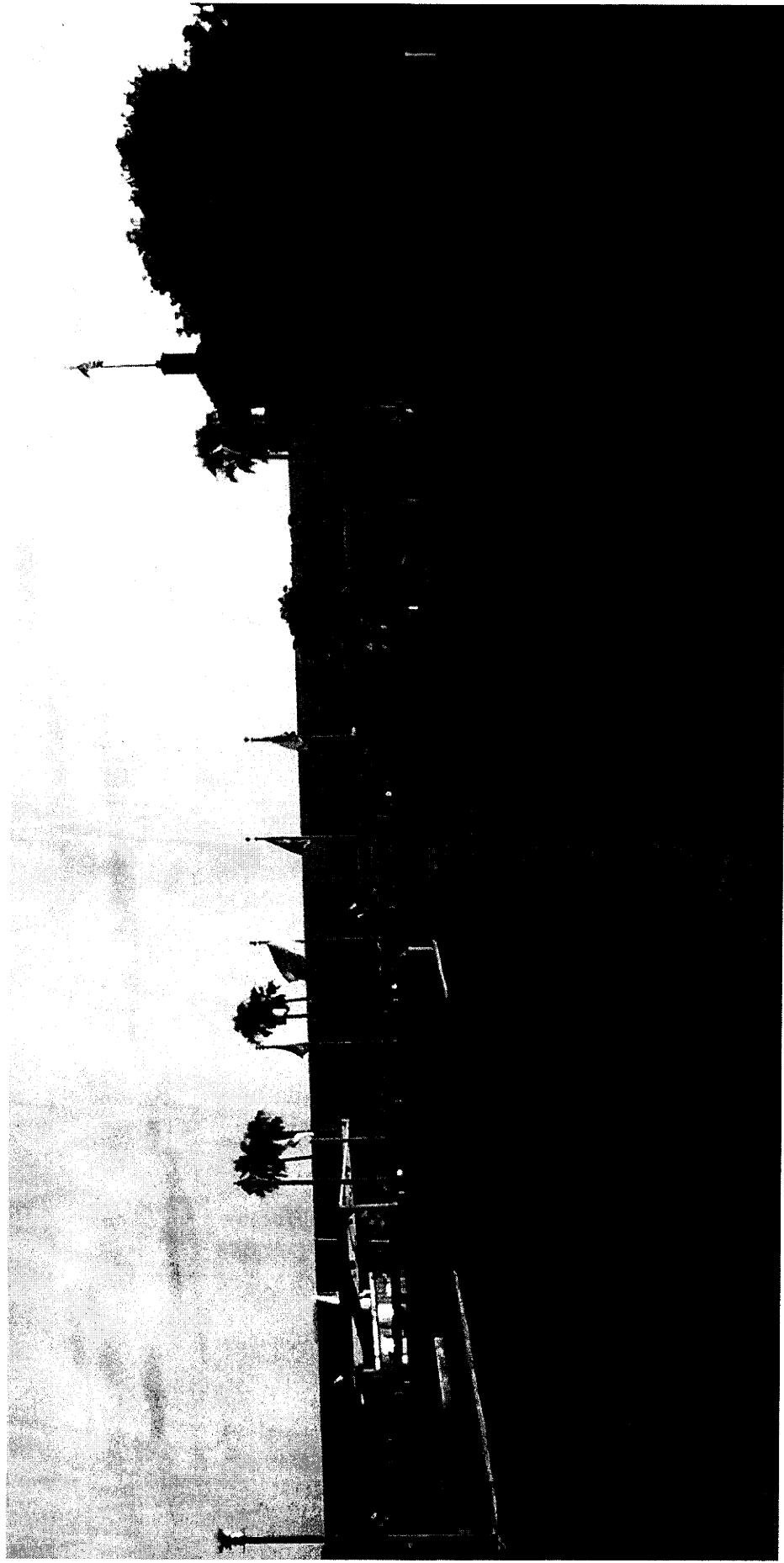
4. Czuleger Park mid-way down looking north



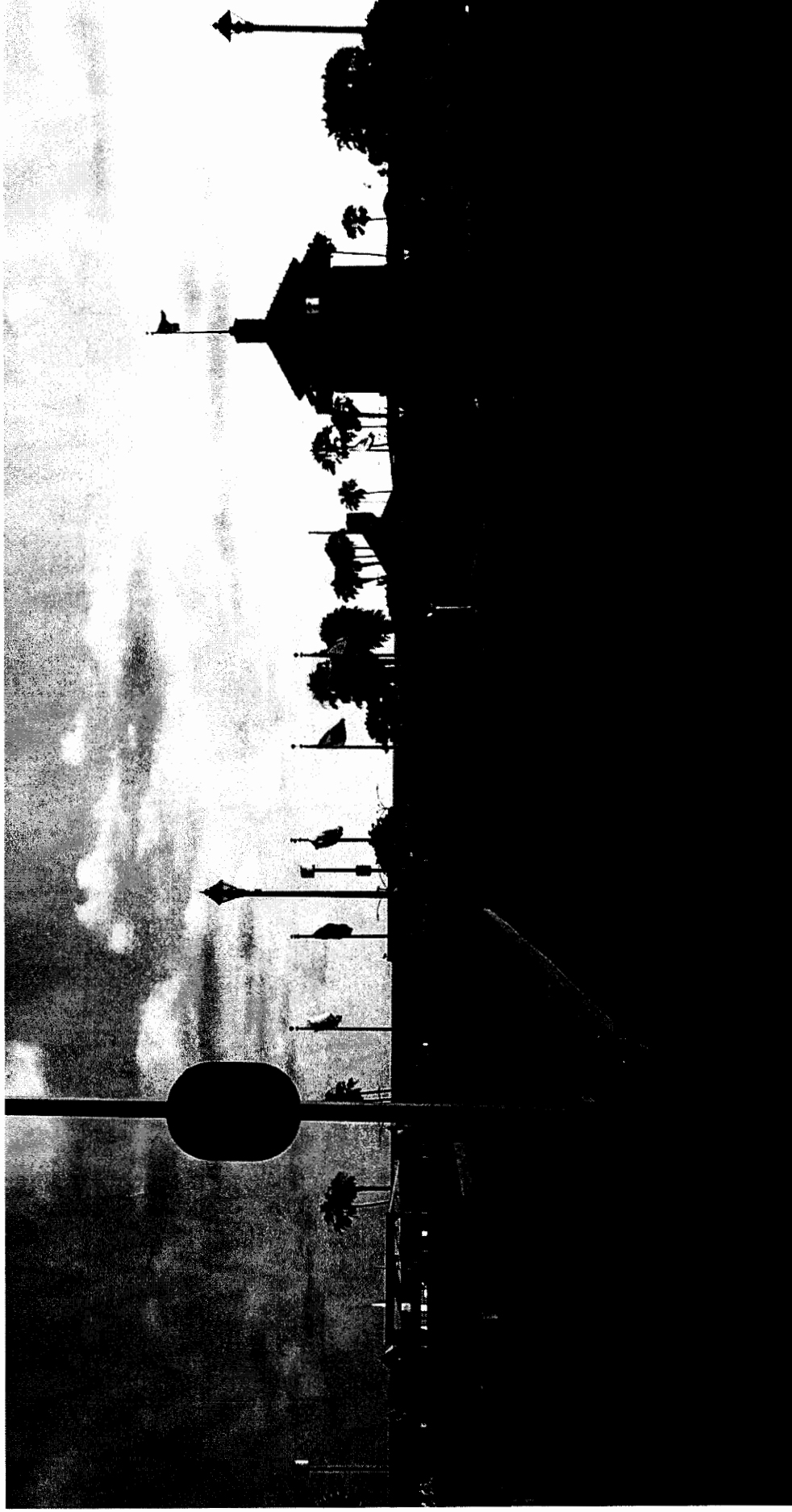
5. Czuleger Park mid-way down looking South



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



7. Czuleger Park from the bottom of the path



8. Czuleger Park from the plaza



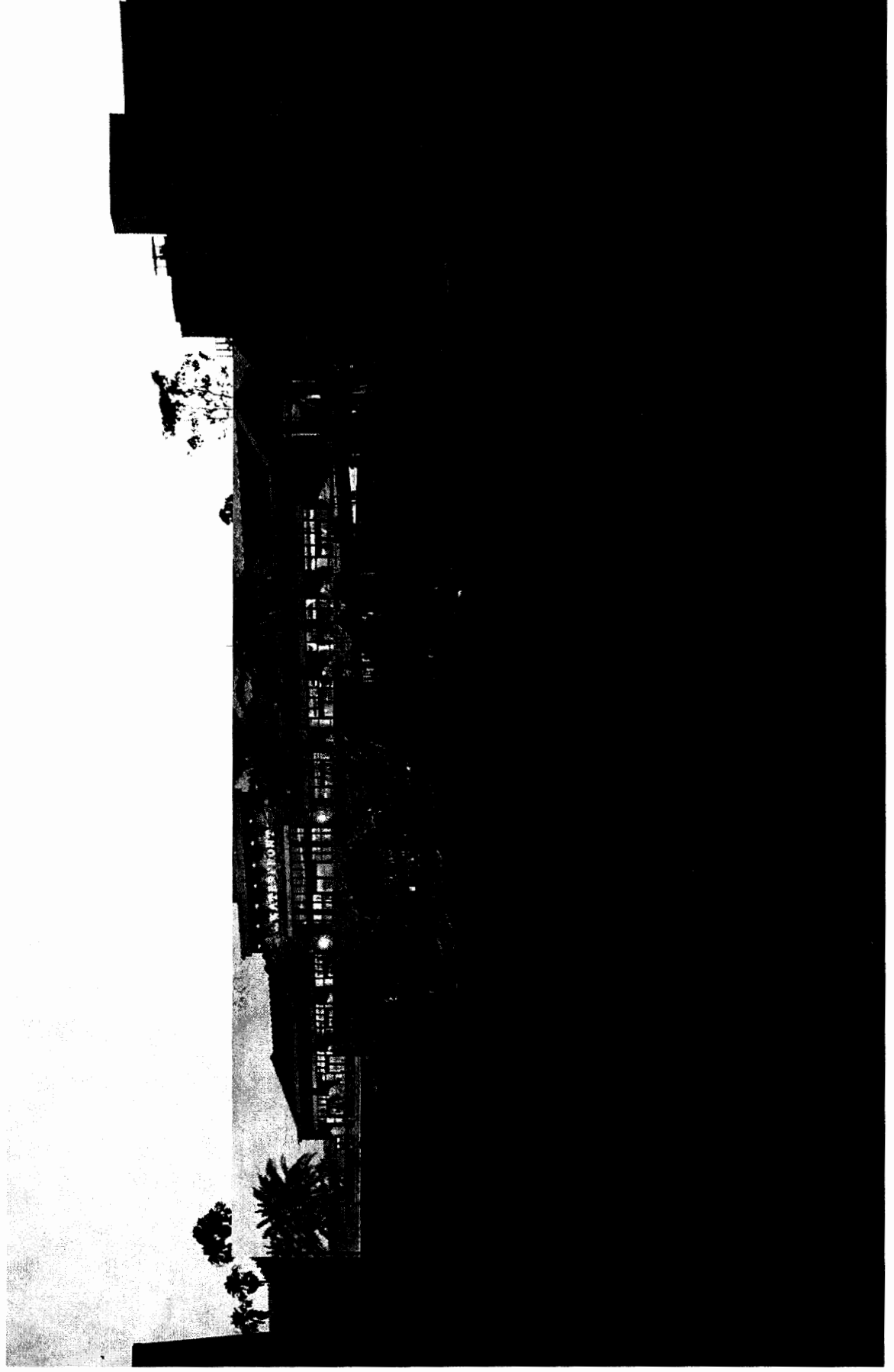
1. Market Hall insert

From entrance at Catalina, top of the park

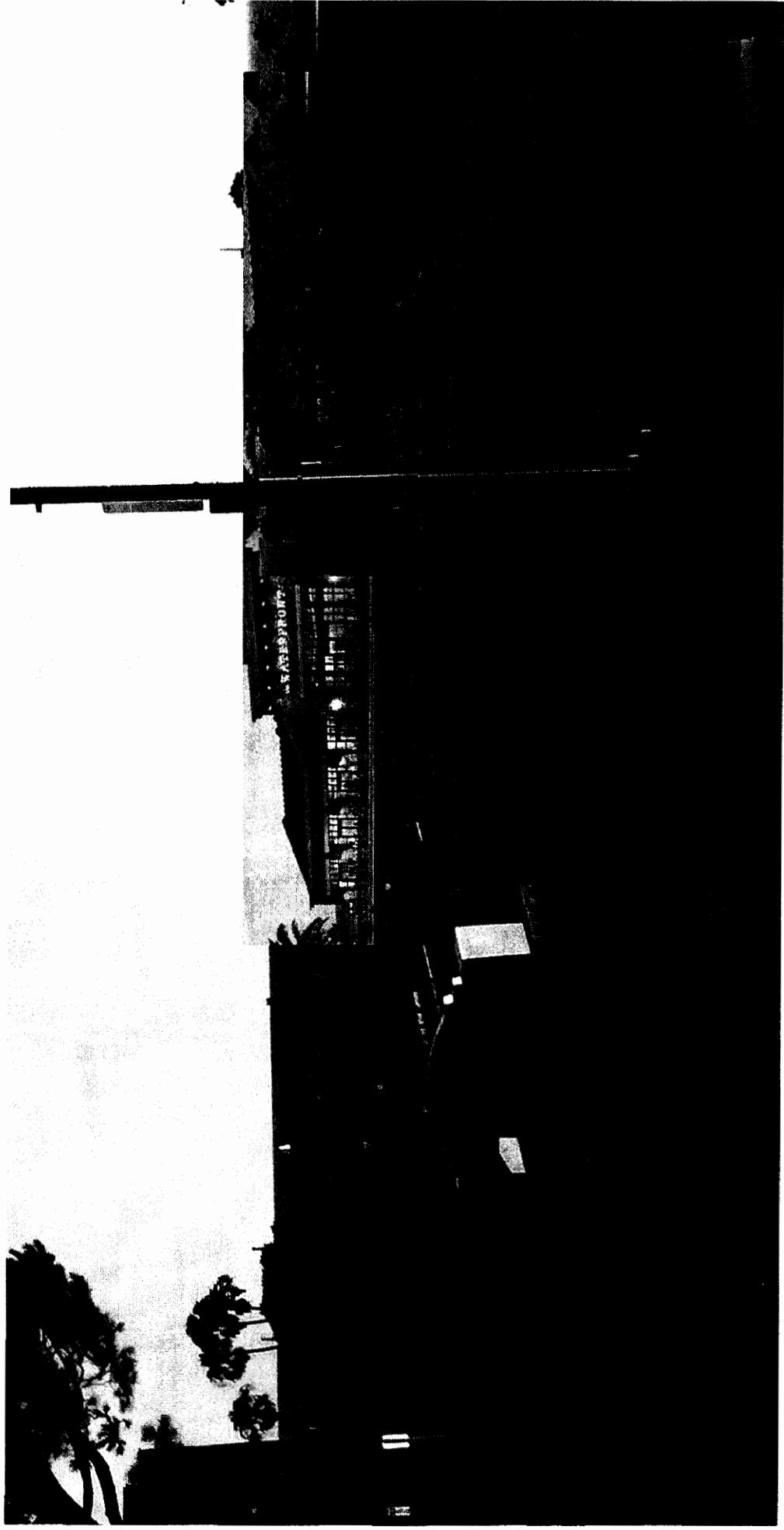
Note: Top of the flag pole



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



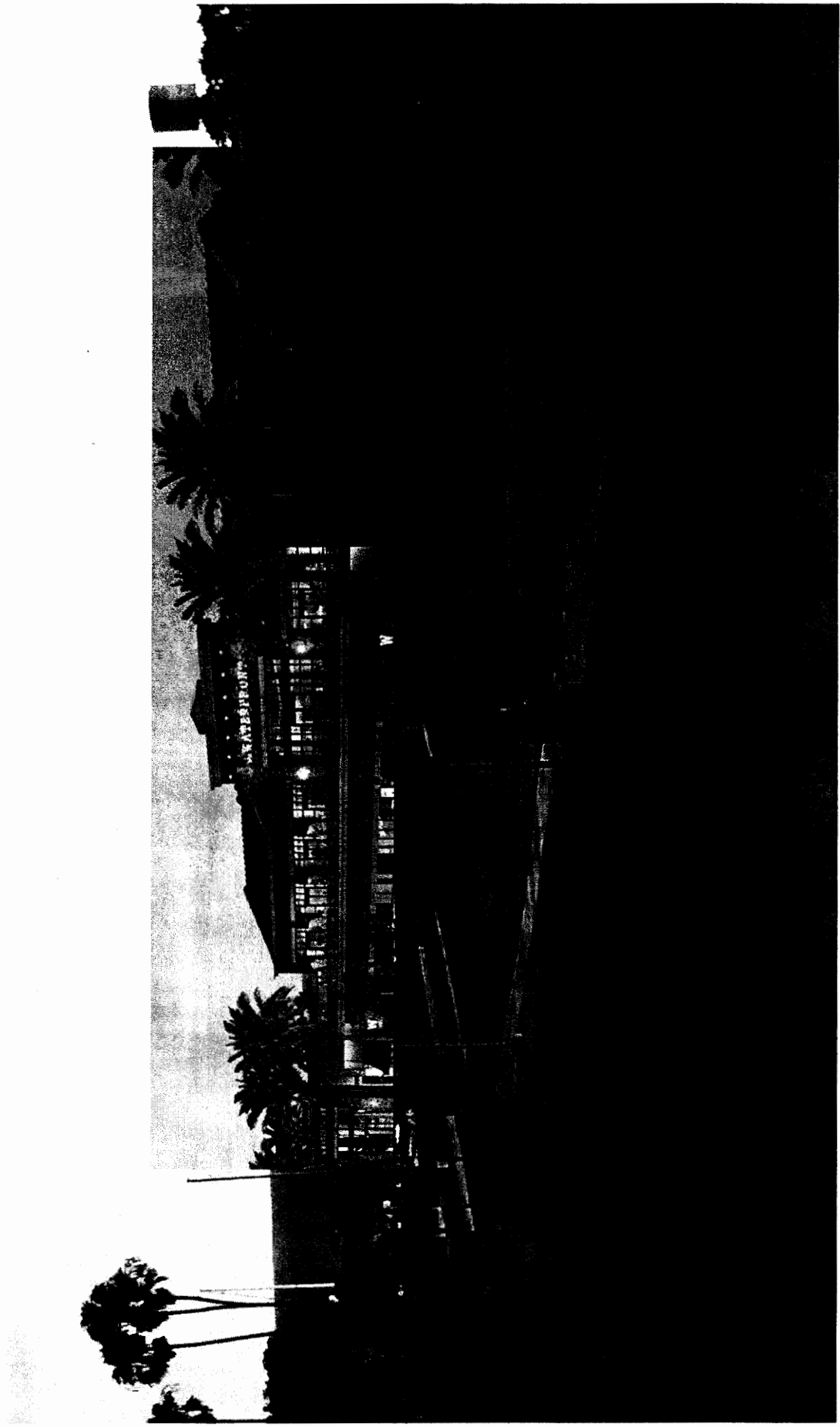
3. Market Hall insert mid-way down path near ocean-facing benches



4. Market Hall insert mid-way looking north



5. Market Hall insert mid-way down looking South



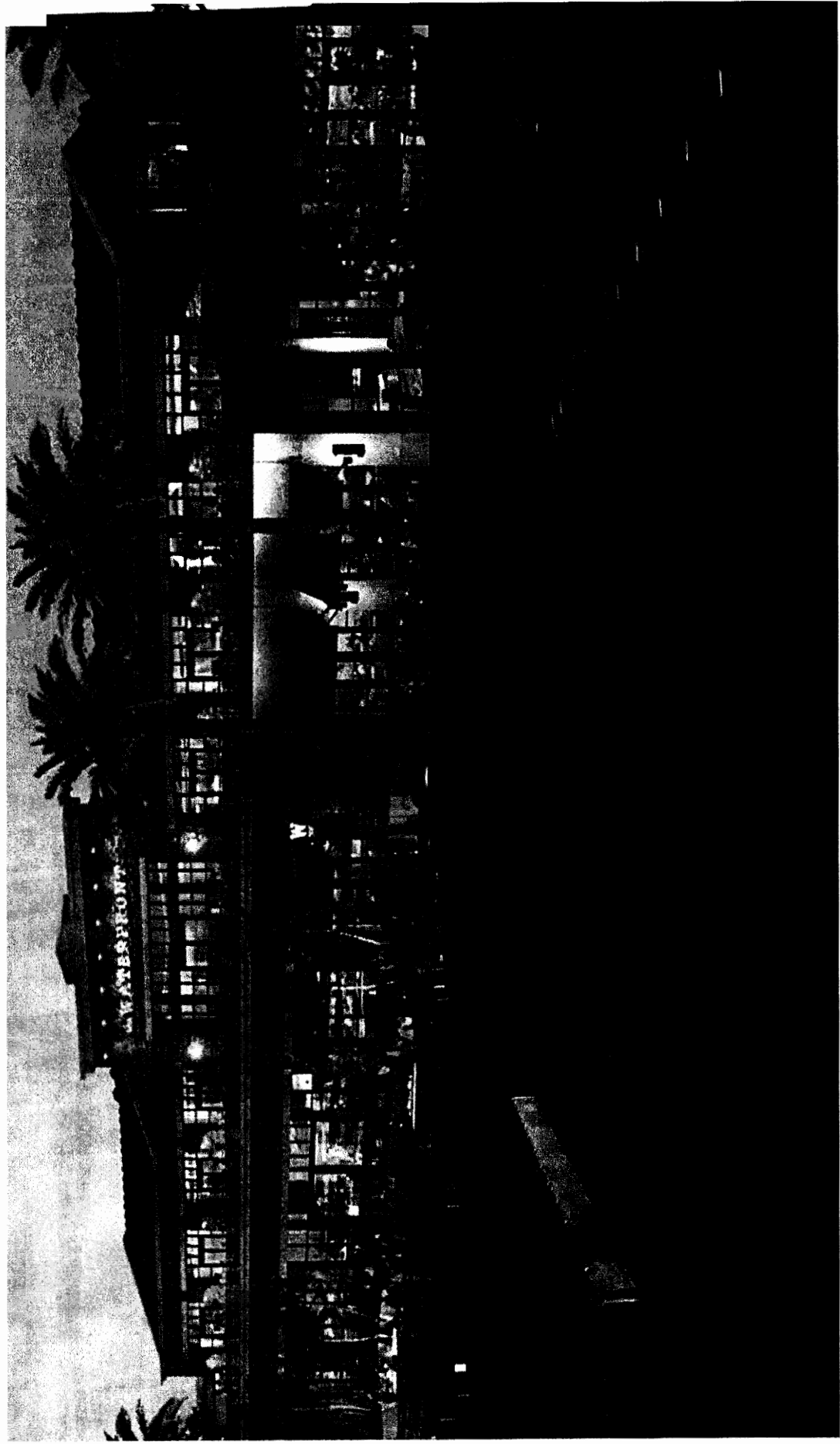
6. Market Hall insert near bottom of path
looking straight out west



7. Market Hall insert from the bottom of the path



8. Market Hall insert The Wall



Dobson, Amber@Coastal

From: Lisa Youngworth <lisa_youngworth@hotmail.com>
Sent: Friday, May 05, 2017 8:36 AM
To: Dobson, Amber@Coastal
Subject: May Agenda Nos. F15a/F15b

Dear Ms. Dobson,

These items are in violation of our local coastal program. They are also in violation of chapter 3 of the coastal act.

Thank you for your consideration!

Sincerely,
Lisa Youngworth
506 S Broadway
Redondo Beach, CA 90277

Sent from my iPhone