

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071



F15b

A-5-RDB-17-0008 (REDONDO BEACH BOAT LAUNCH)

MAY 12, 2017

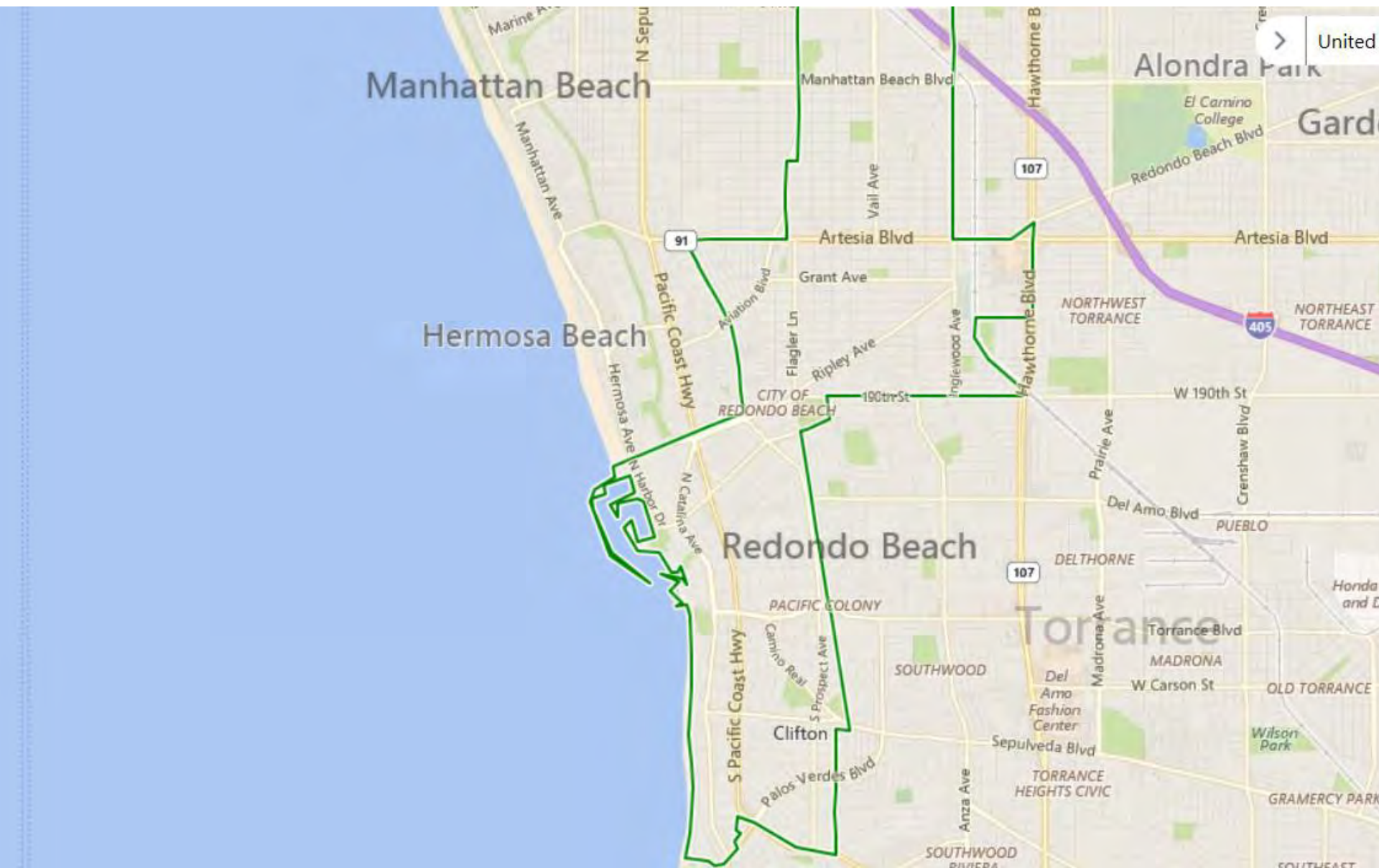
EXHIBITS

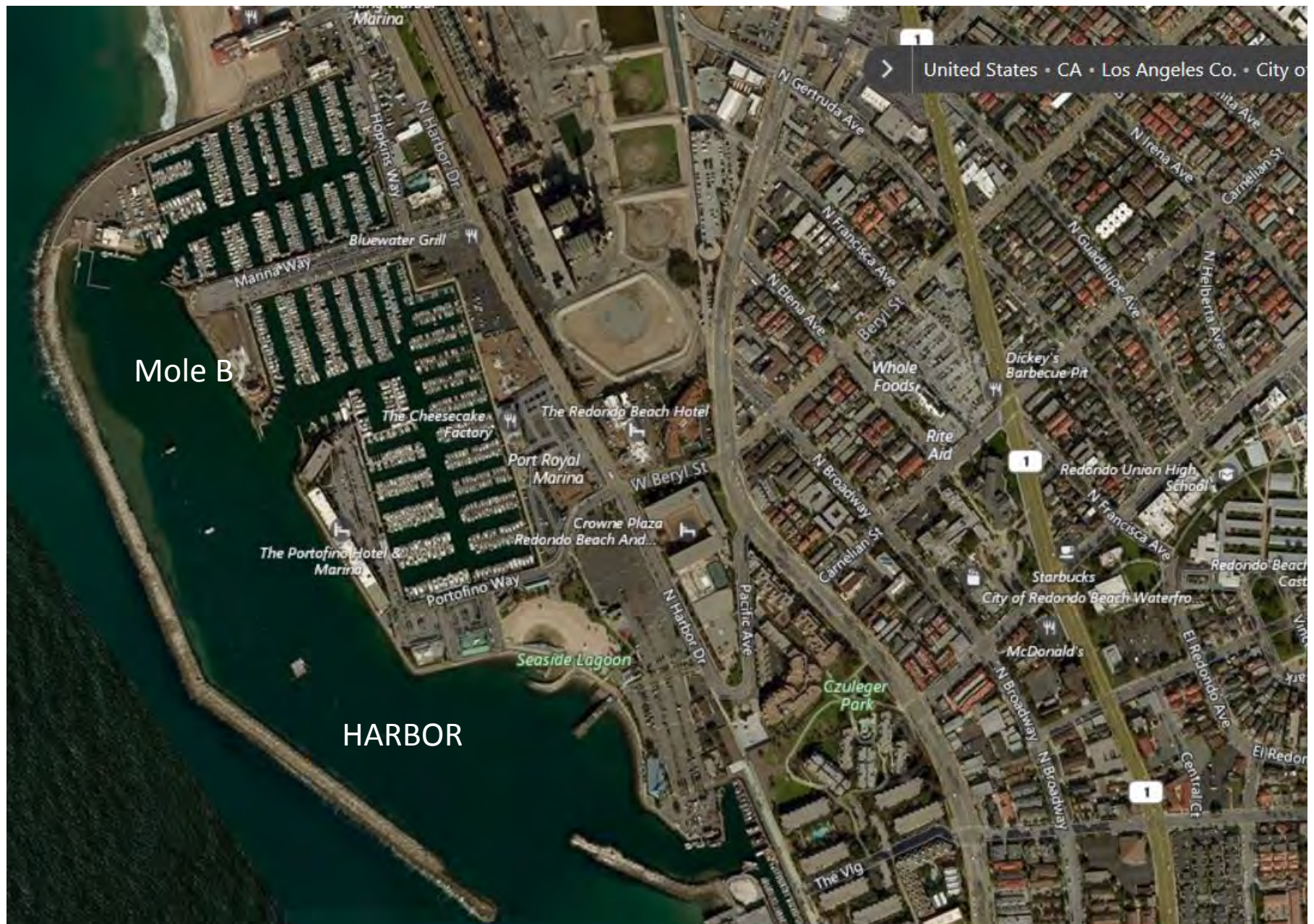
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Exhibit 1 – Location and Vicinity Map

Exhibit 2 – Local CDP with Project Plans

Exhibit 3 – Appeals





5-RDB-17-0232



City of Redondo Beach
Community Development Department
415 Diamond Street, Redondo Beach, CA 90277
(310) 318-0637

RECEIVED
South Coast Region

MAR - 9 2017

CALIFORNIA
COASTAL COMMISSION

March 8, 2017 (via Certified Mail)

Notice of Final Decision by the City of Redondo Beach on a Coastal Development Permit

Please note the following City of Redondo Beach final action on a coastal permit was rendered on November 29, 2016 by the Redondo Beach City Council. City Council's actions included denial of an Appeal associated with a Coastal Development Permit.

Coastal Development Permit No.: **2016-10-CDP-008**

Environmental Review No.: SCH# 2014061071 / FILE NO.: 2014-04-EIR-001

Project Applicant(s): City of Redondo Beach
Planning Division
415 Diamond St.
Redondo Beach, CA 90277

Project Location: **Mole B (Moonstone Park, end of Marina Way and west of Harbor Drive)**

Project Description:

Denying an appeal of the Harbor Commission and approving a Conditional Use Permit (CUP), Coastal Development Permit (CDP) No 2016-10-CDP-008 (Application Filed on September 28, 2016), and Harbor Commission Design Review (HCDR) for the construction of a public boat launch facility on Mole B, on property located in the Coastal Zone, and more specifically within a Coastal Commercial (CC-4) zone. The City of Redondo Beach is the applicant for the proposed Boat Launch Facilities which are a component of the Waterfront Project, and the Redondo Beach Waterfront, LLC is the applicant for other components of the Waterfront Project. In response to the Appeal, the City Council may elect to take several actions including but not limited to (A) denying the appeal and approving the boat launch entitlements/approvals, (B) modifying the entitlements/approvals issued by Harbor Commission, including modifications associated with project components/structures/uses, and/or revised conditions of approval, or (C) upholding the appeal. The City Council may also provide additional findings regarding compliance with CEQA. The public hearing related to an appeal generally includes a presentation by staff, and discussion by project proponents and opponents.

FINAL ACTION:

On November 29, 2016 the Redondo Beach City Council approved, on Appeal, a Public Boat Launch Facility, Boat Hoist, and Parking (PBLF) at Mole B in the Redondo Beach King Harbor, located West of Harbor Drive along Marina Way (located near 280 Marina Way). The PBLF is a component of the Waterfront Project that was originally approved on Appeal by the Redondo Beach City Council on October 18-19, 2016, including certification of Final EIR (SCH #2014061071). At the City Council's November 29, 2016 hearing, the City denied an Appeal and approved the permits for the PBLF, concluding the approval did not trigger subsequent or supplemental environmental review. The PBLF at Mole B has been approved, subject to the following findings with regards to the Coastal Development Permit:

The City recognizes that the primary components of the Public Boat Launch Facility fall within the original Coastal Development Permit jurisdiction of Coastal Commission. However, several components of the PBLF fall outside the original Coastal Development Permit jurisdiction (i.e. on street signage and turn lane modifications), and in accordance with Section 10-5.2218 (c) of the Redondo Beach Municipal Code the applicant's request for a Coastal Development Permit for project components not within the original jurisdiction of the Coastal is consistent with the criteria set forth therein for the reasons described below.

- a) That the public boat launch ramp and hoist project is in conformity with the Certified Local Coastal Program because it will not impact public views of the water/marina and will increase the on-site public-serving amenities by providing a new resident and visitor serving recreational facility allowing low cost public access for the coastal-dependent public recreational boating use that is mandated in Policy 1 of the Coastal Land Use Plan. As also outlined in the findings above for the Design Review and the Conditional Use Permit, the Project would be consistent with the FAR, height limits, and permissible uses laid out in the Coastal Zoning for the CC-4 zone.
- b) That the proposed public boat launch and hoist project will improve the quality of the storm water runoff and reduce existing sources of pollution, through the incorporation of all the Best Management Practices (BMPs) required in the Low Impact Development (LID) as outlined in Draft EIR Section 3.8, and through the incorporation of a stormwater interceptor and water treatment system.
- c) That the proposed public boat launch and hoist project, which is located between the sea and the first public road paralleling the sea, is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code. As outlined in greater detail in the Environmental Impact Report and the associated Fehr and Peers Traffic Report, and the specific CDP Findings adopted in City Council Resolution CC 1610-099 (Coastal Development Permit Findings Attachment, pp. 45-64).
- d) That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project and in approving the proposed development, the decision-making body is not violating any CEQA prohibition that may exist on approval of projects for which there is a less environmentally damaging alternative or a feasible mitigation measure available. The project has been evaluated for environmental impacts through the preparation of an Initial Environmental Study and an Environmental Impact Report which details all of the required feasible mitigation measures and conditions that shall be incorporated into the project.

Final Local Action: Approved: _____ Approved with Conditions: X

Final Action Body: Planning Commission: _____ City Council: X

Required Materials Supporting the Final Action	Enclosed	Previously Sent (date)	Additional Materials Supporting the Final Action	Enclosed	Previously Sent (date)
Adopted Staff Report	X		CEQA Documents(s)	DVD	
Adopted Resolution	X		Geotechnical Reports	DVD	
Site Plans	X		Other Minutes		
Elevations	N/A		Other		
Public Hearing Notice	X	11/17/2016	LID Plan	DVD	
			Traffic Study	DVD	

Coastal Commission Appeal Information:

This Final Action is:

 NOT appealable to the California Coastal Commission. The final Redondo Beach action is now effective.

 X **APPEALABLE** To the California Coastal Commission. The City Council's action is appealable to the Coastal Commission. (Public Resources Code Section 30603.) The Coastal Commission's 10-working day appeal period begins the first working day after the Coastal Commission receives adequate notice of this Final Action. The Final Action is not effective until after the Coastal Commission appeal period has expired and no appeal has been filed.

The grounds for an appeal to the Coastal Commission shall be limited to an allegation that the development does or does not conform to the standards set forth in the certified local coastal program or the public access standards set forth in Division 20 of the Public Resources Code. (Public Resources Code Section 30603(b).) The procedures governing such appeals are outlined in Redondo Beach Municipal Code Section 10-5.2222(c) and Title 14, California Code of Regulations, Section 13111. The appeal to Coastal Commission must be received in the Commission district office with jurisdiction over the local government on or before the tenth (10th) working day after receipt of the notice of the permit decision by the executive director. The Final Action is not effective until after the Coastal Commission appeal period has expired and no appeal has been filed. Any such appeal must be made directly to the California Coastal Commission South Coast District Office in Long Beach; there is no fee for such an appeal. Should you have any questions regarding the Coastal Commission appeal period or process, please contact the South Coast Office at 200 Oceangate, 10th Floor, Long Beach, CA 90802-4416, (562)590-5071.

Copies of this notice have also been sent via first-class mail to:

-Project Applicant

RESOLUTION NO. CC-1611-115

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH DENYING THE APPEAL AND SUSTAINING THE DECISION OF THE HARBOR COMMISSION AND APPROVING A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW, AND A COASTAL DEVELOPMENT PERMIT FOR THE CONSTRUCTION AND OPERATION OF A PUBLIC BOAT LAUNCH RAMP AND HOIST FACILITY (A COMPONENT OF THE WATERFRONT PROJECT) AND FINDING THAT THE ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT HAVE BEEN ADEQUATELY ADDRESSED IN A PRIOR CERTIFIED FINAL ENVIRONMENTAL IMPACT REPORT (WATERFRONT EIR, (SCH# 2014061071) AND DO NOT TRIGGER SUBSEQUENT OR SUPPLEMENTAL ENVIRONMENTAL REVIEW

WHEREAS, applications were filed by Redondo Beach Waterfront, LLC requesting approval of a Conditional Use Permit, Harbor Commission Design Review, Coastal Development Permit, and Vesting Tentative Tract Map No. 74207 (deemed complete on June 23, 2016) to allow the construction of coastal commercial office, hotel, theater, retail, restaurant, and recreational uses in the City's Harbor Pier Area.

WHEREAS, The Redondo Beach City Council considered the Waterfront Certified Final EIR, including the current iteration of the Boat Launch Facility at Mole B which was included as Attachment 11 to the City Council's October 18, 2016 Admin Report, and certified the Waterfront Certified Final EIR (SCH# 2014061071) on October 19, 2016 (City Council Resolution CC 1610-098).

WHEREAS, the City June 13, 2016 Admin Report, public agencies "may make more than one decision a project" as explained under CEQA Guidelines Sections 15124(d)(2) and 15378(c); consequently the initial set of project entitlements were issued on October 19, 2016 for development proposed for operation by Redondo Beach Waterfront, LLC, and for conceptual selection of a boat launch facility at Mole B (City Council Resolution CC 1610-099).

WHEREAS, to implement the components of the Waterfront Project associated with Redondo Beach Waterfront, LLC, the City's certified Coastal Land Use Plan, Policy 1 requires that "a public boat launch ramp shall be constructed in association with future development projects within the Harbor area."

WHEREAS, applications were filed by the City of Redondo Beach which were deemed complete on September 28, 2016 requesting approval of a Conditional Use Permit, Harbor Commission Design Review and Coastal Development Permit, to allow



the construction of a Public Boat Launch Ramp and Hoist Facility for the Waterfront Project on Mole B in the Coastal Commercial Zone (CC-4).

WHEREAS, a notice of the time and place of the City of Redondo Beach Harbor Commission's ("Harbor Commission") public hearing was given pursuant to State Law and local ordinances by publication in the Easy Reader, by posting the subject property, and by mailing notices to property owners within 300 feet and occupants with 100 feet of the exterior boundaries of the subject property on September 29, 2016.

WHEREAS, the Harbor Commission accepted and considered all public testimony, reviewed and considered the applicant's design submittal, and applications for Conditional Use Permit, Harbor Commission Design Review and Coastal Development for the proposed Public Boat Launch Ramp Facility and Hoist Facility for the Waterfront Project on Mole B, for those portions of the project not within original jurisdiction of the Coastal Commission Permit along with presentations at the public hearing held on October 10, 2016.

WHEREAS, at its meeting of October 10th, 2016, the Harbor Commission approved the Conditional Use Permit, Harbor Commission Design Review, Coastal Development Permit, and Environmental Determination for the proposed Public Boat Launch Ramp Facility and Hoist Facility for the Waterfront Project on Mole B.

WHEREAS, an appeal of the Harbor Commission decision was filed with the City Clerk's Office on October 18th, 2016.

WHEREAS, notice of the time and place of the public hearing where the appeal would be considered was given pursuant to State law and local ordinances by publication in the Easy Reader, by posting the subject property, and by mailing notices to property owners within 300 feet and occupants with 100 feet of the exterior boundaries of the subject property, and the appellant on November 17th, 2016.

WHEREAS, the City Council of the City of Redondo Beach held a public hearing to consider the appeal on the 29th day of November, 2016 at which time the City Council considered evidence presented by the applicant, the appellant, City staff, and the public.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:

1. In accordance with Municipal Code Sections 2-9.711, 10-5.2512, and 10-5.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the reasons described below. The Findings provided in this resolution are also supported by information and analysis in the Certified Final EIR, the MMRP, the CEQA Findings, the Statement of Overriding Considerations, and the Administrative Reports for the Waterfront Project, and other project documentation prepared by the City of Redondo Beach.



- a) The proposed public boat launch and hoist facility is conditionally permitted in the Coastal Commercial (CC-4) Zone in which the site is located as provided under RBMC Section 10-5.810, and the site is adequate in size and shape to accommodate the uses including all setbacks, spaces, walks and fences, parking, loading, landscaping and other features, and the project is consistent with the requirements of Chapters 2 and 5, Title 10 of the Redondo Beach Municipal Code.
 - b) As substantiated in the Certified Final Environmental Impact Report (SCH# 2014061071 / FILE NO. 2014-04-EIR-001) and the Traffic Impact Study prepared by Fehr & Peers, the public boat launch ramp and hoist site has adequate access to public streets of adequate width to carry the kind and quantity of traffic generated by the project with the implementation of Mitigation Measures TRA-1 through TRA-6 in the adopted Mitigation Monitoring Program and the additional traffic flow improvements including the lengthening of the southbound right turn pocket on Harbor Drive at Marina Way to provide additional vehicle and trailered boat storage capacity.
 - c) The proposed public boat launch ramp and hoist project will have no adverse effect on abutting property or the permitted use thereof, subject to the adopted Mitigation Monitoring Program and Conditions of Approval.
 - d) The proposed public boat launch ramp and hoist project conforms to all of the requirements of the Coastal Zoning Ordinance and the Coastal Land Use Plan, and is therefore, consistent with the Local Coastal Program.
 - e) The proposed public boat launch ramp and hoist project is consistent and in conformance with (1) the General Plan including the "CC Coastal Commercial" designation, (2) the Harbor/Civic Center Specific Plan, (3) and the Certified Coastal Land Use Plan.
 - f) The Conditions of Approval adopted in this resolution are deemed necessary to protect the public health, safety, and general welfare.
 - g) The public boat launch ramp and hoist project is in compliance with the applicable development standards by zone, including allowable uses, height requirements, F.A.R. maximums, and other standards.
2. In accordance with Municipal Code Sections 10-2.2512, 10-2.2502(b), 10-5.2512, and 10-5.2502(b), 10-2.1802, 10-5.1802, and 10-5.1900 of the Redondo Beach Municipal Code, the applicant's request for Harbor Commission Design Review to construct a Public Boat Launch Ramp and Hoist Facility is consistent with the criteria set forth therein for the following reasons:



- a) The design of the proposed public boat launch ramp and hoist project considers the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.
 - b) The project site contains no natural terrain as it was constructed more than 60 years ago from artificial fill when the first development took place. Therefore, there is no natural terrain or natural landscape features that can be integrated into the project. Furthermore, it would not be feasible to preserve the existing landscaping because the existing landscaping is not draught tolerant and would not conform to the City's landscaping regulations for new development.
 - c) The final design of the proposed public boat launch ramp and hoist project is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment subject to the conditions of approval.
 - d) The surrounding built environment includes a wide variety of structures in terms of architecture, design style, building height, mass, bulk and scale, such that the architecture, design style, building height, mass, bulk and scale of proposed public boat launch ramp and hoist project is consistent within the existing framework.
 - e) The design of the proposed public boat launch ramp and hoist project provides innovation, variety, and creativity in the proposed design solution and serves to minimize the appearance of flat facades and box-like construction subject to the conditions of approval.
 - f) The required regulatory signage would be consistent with sign regulation criteria in RBMC Sections 10-5.1802 and 10-5.1810.
3. The City recognizes that the primary components of the Public Boat Launch Facility fall within the original Coastal Development Permit jurisdiction of Coastal Commission. However, several components of the PBLF fall outside the original Coastal Development Permit jurisdiction (i.e. on street signage and turn lane modifications), and in accordance with Section 10-5.2218 (c) of the Redondo Beach Municipal Code the applicant's request for a Coastal Development Permit for project components not within the original jurisdiction of the Coastal is consistent with the criteria set forth therein for the reasons described below.
- a) That the public boat launch ramp and hoist project is in conformity with the Certified Local Coastal Program because it will not impact public views of the water/marina and will increase the on-site public-serving amenities by providing a new resident and visitor serving recreational facility allowing low



cost public access for the coastal-dependent public recreational boating use that is mandated in Policy 1 of the Coastal Land Use Plan. As also outlined in the findings above for the Design Review and the Conditional Use Permit, the Project would be consistent with the FAR, height limits, and permissible uses laid out in the Coastal Zoning for the CC-4 zone.

- b) That the proposed public boat launch and hoist project will improve the quality of the storm water runoff and reduce existing sources of pollution, through the incorporation of all the Best Management Practices (BMPs) required in the Low Impact Development (LID) as outlined in Draft EIR Section 3.8, and through the incorporation of a stormwater interceptor and water treatment system.
 - c) That the proposed public boat launch and hoist project, which is located between the sea and the first public road paralleling the sea, is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code. As outlined in greater detail in the Environmental Impact Report and the associated Fehr and Peers Traffic Report, and the specific CDP Findings adopted in City Council Resolution CC 1610-099 (Coastal Development Permit Findings Attachment, pp. 45-64).
 - d) That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project and in approving the proposed development, the decision-making body is not violating any CEQA prohibition that may exist on approval of projects for which there is a less environmentally damaging alternative or a feasible mitigation measure available. The project has been evaluated for environmental impacts through the preparation of an Initial Environmental Study and an Environmental Impact Report which details all of the required feasible mitigation measures and conditions that shall be incorporated into the project.
- 4. The plans, specifications and drawings submitted with the applications have been reviewed by the Harbor Commission and City Council.
 - 5. The City Council further finds that the proposed refinements to the Mole B boat launch facility do not trigger subsequent or supplemental environmental review under the California Environmental Quality Act. As outlined in the City's Administrative Report and the findings for Denial of the Appeal, the project revisions have been specifically incorporated to address Appellant's requests. While the original Final EIR iteration of the Mole B PBLF was determined to be safe, the proposed refinements further increase safety.



6. As outlined in Attachment D to the Administrative Report for this item (Response to Appeal/Appeal Findings), which is incorporated herein by reference, the City Council finds that the allegations in the Appeal are meritless.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The City Council does hereby find that the above recitals and findings are true and correct and are incorporated herein by reference as if set forth in full.

Section 2. That based on the above findings, the City Council does hereby reaffirm the Harbor Commission's decision, and grants and approves the Conditional Use Permit, the Harbor Commission Design Review and the Coastal Development Permit (for those portions of the PBLF that fall outside of Coastal Commission's original CDP jurisdiction), pursuant to the Mole B Boat Launch plans and applications considered by the Harbor Commission on October 10th, 2016 and the City Council on October 18th, 2016 and November 29th, 2016 (see Exhibit A to the Administrative Report for this Agenda Item). These entitlements shall be held by the City of Redondo Beach.

Section 3. That the approved Coastal Development Permit, Conditional Use Permit, and Harbor Commission Design Review shall become null and void if not vested within 36 months from the effective date of this resolution, unless an extension is granted pursuant to law.

Section 4. These permits shall be void in the event that the applicant does not comply with the conditions applicable to the Boat Launch component of the project:

1. That the City Council hereby approves the architectural design of the public boat launch ramp and hoist project. The precise architectural treatment of exteriors, roofs, walks, walls, landscape, hardscape, lighting and other features shall be reviewed and approved by the Community Development Department prior to the issuance of building permits.
2. That the applicant shall submit complete signage and wayfinding plans to the Community Development and Waterfront and Economic Development Departments for review and approval prior to issuance of permits. Said plans shall provide for high-quality, creative and artistic sign installations consistent with the City's adopted Wayfinding and Regulatory sign design standards. Said signs shall avoid visual clutter and unnecessary repetition.
3. That complete landscape, hardscape and irrigation plans (pursuant to the requirements of the Assembly Bill 1881, the Water Conservation in Landscaping Act of 2006) shall be submitted for review and approval by the Community Development Department prior to installation. Said plans shall incorporate



extensive use of California native, drought-tolerant and water-wise plant materials and tree plantings.

4. That a final lighting plan shall be prepared and submitted to the Community Development Department. The plan shall include all information, details and calculations necessary to determine if the proposed installation will achieve the necessary and appropriate levels of illumination for safety and security and aesthetic and architectural enhancement while shielding and protecting off-site properties from unnecessary and unintentional illumination. Said plan shall be reviewed and approved by the Community Development Department, Police Department and Public Works Department prior to the issuance of electrical permits.
5. That pursuant to the City's Public Art Ordinance, the applicant shall provide a zoning requirement contribution equivalent to one percent (1%) of the project valuation above \$250,000. This contribution can take the form of: 1) installation of public art on the subject property, commissioned by the developer, but subject to the approval of the City's Public Art Commission; 2) a request that the installation of public art on the subject property be commissioned and approved by the Public Art Commission; 3) an installation of public art on the subject property valued at less than the required 1% contribution and an election to provide the balance of the 1% for the public art zoning requirement contribution to the John Parsons Public Art Fund; or 4) payment of the zoning requirement fee to The John Parsons Public Art Fund to be used for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program. If a decision regarding the public art contribution is not finalized prior to the issuance of building permits, the applicant will be required to deposit the 1% zoning requirement fee in a set aside account. The monetary deposit will be held by the City until such time as the public art contribution is satisfied. The art contribution must be completed prior to the issuance of a Certificate of Occupancy.
6. That in order to ensure compliance with all water quality regulations, the construction drawings for the project shall be prepared in accordance with all standards, requirements and design features of the approved Low Impact Development (LID) prepared for the subject site. The initial installation requirements and ongoing operational maintenance requirements of said plan shall be implemented in accordance with the approved LID.
7. That the project shall incorporate bicycle parking or shared bicycle parking, the use of low-emitting materials, the diversion of construction waste from landfills, and the use of Best Management Practices to prevent storm water pollution.
8. That final exterior color and material samples, including the use of marine-grade finishes when feasible, shall be reviewed and approved by the Community Development Department prior to the issuance of Building Permits.



9. That Traffic Management and Safety Plans shall be reviewed and approved by the Public Works Department prior to commencement of any work within the public right-of-way. Provisions of said plans shall be implemented at all times during construction.
10. That the applicant shall provide the following security elements
 - (a) Provide visual camera systems for key areas.
 - (b) Provide details on emergency access to the property by police and fire responders in the event of an emergency including a numerical address system and an "on-site" map.
11. That prior to the issuance of Final certificate of occupancy public access rights shall be reserved over all public areas providing access to, from, and along the project frontage. Access to public areas shall be open for pass through traffic 24 hours a day, seven (7) days a week. A public access map defining the public areas shall be submitted for review and approval by the Community Development Department and the Waterfront and Economic Development Department. It is the intent of this condition to maximize public access to and along the water. Any restrictions on the hours, modes of travel allowed, or other prohibitions shall be reviewed and approved by the Community Development Department and the Waterfront and Economic Development Department. Temporary restrictions or limitations for special events, emergencies, construction or other similar activities may be approved by the City Manager or designee.
12. That the applicant shall comply with, complete and implement the following mitigation measures and the associated procedures as specified in the Mitigation Monitoring and Reporting Program (MMRP) for the Waterfront Final Environmental Impact Report:
 - a. **MM AQ-1: Fleet Modernization for Construction Equipment:** Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that the construction contractor shall ensure that all off-road equipment with a horsepower greater than 50 horsepower (HP) be required to have USEPA certified Tier 4 interim engines or engines that are certified to meet or exceed the NOx emission ratings for USEPA Tier 4 engines. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. During construction, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the City's Building and Safety Division. The construction equipment list shall state the makes, models, and numbers of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure



that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449. These activities shall be verified by the Building and Safety Division during construction.

- b. **MM AQ-2: Use of Low-VOC Coatings and Paints:** Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the construction plans and specifications stipulate that all architectural coatings shall meet a volatile organic compound (VOC) content of 50 grams per liter (g/L) or less for interior coating and 100 g/L or less for exterior coatings. Use of low-VOC paints shall be verified by the Building and Safety Division during construction. However, if the project is phased such that less square footage is coated on a daily basis, then coatings with higher VOC levels may be used over a longer period of time such that the combination of daily square footage coated and VOC content does not exceed South Coast Air Quality Management District's regional threshold for ROG during construction of 75 pounds per day when combined with other on-site activities occurring on the same day.
- c. **MM BIO-1: Protection of Marine Mammals During Construction:** Pile-driving could result in Level B harassment that leads to avoidance behavior by marine mammals. Therefore, a Level B (harassment) safety zone shall be established around the pile-driving site and monitored for marine mammals as shown in Table MM BIO-1 below. The Level B radius is based on the estimated safe distance for installation of piles proposed for use in the project and is adequate to ensure that pinnipeds would not be exposed to Level B harassment sound levels. The safety zone varies by pile size and hammer type. Because the noise levels anticipated under this analysis are based on measured values from multiple different projects, the protective buffer has been increased by 20 percent to address inherent variability. The buffers are to be applied using direct straight line exposure thus barriers that create an acoustic shadow (e.g., a jetty or breakwater) separating the noise generation from mammal receptors would eliminate the buffer requirement. The pile-driving site will move with each new pile; therefore, the safety zones shall move accordingly. Prior to commencement of pile-driving, a qualified marine mammal observer¹ on shore or by boat shall survey the safety zone to ensure that no marine mammals are seen within the safety zone before pile-driving of a pile segment begins. If a marine mammal is observed within the safety zone during pile-driving operations, pile driving shall be delayed until the marine mammal moves out of the safety zone. If a marine mammal remains within the zone for at least 15 minutes before pile-driving commences then pile-driving may commence with a "soft start" to warn mobile aquatic species to leave the area.

Table MM BIO-1: Pile Driving Safety Zone Buffer By Pile Type and Pile Driving Method



Project Element Pile Type	Pile Driving Methods	Level B (160 dBRMS) Distance (meters)	Level B Buffer (160 dBRMS) Distance (meters) + 20 Percent
Horseshoe Pier 18-inch steel piles	Vibratory hammer	>12 and <15	63 ft (19 m)
Pedestrian/Bicycle Bridge 14-18-inch steel piles	Vibratory hammer	>3 and <15	63 ft (19 m)
Sportfishing Pier 11-14- inch wood or concrete piles	Impact hammer	10 meters	39 ft (12 m)
Small Craft Boat Launch Ramp >18-inch concrete pile	Impact hammer	>14 meters	55 ft (17 m)
Marina Reconstruction 16-inch concrete pile	Impact hammer	13-18 meters	71 ft (22 m)

dBRMS - decibels Root Mean Square
ft - feet
m - meters

If marine mammals enter the safety zone after pile driving of a segment has begun, pile driving will continue. The qualified marine mammal observer shall monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile-driving shall cease until the animal leaves the area. Prior to the initiation of each new pile-driving episode, the area will again be thoroughly surveyed by the qualified marine mammal observer. ¹ A qualified marine mammal observer must meet the professional expectations laid out in the Marine Mammal Observer Associations website: <http://www.mmo-association.org/about-mmobs>, or equivalent, as applicable.

- d. MM BIO-3: Mitigation for Increase in Surface Coverage:** The applicant shall be required to obtain all required permits from appropriate federal and state agencies for in-water work such as a Clean Water Act Section 404 permit, Section 401 Water Quality Certification and/or Rivers and Harbors Act Section 10 permit. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that permits have been obtained and significant impacts related to any net increase in surface coverage of harbor waters that would occur as a result of the proposed project would be mitigated to less than significant through avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the establishment of an equivalent amount of new open water surface area within King Harbor through the opening of Seaside Lagoon to harbor waters; (b) other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere in Santa Monica Bay; (c) obtaining credits from a mitigation bank within the Santa Monica Bay; and/or (d) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities within the Santa Monica Bay. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.



- e. **MM BIO-4: Fill in Waters of the U.S.:** The applicant shall comply with U.S. Army Corps of Engineers (USACE) Clean Water Act and Rivers and Harbors Act permitting requirements. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that any required permits such as Clean Water Act Section 404 permit, Section 401 Water Quality Certification, and/or Rivers and Harbors Act Section 10 permit have been obtained. If it is determined that fill of waters of the United States would result from implementation of the proposed project, authorization for such fill shall be secured through the Section 404 and/or Section 10 permitting process. The net amount of Waters of the United States that would be removed during project implementation shall be quantified and replaced or rehabilitated in accordance with the USACE mitigation guidelines. If required in compliance with permit requirements, mitigation shall be implemented that includes one of the following: avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the enhancement of marine habitat associated with the opening of Seaside Lagoon to the waters of King Harbor or other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere Santa Monica Bay; (b) obtaining credits from a mitigation bank; and/or (c) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.
- f. **MM HWQ-1: Tsunami/Seiche Awareness Notification Program:** The following shall be implemented on-site to reduce risks associated with tsunami:
- 1 - Signage shall be provided throughout the project area, showing the designated tsunami emergency evacuation route.
 - 2 - A public address system audible at both northern and southern locations of the site shall be installed and used to inform the public of evacuation order or emergency procedures in the event a tsunami warning or alert is issued. Contact information for the on-site management office with access to the public address system shall be provided to the Redondo Beach Fire Department and provided for inclusion in City tsunami preparation/emergency response procedure manuals.
 - 3 - A tsunami evacuation map and a copy of any City tsunami preparation/emergency response procedure manuals shall be kept in the on-site management office at all times.
 - 4 - Tsunami preparedness training shall be provided to on-site security personnel.
 - 5 - Additional information, such as brochures and signage, promoting tsunami awareness and providing the website to the City's emergency preparedness website shall also be made available at the project site.



- g. **MM NOI-1: Pile Driving Vibration:** Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits for construction activities involving the use of pile drivers (impact) within 55 feet of non-engineered timber and masonry structures/buildings or within 30 feet of structures/buildings constructed of reinforced-concrete, steel, or timber, and to the satisfaction of the City of Redondo Beach Building and Safety Division, the project applicant shall retain a Professional Structural Engineer to perform the following tasks: Review the project plans for demolition and construction; Investigate the area where pile driving is proposed to occur, including geological testing, if required; and Prepare and submit a report to the Chief Building Official to include, but not be limited to, the following: Description of existing conditions at the subject area; Vibration level limits based on building conditions, soil conditions, and pile driving approach to ensure vibration levels would be below 0.2 in/sec for non-engineered timber and masonry buildings if nearby or 0.5 in/sec for structures or buildings constructed of reinforced-concrete, steel, or timber if nearby; and Specific measures to be taken during pile driving to ensure the specified vibration level limits are not exceeded.
- h. **MM NOI-2: Equipment Mufflers:** During all project construction, all construction equipment, fixed or mobile, shall be operated with closed engine doors, if so equipped, and shall include properly operating and maintained residential-grade mufflers consistent with manufacturers' standards.
- i. **MM NOI-3: Stationary Equipment:** Stationary construction equipment (fixed equipment such as compressors, generator, fans, as well as idling vehicles, etc.) operating in proximity to noise sensitive receptors (i.e., residential structures) shall be placed a minimum of 50 feet away from such receptors so that emitted noise is naturally dissipated from the receptors.
- j. **MM NOI-4: Equipment Staging Areas:** Equipment staging shall be located in areas that are shielded from and/or set back noise sensitive receptors, with a minimum of 50 feet separation between the sensitive receptor and the nearest edge of the staging area.
- k. **MM NOI-5: Electrically-Powered Tools and Facilities:** Where available, electrical power from a grid connection shall be used to run air compressors and similar power tools and to power any temporary equipment.
- l. **MM NOI-6: Sound Barriers:** Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and the any sensitive receptors such as live-aboards as needed during construction phases with high noise levels. Temporary sound barriers shall consist of either sound blankets capable of blocking approximately 20 A-weighted decibels (dBA) of construction noise or other sound barriers/techniques such as acoustic padding or acoustic walls placed near the existing residential buildings to the east of the project site that would reduce



construction noise by approximately 20 dBA. Barriers shall be placed such that the line-of-sight between the construction equipment and immediately adjacent sensitive land uses is blocked.

m. MM NOI-ALT-1: Temporary Relocation of Liveaboards: A temporary moorage location within King Harbor shall be provided to liveaboard vessels located within 150 feet of construction activities as needed during construction phases with high noise levels. The need for relocation should be evaluated on a case-by-case basis considering the type of construction activities occurring, equipment being used, duration, and distance to the noise sensitive receptors.

13. That the applicant shall be required to adhere to the adopted (Revised) Mitigation Monitoring and Reporting Program prepared in conjunction with the approved Final Environmental Impact Report (SCH# 2014061071 / File No. 2014-04-EIR-001). Compliance monitoring shall be as specified in the MMRP.
14. That the applicant shall comply with the following conditions of approval identified in the Certified Final EIR:
 - a. **COA AES-1: Lighting** - Lighting at the project site would consist of various types of light sources, including light emitting diodes (LEDs), aimed or shielded in such a manner as to limit light trespass, direct the visual impact of the display to the appropriate audience, and direct light away from surrounding marinas. Final lighting plans shall be subject to review and approval by the Community Development Department. In the event that the lighting plans are not approved by the Community Development Department, said plans shall be referred to the Harbor Commission for review. Final signage plans shall be reviewed by the Harbor Commission.
 - b. The final architectural design and plans for the proposed project, which include the materials and textures shall be in substantial conformance with the design and plans approved by the Harbor Commission and shall be subject to the review and approval of the Community Development Department. In the event that final architectural design and plans are not approved by the Community Development Department, said design and plans shall be referred to the Harbor Commission for review.
 - c. **COA BIO-1: California Least Tern** - If the construction schedule overlaps with the California least tern breeding season of April 1 – September 15, a qualified biologist¹ shall conduct monitoring prior to the initial start of construction within 500 feet of in-water construction activities. ("in water work area"). The contractor shall delay commencing work if terns are actively foraging (e.g. searching and diving) within the in-water work area. If no least terns are actively foraging within 500 feet of in-water construction activities, construction can commence. Monitoring shall continue a minimum of one-hour twice a week during in-water project activities during the breeding season (April 1 –



September 15). In-water construction will be halted if least terns are actively foraging within 500 feet of the in-water construction area, and can resume when least terns have left the area within 500 feet of in-water construction. ¹ The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related environmental science, having a demonstrated familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the site, demonstrated familiarity with the laws and regulations governing the protection of the species, and 2 years of construction and/or operations effects monitoring experience.

- d. **COA BIO-2: Permit Compliance** - In compliance with the Clean Water Act, it is anticipated that a Section 404 permit would be required for project activities, including placement of permanent fill in jurisdictional waters. A Section 401 Water Quality Certification would also be required. In compliance with the Rivers and Harbors Act, a Section 10 permit would be required for "all work, including structures, seaward of the annual high water line in navigable waters of the United States". Compliance with these permits may include best management practices and construction measures to control turbidity in the water column adjacent to in-water work. The Water Quality Certification would contain water quality monitoring requirements for dissolved oxygen, light transmittance (turbidity), pH, and suspended solids at varying distances from the dredging operations. The permit would also include corrective actions in the unlikely event that construction exceeds any of the monitoring levels, which include silt curtains, which would be implemented if the monitoring data indicate that water quality conditions outside of the mixing zone exceed the permit-specified limits.
- e. **COA BIO-4: Eelgrass** - Prior to any in-water construction, the project area would be surveyed per the Southern California Eelgrass Mitigation Policy (SCEMP). The SCEMP is administered by the U.S. Fish and Wildlife Service, National Marine Fisheries Service (NMFS), and California Department of Fish and Wildlife in order to determine impacts to eelgrass resources. In accordance with the requirements of the SCEMP, a pre-construction eelgrass survey shall be completed by a qualified biologist within 60 days prior to initiation of demolition or construction activities at the site. This survey shall include both area and density characterization of the beds. A post-construction survey shall be performed by a qualified biologist¹ within 30 days following project completion to quantify any unanticipated losses to eelgrass habitat. Impacts shall then be determined from a comparison of pre- and post-construction survey results. Impacts to eelgrass, if any, would require mitigation as defined in the SCEMP. If required following the post-construction survey, a mitigation planting plan shall be developed, approved by NMFS, and implemented to offset losses to eelgrass. ¹ The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related environmental science, having a demonstrated



familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the site, demonstrated familiarity with the laws and regulations governing the protection of the species, and 2 years of construction and/or operations effects monitoring experience.

- f. COA BIO-5: Caulerpa** - Prior to initiation of any permitted disturbing activity, a pre-construction survey of the project area shall be conducted to determine the presence or absence of Caulerpa. Per the National Marine Fisheries Service's (NMFS') Caulerpa Control Protocol, this survey shall be conducted at a Surveillance Level, since Caulerpa has not been detected in King Harbor. Survey work shall be completed no earlier than 90 days prior to the disturbing activity and no later than 30 days prior to the disturbing activity and shall be completed, to the extent feasible, during the high growth period of March 1 – October 31. If detected, NMFS and California Department of Fish and Wildlife will be notified within 24 hours of completion of the survey.
- g. COA BIO-6: Compliance with NMFS Guidelines for Overwater Structures** - The proposed project shall comply with National Marine Fisheries Service (NMFS) guidelines for overwater structures and Essential Fish Habitat (EFH). The City will cooperate in any consultation process with NMFS regarding impacts to EFH; consultation would be conducted prior to implementation of the proposed project.
- h. COA GEO-1: Geotechnical Report Per the Seismic Hazard Mapping Act** - As required by the Seismic Hazard Mapping Act of 1990 (Public Resources Code Section 2697[a]), the City shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard. Because a majority of the proposed project is within a liquefaction zone, a geotechnical report or reports prepared in accordance with the Act would be prepared and submitted to the City's Building and Safety Division prior to implementation of the project.
- i. COA GEO-2: Seismic Design and Engineering Criteria** - The proposed project would be designed and constructed in accordance with California Building Code provisions associated with seismic design and engineering criteria (including recommendations in geotechnical reports prepared as part of the design process) to minimize potential risks to people and buildings/structures in the event of seismically-induced geological hazards (including liquefaction). This includes requirements for construction, grading, excavations, use of fill, and foundation work (including type of foundation and/or soil improvement requirements), including type of materials, design, procedures, etc. Such design and construction practices would include, but not be limited to, completion of site-specific geotechnical investigations regarding construction and foundation engineering. The design would incorporate



measures pertaining to temporary construction conditions as well as long-term operational conditions specific to the project site.

- j. **COA GEO-3: Final Geotechnical Report Review and Approval** - The final geotechnical report(s) shall be reviewed by the City's Building and Safety Division for findings and recommendations, and the City shall approve the final project plans once satisfied that all appropriate site-specific design criteria and geotechnical recommendations, including any additional recommendations that come out of this review, have been applied to the implementation of the project through the project plans. The applicant is required to comply with the recommendations contained in the geotechnical report.
- k. **COA HAZ-1: Contamination Contingency Plan** - If soil and/or buried debris is encountered during excavation or grading that is suspected to be contaminated (i.e., is observed by sight, smell, or instrument such as a photoionization detector [PID] meter if in use), work in the area of potential contamination shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented. The potential contamination would be evaluated by a qualified environmental professional using appropriate evaluation practices and, if necessary, sampling and analysis techniques as determined by the environmental professional based on the nature of the find. The nature and extent of contamination shall be determined and the appropriate handling, disposal and/or treatment shall be implemented (i.e., excavated/disposed of, treated in-situ [in-place], or otherwise managed) in accordance with applicable regulatory requirements, such as those associated with, but not limited to, the RBFD, LACFD, LARWQCB, CalEPA, DTSC, and/or SCAQMD, as appropriate.
- l. **COA REC-2: Redondo Beach Marina in Basin 1 Slip Transition/Temporary Relocation Plan** - A slip transition and/or temporary relocation plan would be established for vessels located with the King Harbor Marina/Basin 1 similar to the temporary relocation plan established for Portofino Marina (located within King Harbor to the north of the project site). The temporary transition/relocation plan is intended to provide temporary slips for displaced vessels during the reconstruction/redevelopment of the King Harbor Marina. The plan would include notifying tenants in advance of construction, finding temporary locations elsewhere in King Harbor for displaced vessels prior to the start of construction, and phasing construction to minimize the disruption to the degree feasible, including minimizing the number of times that vessels must be moved over the course of the construction. The temporary locations identified in the relocation plan would take into account the adequacy of the replacement locations, to ensure that adequate space and amenities (e.g., parking spaces) are available to accommodate the relocated uses and so as not to disrupt existing uses or result in substantial physical deterioration of the temporary location.



m. COA TRA-1: Construction Traffic: The following conditions are recommended: A flagman shall be placed at the truck entry and exit from the Project site, To the extent feasible, deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time, Access shall remain unobstructed for land uses in proximity to the Project site during project construction, Minimize lane and sidewalk closures to the extent feasible. In the event of a temporary lane or sidewalk closure, a worksite traffic control plan, approved by the City of Redondo Beach, shall be implemented to route traffic, pedestrians, or bicyclists around any such lane or sidewalk closures, A Construction Management Plan shall be developed by the contractor and approved by the City of Redondo Beach. In addition to the measures identified above, a Construction Management Plan shall include the following: Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets, Establish requirements for the loading, unloading, and storage of materials on the Project site, Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project site and neighboring businesses.

15. That the applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Division.
16. That all on-site litter and debris shall be collected daily during construction.
17. That construction work shall occur only between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday, between 9:00 a.m. and 5:00 p.m. on Saturday, with no work occurring on Sunday and holidays unless for unique and exceptional reasons the applicant obtains an After Hours Permit from the Community Development Department.
18. That a Project Information Officer shall be assigned to the site during construction. The officer shall provide community updates through a City website page as well as periodic email blasts to interested parties. A construction hotline phone number shall be dedicated for the project.
19. That Material storage on public streets shall not exceed 48 hours per load.
20. That the project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighbors are not subjected to excessive noise, disorderly behavior, or abusive language.
21. That barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.



22. That streets and sidewalks adjacent to job sites shall be clean and free of debris.
23. That off-site parking for employees and surplus or overflow parking is hereby authorized. Plans for such parking shall be reviewed and approved by the Director of Public Works and the Community Development Director.
24. That the following traffic flow improvements on Harbor Drive, and the Harbor Drive extension shall be designed and constructed prior to final occupancy of the project. The project Applicant shall provide a fair share contribution for these improvements. If the installation of these improvements results in the loss of any on street parking that parking shall be replaced at a one to one ratio. Replacement parking can be accommodated within the parking structures proposed for the project or on another site or sites within the Harbor and Pier area. Signal timing, phasing, equipment, signage and markings shall be adjusted to accommodate all modes of travel. The final design of these improvement shall be subject to the review and approval of the City Engineer.
 - a. Design and construct a southbound right turn lane on Harbor Drive at Marina Way sufficient to accommodate the projected turning volumes and trailered boat traffic such that all turning vehicles are serviced within one signal cycle. The right turn lane shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction.
25. That the applicant/owner/operator/lessee of the proposed project and subject property shall comply with the requirements of Section 10-5.1900(h) of the City's Coastal Zoning Implementation Ordinance with respect to Tree Trimming within the Harbor/Pier Area which currently reads as follows: The trimming and/or removal of any trees that have been used for breeding and nesting by bird species listed pursuant to the federal or California Endangered Species Acts California bird species of special concern and wading birds, herons or egrets within the past five 5 years as determined by a qualified biologist or ornithologist shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game the US Fish and Wildlife Service and the US Migratory Bird Treaty Act.
 - (1) No tree trimming or removal shall take place during breeding and nesting season (January through September) unless a tree is determined by a qualified arborist to be a danger to public health and safety. A health or safety danger exists if a tree or branch is dead, diseased, dying, or injured and is seriously compromised. Tree trimming or removal shall only be carried out from October 1st through December 31st.
 - (2) Trees or branches with a nest of a wading bird (heron or egret), a State or Federal listed species, or a California bird species of special concern that



has been active any time in the last five (5) years shall not be removed or disturbed unless a health and safety danger exists.

- (3) Any breeding or nesting tree that must be removed shall be replaced at a 1:1 ratio. Replacement trees shall be native or regionally appropriate non-natives and non-invasive.
 - a. A tree replacement and planting plan for each tree replacement shall be developed to specify replacement tree locations which must be in close proximity to the existing nesting tree, tree size (no less than thirty-six (36) inch box size), planting specifications, and a five (5) year monitoring program with specific performance standards.
 - b. An annual monitoring report for tree replacement shall be submitted for the review and approval of the Waterfront and Economic Development Director and maintained on file as public information.
- (4) Tree trimming or removal during the non-breeding and non-nesting season (October 1st through December 31st) shall follow the following procedures.
 - a. Prior to tree trimming or removal, a qualified biologist shall survey the trees to be trimmed or removed to detect nests and submit the surveys to the Waterfront and Economic Development Department. Tree trimming or removal may proceed if a nest is found, but has not been used within the prior five (5) years and no courtship or nesting behavior is observed.
 - b. In the event that a wading bird (heron or egret) species, a State or Federal listed species, or a California bird species of special concern return or continue to occupy trees during the non-nesting season (October 1st through December 31st), trimming shall not take place until a qualified biologist has assessed the site, determined that courtship behavior has not commenced, and has given approval to proceed within 300 feet of any occupied tree (500 feet for raptor species (e.g., bald eagles, osprey, owls)).
 - c. Trimming of nesting trees shall not encroach within ten (10) feet of an unoccupied nest of any of the bird species referenced above. The amount of trimming at any one time shall be limited to preserve the suitability of the nesting tree for breeding and/or nesting habitat.
 - d. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.
- (5) Tree trimming or removal during breeding and nesting season (January-September) shall be undertaken only because a health and safety danger exists, as determined by a qualified arborist, in consultation with the



Waterfront and Economic Development Department and the City of Redondo Beach, and shall use the following procedures:

- a. A qualified biologist shall conduct surveys and submit a report at least one week prior to the trimming or removal of a tree (only if it is posing a health or safety danger) to detect any breeding or nesting behavior in or within 300 feet (500 feet for raptors) of the work area. An arborist, in consultation with the qualified biologist, shall prepare a tree trimming and/or removal plan. The survey report and tree trimming and/or removal plan shall be submitted for the review and approval of the Waterfront and Economic Development Director and maintained on file as public information. The plan shall incorporate the following:
 1. A description of how work will occur (work must be performed using non-mechanized hand tools to the maximum extent feasible).
 2. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.
 3. Steps taken to ensure that tree trimming will be the minimum necessary to address the health and safety danger while avoiding or minimizing impacts to breeding and/or nesting birds and their habitat.
 - b. Prior to commencement of tree trimming and/or tree removal the qualified biologist shall notify in writing the Department of Fish and Game and the U.S. Fish and Wildlife Service of the intent to commence tree trimming or removal.
26. The Community Development and Waterfront & Economic Development Departments shall be authorized to approve minor changes to any conditions or requirements specified herein. Any significant changes shall be brought back to the Harbor Commission for review and consideration. With regard to the architectural design of the project significant changes shall be defined as changes greater than 10 percent of the architectural treatment of the approved building facades. The Community Development and Waterfront & Economic Development Departments shall be authorized to approve changes deemed necessary to comply with any permit or other requirements imposed by regulatory agencies, including but not limited to, the U.S. Coast Guard, the U.S. Army Corps of Engineers, the U.S. National Marine Fisheries Service, the U.S. Fish and Wildlife Department, the California Coastal Commission, and the California State Lands Commission.
27. That 30 additional 46-foot trailer overflow spaces and 30 shared single car spaces be provided in a satellite location for the boat launch ramp facility to accommodate overflow conditions. Trailer spaces shall be prioritized for vehicles towing trailers. The location of these additional spaces shall be specified prior to issuance of



issuance of building permits. The location of overflow and single car spaces required by this condition may be modified as necessary due to future surrounding site development. However, the requirement for said overflow parking shall be retained.

28. That the applicant shall work with existing tenants to minimize construction disruption.

Section 5. The City Council hereby reaffirms the Harbor Commission's adoption of the Mole B Boat Launch Facility Safety and Operations Plan.



PASSED, APPROVED AND ADOPTED this 29th day of November, 2016.

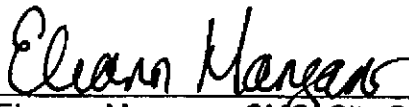


Steve Aspel, Mayor

APPROVED AS TO FORM:

ATTEST:



Michael W. Webb, City Attorney

Eleanor Manzano, CMG, City Clerk

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-1611-115 was duly passed and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 29th day of November, 2016, and there after signed and approved by the Mayor and attested by the City Clerk, and that said resolution was adopted by the following vote:

AYES: BARBEE, HORVATH, EMDEE

NOES: BRAND, SAMMARCO

ABSENT: NONE

ABSTAIN: NONE



Eleanor Manzano, CMC
City Clerk



MAR -9 2017

RESOLUTION NO. CC-1610-099

CALIFORNIA
COASTAL COMMISSION

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

WHEREAS, applications were filed by Redondo Beach Waterfront, LLC requesting approval of a Conditional Use Permit, Harbor Commission Design Review, Coastal Development Permit, and Vesting Tentative Tract Map No. 74207 to allow the construction of coastal commercial office, hotel, theater, retail, restaurant, and recreational uses totaling approximately 523,939 square feet of development in the Coastal Commercial Zone (CC-1, CC-2, and CC-3) and the Parks, Recreation, and Open Space Zone (P-PRO) ; and

WHEREAS, on April 20, 2016, the Recreational and Parks Commission conducted a public meeting in the City Hall Council Chambers, at 415 Diamond Street, Redondo Beach, California which provided its unanimous recommendation to approve the modifications to Seaside Lagoon (area within the P- PRO zone) described in the Draft EIR Chapter 2, Project Description, Section 2.4.1.2 for the Proposed Project and direct staff to convey this motion to the decision making body.

WHEREAS, the City of Redondo Beach Harbor Commission held a public workshop on May 9, 2016 which provided a project description, the key project goals and objectives, a comprehensive description of the project entitlement process, and the specific findings and criteria for approval; and

WHEREAS, a notice of the City of Redondo Beach Harbor Commission's ("Harbor Commission") public hearing was published in the Easy Reader, mailed City-wide, and posted throughout the Harbor on or before June 2, 2016; and

WHEREAS, the Harbor Commission reviewed and considered the applicant's design submittal, the Vesting Tentative Tract Map, the Zoning and General Plan Consistency Tables, presentations from Staff and the applicant at the public hearing held on the 13th day of June, 2016. After accepting testimony from the public, the Harbor Commission moved to continue the public hearing to a special meeting on June 27, 2016; and

WHEREAS, the Harbor Commission reconvened the public hearing on June 27, 2016 and reviewed and considered the project applications, responses to feedback received at the June 13, 2016 public hearing, and the draft project entitlement conditions. After accepting testimony from the public, the Harbor Commission moved to continue the public hearing to a special meeting on July 18, 2016; and

WHEREAS, the Harbor Commission reconvened the public hearing on July 18, 2016 and reviewed and considered the Final Environmental Impact Report including Responses to Comments, the Mitigation Monitoring and Reporting Program, the Fact of Findings and Statement of Overriding Considerations, and all other final project documents. After accepting testimony from the public, the Harbor Commission moved to continue the public hearing to the regularly scheduled meeting on August 8, 2016; and

WHEREAS, the Harbor Commission reconvened the public hearing on August 8, 2016 and reviewed and considered all of the final project documents as well as additional clarifications in response to feedback received during the previous public hearings; and

WHEREAS, at its hearing of August 8, 2016 which concluded on August 9, 2016, the Harbor Commission certified the Final EIR, selected the Staff Recommended Alternative which included the boat launch facility at Mole B, and approved a Conditional Use Permit, Coastal Development Permit, Harbor Commission Design Review, and Vesting Tentative Tract Map; and

WHEREAS, an Appeal Form and letter was filed with the City Clerk's Office on August 22, 2016 from "James A. Light and others," and on August 24, 2016 the City sent an initial response which concluded that the filing of the Appeal on behalf of multiple parties was in violation of the City's CEQA Appeal procedures; and

WHEREAS, notice of the time and place of the public hearing where the appeal would be considered was given pursuant to State law and local ordinances by publication in the Easy Reader, a newspaper of general circulation in the City, by posting the boundaries of the subject property every 200 feet, and by mailing notices to property owners within 300 feet of the exterior boundaries of the subject property, occupants within 100 feet, and the appellant; and

WHEREAS, the City Council of the City of Redondo Beach held a public hearing to consider the appeal on the 18th day of October, 2016 at which time the City Council considered evidence presented by the applicant, the appellant, City staff, and the public.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:

1. In accordance with Redondo Beach Municipal Code (RBMC) Sections 2-9.711, 10-2.2512, 10-2.2506(b), and 10-5.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the reasons described below. The Findings provided in this resolution are also supported by information and analysis in the Draft EIR, the Final EIR, the MMRP, the CEQA Findings, the Statement of Overriding Considerations, and all of the Administrative Reports associated with the Waterfront Project.
 - a) The proposed Waterfront Project is conditionally permitted in the Coastal Commercial (CC-1, CC-2, and CC-3) Zone and the Parks, Recreation, and Open Space Zone (P-PRO), in which the site is located, and the site is adequate in size and shape to accommodate the uses including all setbacks, spaces, walks and fences, parking, loading, landscaping and other features, and the project is consistent with the requirements of Chapters 2 and 5, Title 10 of the Redondo Beach Municipal Code.
 - b) As substantiated in Final Environmental Impact Report (SCH# 2014061071 / FILE NO. 2014-04-EIR-001) and the Traffic Impact Study prepared by Fehr & Peers, the site has adequate access to public streets of adequate width to carry the kind and quantity of traffic generated by the Waterfront Project with the implementation of Mitigation Measures TRA-1 through TRA-6 in the adopted Mitigation Monitoring Program.
 - c) The proposed Waterfront Project will have no adverse effect on abutting property or the permitted use thereof, subject to the adopted Mitigation Monitoring Program and Conditions of Approval.
 - d) The proposed Waterfront Project conforms to all of the requirements of the Coastal Zoning Ordinance and the Coastal Land Use Plan, and is therefore, consistent with the Local Coastal Program.
 - e) The proposed Waterfront Project is consistent and in conformance with (1) the General Plan including the "CC Coastal Commercial" designation and the "P. Public or Institutional" designation, (2) the Harbor/Civic Center Specific Plan, (3) and the Certified Coastal Land Use Plan.

- f) The Mitigation Monitoring Program and Conditions of Approval adopted in this resolution are deemed necessary to protect the public health, safety, and general welfare.
- g) The Waterfront Project is in compliance with the applicable development standards by zone, including allowable uses, height requirements, F.A.R. maximums, and other standards as outlined in the summary table labeled as Attachment 4 to Administrative Report A presented at the June 13, 2016 Harbor Commission meeting.
- h) The proposed Waterfront Project qualifies for a floor area ratio FAR bonus as it provides office and hotel uses and it provides new high quality public open space within amenities such as enhanced and expanded public pathways, new landscaping, lighting, and features such as seating and children play equipment. Specifically:
 - a. In the CC-2 Zone, the project qualifies for a .15 FAR bonus because it includes a hotel above the ground floor of Building P per RBMC 10-5.813(a)(1)a, and it qualifies for an additional .15 FAR bonus because it includes the equivalent of 20% (approximately 47,632 square feet) of high quality open space per RBMC 10-5.813(a)(1)b. This allows for a total permissible FAR of .65. The Waterfront Project would, therefore, be consistent with this requirement as the Project would result in an FAR of .60 in the CC-2 zone.
 - b. in the CC-3 zone, the project qualifies for a .15 FAR bonus because it includes offices above the ground floors of Buildings A, B, and D per RBMC 10-5.814(a)(1)a, and it qualifies for an additional .15 FAR bonus because it includes the equivalent of 20% (approximately 157,102 square feet) of high quality open space per RBMC 10-5.814(a)(1)b. This allows for a total permissible FAR of .65. The Waterfront Project would, therefore, be consistent with this requirement as the Project would result in an FAR of .56 in the CC-3 zone.
- i) That given the fact that it is not possible at this time to know the exact leasing plan for specific uses, and the fact that most of the future uses would require a Conditional Use Permit, it is expedient and desirable to grant an overall Master Conditional Use Permit to more uniformly establish overall operating conditions and allowances for uses within the scope of a Master Conditional Use Permit at this time.

2. In accordance with Municipal Code Sections 10-2.2512, 10-2.2502(b), 10-5.2512, and 10-5.2502(b), 10-2.1802, 10-5.1802, and 10-5.1900 of the Redondo Beach Municipal Code, the applicant's request for Harbor Commission Design Review is consistent with the criteria set forth therein for the following reasons:

- a) The design of the proposed Waterfront Project considers the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.
- b) The natural terrain was removed from the project site more than 60 years ago when the first development took place. Therefore, there is no natural terrain or natural landscape features that can be integrated into the project. Furthermore, it would not be feasible to preserve the existing landscaping because the existing landscaping is not draught tolerant and would not conform to the City's landscaping regulations for new development.
- c) The final design of the proposed Waterfront Project is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment subject to the conditions of approval.
- d) The surrounding built environment includes a wide variety of structures in terms of architecture, design style, building height, mass, bulk and scale, such that the architecture, design style, building height, mass, bulk and scale of proposed Waterfront Project is consistent within the existing framework.
- e) The design of the proposed Waterfront Project provides innovation, variety, and creativity in the proposed design solution and serves to minimize the appearance of flat facades and box-like construction subject to the conditions of approval.
- f) The conceptual signage proposed on the exterior elevations would be consistent with sign regulation criteria in RBMC Sections 10-5.1802 and 10-5.1810.
- g) The use of specific design elements, such as decorative parapets or towers are permitted to exceed the maximum building height restriction because they do not contain habitable floor area and are deemed as being design elements that are integral to the overall architectural style of the project and that other structures such parapets, towers, signage, flagpoles, and columns, and mechanical equipment are also permitted to exceed the building height restriction because they are necessary to the

overall functioning of the project and will in some cases, such as in the case of the solar panels, contribute to make the project more environmentally sustainable. (RBM Code Sections 10-2.1522(b) and 10-5.1522(b).)

3. In accordance with Section 10-5.2218 (c) of the Redondo Beach Municipal Code the applicant's request for a Coastal Development Permit is consistent with the criteria set forth therein for the following reasons set forth below and as detailed in the Coastal Development Permit Findings Attachment to this Resolution:

- a) That the Waterfront Project is in conformity with the Certified Local Coastal Program because it will preserve and enhance public views of the water/marina and increase the on-site public-serving amenities by providing the following: public accessibility from Harbor Drive and the new Pacific Avenue reconnection through to the water's edge/marina; a new public promenade with additional resting and viewing opportunities; bicycles racks at numerous locations on the site; landscaping that will create a new aesthetic on the property; and custom designed lighting that will add ambience to the area and make it useable during the evening hours. Most importantly, the proposed project provides new visitor-serving and local-serving hotel, retail, theater, office, restaurant and event space that is strongly encouraged in the Coastal Land Use Plan. As also outlined in the findings above for the Design Review and the Conditional Use Permit, the Project would be consistent with the FAR, height limits, and permissible uses laid out in in the Coastal Zoning for the CC-1, CC-2, and CC-3 zones.
- b) That the proposed Waterfront Project will also improve the quality of the storm water runoff and reduce the pollution that may contribute to adverse impacts on recreational access to beaches, coastal resources or coastal waters through the incorporation of all the Best Management Practices (BMPs) required in the Low Impact Development (LID).
- c) That the proposed Waterfront Project, which is located between the sea and the first public road paralleling the sea, is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code. As outlined in greater detail in the Environmental Impact Report and the associated Fehr and Peers Traffic Report, public access to the waterfront and the associated esplanade would be maintained throughout the site. The project would also widen the existing public esplanade and provide bicycle related amenities and pathways.
- d) That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project and in approving the proposed development, the decision-making body is not violating any CEQA prohibition that may exist on approval of projects for which there is

a less environmentally damaging alternative or a feasible mitigation measure available. The project has been evaluated for environmental impacts through the preparation of an Initial Environmental Study and an Environmental Impact Report which details all of the required feasible mitigation measures and conditions that shall be incorporated into the project.

4. The Vesting Tentative Tract Map No. 74207 meets the requirements of Chapter 1, Subdivisions, Article 5 of the City's Municipal Code, and the California State Subdivision Map Act. The City further finds that the Staff Recommended Alternative is consistent with the City's General Plan and Local Coastal Program, as outlined in the Draft EIR (including but not limited to Section 3.9), the Final EIR, and the City's Administrative Reports for the Waterfront Project. As outlined in the Initial Study (Section XIII), the Draft EIR, and the Final EIR (Response AL001-13), the City has also considered housing needs. The Vesting Tentative Tract Map No. 74207 is consistent with the criteria set forth therein for the following reasons:

- a. That Vesting Tentative Tract Map No. 74207 filed and deemed complete on June 23, 2016 is in conformance with Section 10-1.102 (Purpose and intent) of the Redondo Beach Municipal Code which establishes the rules, regulations, and specifications to control and regulate the division of an land, building, or air space for any purpose whatsoever within the City.
- b. That in accordance with Section 10-1.103 (General responsibilities: Subdividers) of the Redondo Beach Municipal Code, the Subdivider has prepared a map consistent with the design standards and has assured the accomplishment of improvements consistent with the subdivision section of the Redondo Beach Municipal Code.
- c. That in accordance with Section 10-1.105 (General responsibilities: City Engineer) of the Redondo Beach Municipal Code the City Engineer has reported to the Harbor Commission and City Council that the proposed improvements are consistent with the regulations set forth in this chapter relating to technical engineering requirements and improvements to the public right-of-way.
- d. That in approving the Vesting Tentative Tract Map the City Council has investigated and concludes that the design and improvement of the proposed subdivision is in conformance with the General Plan and the requirements of the Subdivision section of the Redondo Beach Municipal Code and hereby reports its actions to the subdivider pursuant to Section 10-1.106 of the Redondo Beach Municipal Code.
- e. That pursuant to Sections 10-1.514 and 10-1.5508 of the Redondo Beach Municipal Code the approval of the Vesting Tentative Tract Map shall

expire thirty-six (36) months after the date the map was approved or conditionally approved. The person filing the tentative map may request an extension of the tentative map or vesting tentative map approval or conditional approval by a written application to the Harbor Commission, such application to be filed at least thirty (30) days before the approval or conditional approval is due to expire. The application shall state the reasons for requesting the extension.

- f. That the approval of the Vesting Tentative Tract Map granted herein shall confer a vested right to proceed with development in substantial compliance with the ordinances, policies, and standards described in Section 66474.2 of the Government Code of the State. However, if said Section 66474.2 is repealed, the approval or conditional approval of a vesting tentative map shall confer a vested right to proceed with development in substantial compliance with the ordinances, policies, and standards in effect at the time the vesting tentative map is approved or conditionally approved.
- g. That the street and lot layout is appropriate to the commercial land use for which the subdivision is proposed and conforms to the proposed land use and standards established in the General Plan and Zoning Ordinance. The subdivider has demonstrated to the satisfaction of the City Council that the street, parcel, and block pattern proposed is specifically adapted to the uses anticipated and takes into account other uses in the vicinity. The City Council finds that: The following principles and standards are met by this subdivision:
 - (a) The proposed parcels or lots are suitable in area and dimensions to the types of development anticipated.
 - (b) The street rights-of-ways and pavement are adequate to accommodate the type of volume of traffic anticipated to be generated thereon.
 - (c) That special requirements may be imposed by the City with respect to street, curb, gutter, and sidewalk design and construction.
 - (d) That special requirements may be imposed by the City with respect to the installation of public utilities, including water, sewer, and storm water drainage.
 - (e) That every effort has been made to protect adjacent residential areas from the potential nuisance of proposed uses including the provision of extra depth and building setback lines in parcels backing up on existing or potential residential developments and provisions for a permanently landscaped buffer strip when necessary.
 - (f) That streets carrying nonresidential traffic including truck traffic are appropriately extended and connected and do not interconnect to existing streets intended for predominantly residential traffic.

- (g) That the subdivision for proposed commercial development takes into account all areas proposed for vehicular circulation and parking, for pedestrian circulation, and for buffer strips and other landscaping.
5. That the RBMC Sections 10-5.812, 10-5.813(a), 10-5.814(a), 10-5.815(a), 10-5.816(a), state that "cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008." The Waterfront Project would provide an additional 285,855 square feet of net new construction in the CC zones and in conjunction with 34,309 square feet of net new construction for the Shade Hotel and 2,702 square feet of net new construction for the Harbor Patrol building, the total net new development within the CC zones since April 22, 2008 would be 322,866 square feet. After buildout of the Staff Recommended Alternative, 77,134 square feet of remaining net new development would be allowed within the CC zones. The City Council hereby finds that the Waterfront Project is within the 400,000 square foot maximum development cap. These findings are not intended to limit development (in the event that these municipal code/coastal zoning ordinance sections are revised), but rather to catalogue increases in gross floor area that fall under these municipal code sections. The City Council further finds, consistent with the May 23, 2016 Record of Interpretation included with the Final EIR, that these RBMC regulations do not consider parking facilities and utilize the definition of gross floor area.
6. The plans, specifications and drawings submitted with the applications associated with the Staff Recommended Alternative described in the Final EIR and the selection of Mole B for the boat launch facilities have been reviewed by the City Council and are approved. Project materials were made available for review at City Hall, on the City website, and were included as attachments to the Administrative Reports presented to the City Council.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The City Council does hereby find that the above recitals and findings are true and correct and are incorporated herein by reference as if set forth in full.

Section 2. That based on the above findings, the City Council does hereby deny the appeal in its entirety and affirm the decision of the Harbor Commission in selecting the Staff Recommended Alternative described in the Waterfront Final EIR Chapter 1, and grants and approves the Master Conditional Use Permit, the Harbor Commission Design Review, the Coastal Development Permit, and the Vesting Tentative Tract Map pursuant to the plans and applications considered by the City Council at its meeting on the 18th day of October, 2016. These entitlements shall be held by both the City and the applicant, Redondo Beach Waterfront, LLC. The City Council further confirms the selection of the boat launch facilities at Mole B.

Section 3. That the approved Coastal Development Permit, Conditional Use Permit, Harbor Commission Design Review, and Vesting Tentative Tract Map shall become null and void if not vested within 36 months from the effective date of this resolution, unless an extension is granted pursuant to law.

Section 4. These permits shall be void in the event that the applicant does not comply with the adopted Mitigation Monitoring Program adopted concurrently in the associated CEQA resolution, or the following conditions:

1. That the City Council hereby approves the architectural design of the Waterfront Project. The precise architectural treatment of building exteriors, roofs, walks, walls, landscape, hardscape, lighting and other features shall be reviewed and approved by the Community Development Department prior to the issuance of building permits.
2. That the façades of all buildings shall incorporate significant façade articulation and varied surfaces to avoid the appearance of solid/continuous/unbroken smooth/reflective walls. Street trees and other landscaping shall also be provided between the buildings and the roadway to absorb/disperse roadway noise.
3. That in order to maintain continuous visual interest, activity and energy along the street edge, the east elevation of the northern parking structure between the proposed street-facing retail shall be architecturally enhanced through the incorporation of additional high quality architectural features including, but not limited to recesses, projections, materials changes and other design enhancements. The area at the pedestrian level shall also be activated through the incorporation of additional pedestrian-oriented features such as bicycle racks, public benches, public art and similar enhancements. The revised elevation provided as an attachment to the July 18, 2016 Harbor Commission Administrative Report is hereby included as part of the design submittal and is, therefore an integral part of the approved project.
4. That the revised rendering of the Pacific Avenue Reconnection (Harbor Drive Extension) presented by the applicant on June 27, 2016 to the Harbor Commission is hereby included as part of the design submittal and is, therefore, an integral part of the approved project.
5. Projections may be allowed above the permitted height limit of the zone in which it is located, provided that the structure contains no habitable floor area and shall meet the following criteria: 1) Mechanical equipment and housing, including screening, may exceed the height limit by no more than four feet; 2) Chimneys may exceed the height limit only to the extent necessary to comply with Building and Fire codes; 3) Television and radio whip antennae may exceed the height limits by no more than ten feet; 4) Church steeples and bell towers may exceed

the height limit by no more than fifteen feet, 5) Flagpoles may exceed the height limit by no more than ten feet; and 6) Architectural design elements integral to the overall design character of a building and intended to distinguish its design shall be permitted provided that the design element does not significantly increase the mass or bulk of the building.

6. That the applicant shall submit complete signage and wayfinding plans for review by the Harbor Commission. Said plans shall provide for high-quality, creative and artistic sign installations that avoid visual clutter and unnecessary repetition. Signs shall be architecturally compatible with the facades upon which they are proposed. The sign plans shall provide for unique signs that add character, whimsy and artistic charm. This may include projecting signs, awning and canopy signs, sculptural signs, neon signs, integrated roof signs and other signs that are determined to enhance the visual quality and character of the project. It is the specific intent and authorization that these types of signs be included in the project. The signage and wayfinding plans are to be implemented by the Waterfront & Economic Development and Community Development Departments.
7. That the use of valet parking within the project is hereby authorized by the City Council. Any business requesting to utilize valet parking shall submit a valet parking plan to the City and said plan shall be reviewed and approved by the Community Development and Public Works Departments prior to implementation of valet parking operations.
8. That complete landscape, hardscape and irrigation plans (pursuant to the requirements of the Assembly Bill 1881, the Water Conservation in Landscaping Act of 2006) shall be submitted for review and approval by the Community Development Department prior to installation. Said plans shall incorporate extensive use of California native, drought-tolerant and water-wise plant materials and tree plantings.
9. That a final lighting plan in substantial conformance with the approved conceptual lighting plan shall be prepared and submitted to the Community Development Department. The plan shall include all information, details and calculations necessary to determine if the proposed installation will achieve the necessary and appropriate levels of illumination for safety and security and aesthetic and architectural enhancement while shielding and protecting off-site properties from unnecessary and unintentional illumination. Said plan shall be reviewed and approved by the Community Development Department, Police Department and Public Works Department prior to the issuance of electrical permits.
10. That pursuant to the City's Public Art Ordinance, the applicant shall provide a zoning requirement contribution equivalent to one percent (1%) of the building valuation above \$250,000. This contribution can take the form of: 1) installation

of public art on the subject property, commissioned by the developer, but subject to the approval of the City's Public Art Commission; 2) a request that the installation of public art on the subject property be commissioned and approved by the Public Art Commission; 3) an installation of public art on the subject property valued at less than the required 1% contribution and an election to provide the balance of the 1% for the public art zoning requirement contribution to the John Parsons Public Art Fund; or 4) payment of the zoning requirement fee to The John Parsons Public Art Fund to be used for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program. If a decision regarding the public art contribution is not finalized prior to the issuance of building permits, the applicant will be required to deposit the 1% zoning requirement fee in a set aside account. The monetary deposit will be held by the City until such time as the public art contribution is satisfied. The art contribution must be completed prior to the issuance of a Certificate of Occupancy.

11. That in order to ensure compliance with all water quality regulations, the construction drawings for the project shall be prepared in accordance with all standards, requirements and design features of the approved Low Impact Development (LID) prepared for the subject site. The initial installation requirements and ongoing operational maintenance requirements of said plan shall be implemented in accordance with the approved LID.
12. That the project shall incorporate electric vehicle charging stations, short and long term bicycle parking, the use of low-emitting materials, the diversion of construction waste from landfills, and the use of Best Management Practices to prevent storm water pollution.
13. That final exterior color and material samples, including the use of marine-grade finishes when feasible, shall be reviewed and approved by the Community Development Department prior to the issuance of Building Permits.
14. That roof mounted mechanical equipment and appurtenances to be used in the operation or maintenance of a building shall be installed so as not to be visible from any point at or below the roof level of the subject building. The features so regulated shall in all cases be either enclosed by outer building walls or parapets, or grouped and screened in a manner architecturally compatible with the building.
15. That Traffic Management and Safety Plans shall be reviewed and approved by the Public Works Department prior to commencement of any work within the public right-of-way. Provisions of said plans shall be implemented at all times during construction.
16. That the applicant shall provide a Security/Crime Prevention Program Plan for the proposed project. The plans, specifications and other related documents shall

be reviewed and approved by the Community Development Department and the Police and Fire Departments. The plan shall be completed prior to the issuance of Building Permits. Inspections by the appropriate Staff members shall be made to ensure compliance with the approved plan prior to the issuance of a Certificate of Occupancy and the plan shall be implemented throughout operation of the project. The plan shall incorporate the following:

- (a) Provide Security Plans and design specifications that show the location of visual camera systems for key areas to which access is granted to the public.
 - (b) Provide specifications and/or security plans that provide the police with visual access to the interior of all commercial tenant spaces.
 - (c) Provide details on emergency access to the property by police and fire responders in the event of an emergency including a numerical address system and an "on-site" map.
 - (d) Provide a garage lighting plan along with design specifications that include lighting of the garage stair wells, ramps and all access roads. The plan shall ensure that the lighting does not encroach on the adjacent residential properties to the east.
 - (e) Provide a painting scheme for the garage areas that employs the use of light and highly reflective color to enhance visibility and improve lighting effectiveness.
 - (f) Provide plans for the installation of a "repeater" system, if necessary, allowing the use of personal cell phones on all levels of the parking garage.
 - (g) The applicant/property owner shall ensure that the visual security equipment be monitored as necessary during business hours and that regular daily patrols of the subject property be made by security personnel.
17. That the Final Vesting Tract Map shall be recorded within 36-months of the effective date of this resolution, unless an extension is granted pursuant to law.
18. That the Final Vesting Tract Map shall be prepared, signed and sealed by or under the direction of a registered civil engineer or a licensed land surveyor, per Subdivision Map Act. The Vesting Tentative Tract Map shall meet the following conditions:
- (a) The Map title shall include the following: Vesting Tentative Tract Map No. 74207, In the City of Redondo Beach - County of Los Angeles - State of California, Redondo Beach Waterfront, For Commercial Subdivision Purposes;
 - (b) The Map shall include a sufficient legal description as well as all the relevant and applicable APNs to clearly identify the boundary (property limits) of the proposed subdivision;

- (c) The Map shall include a vicinity map showing streets, adjoining subdivisions, piers, launching and other facilities, sufficient to locate the proposed subdivision and show its relation to the community;
- (d) The Map shall include project information including names, addresses and other pertinent information such as: project name, property address and owner; project developer and engineer/surveyor; existing and proposed zoning and land use; and a table listing all proposed lot numbers and corresponding square foot areas;
- (e) The Map shall include date, north arrow, scale, key map, legend, plan/sheet index; and utility easement and encumbrance notes. The legend shall provide for a clear distinction between the Property Limits, Boundary and Lot Lines - among others;
- (f) The Map sheet size shall be 24"x36" with an appropriate scale (e.g. 1"=50') and in sufficient number of sheets to clearly depict the entire subdivision, with and without existing topography, all lettering shall be one-eighth inch minimum;
- (g) The Map shall clearly show the layout and dimensions of all the proposed lots, and building locations on each lot. Engineering data shall show the approximate finished grade of each lot;
- (h) The Map shall clearly identify and call out the Mean High Tide Line (MHTL) of Nov. 1935, its relationship to adjoining lots and call out the proposed bridge.
- (i) The Map shall show all major project utilities including, but not limited to proposed sanitary sewers, water mains and storm drains on the Map, with specific attention to the County Health Department's utility separation requirements;
- (j) The type, size and location of all proposed utilities required for the project shall meet the City and/or the utility owner/operator's requirements. No over-head utility lines shall be allowed within the project site or the peripheral streets;
- (k) The applicant shall prepare and submit a project-wide hydrology study report and SUSMP (LID) report for the City's review and approval prior to the Map approval;
- (l) Prepare and submit a project-wide sanitary sewer study report, and a preliminary design for replacement of the two existing sewer pump stations to identify the location and footprint of the new pump stations;
- (m) Add a utility easement note on the Map title sheet to state the following: Easements for all required wet utilities such as sanitary sewer lines (and pump stations), water mains, and storm drains; dry utilities such as gas, electrical, telephone, cables; and other utility lines including structures and appurtenances shall be reserved in favor of the utility owner/operator's requirements, and delineated based upon the final project design and the City-approved plans;

- (n) The type, location, widths and purpose of all existing and proposed easements with appropriate references to those on the Commitment No. NCS-612436-SA1 issued by the First American Title Company, updated on April 29, 2016, shall be shown on the Map;
- (o) A list of all encumbrances shall be included on the Map and the disposition of all existing utilities shall be identified – whether to remain or be abandoned;
- (p) An encumbrance note to be shown on the Map title sheet referencing the Commitment No. NCS-612436-SA1 and the Map sheets with above noted encumbrances;
- (q) Existing topography of the project site shall be in sufficient detail and include elevations showing relationship to neighboring lots, structure and facilities;
- (r) The location, type, and outline of existing and proposed building and structures shall be identified on the Map as well as buildings or structures to be removed;
- (s) The location, pavement type, grade and right-of-way width (including roadway, sidewalk and parkway) as well as all existing infrastructure to be abandoned shall be clearly identified on the Map;
- (t) Identify whether any parts of the proposed roadways, walks, etc. within the project limits shall be held as public right-of-way, or designated as being private with appropriate public access rights or easements;
- (u) Proposed improvements to be shown shall include, but not be limited to the location, grade, centerline radius and arc length of curves, radius of all curb returns; and the name of all streets, walkways and bike-paths (including Class);
- (v) Provide typical cross-sections for all proposed streets, walkways and bike-paths at appropriate locations and in sufficient number where there are changes in proposed width or alignment;
- (w) Show and note the approximate location of all project areas that may be subject to inundation or storm water overflows, if any, and incorporate appropriate mitigation measures;
- (x) Identify proposed common and/or recreation areas, walkways, bike-paths (including class) and parks, and whether these areas designated for private or public use; and,
- (y) Specify the source and date of existing survey and contours.

19. That prior to the issuance of Final certificate of occupancy, or prior to the recordation of the Final Vesting Tract Map, whichever occurs first, public access rights shall be reserved over all public areas providing access to, from, and along the waterfront. Access to public areas shall be open for pass through traffic 24 hours a day, seven (7) days a week. A public access map defining the public areas shall be submitted for review and approval by the Community

Development Department and the Waterfront and Economic Development Department. It is the intent of this condition to maximize public access to and along the water. Any restrictions on the hours, modes of travel allowed, or other prohibitions shall be reviewed and approved by the Community Development Department and the Waterfront and Economic Development Department. Temporary restrictions or limitations for special events, emergencies, construction or other similar activities may be approved by the City Manager or designee.

20. High Quality Public Open Space, including the Pedestrian Promenade, shall be constructed, furnished, landscaped, and lighted per the approved final plans. Any significant deviation from the plans shall be referred to the Harbor Commission for review.
21. An arborist shall assess all existing trees and document if any can be relocated and/or replanted. The applicant shall relocate existing trees that are identified as in good health, salvageable, and appropriate for public spaces as determined by the City Arborist.
22. The "Ocean Steps" mosaics are to be salvaged prior to demolition, if feasible; if not feasible they shall be replaced. The applicant shall work with the Public Arts Commission to establish a new location for the salvaged or new replacement mosaics in or around the Waterfront Project site. If replacement mosaics are necessary, the applicant shall solicit a proposal from the Ocean Steps artists to create the new installation. The George Freeth bust and the Meistrell statue shall be relocated. The pier sail structures shall be refurbished or replaced.
23. The applicant shall prepare a temporary access plan for access to public areas, i.e. Monstad and Horseshoe Piers, and businesses that are intended to remain open during construction, i.e. Kincaid's. This plan shall be submitted for review and approval by the Community Development Department and the Waterfront and Economic Development Department.
24. All dumpsters for commercial use shall be covered/screened from public view. Trash facilities shall generally be co-located with loading and service areas. This condition shall not limit individual climate-controlled interior trash collection facilities.
25. That the applicant shall comply with, complete and implement the following mitigation measures and the associated procedures as specified in the Mitigation Monitoring and Reporting Program (MMRP):
 - a. **MM AQ-1: Fleet Modernization for Construction Equipment:** Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that the construction contractor shall ensure that all off-road

equipment with a horsepower greater than 50 horsepower (HP) be required to have USEPA certified Tier 4 interim engines or engines that are certified to meet or exceed the NOx emission ratings for USEPA Tier 4 engines. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. During construction, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the City's Building and Safety Division. The construction equipment list shall state the makes, models, and numbers of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449. These activities shall be verified by the Building and Safety Division during construction.

- b. **MM AQ-2: Use of Low-VOC Coatings and Paints:** Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the construction plans and specifications stipulate that all architectural coatings shall meet a volatile organic compound (VOC) content of 50 grams per liter (g/L) or less for interior coating and 100 g/L or less for exterior coatings. Use of low-VOC paints shall be verified by the Building and Safety Division during construction. However, if the project is phased such that less square footage is coated on a daily basis, then coatings with higher VOC levels may be used over a longer period of time such that the combination of daily square footage coated and VOC content does not exceed South Coast Air Quality Management District's regional threshold for ROG during construction of 75 pounds per day when combined with other on-site activities occurring on the same day.
- c. **MM BIO-1: Protection of Marine Mammals During Construction:** Pile-driving could result in Level B harassment that leads to avoidance behavior by marine mammals. Therefore, a Level B (harassment) safety zone shall be established around the pile-driving site and monitored for marine mammals as shown in Table MM BIO-1 below. The Level B radius is based on the estimated safe distance for installation of piles proposed for use in the project and is adequate to ensure that pinnipeds would not be exposed to Level B harassment sound levels. The safety zone varies by pile size and hammer type. Because the noise levels anticipated under this analysis are based on measured values from multiple different projects, the protective buffer has been increased by 20 percent to address inherent variability. The buffers are to be applied using direct straight line exposure thus barriers that create an acoustic shadow (e.g., a jetty or breakwater) separating the noise generation from mammal receptors would eliminate the buffer requirement. The pile-driving site will move with each new pile; therefore, the safety zones shall

move accordingly. Prior to commencement of pile-driving, a qualified marine mammal observer¹ on shore or by boat shall survey the safety zone to ensure that no marine mammals are seen within the safety zone before pile-driving of a pile segment begins. If a marine mammal is observed within the safety zone during pile-driving operations, pile driving shall be delayed until the marine mammal moves out of the safety zone. If a marine mammal remains within the zone for at least 15 minutes before pile-driving commences then pile-driving may commence with a "soft start" to warn mobile aquatic species to leave the area.

Table MM BIO-1: Pile Driving Safety Zone Buffer By Pile Type and Pile Driving Method

Project Element (Pile Type)	Pile Driving Method	Level B (140 dBRMS) Distance (meters)	Level G Buffer (160 dBRMS) Distance (meters) - 20 Percent
Horseshoe Pier: 16-inch steel piles	Vibratory hammer	>12 and <16	63 ft (19 m)
Pedestrian/Bicycle Bridge: 14-18-inch steel piles	Vibratory hammer	>3 and <16	63 ft (19 m)
Sportfishing Pier: 11-14-inch wood or concrete piles	Impact hammer	10 meters	39 ft (12 m)
Small Craft-Boat Launch Ramp: >18-inch concrete pile	Impact hammer	>14 meters	55 ft (17 m)
Marina Reconstruction: 16-inch concrete pile	Impact hammer	13-18 meters	71 ft (22 m)

dBRMS - decibels Root Mean Square
ft - feet
m - meters

If marine mammals enter the safety zone after pile driving of a segment has begun, pile driving will continue. The qualified marine mammal observer shall monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile-driving shall cease until the animal leaves the area. Prior to the initiation of each new pile-driving episode, the area will again be thoroughly surveyed by the qualified marine mammal observer. ¹ A qualified marine mammal observer must meet the professional expectations laid out in the Marine Mammal Observer Associations website: <http://www.mmo-association.org/about-mmobs>, or equivalent, as applicable.

- d. **MM BIO-2: California Grunion:** Horseshoe Pier construction that could disturb the sandy beach under the pier structure shall be scheduled outside of the grunion spawning season (March to August), unless the applicant fulfills the following procedures: If construction overlaps the grunion spawning season, grunion monitoring shall be conducted prior to any sandy beach-disturbing activity (check California Department of Fish and Wildlife [CDFW] website for spawning events as spawning events occur bi-weekly). If no grunion are observed, construction may proceed. If spawning occurs within the work area and is of a Walker Scale 1 2 or higher, work shall not be performed if it would disrupt the high spawning beach used by grunion. Work shall be deferred until after the next spring tide series when eggs would be expected to hatch and larval fish would return to the water. However,

construction can continue where work would not overlap with grunion spawning locations. ¹ The Walker Scale for assessment of California Grunion (*Leuresthes tenuis*) spawning runs, developed by K. Martin, M. Schaadt and S. Lawrenz-Miller, is named for Boyd Walker, whose pioneering research provided the scientific basis for understanding the periodicity of *L. tenuis* spawning runs in California. Scale increases exponentially with greater numbers of fish, greater area involved, and increased duration of the run. ² The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related environmental science, having a demonstrated familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the site, demonstrated familiarity with the laws and regulations governing the protection of the species, and 2 years of construction and/or operations effects monitoring experience.

- e. **MM BIO-3: Mitigation for Increase in Surface Coverage:** The applicant shall be required to obtain all required permits from appropriate federal and state agencies for in-water work such as a Clean Water Act Section 404 permit, Section 401 Water Quality Certification and/or Rivers and Harbors Act Section 10 permit. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that permits have been obtained and significant impacts related to any net increase in surface coverage of harbor waters that would occur as a result of the proposed project would be mitigated to less than significant through avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the establishment of an equivalent amount of new open water surface area within King Harbor through the opening of Seaside Lagoon to harbor waters; (b) other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere in Santa Monica Bay; (c) obtaining credits from a mitigation bank within the Santa Monica Bay; and/or (d) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities within the Santa Monica Bay. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.
- f. **MM BIO-4: Fill in Waters of the U.S.:** The applicant shall comply with U.S. Army Corps of Engineers (USACE) Clean Water Act and Rivers and Harbors Act permitting requirements. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that any required permits such as Clean Water Act Section 404 permit, Section 401 Water Quality Certification, and/or Rivers and Harbors Act Section 10 permit have been obtained. If it is determined that fill of waters of the United States would result from implementation of the proposed project, authorization for such fill shall be secured through the Section 404 and/or

Section 10 permitting process. The net amount of Waters of the United States that would be removed during project implementation shall be quantified and replaced or rehabilitated in accordance with the USACE mitigation guidelines. If required in compliance with permit requirements, mitigation shall be implemented that includes one of the following: avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the enhancement of marine habitat associated with the opening of Seaside Lagoon to the waters of King Harbor or other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere Santa Monica Bay; (b) obtaining credits from a mitigation bank; and/or (c) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.

- g. MM CUL-1: Recordation:** Prior to the issuance of any project related demolition or grading permits, the applicant shall prepare comprehensive documentation of the significantly impacted historic resources, including all features previously identified as contributive to its historic character. The project-specific historical resources identified as meeting the eligibility criteria for City of Redondo Beach Landmark designation (although there is no official designation) are: Sportfishing Pier (including buildings), 208-210 Fisherman's Wharf (Tony's On The Pier and its companion building, Tony's Hats 'N Things), Redondo Beach Pier Complex (includes the timber portion of the Horseshoe [Municipal] Pier and the Monstad Pier). The documentation shall be consistent with the requirements of Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) Level II, and shall conform with the applicable standards described in the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. HABS/HAER/HALS Level II documentation typically includes a written historical report accompanying photocopies of any existing architectural drawings and a set of large format (minimum 4" x 5" neg.) archival quality black and white photographs. The original documentation package shall be submitted to the City of Redondo Beach Community Development Department and Preservation Commission for review and issuance of Certificate of Appropriateness if necessary. The approved documentation package shall be submitted to the Community Development Department and City's Historical Commission for curation, with copies distributed to the Redondo Beach Public Library and the Redondo Beach Historical Museum, where they shall be accessible to the public.
- h. MM CUL-2: Interpretive Program:** An interpretive program shall be developed to include an internet website that shall be of educational benefit to the public and illustrate the history and historic architecture of the historical

resource through photographs, video, and oral history interviews collected from persons familiar with the history and historic functioning of the property. Additionally, a permanent, on-site interpretive facility presenting the history of the property and incorporating HABS/HAER documentation, historical images, and salvaged elements of the historic property shall be created. The interpretive program shall be coordinated with the City of Redondo Beach Community Development Department, in coordination with the City's Preservation Commission and Historical Commission, and other agencies and organizations, as appropriate. Integration of the interpretive program with existing programs, such as the Paths of History marker program, and the Redondo Beach Historical Society website is acceptable.

- i. **MM CUL-3: Protection of the Monstad Pier During Construction:** Prior to the issuance of demolition permits associated with the Horseshoe (Municipal) Pier element of the project, construction documents shall be reviewed and approved by a qualified preservation professional to ensure that the important historic character defining elements of the Monstad Pier are maintained. To ensure that the Monstad Pier is not inadvertently damaged during construction, plans and specifications shall incorporate measures consistent with National Park Service guidance for temporary protection of historic structures ("Temporary Protection No. 3: Protecting a Historic Structure during Adjacent Construction." National Park Service, Technical Preservation Services, Washington, D.C., 2001). These plans shall also be submitted to, and reviewed by, the City's Preservation Commission and Historical Commission, pursuant to Redondo Beach Municipal Code Section 10-4.501.
- j. **MM CUL-4: Phase I Archaeological Work:** A Phase I archaeological evaluation shall be conducted in association with excavation activities (either prior to or during excavation) of the northeast and southern edges of the project site as shown on Figure 3.4-5 Phase I Archaeological Mitigation Area of the Waterfront Draft EIR. The Phase I archaeological evaluation shall be conducted with a backhoe, two supervising archaeologists, and a Native American monitor. The archaeologist in charge shall meet or exceed the qualifications set by the Secretary of the Interior's Standards and Guidelines as published in the Code of Federal Regulations, 36 CFR Part 61. If resources are determined to be present, then an evaluation of their significance would be undertaken, and if feasible, the archaeological resources shall be preserved in place. If preservation in place is infeasible, a Data Recovery Plan shall be prepared and implemented that includes, treatment, recordation and/or curation consistent with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation. Once a decision has been made to recover archeological information through the naturally destructive methods of excavation, a research design and data recovery plan based on firm background data, sound planning, and accepted archeological methods should be formulated

and implemented. Data recovery and analysis should be accomplished in a thorough, efficient manner, using the most cost-effective techniques practicable. A responsible archeological data recovery plan should provide for reporting and dissemination of results, as well as interpretation of what has been learned so that it is understandable and accessible to the public. The data recovery plan shall be grounded in and related to the priorities established by the local historic preservation commission plans and the needs of other City Departments (such as the Waterfront and Economic Development Department). Appropriate arrangements for curation of archeological materials and records shall be made.

- k. **MM CUL-5: Potential to Encounter Unknown Paleontological Resources:** Prior to excavation activities, a qualified paleontologist (i.e., a paleontologist with an M.S. or Ph.D. degree in paleontology or geology and be familiar with paleontologic salvage or mitigation procedures and techniques) shall examine final design construction plans and bore logs of the project site to determine if potentially fossiliferous strata underlying the site would be encountered by excavation and, if so, what level of paleontologic monitoring should be implemented during excavation. If it is determined that such strata would be encountered by excavation, the paleontologist shall develop a written storage agreement with a recognized museum repository such as the Natural History Museum of Los Angeles County (LACM) regarding the permanent storage and maintenance of any remains that might be recovered as a result of implementing these mitigation measures. If warranted, the paleontologist shall be present at a preconstruction meeting to consult with appropriate City of Redondo Beach and Construction Contractor staff. During the meeting, the paleontologist shall conduct an employee environmental awareness training session for all personnel who will be involved with excavation. If it is determined that monitoring is necessary, a paleontologic monitor shall be on site to inspect new exposures created by excavation once that earth-moving activity has reached a depth of five feet below the current ground surface in areas underlain by Holocene beach sediments, but at any depth when excavation involves lagoonal deposits or Pleistocene marine deposits. Monitoring will allow for the recovery of fossil remains that might be uncovered by excavation. If fossil remains are discovered, the monitor will recover them and record associated specimen and locality data. If necessary, excavation at the fossil locality will be halted or diverted temporarily around the locality until the remains have been recovered. The paleontologic monitor will be equipped to allow for the timely recovery of such remains. If necessary to reduce the potential for a delay of excavation, additional personnel will be assigned to the recovery of an unusually large or productive fossil occurrence. Following the discovery of the remains, monitoring will be raised to full time when excavation involves the fossil-bearing unit and full-time monitoring is not already in effect. On the other hand, if too few or no fossil remains have been found once 50 percent of the area comprising a particular

rock unit has been excavated, the Principal Paleontologist can recommend that monitoring be reduced. Recovered fossil remains will be prepared to the point of identification, identified to the lowest taxonomic level possible by knowledgeable paleontologists, and curated and cataloged in compliance with designated museum repository requirements. All curation is assumed to meet the standards identified in 36 CFR 79.9, and specifically set forth by the Department of Interior - Museum Property Handbook, DM 411, which is the standards that must be met for facilities that house federally owned museum collections. The entire fossil collection (along with associated specimen data and corresponding geologic and geographic locality data and copies of pertinent field notes, photos, and maps) will be transferred to the repository for permanent storage and maintenance. Associated specimen data and corresponding geologic and geographic locality data will be archived at the repository and, along with the fossil specimens, will be made available to paleontologists for future study. A final report of findings that summarizes the results of the work conducted under these mitigation measures will be prepared by the Principal Paleontologist and submitted to the City of Redondo Beach. A copy of the report will be filed at the museum repository. Submission of the report will signify completion of the mitigation program.

- l. MM HWQ-1: Tsunami/Seiche Awareness Notification Program:** The following shall be implemented on-site to reduce risks associated with tsunami: 1 - Signage shall be provided throughout the project area, showing the designated tsunami emergency evacuation route. 2 - A public address system audible at both northern and southern locations of the site shall be installed and used to inform the public of evacuation order or emergency procedures in the event a tsunami warning or alert is issued. Contact information for the on-site management office with access to the public address system shall be provided to the Redondo Beach Fire Department and provided for inclusion in City tsunami preparation/emergency response procedure manuals. 3 - A tsunami evacuation map and a copy of any City tsunami preparation/emergency response procedure manuals shall be kept in the on-site management office at all times. 4 - Tsunami preparedness training shall be provided to on-site security personnel. 5 - Additional information, such as brochures and signage, promoting tsunami awareness and providing the website to the City's emergency preparedness website shall also be made available at the project site.
- m. MM HWQ-2: Wave Uprush Protection:** A four-foot high recurved splash wall shall be placed within the existing revetment at the seaward edge of the boardwalk to redirect up-rushed water back toward the ocean (as shown in Figure 3.8-16 of the Waterfront Draft EIR), or other wave uprush protection that prevents inundation from occurring at the buildings and pedestrian boardwalk located landward of the northern portion of the Horseshoe (Municipal) Pier (just to the north and south of Kincaid's restaurant) shall be

installed, subject to California Coastal Commission recommendations and approval, prior to certificates of occupancy for the buildings. The top of the splash wall shall be level with the finished grade of the boardwalk.

- n. **MM HWQ-3: Sea Level Rise Adaption Plan:** The Applicant shall every 10 years from the first Certificate of Occupancy issued for the proposed project, review information from the National Oceanographic and Atmospheric Administration's (NOAA) tide measurement at the Santa Monica tide gauge and the recorded sea level rise trend, as well as pertinent literature that updates the sea level rise trend, to determine if sea level rise at the project site is trending toward the high, mid-level or low projections recommended by the Californian Ocean Protection Council (COPC). If the review of information shows that trend is consistent with the high projections of the COPC, then the Applicant shall design and implement a supplemental feature, such as a parapet adaptation to (and on top of) the proposed recurved splash wall or a raised splash wall to respond to sea level rise under the high projection trend (see Figure 3.8-17 of the Waterfront Draft EIR). If the future sea level rise shows an accelerating trend, the construction of such adaptations may then be implemented at an appropriate time in the future.
- o. **MM NOI-1: Pile Driving Vibration:** Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits for construction activities involving the use of pile drivers (impact) within 55 feet of non-engineered timber and masonry structures/buildings or within 30 feet of structures/buildings constructed of reinforced-concrete, steel, or timber, and to the satisfaction of the City of Redondo Beach Building and Safety Division, the project applicant shall retain a Professional Structural Engineer to perform the following tasks: Review the project plans for demolition and construction; Investigate the area where pile driving is proposed to occur, including geological testing, if required; and Prepare and submit a report to the Chief Building Official to include, but not be limited to, the following: Description of existing conditions at the subject area; Vibration level limits based on building conditions, soil conditions, and pile driving approach to ensure vibration levels would be below 0.2 in/sec for non-engineered timber and masonry buildings if nearby or 0.5 in/sec for structures or buildings constructed of reinforced-concrete, steel, or timber if nearby; and Specific measures to be taken during pile driving to ensure the specified vibration level limits are not exceeded.
- p. **MM NOI-2: Equipment Mufflers:** During all project construction, all construction equipment, fixed or mobile, shall be operated with closed engine doors, if so equipped, and shall include properly operating and maintained residential-grade mufflers consistent with manufacturers' standards.

- q. **MM NOI-3: Stationary Equipment:** Stationary construction equipment (fixed equipment such as compressors, generator, fans, as well as idling vehicles, etc.) operating in proximity to noise sensitive receptors (i.e., residential structures) shall be placed a minimum of 50 feet away from such receptors so that emitted noise is naturally dissipated from the receptors.
- r. **MM NOI-4: Equipment Staging Areas:** Equipment staging shall be located in areas that are shielded from and/or set back noise sensitive receptors, with a minimum of 50 feet separation between the sensitive receptor and the nearest edge of the staging area.
- s. **MM NOI-5: Electrically-Powered Tools and Facilities:** Where available, electrical power from a grid connection shall be used to run air compressors and similar power tools and to power any temporary equipment.
- t. **MM NOI-6: Sound Barriers:** Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and the residences to the east as needed during construction phases with high noise levels. Temporary sound barriers shall consist of either sound blankets capable of blocking approximately 20 A-weighted decibels (dBA) of construction noise or other sound barriers/techniques such as acoustic padding or acoustic walls placed near the existing residential buildings to the east of the project site that would reduce construction noise by approximately 20 dBA. Barriers shall be placed such that the line-of-sight between the construction equipment and immediately adjacent sensitive land uses is blocked.
- u. **MM NOI-ALT-1: Temporary Relocation of Liveaboards:** A temporary moorage location within King Harbor shall be provided to liveaboard vessels located within 150 feet of construction activities as needed during construction phases with high noise levels. The need for relocation should be evaluated on a case-by-case basis considering the type of construction activities occurring, equipment being used, duration, and distance to the noise sensitive receptors.
- v. **MM TRA-1: Valley Drive/Francisca Avenue & Herondo Street (Intersection 6) – City of Hermosa Beach:** A traffic signal would be installed at this intersection for which the project Applicant would provide fair share funding.
- w. **MM TRA-2: Pacific Coast Highway & Herondo/Anita Street (Intersection 7):** An additional westbound and eastbound through lane would be added. For the westbound approach, the center-raised median would be narrowed or eliminated. The two westbound left turn lanes would be shifted to the south to accommodate the additional westbound through lane. An additional westbound receiving lane would be added extending for a minimum of half a

block length to the west of Intersection 7. The additional eastbound through lane would need to extend for a minimum of half the block length to the west of Intersection 7. The on-street angled parking on Herondo Street conflicts with the additional eastbound and westbound lane, and will require their removal. Parking will be replaced at 1:1 ratio to the satisfaction of the City Engineer, which could include, but not be limited to, off-street parking at the Triton Site, which is located northwest of Portofino Way and Harbor Drive, and/or parking at the project site over and above the ULI Parking Demand of 2,147 parking spaces. In addition, the on-street bike lanes would be shifted from their current location, but can be accommodated with the addition of the two through lanes.

- x. **MM TRA-3: Pacific Coast Highway & Catalina Avenue (Intersection 10):** One additional eastbound left turn lane would be added to provide two left turn lanes onto Pacific Coast Highway northbound. The intersection would also be restriped to provide one shared left-right lane, for a total of three lanes on the eastbound approach.
 - y. **MM TRA-4: Pacific Coast Highway & Beryl Street (Intersection 19):** Add a southbound dedicated right-turn lane. This additional lane would encroach into the existing sidewalk right-of-way of the Gertruda Avenue cul-de-sac, and require the removal of mature trees that line the western side of the street. The sidewalk would need to be reconstructed to the west of its current location, which would narrow the end of the cul-de-sac.
 - z. **MM TRA-5: Pacific Coast Highway & Torrance Boulevard Avenue (Intersection 26):** A northbound and an eastbound right-turn lane would be added at this intersection to mitigate the project's impact. The northbound right-turn lane is an approved project identified as mitigation from a prior project in the City, and therefore, the Applicant would provide a fair share contribution for these improvements. The eastbound right-turn lane would be fully-funded by the proposed project. The eastbound right-turn lane can be accommodated through restriping the outer eastbound lane on Torrance Boulevard, which measures 24 feet.
 - aa. **MM TRA-6: Pacific Coast Highway & Palos Verdes Drive (Intersection 36):** Add a southbound right-turn lane. The project Applicant shall provide a fair share percentage of contribution to this mitigation measure along with other development projects that would impact this intersection.
26. That the applicant shall be required to adhere to the adopted (Revised) Mitigation Monitoring and Reporting Program prepared in conjunction with the approved Final Environmental Impact Report (SCH# 2014061071 / File No. 2014-04-EIR-001). Compliance monitoring shall be as specified in the MMRP.

27. That the applicant shall comply with the following conditions of approval identified in the Final EIR:

- a. **COA AES-1: Lighting** - Lighting at the project site would consist of various types of light sources, including light emitting diodes (LEDs), aimed or shielded in such a manner as to limit light trespass, direct the visual impact of the display to the appropriate audience, and direct light away from adjacent residential premises. The final lighting and signage plans shall be in substantial conformance with the plans approved by the Harbor Commission. Final lighting plans shall be subject to review and approval by the Community Development Department. In the event that the lighting plans are not approved by the Community Development Department, said plans shall be referred to the Harbor Commission for review. Final signage plans shall be reviewed by the Harbor Commission.
- b. **COA AES-2: Glare** - All buildings, parking structures, and signage within the project site shall be prohibited from using large expanses of reflective materials such as mirrored glass in exterior façades. Buildings and structure façades shall primarily make use of textured and other non-reflective materials, such as, but not limited to wood, cement, plaster, brick, concrete, non-polished metal and non-mirrored glass. In addition, methods such as screening and architectural design shall be incorporated into the new parking structures to prevent automobile headlights from shining directly into adjacent light-sensitive uses (e.g., hotels and residential uses). The final architectural design and plans for the proposed project, which include the materials and textures shall be in substantial conformance with the design and plans approved by the Harbor Commission and shall be subject to the review and approval of the Community Development Department. In the event that final architectural design and plans are not approved by the Community Development Department, said design and plans shall be referred to the Harbor Commission for review.
- c. **COA BIO-1: California Least Tern** - If the construction schedule overlaps with the California least tern breeding season of April 1 – September 15, a qualified biologist¹ shall conduct monitoring prior to the initial start of construction within 500 feet of in-water construction activities. ("in water work area"). The contractor shall delay commencing work if terns are actively foraging (e.g. searching and diving) within the in-water work area. If no least terns are actively foraging within 500 feet of in-water construction activities, construction can commence. Monitoring shall continue a minimum of one-hour twice a week during in-water project activities during the breeding season (April 1 – September 15). In-water construction will be halted if least terns are actively foraging within 500 feet of the in-water construction area, and can resume when least terns have left the area within 500 feet of in-water construction. ¹ The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related

environmental science, having a demonstrated familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the site, demonstrated familiarity with the laws and regulations governing the protection of the species, and 2 years of construction and/or operations effects monitoring experience.

- d. **COA BIO-2: Permit Compliance** - In compliance with the Clean Water Act, it is anticipated that a Section 404 permit would be required for project activities, including placement of permanent fill in jurisdictional waters. A Section 401 Water Quality Certification would also be required. In compliance with the Rivers and Harbors Act, a Section 10 permit would be required for "all work, including structures, seaward of the annual high water line in navigable waters of the United States". Compliance with these permits may include best management practices and construction measures to control turbidity in the water column adjacent to in-water work. The Water Quality Certification would contain water quality monitoring requirements for dissolved oxygen, light transmittance (turbidity), pH, and suspended solids at varying distances from the dredging operations. The permit would also include corrective actions in the unlikely event that construction exceeds any of the monitoring levels, which include silt curtains, which would be implemented if the monitoring data indicate that water quality conditions outside of the mixing zone exceed the permit-specified limits.
- e. **COA BIO-3: Marine Mammal Management Program** - While impacts are less than significant without mitigation, the City is proposing the following Condition of Approval as part of its Conditional Use Permit procedures: The City of Redondo Beach shall prepare and initiate implementation of a marine mammal management program prior to the opening of Seaside Lagoon to harbor waters as recommended below to deter pinnipeds from establishing a regular presence in the lagoon or immediate vicinity. The marine mammal management program includes the following: 1) A formal determination must be made that marine mammals in Redondo Beach threaten public health and welfare, and public and private property. Apply accepted standards and practices for addressing public health, welfare, and nuisances. 2) Determine that under section 109(h)(1)(B) of the Marine Mammal Act the City has the authority to take marine mammals for the purpose of protection of public health and welfare. 3) Designate a chain of authority within the City for the implementation of marine mammal deterrents, including providing department director level controls on program implementation. 4) Establish marine mammal controls including, but not limited to: a. Eliminate pinniped haul-outs on public and private structures and vessels within King Harbor, except as designated; b. Reduce or eliminate existing colonial haul-outs inside King Harbor; c. Prevent the development of new colonial haul-outs or seal nursery aggregations on public beaches, structures or jetties of existing King Harbor facilities or harbor revitalization project facilities; d. Design revitalization facilities and uses in a manner that minimizes promotion of pinniped use,

including: i. Avoiding development of areas isolated from public access that support flat surface near the water's edge; ii. designing public outreach signage regarding marine mammal hazards, not feeding animals or having close interactions, and the presence of a formal deterrent program; iii. adoption of stringent and enforceable policies on discharges of fish and food wastes in and around the water, feeding animals, and enticing sea lions and seals; 5) Implement a non-lethal marine mammal management program under the following scenarios: a. a normal year, b. an abnormal year (with abnormally high number of starving or sick pinnipeds), c. stranding protocol that addresses both healthy and sick/injured animals and provides contact information for marine mammal rescue organizations and the National Marine Fisheries Service (NMFS) Southwest Region Marine Mammal Stranding Network. The City shall implement a public education campaign that may include the following: 1) Develop and distribute signage and flyers designed to educate the public on elements of the program; 2) Assign an information officer to talk to the public, where deterrents are implemented, for a period of time until public interest dies down; and 3) Have animal control staff implementing the program wear official City attire and incorporate an informational web-site address on shirts where the public may garner additional information on the program. The Marine Mammal Management Program does not require removal or modification to existing sea lion barges, nor does it preclude the addition of new sea lion barges. While not anticipated, any removal or reduction in sea lion barges in the harbor shall be reviewed and approved by the Harbor Commission prior to any such alteration.

- f. **COA BIO-4: Eelgrass** - Prior to any in-water construction, the project area would be surveyed per the Southern California Eelgrass Mitigation Policy (SCEMP). The SCEMP is administered by the U.S. Fish and Wildlife Service, National Marine Fisheries Service (NMFS), and California Department of Fish and Wildlife in order to determine impacts to eelgrass resources. In accordance with the requirements of the SCEMP, a pre-construction eelgrass survey shall be completed by a qualified biologist within 60 days prior to initiation of demolition or construction activities at the site. This survey shall include both area and density characterization of the beds. A post-construction survey shall be performed by a qualified biologist¹ within 30 days following project completion to quantify any unanticipated losses to eelgrass habitat. Impacts shall then be determined from a comparison of pre- and post-construction survey results. Impacts to eelgrass, if any, would require mitigation as defined in the SCEMP. If required following the post-construction survey, a mitigation planting plan shall be developed, approved by NMFS, and implemented to offset losses to eelgrass.¹ The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related environmental science, having a demonstrated familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the

site, demonstrated familiarity with the laws and regulations governing the protection of the species, and 2 years of construction and/or operations effects monitoring experience.

- g. COA BIO-5: Caulerpa** - Prior to initiation of any permitted disturbing activity, a pre-construction survey of the project area shall be conducted to determine the presence or absence of Caulerpa. Per the National Marine Fisheries Service's (NMFS') Caulerpa Control Protocol, this survey shall be conducted at a Surveillance Level, since Caulerpa has not been detected in King Harbor. Survey work shall be completed no earlier than 90 days prior to the disturbing activity and no later than 30 days prior to the disturbing activity and shall be completed, to the extent feasible, during the high growth period of March 1 – October 31. If detected, NMFS and California Department of Fish and Wildlife will be notified within 24 hours of completion of the survey.
- h. COA BIO-6: Compliance with NMFS Guidelines for Overwater Structures** - The proposed project shall comply with National Marine Fisheries Service (NMFS) guidelines for overwater structures and Essential Fish Habitat (EFH). The City will cooperate in any consultation process with NMFS regarding impacts to EFH; consultation would be conducted prior to implementation of the proposed project.
- i. COA GEO-1: Geotechnical Report Per the Seismic Hazard Mapping Act** - As required by the Seismic Hazard Mapping Act of 1990 (Public Resources Code Section 2697[a]), the City shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard. Because a majority of the proposed project is within a liquefaction zone, a geotechnical report or reports prepared in accordance with the Act would be prepared and submitted to the City's Building and Safety Division prior to implementation of the project.
- j. COA GEO-2: Seismic Design and Engineering Criteria** - The proposed project would be designed and constructed in accordance with California Building Code provisions associated with seismic design and engineering criteria (including recommendations in geotechnical reports prepared as part of the design process) to minimize potential risks to people and buildings/structures in the event of seismically-induced geological hazards (including liquefaction). This includes requirements for construction, grading, excavations, use of fill, and foundation work (including type of foundation and/or soil improvement requirements), including type of materials, design, procedures, etc. Such design and construction practices would include, but not be limited to, completion of site-specific geotechnical investigations regarding construction and foundation engineering. The design would incorporate measures pertaining to temporary construction conditions as well as long-term operational conditions specific to the project site.

- k. **COA GEO-3: Final Geotechnical Report Review and Approval** - The final geotechnical report(s) shall be reviewed by the City's Building and Safety Division for findings and recommendations, and the City shall approve the final project plans once satisfied that all appropriate site-specific design criteria and geotechnical recommendations, including any additional recommendations that come out of this review, have been applied to the implementation of the project through the project plans. The applicant is required to comply with the recommendations contained in the geotechnical report.
- l. **COA HAZ-1: Contamination Contingency Plan** - If soil and/or buried debris is encountered during excavation or grading that is suspected to be contaminated (i.e., is observed by sight, smell, or instrument such as a photoionization detector [PID] meter if in use), work in the area of potential contamination shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented. The potential contamination would be evaluated by a qualified environmental professional using appropriate evaluation practices and, if necessary, sampling and analysis techniques as determined by the environmental professional based on the nature of the find. The nature and extent of contamination shall be determined and the appropriate handling, disposal and/or treatment shall be implemented (i.e., excavated/disposed of, treated in-situ [in-place], or otherwise managed) in accordance with applicable regulatory requirements, such as those associated with, but not limited to, the RBFD, LACFD, LARWQCB, CalEPA, DTSC, and/or SCAQMD, as appropriate.
- m. **COA NOI-1: Parking Area/Structure Design** - Parking shall be designed to include buffers and/or shielding by walls, fences, or adequate landscaping to reduce noise exposure to nearby noise sensitive receptors. Additionally, design measures for parking structures near noise sensitive uses shall include: the use of materials that reduce sound transmission; the configuration of interior spaces to minimize sound amplification and transmission; or other suitable and appropriate means to reduce noise exposure to nearby noise sensitive receptors. This condition has been revised since the release of the FEIR.
- n. **COA REC-1: Temporary Hand Launch and Dinghy Dock** - The City is to minimize the interruption of existing hoist operations to the extent feasible per the construction schedule. Construction of the boat launch ramp and hoist must commence within six (6) months of construction of the northern portion of the project. The City would secure for temporary use a nearby location for use as a hand launch and dinghy dock during the construction of the proposed project. Possible nearby locations include: fuel dock at Portofino; Mole B (Outriggers' launch); and, King Harbor Yacht Club.

- o. COA REC-2: Redondo Beach Marina in Basin 3 Slip Transition/Temporary Relocation Plan** - A slip transition and/or temporary relocation plan would be established for vessels located with the Redondo Beach Marina/Basin 3 similar to the temporary relocation plan established for Portofino Marina (located within King Harbor to the north of the project site). The temporary transition/relocation plan is intended to provide temporary slips for displaced vessels during the reconstruction/redevelopment of the Redondo Beach Marina. The plan would include notifying tenants in advance of construction, finding temporary locations elsewhere in King Harbor for displaced vessels prior to the start of construction, and phasing construction to minimize the disruption to the degree feasible, including minimizing the number of times that vessels must be moved over the course of the construction. The transition/relocation plan would include measures to provide for continued operation of visitor-serving vessels (e.g., charter fishing operations, whale watching, glass bottom tours, harbor tours, etc.), such as use of transient moorings within the harbor and operating from other marinas within King Harbor. The temporary locations identified in the relocation plan would take into account the adequacy of the replacement locations, to ensure that adequate space and amenities (e.g., parking spaces) are available to accommodate the relocated uses and so as not to disrupt existing uses or result in substantial physical deterioration of the temporary location.
- p. COA TRA-1: Construction Traffic: The following conditions are recommended:** A flagman shall be placed at the truck entry and exit from the Project site. To the extent feasible, deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time. Access shall remain unobstructed for land uses in proximity to the Project site during project construction. Minimize lane and sidewalk closures to the extent feasible. In the event of a temporary lane or sidewalk closure, a worksite traffic control plan, approved by the City of Redondo Beach, shall be implemented to route traffic, pedestrians, or bicyclists around any such lane or sidewalk closures. A Construction Management Plan shall be developed by the contractor and approved by the City of Redondo Beach. In addition to the measures identified above, a Construction Management Plan shall include the following: Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets, Establish requirements for the loading, unloading, and storage of materials on the Project site, Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project site and neighboring businesses.
- q. COA TRA-2: Promote Alternative Transportation Modes for Employees and Patrons** - With the objective to support trip and emission reduction goals, the project applicant shall encourage employees and patrons to use existing bus service, pedestrian and bicycle connectivity to and through the site, which

would decrease the number of vehicle trips. In addition, TDM measures that could further reduce trips could include: Shuttles to/from the Metro Green Line Station, Shuttles to/from LAX for hotel guests, Transit pass subsidies, vanpool services, and other incentives to employees to reduce vehicle trips.

28. That the applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Department.
29. That all on-site litter and debris shall be collected daily during construction.
30. That construction work shall occur only between the hours of 7 a.m. and 6 p.m. on Monday through Friday, between 9 a.m. and 5 p.m. on Saturday, with no work occurring on Sunday and holidays unless for unique and exceptional reasons the applicant obtains an After Hours Permit from the Community Development Department.
31. That a Project Information Officer shall be assigned to the site during construction. The officer shall provide community updates through a City website page as well as periodic email blasts to interested parties. A construction hotline phone number shall be dedicated for the project.
32. That Material storage on public streets shall not exceed 48 hours per load.
33. That the project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighbors are not subjected to excessive noise, disorderly behavior, or abusive language.
34. That barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.
35. That streets and sidewalks adjacent to job sites shall be clean and free of debris.
36. That there shall be no outdoor amplified music before 6 p.m. or after 10 p.m. on Monday through Thursday and before 2 p.m. or after 10 p.m. on Friday through Sunday without administrative review and approvals from the City.
37. That the following list of operational hours shall be the maximum allowed by all businesses authorized by this Conditional Use Permit. Any operations outside those specified herein shall require an amendment to this specific condition of the Conditional Use Permit:

Land Use Classifications	Permitted Hours of Operation
Bars and nightclubs	10 a.m. – 2 a.m.
Commercial recreation, i.e. theatre	8 a.m. – 2 a.m.
Food and beverage sales	5 a.m. – 2 a.m.

Land Use Classifications	Permitted Hours of Operation
Hotel	24 hours
Marinas	24 hours
Marina-related facilities	24 hours
Offices	24 hours
Personal convenience services, i.e. spas	5 a.m. – 12 a.m.
Personal improvement services, i.e. yoga instruction	5 a.m. – 12 a.m.
Restaurants / Snack Shops	5 a.m. – 2 a.m.
Recreational equipment rentals	5 a.m. – 10 p.m.
Retail Sales	5 a.m. – 12 a.m.
Market Hall	5 a.m. – 2 a.m.
Cultural institutions	8 a.m. – 12 a.m.
Government offices	24 hours
Piers, parks, recreation and open space	24 hours
Parking lots	24 hours
Public safety facilities	24 hours
Public utility facilities	24 hours
Recreation facilities	5 a.m. – 12 a.m.

38. That this Master Conditional Use Permit shall permit the overall occupancy of the project with the following uses: commercial office, hotel, theater, restaurant, retail, and recreational uses. That the maximum allowable percentage of each use in relationship to the total overall project square footage of 523,939 shall be 35 percent restaurant, 24 percent hotel, 20 percent retail, 12 percent office and 9 percent specialty cinema. Variations in these use percentage maximums may be approved provided that the overall trip generation and parking demand does not exceed that approved in conjunction with this Conditional Use Permit. The Waterfront and Economic Development and Community Development Departments shall monitor compliance with this condition.
39. Any proposed future use not conforming to the conditions specified in this Master Conditional Use Permit shall require consideration of an amendment to this permit for the specific limited exception to the conditions contained herein.
40. That the applicant shall comply with the following Coastal Land Use Plan policy: Lower cost visitor accommodations shall be protected, encouraged, and where feasible, provided. In the Coastal Zone when demolition of existing lower cost overnight visitor accommodations or when Hotels or Limited Use Overnight Visitor Accommodations are proposed that include high-cost overnight visitor accommodations, an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach shall be imposed. The fee shall be \$30,000 per room that mitigation is required for, and the fee shall be adjusted annually to account for inflation according to increases in the Consumer Price Index U.S. City Average (based on a 2010 baseline). The fee shall apply to 25%

of the total number of proposed units that are high-cost overnight visitor accommodations or limited use overnight visitor accommodations. If as a part of a proposed development all units for which an in-lieu fee would be required are replaced by lower cost overnight visitor accommodations within the Coastal Zone of Redondo Beach, the in-lieu fee shall be waived.

41. That a Final Basin 3 Marina Reconstruction Plan and Bridge Operations and Maintenance Plan shall be prepared and submitted for review by the Harbor Commission prior to issuance of building permits. Said plan shall be reviewed and approved by the Waterfront and Economic Development Department, the Community Development Department and the Fire Department prior to commencement of construction and said plan shall be implemented following final inspection. Bridge construction shall be completed prior to issuance of the certificate of occupancy for buildings in the southern portion of the project.
42. That the bridge operations and maintenance plan shall (1) specify that the pedestrian bridge across the mouth of Basin 3 shall be operated in compliance with drawbridge operation regulations set forth in 33 CFR 117, which establishes drawbridge operational parameters for normal and emergency operations; and (2) include provisions for providing 24-hour vessel access to Basin 3 which shall include the monitoring and use of Marine Channel 16 and providing an emergency phone number for boaters to call to request the raising of the bridge outside of regular operating hours. This plan may also include (but is not limited to) one or more of the following: 1) requiring staff trained to operate the bridge to be on-site at all times; or 2) closing the bridge to pedestrians and leaving it in an open position during late night/early morning hours. The plan may be adjusted per administrative review. The applicant shall present a review of operations to the Harbor Commission no later than 6 months from the date of commencement.
43. That a use and operating plan for Seaside Lagoon shall be prepared and reviewed by the Harbor Commission. The plan shall include the following: 1) A loading zone and/or other temporary parking to accommodate a minimum of three private vehicles on the roadway east of Seaside Lagoon for temporary loading/unloading. Said parking spaces/loading zone shall be restricted and operated as temporary loading and unloading spaces for users of the new beach and time limits may be adjusted as necessary to facilitate these operations; 2) Water quality testing by the applicant to verify compliance with the standards set forth by applicable regulatory agencies which may include the California Regional Water Quality Control Board and the County Department of Health Services. The testing shall be performed by a certified laboratory approved by the City. The testing shall be weekly during the first year of operation. Thereafter, the testing shall be monthly during the active summer months from May to September and quarterly during the remainder of the year, unless regulatory requirements require more frequent testing. The test results shall be submitted to the City for review; 3) Publicly accessible short-term lockable board storage racks and bicycle racks including design, location and number of facilities; 4) Lifeguard

services provided by the City and/or the applicant as necessary and appropriate; 5) Details regarding trash management within the Lagoon; 6) Details regarding allowances and procedures for special events; and 7) Anticipated recreation programs and activities.

44. That a Final Public Parking Structure Operations and Maintenance Plan shall be prepared and submitted to the Waterfront and Economic Development Department prior to issuance of permits. Said plan shall be reviewed and approved by the Waterfront and Economic Development Department prior to commencement of construction and said plan shall be implemented following final inspection. The Plan shall generally provide that public parking be available 24 hours each day and that fees may be charged for parking and adjusted in accordance with Coastal Commission Guidelines. Guides signs and a real-time information system identifying the availability of parking spaces at the various parking locations shall be provided in the Parking Structures.
45. That the applicant may enter into an agreement with the City of Redondo Beach to allow parking and vehicle code enforcement throughout some or all areas of the project. Said agreement shall be subject to review of the City Manager, Chief of Police and City Council.
46. That commercial loading and unloading shall take place between the hours of 7:00 a.m. and 10:00 p.m., Monday through Sunday pursuant to Redondo Beach Municipal Code Section 12-2.10. All trucks shall not be permitted to idle engines or run refrigeration equipment while loading and unloading. Any deviations to these delivery hours may be granted subject to administrative review.
47. That Public Bus Stops, benches, trash cans, and recycling cans shall be provided in coordination with the Public Works and Community Services Departments. The location and design for these features shall be consistent with the proposed streetscape.
48. That a transport service be provided to Los Angeles International Airport and the Metro Green Line Station from the proposed hotel. Said service shall be provided between the hours of 4:30 a.m. and 12:30 a.m. daily. Guest transport service shall be available upon request of the hotel guests.
49. That the reconnection of Pacific Avenue (Harbor Drive extension) along the east side of the project shall be completed and open for public use prior to the issuance of the Final Certificate of Occupancy of the final phase.
50. That all uses proposing live entertainment shall be subject to the City's Entertainment Permit requirements.
51. That all businesses serving alcoholic beverages shall comply with all of the regulations of the Alcoholic Beverage Control Act and the regulations

promulgated by the Alcoholic Beverage Control Board including, without limitation, the regulations set forth in 4Cal. Code of Regs. §§ 55, *et seq.*

52. That all employees serving alcoholic beverages to patrons must complete a certified training program by the State Department of Alcoholic Beverage Control (ABC) for the responsible sales of alcohol. The training must be offered to new employees on not less than a quarterly basis.
53. That the applicant shall encourage employees and patrons to use existing bus service, pedestrian and bicycle connectivity to and through the site, which would decrease the number of vehicle trips. In addition, TDM measures that could further reduce trips could include: shuttles to/from the Metro Green Line Station, shuttles to/from LAX for hotel guests, and transit pass subsidies, vanpool services, and other incentives to employees to reduce vehicle trips.
54. That off-site parking for employees and surplus or overflow parking is hereby authorized. Plans for such parking shall be reviewed and approved by the Director of Public Works and the Community Development Director.
55. That the following traffic flow improvements on Harbor Drive, and the Harbor Drive extension shall be designed and constructed prior to final occupancy of the project. The project Applicant shall provide a fair share contribution for these improvements. If the installation of these improvements results in the loss of any on street parking that parking shall be replaced at a one to one ratio. Replacement parking can be accommodated within the parking structures proposed for the project or on another site or sites within the Harbor and Pier area. Signal timing, phasing, equipment, signage and markings shall be adjusted to accommodate all modes of travel. The final design of these improvement shall be subject to the review and approval of the City Engineer.
 - a. Design and construct a southbound right turn lane on Harbor Drive at Yacht Club Way sufficient to accommodate the projected turning volumes such that all turning vehicles are serviced within one signal cycle. The right turn lane shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction.
 - b. Design and construct a southbound right turn lane on Harbor Drive at Marina Way sufficient to accommodate the projected turning volumes such that all turning vehicles are serviced within one signal cycle. The right turn lane shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction.

- c. Design and construct a southbound right turn lane on Harbor Drive at Portofino Way/Beryl Street sufficient to accommodate the projected turning volumes such that all turning vehicles are serviced within one signal cycle. The right turn lane shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction.
 - d. Construct a new traffic signal on Harbor Drive at the primary entry to the Harbor Drive parking structure just south of Portofino Way. The traffic signal shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction.
 - e. Design and construct a southbound right turn lane on Harbor Drive at the primary entry to the Harbor Drive parking structure just south of Portofino Way sufficient to accommodate the projected turning volumes such that all turning vehicles are serviced within one signal cycle of the new traffic signal. The installation of the traffic signal and right turn lane may include realignment of the existing lanes on Harbor Drive.
 - f. Design and construct a new traffic signal controlled intersection at the intersection of Pacific Avenue, Harbor Drive and the Public Market surface parking lot access driveway. The design of said intersection shall provide a protected and efficient crossing of the Harbor Drive Cycle Track to the eastern alignment and shall control traffic entering and exiting the Harbor Drive extension, Pacific Avenue and the Public Market.
56. That the pedestrian crossing at the mid-point of the Harbor Drive extension shall be designed and constructed to provide a protected crossing that is actuated by pedestrians. Actuation may be active or passive, at the discretion of the City. The project Applicant shall provide a fair share contribution for these improvements prior to final certificate of occupancy or prior to final certificate of occupancy for Phase 1 if the project is phased. The crossing shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction. The crossing controls shall be analyzed to ensure that City-approved levels-of-service are maintained based on the projected volumes.
57. That the pedestrian and bicycle crossing at the southern end of the Harbor Drive extension shall be designed and constructed to provide a protected crossing that is actuated by pedestrians. Actuation may be active or passive, at the discretion

of the City. The project Applicant shall provide a fair share contribution for these improvements prior to final certificate of occupancy or prior to final certificate of occupancy for Phase 1 if the project is phased. The crossing shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction. The crossing controls shall be analyzed to ensure that City-approved levels-of-service are maintained based on the projected volumes.

58. That the applicant/owner/operator/lessee of the proposed project and subject property shall comply with the requirements of Section 10-5.1900(h) of the City's Coastal Zoning Implementation Ordinance with respect to Tree Trimming within the Harbor/Pier Area which currently reads as follows: The trimming and/or removal of any trees that have been used for breeding and nesting by bird species listed pursuant to the federal or California Endangered Species Acts California bird species of special concern and wading birds, herons or egrets within the past five 5 years as determined by a qualified biologist or ornithologist shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game the US Fish and Wildlife Service and the US Migratory Bird Treaty Act.

- (1) No tree trimming or removal shall take place during breeding and nesting season (January through September) unless a tree is determined by a qualified arborist to be a danger to public health and safety. A health or safety danger exists if a tree or branch is dead, diseased, dying, or injured and is seriously compromised. Tree trimming or removal shall only be carried out from October 1st through December 31st.
- (2) Trees or branches with a nest of a wading bird (heron or egret), a State or Federal listed species, or a California bird species of special concern that has been active any time in the last five (5) years shall not be removed or disturbed unless a health and safety danger exists.
- (3) Any breeding or nesting tree that must be removed shall be replaced at a 1:1 ratio. Replacement trees shall be native or regionally appropriate non-natives and non-invasive.
 - a. A tree replacement and planting plan for each tree replacement shall be developed to specify replacement tree locations which must be in close proximity to the existing nesting tree, tree size (no less than thirty-six (36) inch box size), planting specifications, and a five (5) year monitoring program with specific performance standards.
 - b. An annual monitoring report for tree replacement shall be submitted for the review and approval of the Waterfront and Economic Development Director and maintained on file as public information.
- (4) Tree trimming or removal during the non-breeding and non-nesting season (October 1st through December 31st) shall follow the following procedures.

- a. Prior to tree trimming or removal, a qualified biologist shall survey the trees to be trimmed or removed to detect nests and submit the surveys to the Waterfront and Economic Development Department. Tree trimming or removal may proceed if a nest is found, but has not been used within the prior five (5) years and no courtship or nesting behavior is observed.
 - b. In the event that a wading bird (heron or egret) species, a State or Federal listed species, or a California bird species of special concern return or continue to occupy trees during the non-nesting season (October 1st through December 31st), trimming shall not take place until a qualified biologist has assessed the site, determined that courtship behavior has not commenced, and has given approval to proceed within 300 feet of any occupied tree (500 feet for raptor species (e.g., bald eagles, osprey, owls)).
 - c. Trimming of nesting trees shall not encroach within ten (10) feet of an unoccupied nest of any of the bird species referenced above. The amount of trimming at any one time shall be limited to preserve the suitability of the nesting tree for breeding and/or nesting habitat.
 - d. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.
- (5) Tree trimming or removal during breeding and nesting season (January-September) shall be undertaken only because a health and safety danger exists, as determined by a qualified arborist, in consultation with the Waterfront and Economic Development Department and the City of Redondo Beach, and shall use the following procedures:
- a. A qualified biologist shall conduct surveys and submit a report at least one week prior to the trimming or removal of a tree (only if it is posing a health or safety danger) to detect any breeding or nesting behavior in or within 300 feet (500 feet for raptors) of the work area. An arborist, in consultation with the qualified biologist, shall prepare a tree trimming and/or removal plan. The survey report and tree trimming and/or removal plan shall be submitted for the review and approval of the Waterfront and Economic Development Director and maintained on file as public information. The plan shall incorporate the following:
 - 1. A description of how work will occur (work must be performed using non-mechanized hand tools to the maximum extent feasible).
 - 2. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week

before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.

3. Steps taken to ensure that tree trimming will be the minimum necessary to address the health and safety danger while avoiding or minimizing impacts to breeding and/or nesting birds and their habitat.
 - b. Prior to commencement of tree trimming and/or tree removal the qualified biologist shall notify in writing the Department of Fish and Game and the U.S. Fish and Wildlife Service of the intent to commence tree trimming or removal.
59. That in the event of a disagreement regarding the interpretation and/or application of these conditions, the issue shall be referred back to the Harbor Commission for decision prior to the issuance of any permit. The decision of the Harbor Commission shall be final.
60. The Community Development and Waterfront & Economic Development Departments shall be authorized to approve minor changes to any conditions or requirements specified herein. Any significant changes shall be brought back to the Harbor Commission for review and consideration. With regard to the architectural design of the project significant changes shall be defined as changes greater than 10 percent of the architectural treatment of the approved building facades. The Community Development and Waterfront & Economic Development Departments shall be authorized to approve changes deemed necessary to comply with any permit or other requirements imposed by regulatory agencies, including but not limited to, the U.S. Coast Guard, the U.S. Army Corps of Engineers, the U.S. National Marine Fisheries Service, the U.S. Fish and Wildlife Department, the California Coastal Commission, and the California State Lands Commission.
61. That 30 additional 46-foot trailer overflow spaces and 30 shared single car spaces be provided in a satellite location for the boat launch ramp facility to accommodate overflow conditions. Trailer spaces shall be prioritized for vehicles towing trailers.
62. That east/west windows shall be openable to the maximum extent feasible.
63. The Final Tract Map shall reflect the Pacific Avenue Reconnection labeled as "Harbor Drive".
64. That an infrastructure asset maintenance plan shall be presented to the Harbor Commission for review prior to issuance of construction permits.
65. That the applicant shall work with existing tenants to minimize construction disruption of business.

66. In exchange for the City's issuance and/or adoption of the Project Approvals, the Applicant agrees to save, keep, indemnify, and hold harmless the City of Redondo Beach, and its appointed and elected officials, officers, employees, and agents (collectively "City"), from every claim or demand made, including in particular but not limited to any claims brought seeking to overturn the Project Approvals, whether under the California Environmental Quality Act ("CEQA"), the Coastal Act, the Government Code, Redondo Beach City Charter, or other state or local law, including any attorneys' fees or costs which may be awarded to any person or party challenging the Project Approvals on any grounds. In addition, in the event litigation is initiated, Applicant shall have the right, within forty five (45) days of receipt of notice of such litigation, to provide written approval to the City of Applicant's election to reimburse the City for its reasonably incurred attorneys' fees and costs for the defense of such litigation (with counsel of City's choice), such approval not to be unreasonably withheld, conditioned or delayed. In the event that Applicant makes the foregoing election, Applicant shall reimburse the City for all the City's litigation expenses in connection with such litigation, including but not limited to reasonable attorney's fees, and costs incurred. In the event that the Applicant elects not to reimburse the City for its litigation expenses, the City shall have the right to rescind all approvals or actions related to the litigation, including, but not limited to, certification and approval of any documents prepared pursuant to CEQA, any land use approvals, and any leases or other agreements entered with respect to the Project.
67. Downsize or remove a portion of the second floor of Building D. Downsize or remove Building G.
68. All other provisions/conditions of this resolution shall be adjusted to reflect the building modifications including but not limited to, those specified in Condition 67 and in Section 5.

SECTION 5. CUSTODIAN OF RECORDS. The documents and other materials that constitute the record of proceedings on which the Project findings are based are located at the City of Redondo Beach Planning Division, 415 Diamond Street, Redondo Beach, California 90277. The custodian for these documents is the Planning Division.

SECTION 6. The City Clerk shall certify to the passage and adoption of this resolution, shall enter the same in the Book of Original Resolutions.

SECTION 7. SEVERABILITY. If any section, subsection, sentence, clause, or phrase of this Resolution is for any reason held to be invalid, unconstitutional or unenforceable by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Resolution. The City Council hereby declares that it would have passed this Resolution and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid, unconstitutional or unenforceable.

PASSED, APPROVED AND ADOPTED this 18th day of October, 2016.




Steve Aspel, Mayor

APPROVED AS TO FORM:

ATTEST:



Michael W. Webb, City Attorney

Eleanor Manzano, CME, City Clerk

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-1610-099 was duly passed and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 18th day of October, 2016, and there after signed and approved by the Mayor and attested by the City Clerk, and that said resolution was adopted by the following vote:

AYES: BARBEE, HORVATH, EMDEE

NOES: SAMMARCO

ABSENT: NONE

ABSTAIN: NONE

RECUSED: BRAND

A handwritten signature in cursive script, reading "Eleanor Manzano", written over a horizontal line.

Eleanor Manzano, CMC
City Clerk

Coastal Development Permit Findings Attachment

1. In accordance with Section 10-5.2218 (c) of the Redondo Beach Municipal Code the applicant's request for a Coastal Development Permit is consistent with the criteria set forth therein for the following reasons:
 - a) That the Waterfront Project is in conformity with the Certified Local Coastal Program because it will preserve and enhance public views of the water/marina and increase the on-site public-serving amenities by providing the following: public accessibility from Harbor Drive and the new Pacific Avenue Reconnection/Harbor Drive extension through to the water's edge/marina; a new public promenade with additional resting and viewing opportunities; bicycles racks at numerous locations on the site; landscaping that will create a new aesthetic on the property; and custom designed lighting that will add ambience to the area and make it useable during the evening hours. Most importantly, the Staff Recommended Alternative provides new visitor-serving and local-serving hotel, retail, theater, office, restaurant and event space that is strongly encouraged in the Coastal Land Use Plan. The Project would also be consistent with the FAR, height limits, and permissible uses laid out in the Coastal Zoning for the CC-1, CC-2, and CC-3 zones. The tables below present the Project's consistency finding with the Coastal Land Use Plan policies, key Coastal Land Use Plan Development Standards, and the Coastal Zoning Ordinance.

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
Section D. Land Use Policies	
<p>Policy 1. Coastal dependent land uses will be encouraged within the Harbor-Pier area. The City will preserve and enhance these existing facilities and encourage further expansion of coastal dependent land uses, where feasible.</p> <p>Removal of existing coastal dependent land uses shall be strongly discouraged unless such uses are determined to no longer be necessary for the functional operation and utility of the Harbor. A public boat launch ramp shall be constructed in association with future development projects within the Harbor area.</p>	<p>The Staff Recommended Alternative maintains and supports or enhances boating and water recreation access, including the provision of a public boat launch ramp as required by Policy 1, reconstruction/ redevelopment of Redondo Beach Marina/Basin 3 (for both recreational and commercial vessels) and modified Seaside Lagoon with year around public access, and it enhances ocean viewing access by providing a enhanced boardwalk along the water's edge, improves vehicle and non-vehicle circulation throughout the site and provides new amenities such as benches and waterside picnicking locations.</p>
<p>Policy 2. New development, additions or major rehabilitation projects within the Harbor-Pier area shall be sited and designed to:</p> <p>a. Preserve and enhance public views of the water from the moles, pier decks, publicly</p>	<p>a. Buildings would be spaced such that view corridors would be provided from Harbor Drive and Czulegar Park, public views would also be available from public plazas, the boardwalk along the water's edge, and the new main street. Views</p>

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>accessible open space and Harbor Drive;</p> <p>b. Provide continuous public access to and along the seaward side of the piers and moles, with the exception of "Pad 2" on the Pier;</p> <p>c. Be consistent and harmonious with the scale of existing development;</p> <p>d. Provide appropriate public-serving amenities such as benches and pedestrian walkways adjacent to the water's edge or the edge of the pier, landscaped rest and viewing areas; and</p> <p>e. Signage shall be erected to identify the public parking and public amenities located on Mole A and Mole B. The signs shall be sufficiently visible to the public, shall be located on the corner of North Harbor Drive at Marina Way and Yacht Club Way, and in front of the existing guardhouse/gate structures located at the entrances to the Moles. Signs shall identify that vehicular access is available to the Moles and that public parking and coastal public amenities are located seaward of the signs.</p> <p>Public Esplanade. A minimum of (12)-foot wide paved public esplanade adjacent to the water's edge shall be provided in conjunction with new development or major reconstruction projects, completing the California Coastal Trail through Redondo Beach. On sites where new development or major reconstruction is not proposed, and where the location of existing buildings makes it infeasible to provide such esplanade adjacent to the water's edge, alternatives for the continuation of the Public Esplanade as a partial or full cantilever over the water with a minimum 10-foot width may be considered through the City's discretionary review process. Any portions of the public esplanade over the water shall be designed to minimize impacts on other marina uses.</p> <p>Consistent with the objectives and policies in a-e above, no permanent building shall be developed on "Pad 1" of the Pier.</p>	<p>from the pier decks would be maintained.</p> <p>b. The Staff Recommended Alternative would provide continuous public access throughout the project site along the water's edge, with the exception of Pad 2 on the Horseshoe Pier as allowed under Policy 2.</p> <p>c. The Staff Recommended Alternative would include the demolition of most of the existing development within the project site to be replaced by new construction which would have a harmonious style and theme that fits within the character of waterfront.</p> <p>d. Public amenities, such as benches, boardwalk along the water's edge, and viewing areas would be provided throughout the site.</p> <p>e. Not applicable – not within the project site boundaries.</p> <p>A continuous boardwalk would be provided to complete the California Coastal Trail through Redondo Beach. The boardwalk would be a minimum of 12 feet throughout within a 2 feet median along each edge and in some areas would be as much as 20 to 30 feet in width.</p> <p>No building would be established on "Pad 1" of the Horseshoe Pier</p>
<p>Policy 3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial recreational asset for the City and region ensuring maximum public access a high-level quality of use and design adequate safety and compatibility with adjacent residential neighborhoods and commercial districts.</p>	<p>The Staff Recommended Alternative would include a mix of commercial and recreational uses intended to integrate public and private needs to reconnect the public with the waterfront, this would include the provision of commercial recreation uses, such as charter sportsfishing, whale watching, and marine recreation equipment</p>

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
	rentals, and enhancing public access and public recreational opportunities to create a revitalized waterfront that supports a variety of uses and is compatible with the surrounding land uses.
Policy 4. Any infrastructure or utility uses located within the harbor area shall be placed below ground unless undergrounding is deemed by the City to be infeasible. Any such uses located above ground within the harbor area shall be screened or buffered to the extent possible.	New and upgraded infrastructure and utilities would be placed below ground as feasible. Should any aboveground features be necessary, they would be screened from sight as feasible, subject to the City's review and approval.
Policy 5. In conformance with the goals and policies of the California Coastal Act maintain a balanced utilization of coastal zone resources including protection and provision of lower cost visitor serving uses and recreational facilities where feasible.	The Staff Recommended Alternative provides for a balance of commercial and recreational uses, including no- and low-cost facilities that would be maintained on-site, such as walking and bicycling paths and boardwalks, public seating for ocean viewing and picnicking, locations for pier fishing, and beach and harbor access at Seaside Lagoon and hand launching of boats.
Policy 6. Maintain and preserve the existing public fishing access areas on the Pier as indicated in Figure 16.	The Staff Recommended Alternative would not alter the existing fishing access area on the Pier areas shown on Figure 16.
<p>Policy 11. The policy of the City is to control storm water runoff and pollution that may cause or contribute to adverse impacts on recreational access to beaches or to other coastal resources such as sensitive habitat areas or coastal waters. All development in the coastal zone public and private shall be in conformance with the storm water standards of the State of California as cited in section 5701101 of the Municipal Code, the Coastal Act and the most recent standards of the Regional Water Quality Control Board with regard to storm water runoff specifically the Standard Urban Storm Water Mitigation Plan. New development or major rehabilitation projects will also be required to conform to any amendment to or re-issuance of these state federal and municipal standards.</p> <p>Pursuant to this:</p> <p>a. All development on the pier and on the first row of lots adjacent to the beach shall comply with the provisions contained in Ordinance No 2851 Stormwater and Urban Runoff Pollution Control Regulations and with applicable state and federal water quality standards for discharges into sensitive habitat areas.</p> <p>b. All development shall be designed to minimize the creation of impervious surfaces and to the maximum</p>	The Staff Recommended Alternative would comply with state, regional, and local stormwater management requirements. This would include implementation of best management practices (BMPs) and Low Impact Development (LID) BMPs. Additionally, the Staff Recommended Alternative would slightly reduce the impervious surface area at the project site and establish an upgraded stormwater system that would incorporate LID techniques such as infiltration and bioretention to reduce the volume and velocity of stormwater runoff.

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>extent possible to reduce directly connected impervious area on the site. Setback areas should remain permeable vegetated or crushed gravel where feasible.</p> <p>c. Plans for new development and redevelopment projects shall incorporate Best Management Practices (BMPs) and other applicable Management Measures contained in the California Nonpoint Source Pollution Control Plan that will reduce to the maximum extent practicable the amount of pollutants that are generated and/or discharged into the City's storm drain system and surrounding coastal waters. BMPs should be selected based on efficacy at mitigating pollutants of concern associated with respective development types or uses. This policy to incorporate BMPs shall also apply to all new or refurbished parking lots accommodating 25 or more cars.</p> <p>d. As part of the implementation of this Land Use Plan Amendment the City shall develop a Public Participation component that identifies methods to encourage public participation in managing development and minimizing urban runoff impacts to the coast. This component should include a public education program designed to raise public awareness about stormwater issues and the potential impacts of water pollution and involve the public in the development and implementation of the City's Stormwater and Urban Runoff Pollution Control Plan.</p> <p>e. It is the intent of the City to pursue opportunities to participate in watershed level planning and management efforts directed towards reducing stormwater and urban runoff impacts to water quality and related resources including restoration efforts and regional mitigation monitoring and public education programs.</p>	
<p>Policy 13. Development in Redondo Beach shall be sited and designed to minimize hazards from wave uprush and from geologic hazards including seismic hazards such as liquefaction.</p> <p>a) New development shall minimize risks to life and property in areas of high geologic, flood, and fire hazard. Development shall assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or the surrounding areas or in any way require the construction of protective devices that would substantially alter natural</p>	<p>The Staff Recommended Alternative would include features, such as removal of the International Boardwalk, raising of the elevation of the northern portion of the project site, and enhancement of an existing shoreline protection device which would reduce hazards from wave uprush as well as hazards associated with sea level rise, tsunami risk and flooding. The Staff Recommended Alternative would comply with current building codes and recommendations of a site-specific geotechnical analysis to ensure that risks associated with seismic hazards, including</p>

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>landforms along bluffs and cliffs. Development shall proceed only if the Director of the Department of Building and Safety determines that there is sufficient evidence that the structure may be constructed and maintained safely. All development shall employ earthquake resistant construction and engineering practices.</p> <p>b) Development in the Pier and Harbor area shall provide, in advance of approval, erosion and wave uprush studies, based upon projections of the range of sea level rise that can be expected (at rates ranging from 5 to 15 mm/yr) within the reasonable economic life of the structure (normally 75 years). The Director may waive such studies on the basis of information contained in a certified EIR for the Pier and Harbor area, if such EIR includes maps of all areas in the City potentially impacted by storm waves and sea level rise and such maps include elevations of such impacts and estimation of likelihood of such events. All structures shall be sited and designed to minimize destruction of life and property during likely inundation events.</p> <p>c) If the development proposed is located on an existing slope greater than 2:1 or on artificial fill, new construction may be permitted only on the basis of detailed, site specific geologic and soil studies.</p> <p>d) All structures located on fill or on alluvial deposits shall provide analysis of potential for seismic hazards including liquefaction. The design of such structures shall include measures to minimize damage and loss of property from such hazards. All earthquake studies shall also comply with the latest recommendations of the California Geological Survey and the Seismic Safety Commission and shall adhere to all applicable building codes.</p> <p>e) All development located within the tsunami inundation zone as identified by the most recent state or local California Emergency Management maps or, below elevation 15 feet above mean sea level shall provide information concerning the height and force of likely tsunami run-up on the property. The Director may waive this requirement if he or she determines that accurate maps concerning the extent, velocity and depth of likely tsunami run-up is available in a certified EIR that addresses all pier, harbor, and beach areas of the City. The Director shall require all development located within a possible tsunami run-up zone to install, as appropriate, warning systems and other measures</p>	<p>liquefaction, are minimized.</p>

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>to minimize loss of life due to a tsunami.</p> <p>f) With the exception of structures on the moles, new or substantially reconstructed structures on ocean fronting parcels shall be permitted only if they are sited and designed so that no future shorelines protective devices will be necessary to protect them from storm waves and bluff erosion. The City shall require as an enforceable condition of any permit for such a structure that no shoreline protective structure shall be allowed in the future to protect the development from foreseeable or unexpected bluff erosion or wave uprush.</p>	
<p>Policy 15. Limited Use Overnight Visitor Accommodations including Condominium-hotels, fractional ownership hotels and timeshares.* (<i>*note some non-applicable sections of this Policy are not provided below. To see Policy 15 in its entirety, refer to the LCP</i>)</p> <p>g) Lower cost visitor accommodations shall be protected, encouraged, and where feasible, provided. In the Coastal Zone when demolition of existing lower cost overnight visitor accommodations or when Hotels or Limited Use Overnight Visitor Accommodations are proposed that include high-cost overnight visitor accommodations, an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach shall be imposed. The fee shall be \$30,000 per room that mitigation is required for, and the fee shall be adjusted annually to account for inflation according to increases in the Consumer Price Index U.S. City Average. If as a part of a proposed development all units for which an in-lieu fee would be required are replaced by lower cost overnight visitor accommodations within the Coastal Zone of Redondo Beach, the in-lieu fee shall be waived.</p> <p>An in-lieu fee shall be required for new development of overnight visitor accommodations in the coastal zone that are not low or moderate cost facilities.</p> <p>These in-lieu fee(s) shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. The fee shall apply to 25 percent of the total number of proposed units that are high-cost overnight visitor accommodations or limited use overnight visitor accommodations.</p>	<p>The Staff Recommended Alternative would include a new boutique hotel. The hotel may qualify as high-cost visitor accommodations under Policy 15, in which case, the Staff Recommended Alternative would be required to comply with the in-lieu fee requirement as a condition of the CDP as required by RBMC Section 10-5.811(b)(8).</p>

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Policy	Consistency Finding
<p>An in-lieu fee shall be required for any demolition of existing lower cost overnight visitor accommodations, except for units that are replaced by lower cost overnight visitor accommodations, in which case the in-lieu fee shall be waived.</p> <p>This in-lieu fee shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. A per-unit fee for the total number of existing lower cost overnight units that are demolished and not replaced shall be required.</p> <p>Where a proposed development includes both demolition of existing low cost overnight visitor accommodations and their replacement with high cost overnight visitor accommodations, the fee shall also apply to the 25 percent of the number of high cost rooms/units in excess of the number being lost.</p>	
<p>Policy 16. Employment, retail, and entertainment districts and coastal recreational areas shall be well served by public transit and easily accessible to pedestrians and bicyclists. Streets, sidewalks, bicycle paths, and recreational trails (including the California Coastal Trail) should be designed and regulated to encourage walking, bicycling, and transit ridership.</p> <p>Large commercial and residential developments shall be located and designed to be served by transit and provide non-automobile circulation to serve new development to the greatest extent feasible.</p>	<p>The Staff Recommended Alternative is located in an area with existing bus routes, as well as an established network of streets, sidewalks, bicycle paths and trails. The Staff Recommended Alternative would enhance connections to the existing access routes off-site and enhance the motorized vehicle and non-motorized vehicle access internal to the project site (including completion of a missing link of the California Coastal Trail).</p>
<p>Policy 17. The Coastal Act definition set forth below is incorporated herein as a definition of the Land Use Plan: "Environmentally sensitive habitat area (ESHA)" means any area in which plant or animal life or their habitats are either rare or especially valuable because of the special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.</p> <p>a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.</p> <p>b) Development within and adjacent to environmentally sensitive habitat areas and parks</p>	<p>There is no ESHA located within the project site.</p>

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with continuance of those habitat and recreation areas	
Policy 18. Ensure the protection of bird nesting habitat protected by the Migratory Bird Treaty Act and the long-term protection of breeding, roosting and nesting habitat of bird species listed pursuant to the federal or California Endangered Species Acts, California bird species of special concern, and wading birds (herons or egrets). The trimming and/or removal of any trees that have been used for breeding and nesting by the above identified species within the past (5) years, as determined by a qualified biologist or ornithologist shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game, the U.S. Fish and Wildlife Service, and the U.S. Migratory Bird Treaty Act.	As described in Section 3.3 Biological Resources of the EIR, there are no sensitive terrestrial resources locate on-site and any trimming and/or removal of trees within the project site would comply with applicable requirements, including RMBC Section 10-5.1900(h) to ensure that breeding, roosting and nesting habitat of birds would be protected.
Policy 19. Marine resources shall be maintained, enhanced and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.	As described in Section 3.3 Biological Resources of the EIR, there are no areas of special biological significance located within the project site and the Staff Recommended Alternative would not damage the biological productivity of coastal waters.
Policy 20. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.	As described in Section 3.3 Biological Resources and Section 3.8 Hydrology and Water Quality of the EIR, the Staff Recommended Alternative would not result in significant impacts on water quality or biological resources during construction or operation.
Policy 21. The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall only be permitted in accordance with other applicable provisions of this division, where there is no feasible alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the	The Staff Recommended Alternative would include filling of harbor waters for the small craft boat launch ramp and breakwater, the placement of structural pilings for the pedestrian bridge and replacement piling for the timber portion of the Horseshoe Pier and the Sportfishing Pier. The boat launch ramp, pier reconstruction, and the

Consistency with City of Redondo Beach Coastal Land Use Plan Policies

Policy	Consistency Finding
<p>following:</p> <p>a) New or expanded port, energy, and coastal dependent industrial facilities, including commercial fishing facilities.</p> <p>b) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.</p> <p>c) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreation piers that provide public access and recreational opportunities.</p> <p>d) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.</p> <p>e) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive habitat areas.</p> <p>f) Restoration purposes.</p> <p>g) Nature study, aquaculture, or similar resource dependent uses.</p> <p>Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.</p> <p>In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary.</p>	<p>pedestrian bridge would provide increased public access and recreational opportunities, and as discussed in Section 3.3 Biological Resources of the EIR, mitigation measures would minimize significant environmental effects. As such, the filling associated with the Staff Recommended Alternative is consistent with Policy 21.</p> <p>Dredging would be required for opening Seaside Lagoon to harbor waters. The opening of Seaside Lagoon would expand the available recreational opportunities at the lagoon and provide increased public direct access to the harbor. Further, as discussed in Section 3.3 Biological Resources and Section 3.8 Hydrology and Water Quality of the EIR, water quality impacts would be less than significant. As such, the dredging associated with the Staff Recommended Alternative is consistent with Policy 21.</p>

Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

Site Location	Development Standard	Coastal Land Use Plan ^a	Proposed Project	Consistency Finding
<i>Northern Portion</i>				
Seaside Lagoon	Designation	P-PRO Parks Recreation and Open Space		
	Principal Allowable Use^b (as applicable)	Parks, open space, recreational facilities, and accessory uses such as restrooms, storage sheds, concession stands, recreational rentals, etc. Public buildings, community centers, public safety facilities, parking lots, public utility facilities and similar uses subject to a conditional use permit	The existing use of the site as a public park would remain. Modifications to the park would include opening the lagoon to harbor waters thereby providing access to canoes, kayaks, paddle boards, and swimmers. The Staff Recommended Alternative would also include expanded accessory uses/structures designed to serve the recreational users and visitors on the site, such as marine recreation products and rentals (e.g., kayaks, paddle boards, wetsuits), beach club, maintenance, public safety, and concessions.	Consistent
	Maximum Density/Intensity	Maximum FAR shall not exceed 0.25	This portion of the project site is approximately 173,467 square feet. The square footage of existing and proposed accessory uses is 14,602 square feet (2,113 existing and 12,489 proposed [the proposed square footage includes enclosure of the existing open air pavilion]), resulting in an FAR of 0.084	Consistent
	Building Height^{c,d}	Maximum of 30 feet and maximum of 2-stories	Proposed buildings would be one story and would be between 18 to 24 feet.	Consistent
East of Seaside Lagoon and North of Basin 3	Designation	CR Commercial Recreation Sub-Area 2a and Sub-Area 2b		
	Principal Allowable Use^b (as applicable)	Public and commercial recreational facilities, including local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotels, limited use overnight visitor accommodations (except on State Tidelands), multi-purpose private recreational uses (except on State Tidelands), marina and marina-related facilities, entertainment clubs, yachting and boating clubs, public/open space recreational uses, structures and surface parking	Mix of retail and restaurant uses, creative office above the ground floor, specialty cinema, and a parking structure	Consistent

Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

Site Location	Development Standard	Coastal Land Use Plan ^a	Proposed Project	Consistency Finding
		facilities, and commercial office land uses (subject to some limitations)		
	Maximum Density/Intensity	Maximum FAR of all buildings in Sub-Area 2 may not exceed 0.35, except FAR bonuses may be permitted as allowed under the Zoning Ordinance for hotels and/or offices above the ground floor, or areas that provide high quality amenities or public open space. Maximum FAR with bonuses may not exceed 0.65 Future intensity of new development to be determined on a case by case review basis	The Staff Recommended Alternative qualifies for a .15 FAR bonus because it includes offices above the ground floors of Buildings A, B, and D per RBMC 10-5.814(a)(1)a, and it qualifies for an additional .15 FAR bonus because it includes the equivalent of 20% (approximately 157,102 square feet) of high quality open space per RBMC 10-5.814(a)(1)b. This allows for a total permissible FAR of .65. The Staff Recommended Alternative would, therefore, be consistent with this requirement as the Project would result in an FAR of .56 in the CC-3 zone.	Consistent
	Building Height ^b	Sub-Area 2a – maximum of 37 feet, and maximum of two stories, but no more than 50 percent of the cumulative building footprint may exceed one story and 24 feet Sub-Area 2b – maximum of 45 feet and maximum of 3-stories	Sub-Area 2a – one and two story buildings that vary from 21 feet to 37 feet, and less than 50 percent of the cumulative building footprint would exceed one story and 24 feet Sub-Area 2b – two and three-story buildings from 39 feet to 45 feet	Consistent
Southern Portion				
Horseshoe Pier, area south of Basin 3, and International Boardwalk	Designation	CR Commercial Recreation Sub-Area 1a, 1b and 1d		
	Principal Allowable Use ^b (as applicable)	Public and commercial recreational facilities – local serving and visitor-serving retail uses, restaurant and other food and beverage uses, entertainment clubs, public open space/recreation, marina-related boating facilities, amusement and arcade facilities, offices for the management and operation of on-site facilities (2 nd floor, Sub-Area 1b only)	Mix of retail and restaurant uses, and creative office above the ground floor	Consistent
	Maximum Density/Intensity	Sub-Area 1a and 1d – must be consistent with development	As shown in Table 3.9-8 of the EIR, the proposed density/intensity of Sub-Area	Consistent

Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

Site Location	Development Standard	Coastal Land Use Plan	Proposed Project	Consistency Finding
		standards in the Zoning Ordinance Sub-Area 1b – limited to leasable space provided for under the Pier Reconstruction Plan, additional ancillary public facilities necessary for operation and maintenance of the pier subject to approval by City Council	1a and 1d is consistent with the Coastal Zoning. Resolution 7404, allows for redevelopment of 22,621 square feet of replacement commercial structures on the portion of the pier that was reconstructed following the 1988 fire. Of the allowable replacement square footage, 10,366 was constructed (Kincaid's), and the remaining 12,255 was not built. Under the Staff Recommended Alternative, approximately 6,600 additional square feet would be reconstructed at Pad 2, which is consistent with the amount of allowable leasable space in Sub-Area 1b.	
	Building Height ^{c,d}	Sub-Area 1a and 1b – maximum of two stories, 30 feet measured above the pier deck or sidewalk grade of International Boardwalk as applicable Sub-Area 1d – maximum of two stories 40 feet as measured above the pier deck or sidewalk grade of International Boardwalk as applicable	Sub-Area 1a and 1b – one and two story buildings that vary from 24 to 30 feet Sub-Area 1d –two-story 40 foot building	Consistent
Pier Plaza and Pier Parking Structure	Designation	CR Commercial Recreation Sub-Area 1c		
	Principal Allowable Use ^a (as applicable)	Public and commercial recreational facilities – local serving and visitor-serving retail uses, restaurant and other food and beverage uses, hotel, entertainment clubs, public open space/recreation, marina-related boating facilities, amusement and arcade facilities, commercial and office uses, structured and surface parking	Hotel, retail, restaurant uses, creative office, and a parking structure	Consistent
	Maximum Density/Intensity	FAR of top deck (Pier Plaza) may not exceed 0.35 FAR, except that bonuses (not to exceed 0.65) may be permitted as allowed in the Coastal Zoning for hotels or offices, and public improvement Future intensity of new development to be determined on a case by case review basis	The Staff Recommended Alternative qualifies for a .15 FAR bonus because it includes a hotel above the ground floor of Building P per RBMC 10-5.813(a)(1)a, and it qualifies for an additional .15 FAR bonus because it includes the equivalent of 20% (approximately 47,632	Consistent (subject to an allowable FAR bonus)

Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

Site Location	Development Standard	Coastal Land Use Plan ^a	Proposed Project	Consistency Finding
			square feet) of high quality open space per RBMC 10-5.813(a)(1)b. This allows for a total permissible FAR of .65. The Staff Recommended Alternative would, therefore, be consistent with this requirement as the Project would result in an FAR of .60 in the CC-2 zone.	
	Building Height^{c,d}	Two-stories, 30 feet measured above sidewalk grade of Pier Plaza	This height would not exceed 30 feet above the existing sidewalk grade of Pier Plaza (top deck of the existing Pier Parking Structure). Buildings would not exceed two-stories from the height of the existing sidewalk grade of Pier Plaza.	Consistent
	Other (setbacks, design, etc. as applicable)	<p>Preserve and enhance public views of the water from moles, pier decks, publically accessible open space and Harbor Drive</p> <p>Provide continuous public access to and along the seaward side of the piers and moles with the exception of Pad 2 on the pier</p> <p>Be consistent and harmonious with the scale of existing development</p> <p>Provide appropriate public serving amenities such as benches, pedestrian walkways adjacent to the water's edge, landscaped rest and viewing areas, etc.</p> <p>A minimum 12-foot wide paved public esplanade adjacent to the water's edge shall be provided</p>	<p>Public views would be available from the public plaza, boardwalk along the water's edge on the seaward side of the hotel, and view corridors would be provided along Harbor Drive, the Pacific Avenue Reconnection, and the new main street.</p> <p>Public access would be provided along the water's edge on the seaward side of the hotel.</p> <p>Benches and viewing locations would be provided along the public plaza and boardwalk along the water's edge on the seaward side of the hotel.</p> <p>A minimum 12-foot wide paved public boardwalk would be provided along the water's edge in front of the hotel.</p>	Consistent
Basin 3				
Water-area of the Redondo Beach	Designation^e Principal Allowable Use^f	---	N/A	N/A

Project Consistency with Coastal Land Use Plan Uses and Key Development Standards

Site Location	Development Standard	Coastal Land Use Plan ^a	Proposed Project	Consistency Finding ^e
Marina	(as applicable)			
	Maximum Density/Intensity	---	N/A	N/A
	Building Height ^c	---	N/A	N/A

Notes

a. Cumulative development in CR Sub-Areas 1 – 4 may not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008. The Staff Recommended Alternative would result in 275,788 square feet of net new development and is thereby consistent with this requirement.

b. For all land use designations and zoning, permitted uses within the State Tidelands (see Figure 3.9-2) are limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for management and operation of on-site facilities, limited use overnight visitor accommodations (e.g., condominium hotels, timeshares, fractional ownership hotels) are not permitted.

c. Unless specifically noted, height is defined by RBMC Code Section 10-5.402(a)(29).

d. Architectural elements and screening of mechanical systems such as cooling and heating units, may extend above the roofline, subject to the City's design review and permit approval, however such extensions are permissible under the City's Coastal Zoning.

e. There are no established land use designations or zoning for the water area.

Site Location	Development Standard	Coastal Zoning ^a	Staff Recommended Alternative	Project's Consistency
Northern Portion				
Seaside Lagoon (Includes Buildings J, K, M, N, O, and existing restroom building)	Designation Principle Allowable Use ^{b,c} (as applicable)	P-PRO Parks, parkettes, open space, recreational facilities, public buildings in parks, recreation areas, open space (C), community centers (C), cultural institutions (C), government maintenance facilities (C), government offices (C), public gymnasiums and athletic clubs (C), parking lots (C), public safety facilities (C), public utility facilities (C), and accessory uses, structures	The existing use of the site as a public park would remain. Modifications to the park would include opening the lagoon to harbor waters, providing access to canoes, kayaks, paddle boards, and swimmers. Also includes expanded accessory uses/structures such as marine recreation products and rentals. Parking and a portion of roadway would also be within the park boundary.	Consistent (some uses subject to approval a conditional use permit)
	Maximum Density/Intensity	Maximum floor area ratio (FAR) shall not exceed 0.25	This portion of the project site is approximately 173,467 square feet. The square footage of existing and proposed accessory uses is 14,602 square feet (2,113 existing and 12,489 proposed [the proposed square footage includes enclosure of the existing open air pavilion]):	Consistent

Site Location	Development Standard	Coastal Zoning	Staff Recommended Alternative	Project's Consistency
			FAR - 0.084	
	Building Height	Maximum of 30-feet and maximum of 2-stories RMBC does not specify where heights should be measured from. Listed heights are measured from the existing grade	Building J - 18.5-feet, one story Building K - 19.5-feet, one story Building M - 18.75 -feet, one story Building N - 24 feet, one story Building O - no change to existing height (approximately 18-feet), one story	Consistent
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process	Setbacks vary	Consistent subject to HCDR review
East of Seaside Lagoon and North of Basin 3 (North of Seaside Lagoon - A and B, portion of C; south of Seaside lagoon, portion of Building C, D, E, F, G, H, L)	Designation	CC-3		
	Principle Allowable Use (as applicable)	Bars and night clubs (C), commercial recreation (C), food and beverage sales (C), Hotels (C), marinas and marina-related facilities (C), offices (C) (above the ground floor, unless marine-related, visitor-serving, or for operation of on-site facilities), personal convenience and personal improvement services (C), restaurants (C), recreational equipment rentals (C), retail sales not exceeding 5,000 square feet of floor area, retail sales exceeding 5,000 square feet (C), snack shops, parks, recreation and open space, parking lots (C), public safety facilities (C), recreational facilities (C)	Mix of retail and restaurant uses, creative office above the ground floor, specialty cinema, and a parking structure.	Consistent (some uses subject to approval of conditional use permit)
	Maximum Density/Intensity	Maximum FAR of all buildings may not exceed 0.35, a maximum FAR bonus of 0.15 percent is allowed on master	This portion of the project site is approximately 496,170 square feet. The proposed square footage is 276,030 square feet: FAR - 0.56	Consistent (subject to approval of an FAR bonus)

Site Location	Development Standard	Coastal Zoning	Staff Recommended Alternative	Project's Consistency
		lease holds or sites that include hotels and/or offices above the ground floor, and for areas that provide public open space totaling at least 20 percent of floor area. <i>With both FAR bonuses, a maximum FAR of 0.65 is allowed.</i>	Approximately 157,102 square feet of public open space eligible for the FAR bonus would be provided. Office space would be provided above the ground floor in Buildings A, B, and D	
	Building Height	South of southerly boundary of Seaside Lagoon, no building may exceed 37 feet and no more than 50% of the cumulative building footprint may exceed 24 feet, no building may exceed 2 stories and no more than 50% of the cumulative building footprint may exceed one story North of southerly boundary of Seaside Lagoon, no building may exceed 45 feet and no building may exceed 3-stories Unless otherwise noted, building heights are measured from the sidewalk grade at Harbor Drive Building L height is measured from pier deck surface	Development south of southerly boundary of Seaside Lagoon (elevations measured from sidewalk grade at Harbor Drive): Building C (portion) – 21-feet, one-story Building D – 34-feet, two-story Building E – 23-feet, one-story Building F – 37-feet, one-story/two-story Building G – 21-feet, one-story Building H – 23-feet, one-story Building L – 24-feet, one-story (measured from pier deck surface) Development north of southerly boundary of Seaside Lagoon (elevations measured from sidewalk grade at Harbor Drive): Building A – 45-feet, three-story Building B – 39-feet, two-story Building C (portion) – 45-feet, two-story Parking Structure - 45-feet	Consistent Architectural features above the height limit are subject to HCDR
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process A minimum 12-foot wide paved public esplanade adjacent to the water's edge providing continuous public access to and along the waterfront	Setbacks vary A continuous paved public esplanade would be provided along the water's edge, generally 20 – 30 feet in width. There would be approximately 276,030 square feet of building area and approximately 157,102 square feet of public open space. The public open space totals 57% of the floor area of the development.	Consistent Setbacks are subject to HCDR review

Site Location	Development Standard	Coastal Zoning ¹	Staff Recommended/Alternative	Project's Consistency
		shall be provided Public open space shall have an area totaling at least 10% of the floor area of new development Utilities should be located underground unless infeasible	Utilities would be located underground as feasible.	
<i>Southern Portion</i>				
Horseshoe Pier, area south of Basin 3, and International Boardwalk (S, T, U, P [portion] and existing restaurant to remain (Kincaid's/ Building R))	Designation	CC-1		
	Principle Allowable Use^{2,3} (as applicable)	Same as CC-3 above, however, personal improvement services and parking lots are not permitted, and government offices are conditionally permitted	Mix of retail and restaurant uses, and creative office above the ground floor	Consistent (some uses subject to approval of a conditional use permit)
	Maximum Density/Intensity	Development at the Horseshoe Pier is limited to leasable space provided for under the pier reconstruction plan - Resolution 7404 allows for redevelopment of 22,621 square feet of replacement structures following the 1988 fire. Of this 10,366 has been built (Kincaids) and 12,255 square feet has not been built. The International Boardwalk floor area is limited by consistency with other development standards listed in the Zoning Ordinance Cumulative development in all CC zones may not exceed limits established in the Coastal Land Use Plan.	Approximately 7,185 net new square feet would be constructed on the Pier (5,070 square feet of the allowable square footage would remain unbuilt) The International Boardwalk would be demolished and not replaced The Staff Recommended Alternative is consistent with cumulative development cap for CC zones.	Consistent
	Building Height⁴	Maximum 30 feet as measured from the top of the pier deck or sidewalk grade, except that building height up	Building P portion at Parcel 10 - 40 feet as measured from arcade walk level), one story (with pool and pool deck on top level) Building P portion, outside of Parcel	Consistent Architectural features above the height limit

Site Location	Development Standard	Coastal Zoning ²	Staff Recommended/Alternative	Project's Consistency
		to 40 feet may be allowed on Parcel 10 No building may exceed 2 stories (from existing Pier Plaza sidewalk grade/top deck of the parking structure)	10 – 30 feet (Height is measured from existing Pier Plaza sidewalk grade/top deck of the parking structure), 2-story from existing Pier Plaza sidewalk grade/top deck of the parking structure (ground floor retail with two-story hotel) Building S – 24-feet, one-story (Height is measured from top of pier deck) Building T – 30-feet, one-story/two-story (Height is measured from top of pier deck) Building U – 26-feet, one-story/two-story (Height is measured from top of pier deck)	are subject to HCDR
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process Public walkways are required adjacent to the water's edge. Utilities should be located underground unless infeasible	Setbacks vary A continuous paved public esplanade provided is along the water's edge Utilities are located underground or along the deck pier as feasible and applicable	Consistent Setbacks are subject to HCDR
Pier Plaza and Pier Parking Structure (P [portion])	Designation	CC-2		
	Principle Allowable Use ² (as applicable)	Same as CC-3 above, however, marinas and marina-related facilities are not a permitted or conditionally permitted use and government offices are a conditionally permitted use	Hotel, retail and restaurant uses, and a parking structure	Consistent (some uses subject to approval of a conditional use permit)
	Maximum Density/Intensity	Maximum FAR of all buildings may not exceed 0.35, a maximum FAR bonus of 0.15 percent is allowed on master lease holds sites that include hotels and/or offices above the ground floor, and areas that provide public open	This portion of the project site is approximately 210,543 square feet. The square footage of existing and proposed uses is 127,224 square feet (40,488 existing and 95,717 proposed [the existing square footage includes Kincaid's Restaurant and buildings on the Monstad Pier]): FAR - 0.60	Consistent (subject to approval of an FAR bonus)

Site Location	Development Standard	Coastal Zoning	Staff Recommended Alternative	Project's Consistency
		space totaling at least 20 percent of floor area. <i>With both FAR bonuses, a maximum FAR of 0.65 is allowed.</i>	A hotel is provided above the ground floor, which qualifies for the FAR bonus of 0.15 percent. Approximately 47,632 square feet of public open space eligible for the FAR bonus would be provided.	
	Building Height	Maximum 30 feet above the sidewalk grade of Pier Plaza (top deck of the parking structure) No building may exceed 2 stories (from the sidewalk grade of Pier Plaza/top deck of the parking structure)	Building P (portion) – 30 feet (height is measured from the sidewalk grade of Pier Plaza), 2-story from the existing sidewalk grade of Pier Plaza/top deck of the parking structure (ground floor retail with two-story hotel) Parking structure - 30 feet from the existing sidewalk grade of Pier Plaza/top deck of the parking structure	Consistent Architectural features above the height limit are subject to HCDR
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process Public open space shall have an area totaling at least 10% of the floor area of new development. Utilities should be located underground unless infeasible	Setbacks vary There would be approximately 127,224 square feet of building area and approximately 47,632 square feet of public open space. The public open space totals 37% of the floor area of the development. Utilities would be located underground as feasible	Consistent Setbacks are subject to HCDR
Water-area of the Redondo Beach Marina (no buildings)	Designation:	N/A		
	Principle Allowable Use (as applicable)	Marinas and boating facilities are allowed in the water portion of the Harbor, subject to a conditional use permit	Existing use of Basin 3 would remain, and the floating dock complex and appurtenant facilities would be replaced similar to the existing configuration	Consistent (subject to approval of a conditional use permit)
	Maximum Density/Intensity	Development standards are determined by the decision making body for a conditional use permit Water areas are not included in FAR calculations	No buildings would be constructed. The marina configuration and number of slips would be similar to the existing configuration	Consistent (subject to approval of a conditional use permit)
	Building Height	Development standards are determined by the decision making body for a conditional use	No buildings would be constructed	N/A

Site Location	Development Standard	Coastal Zoning	Staff Recommended Alternative	Project's Consistency
	Other (setbacks, design, etc. as applicable)	permit Development standards are determined by the decision making body for a conditional use permit	No buildings would be constructed. The marina configuration and number of slips would be similar to the existing configuration	Consistent (subject to approval of a conditional use permit)
Mole B				
Boat Launch Ramp Parking Lot (no buildings)	Designation	CC-4		
	Principle Allowable Use (as applicable)	Same as CC-3 above	Boat launch ramp and surface parking lot	Consistent (subject to approval of conditional use permit)
	Maximum Density/Intensity	Sub-Area 2 (includes Mole B) Maximum FAR of all buildings may not exceed 0.25, a maximum FAR bonus of 0.15 percent are allowed on master lease holds or sites that include hotels and/or offices about the ground floor, or areas that provide public open space totaling at least 20 percent of floor area	No buildings would be constructed	N/A
	Building Height	Maximum of 30-feet and maximum of 2-stories	No buildings would be constructed	N/A
	Other (setbacks, design, etc. as applicable)	Setbacks shall be determined as part of the applicable review process Public open space shall have an area totaling at least 10% of the floor area of new development Large expanses of asphalt and surface parking should be avoided close to the water's edge, except for parking areas serving boating facilities between Marina Way and Portofino Way Utilities should be	No buildings would be constructed. Surface parking would be provided along the water's edge at the terminus of Marina Way to serve boating facilities. Utilities would be located underground as feasible.	Consistent



RECEIVED
South Coast Region

MAR -9 2017

CALIFORNIA
COASTAL COMMISSION

Minutes
Redondo Beach City Council
Tuesday, November 29, 2016
Closed session – Adjourned Regular Meeting – 4:30 p.m.
Open session – Regular Meeting – 6:00 p.m.

CALL MEETING TO ORDER

An Adjourned Regular Meeting of the Redondo Beach City Council was called to order by Mayor Aspel at 4:31 p.m. in the City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California.

ROLL CALL

Councilmembers Present: Barbee, Horvath, Emdee, Mayor Aspel
Councilmembers Absent: Brand, Sammarco
Officials Present: Joe Hoefgen, City Manager
Cheryl Park, Assistant City Attorney
Annamarie T. Porter, Administrative Specialist

SALUTE TO THE FLAG AND INVOCATION

At the request of Mayor Aspel, the audience and Councilmembers rose to salute the flag followed by a moment of silence.

PUBLIC COMMUNICATIONS ON CLOSED SESSION ITEMS

Mayor Aspel called for public comment. There being no one wishing to comment, Mayor Aspel closed the public comment period.

RECESS TO CLOSED SESSION at 4:36 p.m.

1. **CONFERENCE WITH REAL PROPERTY NEGOTIATOR** -The Closed Session is authorized by the attorney-client privilege, Government Code Sec. 54956.8

NEGOTIATOR:

Joe Hoefgen, City Manager
Mike Witzansky, Assistant City Manager

PROPERTY:

801 N. Prospect Avenue (APN: 7502-008-036)

NEGOTIATING PARTY:

California Water Service

UNDER NEGOTIATION:

Both Price and Terms

2. **CONFERENCE WITH REAL PROPERTY NEGOTIATOR** -The Closed Session is authorized by the attorney-client privilege, Government Code Sec. 54956.8

NEGOTIATOR:

Joe Hoefgen, City Manager
Mike Witzansky, Assistant City Manager

PROPERTY:

1801 Rockefeller Lane (APN: 4162-001-906)

NEGOTIATING PARTY:

California Water Service

UNDER NEGOTIATION:

Both Price and Terms

3. **CONFERENCE WITH REAL PROPERTY NEGOTIATOR** -The Closed Session is authorized by the attorney-client privilege, Government Code Sec. 54956.8

NEGOTIATOR:

Joe Hoefgen, City Manager

Mike Witzansky, Assistant City Manager

PROPERTY:

1717 Rockefeller Lane (APN: 4162-001-014)

NEGOTIATING PARTY:

California Water Service

UNDER NEGOTIATION:

Both Price and Terms

4. **CONFERENCE WITH REAL PROPERTY NEGOTIATOR** -The Closed Session is authorized by the attorney-client privilege, Government Code Sec. 54956.8

NEGOTIATOR:

Joe Hoefgen, City Manager

Mike Witzansky, Assistant City Manager

Stephen Proud, Waterfront and Economic Development Director

PROPERTY:

APNs: 7503-029-900, 7503-029-902, 7503-033-903, 7503-033-905, 7505-002-908, 7505-002-914, 7505-002-932

NEGOTIATING PARTY:

CenterCal Properties LLC

UNDER NEGOTIATION:

Both Price and Terms

5. **CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION** -The Closed Session is authorized by the attorney-client privilege, Government Code Sec. 54956.9(d)(1); conference with legal counsel - existing litigation.

Name of case:

Legado Redondo LLC v. City of Redondo Beach, et al.

Case No. BS 164373

6. **CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION** -The Closed Session is authorized by the attorney-client privilege, Government Code Sec. 54956.9(d)(1)

Name of case:

City of Redondo Beach v. Regional Water Quality Control Board, Los Angeles Region, et al.- Superior Court Case No. BS152287; and

City of Redondo Beach v. Regional Water Quality Control Board, Los Angeles Region, et al. – Court of Appeals, 2nd Appellate District - Case No. B271631

7. **CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED POTENTIAL LITIGATION:** The Closed Session is authorized by the attorney-client privilege, Government Code Section 54956.9(d)(2) conference with legal counsel

One potential case

8. **CONFERENCE WITH LEGAL COUNSEL AND LABOR NEGOTIATOR** - The Closed Session is authorized by the Government Code Sec. 54957.6

AGENCY NEGOTIATOR:

Joe Hoefgen, City Manager
Mike Witzansky, Assistant City Manager
Diane Strickfaden, Human Resources Director

EMPLOYEE ORGANIZATIONS:

Redondo Beach Police Officers Association; Redondo Beach City Employees Association; Professional and Supervisory Association; Teamsters; Management & Confidential Employees, Redondo Beach Firefighters Association, and Part Time Employees.

Motion by Councilmember Emdee, seconded by Councilmember Horvath to recess to conduct Closed Sessions attended by City Attorney Michael W. Webb, City Manager Joe Hoefgen, Assistant City Manager Mike Witzansky, Assistant City Attorney Cheryl Park, Waterfront & Economic Development Director Stephen Proud, Waterfront & Economic Development Manager Laurie Koike, Public Works Director Ted Semaan, Outside Legal Counsel Larry Kosmont and Will Soholt, John Getz.

RECONVENE TO OPEN SESSION AT 6:03 p.m.

ROLL CALL

Councilmembers Present:	Barbee, Brand, Horvath, Sammarco, Emdee, Mayor Aspel
Councilmembers Absent:	None.
Officials Present:	Michael W. Webb, City Attorney Joe Hoefgen, City Manager Cheryl Park, Assistant City Attorney Emily Colborn, Deputy City Clerk Diane Cleary, Minutes Secretary

ANNOUNCEMENT OF CLOSED SESSION ACTIONS

City Manager Joe Hoefgen announced that Councilmembers Brand and Sammarco were not present for roll call but were present for all Closed Session Items.

ADJOURN TO REGULAR MEETING

6:00 P.M. - OPEN SESSION - REGULAR MEETING

A. CALL TO ORDER

A Regular Meeting of the Redondo Beach City Council was called to order by Mayor Aspel at 6:03 p.m. in the City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California.

B. ROLL CALL

Councilmembers Present: Barbee, Brand, Horvath, Sammarco, Emdee, Mayor Aspel
Councilmembers Absent: None.
Officials Present: Michael W. Webb, City Attorney
Joe Hoefgen, City Manager
Cheryl Park, Assistant City Attorney
Emily Colborn, Deputy City Clerk
Diane Cleary, Minutes Secretary

C. SALUTE TO THE FLAG AND INVOCATION

At the request of Mayor Aspel, the audience and Councilmembers rose to salute the flag followed by a moment of silence.

D. PRESENTATIONS/PROCLAMATIONS/ANNOUNCEMENTS

Mayor Aspel and Councilmember Barbee announced the Riviera Village Stroll this Thursday, December 1, 2016, 5 p.m. to 9 p.m.

Councilmember Sammarco congratulated the Shade Hotel and their grand opening.

E. APPROVAL OF ORDER OF AGENDA

It was the consensus of City Council to approve the Order of Agenda as presented.

F. AGENCY RECESS – NONE

G. BLUE FOLDER ITEMS- ADDITIONAL BACK UP MATERIALS

BLUE FOLDER ITEMS

Motion by Councilmember Sammarco, seconded by Councilmember Brand, to receive and file additional materials for Agenda Items H.3, H.6, H.7, L.1 and N.1. Motion carried unanimously.

H. CONSENT CALENDAR

H.1 APPROVAL OF AFFIDAVIT OF POSTING FOR THE CITY COUNCIL ADJOURNED REGULAR AND REGULAR MEETING OF NOVEMBER 29, 2016.

H.2 APPROVAL OF MOTION TO READ BY TITLE ONLY AND WAIVE FURTHER READING OF ALL ORDINANCES AND RESOLUTIONS LISTED ON THE AGENDA.

H.3 APPROVAL OF THE FOLLOWING CITY COUNCIL MINUTES:

- A. ADJOURNED REGULAR AND REGULAR MEETING OF OCTOBER 4, 2016**
- B. ADJOURNED REGULAR AND REGULAR MEETING OF OCTOBER 18, 2016**
- C. ADJOURNED REGULAR AND REGULAR MEETING OF NOVEMBER 8, 2016**

H.4 APPROVE COMMISSIONERS ABSENCES FROM VARIOUS COMMISSION MEETINGS

CONTACT:
ELEANOR MANZANO, CITY CLERK

- H.5 APPROVE AGREEMENT WITH ROCKY POST DBA ON THE WING FALCONRY INC. FOR PROJECT SERVICES IN THE AMOUNT NOT TO EXCEED \$85,000 FOR THE TERM DECEMBER 1, 2016 - NOVEMBER 30, 2017, AND AUTHORIZE THE MAYOR TO EXECUTE ON BEHALF OF THE CITY.**

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

- H.6 PULLED BY COUNCILMEMBER BARBEE FOR FURTHER DISCUSSION.**

- H.7 APPROVE THE FIRST AMENDMENT TO THE AGREEMENT WITH TELECOM LAW FIRM, P.C. FOR GENERAL TELECOMMUNICATIONS CONSULTING SERVICES IN AN ADDITIONAL NOT TO EXCEED AMOUNT OF \$40,000 TO THE PREVIOUSLY APPROVED NOT TO EXCEED AMOUNT OF \$20,000, AND EXTEND THE TERM TO DECEMBER 2, 2018, AND AUTHORIZE THE MAYOR TO EXECUTE ON BEHALF OF THE CITY.**

CONTACT:
TED SEMAAN, PUBLIC WORKS DIRECTOR

Mayor Aspel called for public comment. There being no one wishing to comment, Mayor Aspel closed the public comment period.

Motion by Councilmember Brand, seconded by Councilmember Sammarco to approve Consent Calendar Items H.1 through H.7 with the exception of Item H.6. Motion carried unanimously.

I. EXCLUDED CONSENT CALENDAR ITEMS

- H.6 ADOPT BY TITLE ONLY, RESOLUTION NO. CC-1611-113 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, LEASING 239 N. HARBOR DRIVE TO REDONDO BEACH WATERFRONT, LLC, A DELAWARE LIMITED LIABILITY COMPANY, FOR THE DISPLAY OF THE WATERFRONT MODEL**

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

Councilmember Barbee thanked staff and stated the lease grant space at On The Rocks facility is available for viewing of the CenterCal model.

Motion by Councilmember Brand, seconded by Councilmember Horvath, to adopt by title only Resolution No. CC-1611-113. Motion carried unanimously.

Deputy City Clerk Colborn read Resolution No. CC-1611-113 by title only.

J. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
Mayor Aspel called for public comment.

Paula Lee, Redondo Beach, expressed concern with not being properly regulated or case managed with the Section 8 Program, invasion of privacy within her home, and lack of freedom. She asked that the City have some accountability regarding these issues and the Section 8 Program.

City Manager Hoefgen suggested deferring Ms. Lee's issues to the housing staff.

Jess Money, District 3, expressed concern with lack of police personnel on the premises and not being able to accept firearms, ammunition and magazines. He also expressed concern with the safety of citizens and lack of police officers being available.

Jim Hannon, South Bay Bicycling Coalition, announced that Redondo Beach as won the national award through the League of American Cyclists.

Motion by Councilmember Horvath, seconded by Councilmember Sammarco, to receive and file material presented by Mr. Hannon. Motion carried unanimously.

Garrett District 5, pointed out that National Night Out on Tuesdays interferes with Council meetings, and also stated that Congresswoman Jane Hahn's name is still on an office building on Catalina.

Lisa Youngworth, District 1, invited Council to Parent Chat on Thursday night from 6 to 7:15 p.m. with topics to include smoking, marijuana legalization, dispensary, bullying, and social host ordinances.

Motion by Councilmember Horvath, seconded by Councilmember Brand, to receive and file material presented by Ms. Youngworth. Motion carried unanimously.

Rita Lloyd, Redondo Beach, noted tonight's agenda wasn't available online.

There being no one else wishing to comment, Mayor Aspel closed the public comment period.

K. EX PARTE COMMUNICATIONS

Councilmember Barbee disclosed discussion with various residents, boaters, constituents, and staff for Item L1.

Councilmember Brand disclosed discussions with residents, staff, and harbor patrolmen for Item L1.

Councilmember Horvath disclosed discussions with residents, staff, and stakeholders for Item L1.

Councilmember Sammarco disclosed discussions with residents, staff and stakeholders for Item L1.

Councilmember Emdee disclosed discussions with residents, staff and stakeholders for Item L1.

Mayor Aspel disclosed discussions with residents, staff and stakeholders for Item L1.

L. PUBLIC HEARINGS

L.1 PUBLIC HEARING TO CONSIDER AN APPEAL OF THE HARBOR COMMISSION DECISION TO APPROVE A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW, AND COASTAL DEVELOPMENT PERMIT AND CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION, TO ALLOW THE

**CONSTRUCTION AND OPERATION OF A PUBLIC BOAT LAUNCH RAMP AND
HOIST FACILITY (A COMPONENT OF THE WATERFRONT PROJECT), ON
PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL ZONE (CC-4)
LOCATED ON MOLE B AND MARINA WAY**

**A. DENYING THE APPEAL AND APPROVING THE BOAT LAUNCH
ENTITLEMENTS/APPROVALS BY ADOPTING THE FOLLOWING
RESOLUTION.**

**ADOPT BY TITLE ONLY, RESOLUTION NO. CC-1611-115, A RESOLUTION OF
THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA DENYING
THE APPEAL AND SUSTAINING THE DECISION OF THE HARBOR COMMISSION
AND APPROVING A CONDITIONAL USE PERMIT, HARBOR COMMISSION
DESIGN REVIEW, AND A COASTAL DEVELOPMENT PERMIT FOR THE
CONSTRUCTION AND OPERATION OF A PUBLIC BOAT LAUNCH RAMP AND
HOIST FACILITY (A COMPONENT OF THE WATERFRONT PROJECT) AND
FINDING THAT THE ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT
HAVE BEEN ADEQUATELY ADDRESSED IN A PRIOR CERTIFIED FINAL
ENVIRONMENTAL IMPACT REPORT (WATERFRONT EIR, (SCH# 2014061071)
AND DO NOT TRIGGER SUBSEQUENT OR SUPPLEMENTAL ENVIRONMENTAL
REVIEW;**

OR ALTERNATE ACTIONS, INCLUDING:

**B. MODIFYING THE ENTITLEMENTS/APPROVALS ISSUED BY HARBOR
COMMISSION INCLUDING MODIFICATIONS ASSOCIATED WITH PROJECT
COMPONENTS/STRUCTURES/USES, AND/OR REVISED CONDITIONS OF
APPROVAL, OR**

C. UPHOLDING THE APPEAL

RECOMMENDATION:

- a. Open Public Hearing and take testimony; and**
- b. Close Public Hearing; and**
- c. Approve A and Adopt Resolution No. CC-1611-115 or B or C.**

CONTACT:

**AARON JONES, COMMUNITY DEVELOPMENT DIRECTOR
STEPHEN PROUD, WATERFRONT & ECONOMIC DEVELOPMENT DIRECTOR**

Motion by Councilmember Horvath, seconded by Councilmember Brand, to open the Public Hearing at 6:24 p.m. and to receive and file all documents. Motion carried unanimously.

Motion by Councilmember Horvath, seconded by Councilmember Brand, to receive and file the affidavit. Motion carried unanimously.

Waterfront and Economic Development Director Stephen Proud gave a staff report and discussed the following:

- Background – Timeline
- Study Site Locations
- Siting Study Findings
- Mole B Advantages
- August 8, 2016 Site Plan
- October 10, 2016 Site Plan

- Environmental Review
- Issues Raised
 - Safety
 - Slip Loss
 - Parking
- Outriggers & Moonstone Park
- Concept Plan/Feasibility Study
- Recommendation

Jim Light, Appellant, Building a Better Redondo, discussed the following:

- Appeal of Harbor Commission Mole B Boat Ramp Approvals
 - Mole B Boat Ramp unsafe
 - Mole B site and ramp design artificially limits capacity
 - Mole B Boat Ramp creates parking shortages for all uses
 - Mole B Boat Ramp does not conform to State Guidelines
 - Mole B Boat Ramp does not meet demand
 - Accommodation of displaced boats not supported by evidence
 - Ramp configuration precludes ability to comply with Mole B Master Plan
 - Staff bias has impacted assessments
- Mole B and recent boat ramp history
 - Mole B chosen for political reasons not because it is the best or safest location
- Mole B Boat Ramp Unsafe
 - Current Deputy Harbor Master staff strongly deem it unsafe
 - Two former Deputy Harbor Masters testified it is unsafe
 - Two current Baywatch lifeguards stationed in King Harbor have deemed it unsafe
 - Former Marina Del Rey Harbor Patrolman called it unsafe
 - Two Harbor Commissioners deemed it unsafe
- Quotes from safety professionals noting unsafe conditions
- Staff writes off public safety official concerns
- Convoluted queuing demonstrates site is inadequate and only increases safety hazards
- Ramp design and location artificially limit capacity of boat ramp
 - Design and location should not limit ramp capacity when less limiting sites are available
- Mole B Boat Ramp creates parking shortage for all uses
 - Staff has not published any parking demand analysis for Mole B and instead relies on anecdotal opinion
- Staff takes credit for "adding" spaces that already exist today on Mole B access to Lanakila and Harbor Patrol
- Mole B Ramp does NOT meet state guidelines
- Trailer boating parking demand
- Replacement boat slips not adequately addressed
- Staff does not address future demand
- Plan does not demonstrate that reconfiguration from Boat Ramp will allow conformance with Mole B Master Plan
- City Council approved final Mole B Master Plan
- Staff bias evident in evaluation
- Staff claims versus reality
- Mole D versus Mole B Ramp assessment highlights the bias
- Side-by-side comparison shows blatant assessment bias
- Even tonight's staff report demonstrates bias
 - Example: Staff response on Rec and Parks Element Policy
- Commissioner concern on Mole C proximity to hand launch demonstrates bias as well
- Summary

- Mole B is not the right place for a boat ramp
 - It is too small
 - There are too many long existing coastal dependent uses that would be impacted
 - It is unsafe
- City assessment is biased and does not stand up to reasonable scrutiny
 - Driven more by desire to protect Waterfront commercial development than to optimize coastal dependent harbor uses
- City Council should support appeal and send boat ramp back to the drawing board with meaningful community input

Mayor Aspel called for public comment.

Scott Fellows believed that Mole B is adequate and safe and that the opposition is about stopping the Waterfront Project. He also said Mole C would not work due to Joe's Crabshack and Mole B is the only option that will work.

Laura Zahn, District 4, stated that Mole B works as a relatively small boat launch ramp site because the master leaseholder approves of the location. She also said CenterCal is not open to any boat launch ramp on their site. She further reviewed open space locations and asked for clarification of open space versus a public parking space.

Richard Whilden, boater in King Harbor, supported the ramp on Mole B which is a solution to the various constraints, and Basin 1 has the lightest traffic.

Duane Rohnbaugh, GM Portofino, supported staff recommendation. He said Mole C will interfere with their weddings and site inspections and will not allow for any increase in revenue. He also reviewed stats paid to the City from the Portofino.

Ian Bardin, Redondo Beach boater, did not support Mole B and expressed concern with safety issues. He supported affirming the appeal and not placing the ramp on Mole B.

Amy Josefek, Hollywood Riviera, stated Mole B is the unsafe choice as confirmed by many experts and the boating community.

Charlie Seymanski, District 1, questioned experts contending unsafe conditions with Mole B, and believed there is an obvious attempt to stall the Waterfront Development. He urged Council to set aside the appeal and stated the majority of people want to see this progress made in the harbor.

Amber Okuno expressed concern with kids on sailboats with no engines and Mole B to include traffic and parking. She suggested consideration on the actual track flow and patterns of the actual harbor.

Pat Aust, Redondo Beach, reviewed his history and stated there is no best place for a boat ramp that will meet every requirement, noting the harbor is 52 years old and developed. He said Mole B will meet the required needs and he supported moving forward with approval.

Tim Laurinburg reviewed his background and stated he has been the Deputy Harbor Master and Rescue Boat Captain. He said his summation along with other professionals unanimously agree that Mole B is inherently unsafe, and agreed there is a better location in the harbor.

Alison Arnoff, District 1, asked to uphold the appeal on Mole B, and asked for compromise. She said launching in the Lagoon does not solve the problem, noting waves left behind after a boat

has gone by and the danger to standup paddleboarders. She said Mole B is not safe and the launch needs to be the safest point.

Ellis Raskin, Angel Law, spoke on the issue of public safety and impacts to public trust issues.

Jess Money, District 3, expressed concern with fatal accidents and survivors with litigation.

Laurie Zarimsky, Redondo Beach, stated she did not support Mole B, and expressed concern with safety issues and injury and litigation. She also said the work product being discussed should be reviewed, expressed concern with Mole B being too crowded, and also pointed out that people do not shop in stores anymore and won't be using the proposed retail space.

Roger Light, District 5, stated the area is already dangerous and the worse-case scenario is disability, noting a case with a company owing \$52 million in litigation.

Jim Morrell, President of King Harbor Youth Foundation, supported the boat ramp on Mole B, noting the 8 to 12 year olds practice in the turning basin.

Pam Combar, Torrance, believed that Mole B is for the needs of CenterCal and expressed concern with someone getting hurt or killed with safety concerns. She supported the testimony of Tim Laurinburg and to uphold the appeal.

Richard Rivera, King Harbor Marina, presented tracking of traffic of boats and standup paddleboards from Basin 1 into the main channel. He stated SUP traffic is the number one occupier of the space.

Motion by Commissioner Horvath, seconded by Commissioner Sammarco, to receive and file tracking numbers from Mr. Rivera. Motion carried unanimously.

Martin Holmes, District 1, stated Mole B is inherently unsafe but C and D are safer. He said Mole B is unsafe due to the traffic pattern of boats entering head-on into other boater traffic, the blind intersection with the sea wall, bottleneck of traffic and narrow turning radius, far from the entrance of the harbor and high amount of paddleboarders in that area. He said the discussion is for financial reasons and stated Mole C was determined a better location. He expressed concern with trading the safety of a boating harbor for superiority of a shopping complex. He encouraged approving the appeal.

Robert Sherwood, boater over 30 years, resident of City of LA, stated he has been designing harbors/marinas and boat launch facilities for 18 years, and reviewed boat launches in Dana Point and Santa Barbara Harbors. He reviewed the advantages of Mole B and believed it would be a good location.

Maryanne Guthrie, Marina Cove, believe that the Mole B location is the best spot for the boat ramp. She believed the strategy is not about safety or concerns, but is an attempt to stop the Waterfront Project. She also said the appellant has a conflict of interest noting he has a slip in Basin 1 and adjacent to the parking which supports the Mole B boat ramp. She further said that King Harbor Marina has had approximately 100 people move in and out every year with a category of boat sizes over the past 40 years.

Nils Nehrenheim, District 1, Rescue Our Waterfront, expressed concern with unsafe locations and the legality of a reservation system. He expressed concern with launching a boat directly into a working channel, and stated sailors need space. He also said the wind direction can be problematic at Mole B, and expressed concern with coming around a blind seawall. He also expressed concern with over commercializing the harbor. He supported Mole D for a boat launch,

noting there is plenty of parking and an entrance out of the way of the SUPs and turning basin in Basin 3.

Wayne Craig, District 1, supported listening to the experts and picking the safest point for a boat launch, rather than the developer CenterCal and having a mall and an unsafe location for a boat ramp.

Mary Euwell, District 2, expressed concern with racing through rather than stepping back and doing the development right. she said boater and harbor safety must come first, and believed that Mole B is inherently unsafe.

Sean Guthrie, King Harbor Marina, stated he grew up in the area, and stated boating has some risk involved. He said the harbor has and will continue to be safe, and the Mole B location will be safer because there will be many experts watching over it such as the Harbor Patrol and Yacht Club. He further said there are close to 1500 boat owners in King Harbor and only a handful have appeared at the meetings to speak against the boat ramp.

Mark Hansen recommended that the City Council uphold the appeal, reject the location for the boat ramp on Mole B, and move the boat ramp back to Mole C. He said the boating community identified 16 specific concerns with the functionality and safety of the location, most of which cannot be mitigated due to the very limited maneuvering water and very limited land area. He stated effective mitigation measures can be applied to address the concerns identified at Mole C.

Motion by Commissioner Sammarco, seconded by Commissioner Horvath, to receive and file documentation presented by Mr. Hansen. Motion carried unanimously.

Peter Bart stated he has heard that Mole D is the best location for a boat ramp and is not being considered due to the CenterCal development. He expressed concern with blocking Czuleger Park, having a mall and bridge, and supported thinking about the appeal.

Waterfront & Economic Development Director Proud discussed the following:

- Mole C discussed in 2014 and staff was directed to look at other alternatives
- Mole C – maneuverable water – there are other uses that occur in this water to include the sailing program, paddleboats, SUP's, storage, excursion boats, sports fishing operations, commercial boating, passing through the turning harbor – not the safest location
- Trading off in Mole B location – opportunity for calmer water that exists within the turning basin as opposed to storm and surge activity that occurs within the turning basin
- Mole D or C – consider storm surge and wave activity originating from outside the harbor – Basin 1 calmest water
- Basin 3 – never made comment that no commercial boats will be located in Basin 3 – obligated as a condition to bring back a bridge operating plan
- Advantage Mole B – queuing space – over 300 linear feet – not a feature at Mole C or D locations
- Safety comments made by appellant made prior to drafting of safety and operations plan and refinements
- Queuing for trailers – advantage of Mole B location – occurs out of public ROW, inside Marina Cove parking facility, travel lanes are sized so cars can pass one another and access to parking spaces
- Parking – 466 spaces, shortage 257 spaces – actual parking that exists 239 spaces, yet operator indicates excess capacity
- Design handbook requirements in terms of construction of the facility – meant to provide assistance if funded by Department of Boating and Waterways
- Mole B master plan – never adopted as a formal plan

Jim Light discussed the following:

- Opposed a reservation system which is not a common occurrence at any boat ramp
- Concerns of queuing blocking access to commercial uses – disregard for the impact on slip parking and recreational uses
- After EIR was approved and published, increased number parking spaces and slips impacted – no analysis to public showing this did not create a greater impact
- Salt water boats – found multiple sites – salt water category is hot and has seen double digit growth for three years
- Santa Barbara and Dana Point – none are at end of big mole with 600 boats behind it or entering into a fairway
- Slip attrition data – from the City polling of marina operators
- Maneuverable water – young sailers right at blind curve, SUP's – 600 boat owners launch their SUP right from their boat slip
- Boat traffic coming out of basin 3 on a fairway that a boat ramp user in Mole C or D doesn't even have to enter fairway coming from Basin 3 – comparing 60 slips to 600 boats, with half being commercial boats with professional operators
- Calm waters argument is a waste – harbor is calm – not an issue during the summer
- Storm surges – wave refraction – wraps around the harbor – blocked by terrain
- Not being able to put a queuing dock in Mole D – CenterCal shows one wrapping around the same mole
- Reconfiguration – haven't back down based on changes
- Parking assessment – counted parking spaces and came up with the same number – City didn't produce a parking demand assessment for comparison
- DB&W Ramp Guidelines – designed for safety for boat ramps in the state
- Mole B Master Plan design not official - devising it over multiple years without explanation as to why changes took place – goes against Parks and Rec's desire to provide for mast up storage
- Should be promoting as much harbor use as possible – Mole C and Mole D obvious locations – fiscal impact is nothing to the City – short-term lease
- Separate queuing lane down Portofino Way – can still get around both sides

In response to Mayor Aspel, Mr. Light stated the CARE Initiative requires a minimum of a two-lane boat ramp.

Mayor Aspel stated King Harbor was never designed for a boat ramp, SUP's or outriggers or large boats, and was only designed for a small craft harbor. He stated Jerry Marcel has the largest boat in the harbor at 75 feet long who supports the proposed boat ramp and is also a member of the Lanakila.

Mayor Aspel also clarified the following:

- Mole C has nothing to do with the Portofino, and noted concerns of safety with people backing into the Lagoon
- Harbor Patrol Office is at Mole B, overlooking everybody
- Jeff Ginsburg resigned due to illness in the family
- Councilmember Barbee voted in unanimously by Council

Councilmember Brand stated this has been a discussion for a long time and stated there is plenty of room in the King Harbor for a boat ramp.

In response to Councilmember Brand regarding uses at Mole B, Waterfront & Economic Development Director Proud stated uses would include accommodating the outrigger clubs, implement park program from Moonstone Park, and the public boat launch facility at Mole B with two lanes and 31 parking spaces for the mole, marina users, access private slips, general parking, and hand launch operation after 10 a.m. He also said the Seaside Lagoon would open at 5:30

a.m. with an opportunity to launch out of Seaside Lagoon and the opportunity to launch from Basin 3.

In response to Councilmember Brand regarding parking and state guidelines, Waterfront & Economic Development Director Proud reviewed the evolution of the ramp facility on Mole B. He said initially proposed was a single lane boat launch facility on Mole B which included 20 to 22 parking spaces for the single lane facility. After receiving feedback from the Harbor Commission, there was a desire to have a two-lane facility, expanding parking to 31 parking spaces along with oversized parking spaces. He also said there was a request to provide overflow parking in addition to the 31 spaces for peak days. He said the 31 parking spaces are more than adequate to meet the demand for the boat ramp facility, looking at uses from other facilities, trying to determine a reasonable projection for the demand, being less than minimum state guidelines.

In response to Councilmember Brand, Waterfront & Economic Development Director Proud stated the City still has the \$2.4 million available from the Chevron Coker movement.

In response to Councilmember Brand regarding the radius of the helicopter landing, Assistant City Manager Mike Witzansky stated the 80-foot guideline has come from conversations with the landscaping consultant who has been studying the plan.

Fire Chief Metzger stated the minimum of 80 feet was arrived at after consultation with the Coast Guard who will be the principal user and based the landing site on their model helicopter.

In response to Councilmember Brand regarding not having a dedicated public workshop for Mole B, Assistant City Manager Witzansky explained that multiple public workshops have taken place on all of the moles to gather input and provide an opportunity to speak to the plan. He said this particular plan has been the subject of public conversation more than any plan in the history of the City.

Councilmember Brand noted nothing but opposition of Mole B. He said there should have been a dedicated public workshop and also Mole C was not in the final EIR.

Assistant City Manager Witzansky clarified that Mr. Hansen was referring to a specific plan that did not have a break wall orientated away from the Lagoon, and this site plan was not included in the final EIR.

In response to Councilmember Brand, Assistant City Manager Witzansky stated the extension of the Harbor Drive southbound turn pocket could be considered as part of the next CIP evaluation.

In response to Councilmember Brand regarding safety, Chief Metzger clarified that his harbor patrol people spoke freely regarding Mole B and pointed out areas that could be potential problems and because of many recommendations especially regarding lack of maneuvering room, steps were taken to provide more maneuvering room and the queuing space to provide a safer environment. He stated that something cannot be said to be 100% safe and there is always something that can be done to make something less or more safe. He said the City believes a safe boat launch has been created and to make it safer, an operations and safety plan has been proposed. He believed this will be a safe boat launch experience. He also stated he forwarded Captain Matt's concerns verbatim to City Management, noting it is important that his staff speak their mind.

Councilmember Brand stated he has spoken to many safety professionals regarding the design who have expressed concern with it being inherently unsafe. Chief Metzger stated he disagreed.

In response to Councilmember Brand, City Attorney Webb stated Council will have to decide if the proposal is safe or unsafe based on facts provided.

Councilmember Brand stated workshops have taken place and it was decided that Mole D would be the best location for the turning basin which CenterCal didn't want, Mole C which Portofino didn't want and then Mole A and King Harbor Yacht Club. He also said King Harbor Yacht Club members opposed Mole B as a location for a boat ramp. He expressed concern with another special interest in the harbor doing what is required to get along with the City and move the boat ramp somewhere else at Mole B.

In response to Councilmember Sammarco, Waterfront & Economic Development Director Proud explained two areas within the harbor will be designated for SUP's such as in the turning basin near the Mole C location and an area along the break water as well.

Councilmember Sammarco did not support loading and unloading boats next to the new opening to the ocean which can be a health risk. He also supported Mole A but this was rejected. He said the risks are compelling. He also requested the letters from the Coastal Commission regarding Czuleger Park views discussed by a speaker tonight. He said everyone has differing opinions and he did not support squabbling and bullying.

Councilmember Emdee stated that Mole C had a lot of people saying how terrible the location was, including the experts, with experts saying each and every location is not the right location and no one seems to be in a consensus as to where the best place will be located. She noted Mole B is the only place that has had a hoist in the plan and accommodates ADA and seniors which she supports.

In response to Councilmember Emdee, Waterfront & Economic Development Director Proud explained when looking at the circulation and parking for the boat launch facility and accommodating the hoist, cars would be backing onto a location where they would be utilizing a hoist from that point forward.

Councilmember Emdee stated she would prefer the hoist being able to do the pull through which is more contusive for seniors and the disabled.

In response to Councilmember Emdee, Assistant City Manager Witzansky stated that the boat hoist would be operated by an attendant, helping to guide individuals to the launch location, but valet services are not being contemplated due to liability purposes.

Councilmember Emdee noted that weddings take place on the other side of the building at the Portofino with a quiet wall and should not be a concern. She also indicated that Mole B has the large queuing dock and Mole C doesn't. She said people go out into the basin now and is not a problem. She said Jim Morrell supports the boat ramp at Mole C because the kids practice in the turning basin which is the busiest place of all harbor. She also said an option is to do Mole B and then to expand out to Mole C, dividing up the uses, noting there are other options going forward. She said she supported Mole B.

Mayor Aspel noted Lake Mohave has eight lanes which is still not enough, Avalon Harbor has everything which is very busy and is working well, and Needles Marina is very small and the ramps are not meant to be convenient, just usable. He said nothing is perfectly safe and noted boaters have to generally wait in line and back up, and parking is never adjacent to the ramp and is never convenient. He pointed out it is inherently unsafe anywhere there is water sports, and informed there are two Commissioners who voted against Mole B who are members of the Yacht Club. He stated there will be a special interest that will oppose the launch somewhere in the harbor, and not everyone will be happy. He also expressed concern with boating and drinking.

Councilmember Brand read a testimony from safety professionals who noted their number one concern is safety and the general public. He said he will not vote for Mole B as a location for a boat launch.

Councilmember Barbee stated she has walked the facility at different times and stated the Council's job is about probing the facts being presented and to weigh all of the expert opinions. She supported speakers who spoke on their circumstances, and also compromise.

John Moore, Nobel Engineering, stated there is no good site in the harbor for a launch ramp, and the best site is only in Basin 1 or 2 which provides the most protection. He said a boat launch was attempted at Mole D in the mid to late 60's which was washed out by storms. He stated the harbor is a small boutique compacted harbor which can only accommodate a boutique ramp of a certain size and capacity. He said his first preference was a one lane ramp with limited parking capacity, and believed he has designed a facility that will work for every site which has had its own issues. He said Mole B doesn't have the needed land mass and only has 1 acre or less which allows for only two lanes, 30 parking spaces, maybe 40. He also said there are surge and wave issues in King Harbor, more severe at the lower end of harbor. He said the Mole B site is a small compact site that fits within the space, laid out so that the trailers and vehicles can maneuver about, and has a mixture of pull through spaces and head in spaces. He said the guidelines are not requirements and the unique feature is the safety and operations plan. He said the data doesn't exist and there are no numbers as to who is coming and going, but there is evidence from those who use the facility.

In response to Councilmember Horvath regarding the hoist maneuverability, Mr. Moore said the maneuverability on Mole B is relatively short at only 60 feet long and immediately adjacent to the turning circle, but is an efficient conventional operation. He also said the hoist is 5 tons which can accommodate the current boats coming in on trailers, and the 10,000-pound lifting capacity is more than adequate. He also said a 90-foot wide fairway is sufficient for two way traffic. He noted the real issue is site line distances, and believed there would be sufficient time from entrance to end to maneuver in the area.

In response to Councilmember Horvath regarding the baffle wall and blind spots coming around the wall, Mr. Moore explained when coming inbound of the main channel just when turning into Basin 1, there is a point where one would not see a boat coming up the fairway to the channel. He noted launch rates are one boat every 5 to 15 minutes, depending on the operator, with not a lot of launching at the same time. He said an additional attendant would provide another eye, looking up and down the coast to help provide the extra margin.

In response to Councilmember Horvath regarding further mitigation issues, Mr. Moore stated the launch hoist pier when redesigned was shortened and decreased the length of the hoist pier itself to provide an extra buffer distance between the edge of the fairway and the queuing dock. He also said there are no other marinas that use flashing lights to warn oncoming boats, and stated the only lights used are mandated by the Coast Guard to aid in navigation.

In response to Councilmember Horvath, Assistant City Manager Witzansky stated the next level of design will include lighting in the evening. He also said that the current operating plan will provide for attendants at specified operating hours only and adjustments can be made as needed.

In response to Councilmember Horvath regarding the safety and operations manual, and having harbor and safety guidelines to ensure the safety of the harbor continuing to improve as things change, Chief Metzger explained there will be some guidelines for SUP's, and said the most important thing right now is to have Harbor Patrol on the water. He also said a harbor wide plan hasn't been addressed yet. He also explained that Harbor Patrol self identifies activities as they occur in a particular time of the day, and if excessive activity is identified, Harbor Patrol will

focus on that. He also believed in the future, the Harbor Patrol's responsibilities may provide greater safety responsibilities as the harbor changes.

Councilmember Horvath stated safety is the optimal concern, but a boat ramp has been discussed over and over. He said there will always be safety issues regardless of where the boat launch is located, and more access to the water should be provided per the California Coastal Commission. He said Mole C had many concerns with traffic, queuing, boat locations, and the Portofino was not necessarily a part of the discussions. He said there are special interests which are the public and fall into different categories. He stated the Harbor Commission approved Mole C, and he said it is important to take all of the experts' comments and to see what is needed, noting the harbor is changing. He also stated safety has to be mitigated and there is no right or wrong answer and no best place.

In response to Councilmember Brand, Mr. Laurinburg stated he has been working at the harbor for 37 years and stated Mole D was considered due to its proximity to harbor entrance. He said Mole C was then considered because of the turning basin, but not Mole B which is unsafe.

There being no one else wishing to comment, Mayor Aspel closed the public comment period.

Motion by Councilmember Brand, seconded by Councilmember Emdee, to close the Public Hearing at 10:15 p.m. Motion carried unanimously.

Motion by Councilmember Brand, seconded by Councilmember Sammarco, to uphold the appeal and direct staff to look at Mole C.

Substitute Motion by Councilmember Emdee to deny the appeal, approve the boat launch entitlements/approvals, adopt by title only Resolution No. CC-1611-115, and to remove Condition #27 (overflow parking).

Amended Motion by Councilmember Horvath to deny the appeal, approve the boat launch entitlements/approvals, adopt by title only Resolution No. CC-1611-115, and to leave in Condition #27 (overflow parking).

Motion carried with the following Roll Call Vote:

AYES: Barbee, Horvath, Emdee
NOES: Brand, Sammarco
ABSENT: None

Deputy City Clerk Colborn read by title only Resolution No. CC-1611-115.

RECESS: 10:20 P.M.

Motion by Councilmember Brand, seconded by Councilmember Horvath, to recess at 10:20 p.m. Motion carried unanimously.

RECONVENE: 10:40 P.M.

ROLL CALL

Councilmembers Present: Barbee, Brand, Horvath, Sammarco, Emdee, Mayor Aspel
Councilmembers Absent: None.
Officials Present: Michael W. Webb, City Attorney
Joe Hoefgen, City Manager
Cheryl Park, Assistant City Attorney
Emily Colborn, Deputy City Clerk

M. ITEMS CONTINUED FROM PREVIOUS AGENDAS – NONE

N. ITEMS FOR DISCUSSION PRIOR TO ACTION

N.1 DISCUSSION AND POSSIBLE ACTION OF A REPORT PREPARED PURSUANT TO ELECTION CODE 9212 REGARDING IMPACTS OF THE PROPOSED INITIATIVE TO AMEND THE REGULATIONS FOR THE COASTAL COMMERCIAL ("CC") ZONES AND THE PUBLIC, RECREATION AND OPEN SPACE ("P-PRO") ZONE IN THE REDONDO BEACH KING HARBOR-PIER AREA

RECOMMENDATION:

a. Receive and file the report and take action within ten (10) days pursuant to Election Code Section 9214.

CONTACT:

JOE HOEFGEN, CITY MANAGER

In response to Councilmember Brand and City Attorney Webb, Nils Nehrenheim stated the initiative does not require a Coastal Commission approval to be effective, and the City Charter was not changed.

City Attorney Webb stated that Coastal Commission staff has taken the opposite view on the moratorium of the AES site. He said a legal question exists because if the Coastal Commission still has the same view, they will take an opposite view that the initiative requires Coastal Commission approval and certification to go into effect.

City Manager Hoefgen gave a staff report and reviewed the following:

- Report on effect of proposed Initiative and summary of findings
- Recommendation – receive and file, questions, public input
- Report prepared with assistance of consulting firms in the areas
- Opportunity to examine what the Initiative requirements could mean to Redondo Beach if applicable and if implemented
- Applicability
- New City Facilities and City Expenditures required by Initiative:
 - Initiative requires construction of a swimming pool with at least the equivalent water surface area as Seaside Lagoon – approximately one acre
 - Initiative requires a Boat Launch to be constructed as part of any project of 10,000 square feet
- Swimming Pool – 43,560 square foot fresh water complex including showers, restrooms and improvements estimated at \$20 to \$25 million to construct
- Swimming Pool Operations
 - If spring/summer months only = \$600k
 - If year round = \$1.5 million
- Sketch of proposed pool

John Moore, Nobel Engineering, gave a report on the following:

- Boat launch – 2 lanes, 60 vehicle trailer parking spaces, 25% 55 feet in length, provisions for wave and surge protection – ramp on Mole D, \$10 million to construct
- Sketch of the facility
- Wave protection requirements – Mole D exposed to waves overtopping section of the outer breakwater not raised after the 1988 storms

City Manager Hoefgen spoke on the following:

- Land use and development impacts
- Initiative may conflict with City's general Plan, Local Coastal Program, and Specific Plan Goals and Objectives
- Initiative prohibits parking structures in the CC-3 Zone

Tom Jirousky, Kosmont and Associates, gave a report on the following:

- Development assumptions of Initiative
- One 90 room hotel @ 70K square feet
- Commercial/retail @ 80K square feet
- Office uses @ 20K square feet
- Development value of \$125 million
- Results in approximately \$1 million new annual GF revenue and the same parking and ground rent received today – approximately \$7 million of revenue coming from the redevelopment allowed under the initiative
- Needed public improvements Pier/Harbor infrastructure \$96 to \$111 million
- Resulting expenditures from the initiative if implemented:
 - New swimming pool \$20 to \$25 million
 - New boat launch \$10 million
 - Building construction \$30 to \$50 million
 - Total \$156 to \$196 million
- Series of bonds to fund at about 4% - annual debt service in excess of \$12 million
- Average shortfall of approximately \$6M for next 30 days

City Manager Hoefgen stated the recommendation is to receive and file the report and direct the City Clerk's Office to prepare an agenda item for the December 6, 2016 City Council meeting.

In response to Commissioner Emdee regarding the Mole D boat launch and building a rubble breakwater in the middle of the turning basin, Mr. Moore stated the break wall could be made taller and not have the rubble breakwater in the middle, but the cost associated could be equal or greater, but it won't address the surge safety requirement.

In response to Councilmember Horvath regarding having no queuing dock, Mr. Moore explained there is no room, noting there is a boarding float being used as a queuing dock with boats parked adjacent to it.

Mayor Aspel called for public comment.

Nils Nehrenheim supported Mole D, and stated the EIR should be discussed, including safety and health concern issues. He also expressed concern with having enough room for CenterCal, but not enough room for a proper size boat launch ramp, and pushing a boat launch ramp into an unsafe part of the harbor. He expressed concern with impacts from CenterCal being placed on the coast.

Martin Holmes, District 1, discussed the following:

- The size of CenterCal and reviewed the Initiative which is an alternative
- Staff responds it won't work
- Impact report
 - infrastructure costs which does not jive with the January 19, 2016 meeting where different numbers were presented with public infrastructure being \$37 to \$108 million, not \$96 to \$111 million
 - The low end - \$87 to \$188 million
 - Worse-case of \$200 million expenses with bonds requiring expensive servicing, but best case of \$87 million is a lot more reasonable

- o \$200 million bond bringing in \$6 million in parking, requires servicing of \$12 million = \$6 million shortfall
- o Instead use the lower \$100 million bond – best case scenario – receive \$6 million in parking and tax revenue, but only \$6 million in bond servicing to pay with the project being net neutral

Wayne Craig, District 1, expressed concern that CenterCal will not be a success, and supported the Initiative being put on the ballot.

Amy Josefek stated she spoke to hundreds of residents, noted signatures of 7,000 residents, a feasibility report was ordered, and supported placing the Initiative on the March ballot.

Elis Raskin encouraged Council to look at the testimony provided by the citizens. He said people have expressed wanting the current Seaside Lagoon facility which is irreplaceable. He also expressed concern with opening up the Lagoon to the Harbor waters and said it is important to look at what the community wants.

Jess Money, District 3, stated the legal options are to put the Initiative on the ballot or enact as written.

Charlie Samansky, District 1, expressed concern with hours of work and opposition to the development of the waterfront, and supported proceeding with CenterCal,

Jim Light, District 1, expressed concern with the level of interpretation of staff and being bias.

There being no one else wishing to comment, Mayor Aspel closed the public comment period.

In response to Councilmember Brand, City Attorney Webb explained if Council votes tonight to put the Initiative on the ballot, staff will come back on December 6, 2016, the Clerk would prepare the Resolutions and calling the election stating who will be doing the arguments in favor and against, or to approve as written without amendment.

Motion by Councilmember Brand, seconded by Councilmember Sammarco, to receive and file the report and adopt the Initiative as written without amendment.

Motion failed with the following Roll Call Vote:

AYES:	Brand, Sammarco
NOES:	Barbee, Horvath, Emdee
ABSENT:	None

Motion by Councilmember Brand, seconded by Councilmember Sammarco, to receive and file the report and direct the City Clerk to bring back at the December 6, 2016 City Council meeting with the proper resolutions to place the Initiative on the March 7, 2017 ballot.

Motion carried with the following Roll Call Vote:

AYES:	Barbee, Brand, Horvath, Sammarco, Emdee
NOES:	None
ABSENT:	None

O. CITY MANAGER ITEMS – NONE

P. MAYOR AND COUNCIL ITEMS

Q. MAYOR AND COUNCIL REFERRALS TO STAFF

In response to Councilmember Brand regarding dropping raw sewage into the ocean off the pier, Assistant City Manager Witzansky stated that rain water that comes off the pier does go directly into the ocean, but sewage waste water has to be collected and moved to tertiary treatment.

Councilmember Sammarco stated that the Haggan's site is still for rent and that the agent is working to find a replacement likely after the holidays.

Councilmember Emdee stated that Stater Brothers indicated the site is too small.

R. RECESS TO CLOSED SESSION – NONE

T. ADJOURNMENT at 11:46 p.m.

There being no further business to come before the City Council, the meeting was adjourned at 11:46 p.m. to an adjourned meeting to be held at 4:30 p.m. (Closed Session) and regular meeting to be held at 6:00 p.m. on Tuesday, December 13, 2016 in the City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California. Motion carried unanimously.

Respectfully submitted,

Eleanor Manzano, City Clerk

BLUE FOLDER ITEM

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

RECEIVED
South Coast Region

MAR -9 2017

CITY COUNCIL MEETING November 29, 2016

CALIFORNIA
COASTAL COMMISSION

L.1 PUBLIC HEARING TO CONSIDER AN APPEAL OF THE HARBOR COMMISSION DECISION TO APPROVE A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW, AND COASTAL DEVELOPMENT PERMIT AND CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION, TO ALLOW THE CONSTRUCTION AND OPERATION OF A PUBLIC BOAT LAUNCH RAMP AND HOIST FACILITY (A COMPONENT OF THE WATERFRONT PROJECT), ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL ZONE (CC-4) LOCATED ON MOLE B AND MARINA WAY

A. DENYING THE APPEAL AND APPROVING THE BOAT LAUNCH ENTITLEMENTS/APPROVALS BY ADOPTING THE FOLLOWING RESOLUTION.

ADOPT BY TITLE ONLY, RESOLUTION NO. CC-1611-115, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA DENYING THE APPEAL AND SUSTAINING THE DECISION OF THE HARBOR COMMISSION AND APPROVING A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW, AND A COASTAL DEVELOPMENT PERMIT FOR THE CONSTRUCTION AND OPERATION OF A PUBLIC BOAT LAUNCH RAMP AND HOIST FACILITY (A COMPONENT OF THE WATERFRONT PROJECT) AND FINDING THAT THE ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT HAVE BEEN ADEQUATELY ADDRESSED IN A PRIOR CERTIFIED FINAL ENVIRONMENTAL IMPACT REPORT (WATERFRONT EIR, (SCH# 2014061071) AND DO NOT TRIGGER SUBSEQUENT OR SUPPLEMENTAL ENVIRONMENTAL REVIEW; OR ALTERNATE ACTIONS, INCLUDING:

B. MODIFYING THE ENTITLEMENTS/APPROVALS ISSUED BY HARBOR COMMISSION INCLUDING MODIFICATIONS ASSOCIATED WITH PROJECT COMPONENTS/STRUCTURES/USES, AND/OR REVISED CONDITIONS OF APPROVAL, OR

C. UPHOLDING THE APPEAL

RECOMMENDATION:

- a. Open Public Hearing and take testimony; and**
- b. Close Public Hearing; and**
- c. Approve A and Adopt Resolution No. CC-1611-115 or B or C.**

CONTACT:

**AARON JONES, COMMUNITY DEVELOPMENT DIRECTOR
STEPHEN PROUD, WATERFRONT & ECONOMIC DEVELOPMENT DIRECTOR**

Mole B Boat Launch Facility
Safety and Operations Plan

1 General

- 1.1 Where applicable vessels with properly affixed CF numbers, current registration tags, and required safety equipment may utilize the boat launch facility.
- 1.2 All vessels using the boat launch facility must have the following equipment onboard and in good working condition:
 - 1.2.1 A personal floatation device (PFD) sized appropriately for each passenger
 - 1.2.2 Audible distress signals (horn or whistle)
 - 1.2.3 Visual distress signals/ flares (with valid expiration dates)
 - 1.2.4 Paddle
 - 1.2.5 VHF Radio
 - 1.2.6 Anchor with adequate rode
 - 1.2.7 Fire extinguisher (with valid expiration dates)
- 1.3 Prior to launching, all boaters shall be expected to independently consult marine weather forecasts for the coastal and offshore waters including Santa Monica Bay and beyond via VHF, National Weather Service, or other accepted marine weather and wave forecasting services and sources.
- 1.4 Launch ramp use may be prohibited by the Harbor Master or his designee in response to adverse weather conditions, small craft advisory warnings, or other safety concerns.

2 Launch Hours of Operation

Boat Ramp (Lanes 1 and 2)

Every day 24 hours

Hand Launch Ramp Use (Lane 1)

Every day 24 Hours

Hoist Pier

Every day 4:00 a.m. to 10:00 p.m.

3 Parking Regulations

- 3.1 The maximum overall length of any vehicle with trailer shall not exceed 55 feet.
- 3.2 No vehicle with trailer may extend more than 5 feet beyond the painted stripe limits of any parking stall.
- 3.3 When more than four vehicles with trailers are waiting to launch, they shall proceed directly to an available parking stall to make ready and not block drive aisles.
- 3.4 Overnight parking shall be allowed for vehicles with trailers only.. In no case shall parking be allowed for a time period longer than 72 hours.
- 3.5 Parking stalls not in use by vehicles with trailers after 10:00 a.m. may be used for public parking between the hours of 10:00 a.m. and 10:00 p.m.

4 Launch Ramp Management

- 4.1 The facility shall be staffed to direct traffic, staging, launching, and parking as follows:
 - 4.1.1 Weekdays – one attendant
 - 4.1.2 Weekends and holidays – two attendants
- 4.2 Mooring at the queue dock or boarding float beyond stated facility operating hours shall not be allowed unless approved by permit from the Harbor Master or his designee.
- 4.3 The Launch Ramp Attendant under the authority of the Harbor Master or his designee shall have the authority to control and regulate the sequence and frequency of boat launch and retrieval operations and parking lot traffic to maintain safe operating conditions during times of peak use demand.

5 Launch Ramp Operation

- 5.1 Make Ready and Staging
 - 5.1.1 Upon arriving, follow arrows on pavement to staging area in parking lot.
 - 5.1.2 Launching shall occur one at a time on a first come, first serve sequence.
 - 5.1.3 Boaters shall minimally check the following prior to proceeding to the ramp for launch:
 - 5.1.3.1 Check that transom plug has been inserted and sits tightly within drain hole.
 - 5.1.3.2 Make sure the bow winch and engine are running properly.

5.1.3.3 Make preliminary check of all equipment.

5.1.3.4 Detach trailer tie-down straps, deploy fenders, and attached painter to bow cleat.

5.2 Launching

5.2.1 Upon completion of make-ready preparation, boaters shall proceed to the launch ramp as directed by the staff attendant.

5.2.2 After launching, boats shall immediately and safely proceed to the Main Channel or the launch basin queue dock for staging and passenger pickup.

5.2.3 The boarding float shall not be used for passenger or cargo loading.

5.2.4 Promptly return the vehicle with trailer to the parking lot as directed by the staff attendant.

5.3 Retrieval

5.3.1 Boats returning to the launch ramp basin shall first temporarily berth at the queue dock to deploy cargo and passengers and queue for retrieval. After cargo and passenger unloading, boats may safely proceed to the boarding float for retrieval in an orderly manner as directed by the staff attendant.

5.3.2 The boarding float shall not be used to unload passengers or cargo unless approved by the staff attendant.

5.3.3 Vehicles with trailers shall be promptly recovered and proceed sequentially to the launch ramp for boat retrieval as directed by the staff attendant.

5.3.4 Once the boat is properly stowed on the trailer's bunks/ rollers and secured by the bow winch, the vehicle with trailered boat shall immediately clear the ramp and proceed to a parking lot area as directed by the attendant to complete preparations for departure.

6 Hoist Management

6.1 The hoist shall only be operated by City staff or its designated operator.

6.2 All boats shall only be lifted with ANSI certified nylon slings.

6.3 Boats with lift eyes shall be structurally sufficient to lift the vessel.

7 Hoist Operation

7.1 Preparing for Launch

- 7.1.1 Upon arriving, follow arrows on pavement to staging area in parking lot.
- 7.1.2 Launching shall occur one at a time on a first come, first serve sequence.
- 7.1.3 Boaters shall minimally check the following prior to proceeding to the ramp for launch:
 - 7.1.3.1 Check that transom plug has been inserted and sits tightly within drain hole.
 - 7.1.3.2 Make sure the engine is running properly.
 - 7.1.3.3 Make preliminary check of all equipment.
 - 7.1.3.4 Detach trailer tie-down straps and deploy fenders.
 - 7.1.3.5 Maneuver trailer adjacent to jib crane hoist as directed by the staff attendant.
 - 7.1.3.6 Attach lifting slings to pick-up points (make sure hook latch is fully closed and not supporting any part of the load).
 - 7.1.3.7 Attach tag lines at bow and stern.

7.2 Boat Launch

- 7.2.1 Attach slings to hook making sure that they are free from twists or snags.
- 7.2.2 Adjust trolley/ hoist to be centered over vessel.
- 7.2.3 Take up slack in the hoist chain, allowing the craft to lift slightly from its trailer. Make adjustments to sling length to account for balance of the craft.
- 7.2.4 Once craft is balanced, begin upward lift until bottom of craft is above hand railing. As a safety precaution never allow any persons under a suspended craft.
- 7.2.5 Rotate crane towards railing, stopping rotation once craft is fully extended from pier and parallel to the hoist queue dock.
- 7.2.6 Lower craft until hook becomes slack within its slings.
- 7.2.7 Board vessel, start engine, detach hook and motor away from dock.

7.2.8 Return hoist to its original position.

7.2.9 Remove slings from craft.

7.2.10 Remove trailer from launch area and relocate to parking lot.

7.3 Boat Retrieval

7.3.1 Approach hoist dock with caution.

7.3.2 Retrieve trailer and relocate it adjacent to the jib crane.

7.3.3 Lower hook allowing enough slack to prevent shock loading

7.3.4 Attach tag lines and hook. Turn off engine and disembark from vessel.

7.3.5 Begin raising the craft during a wave trough, without pausing, until the hull is above the elevation of the highest wave crest

7.3.6 Continue to raise craft until the hull is above the hand railing and rotate boom until craft is located above the trailer

7.3.7 Maneuver crane trolley to a position where the craft is in line vertically with the trailer.

7.3.8 Lower craft to an elevation slightly above trailer, make adjustments with trolley and jib angle as to provide that the craft sits properly in its trailer bunks

7.3.9 Lower until chain is slack and disconnect hook from slings

7.3.10 Exit launch pier in a timely fashion

8 Fee Schedule

The following fee schedule shall apply to boat launch and parking.

Boat launch fee	\$15.00 per day
Hoist launch fee	\$15.00 per day
Public parking fee	\$2.00 per hour

9 Small Craft Traffic Control

9.1 Hoist Pier Queue Dock

9.1.1 The hoist pier queue dock shall be only for use by boats that are entering or exiting the water via the jib crane hoist. All other boats shall be prohibited from using the dock for temporary berthing at any time except during an emergency.

- 9.1.2 To avoid potential conflict with inbound boat traffic, no small craft departing from the hoist pier dock shall directly navigate across the Basin 1 Fairway Channel from the dock. All departing small craft boat traffic leaving the hoist dock shall be required to motor to the launch ramp basin whereupon they may come about and re-enter the Basin 1 Fairway Channel to exit Basin 1.
- 9.2 No commercial hand launch of standup paddleboards, kayaks, or similar hand powered small craft shall be allowed in the Basin 1 Fairway Channel at any time
- 10 Washdown Facility Operation
 - 10.1 The washdown facility shall be only for use by trailered small craft towed by vehicles.
 - 10.2 The facility shall be operated using self-operated, coin activated equipment.
 - 10.3 Boaters shall be required to furnish their own hoses.
 - 10.4 One-minute wash cycles shall be provided for \$1.00. All washdown runoff shall be collected in a dedicated municipal storm drain capable of treating hydrocarbon and sediment contaminated runoff.
 - 10.5 The maximum time allotted for washdown area use shall be five (5) minutes or as directed by the staff attendant.

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Administrative Report

CALIFORNIA
COASTAL COMMISSION

City Council Hearing Date: **November 29, 2016**

To: MAYOR AND CITY COUNCIL

From: STEPHEN PROUD, WATERFRONT AND ECONOMIC DEVELOPMENT DIRECTOR
AARON JONES, COMMUNITY DEVELOPMENT DIRECTOR

Subject: APPEAL OF HARBOR COMMISSION APPROVAL OF A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW, AND COASTAL DEVELOPMENT PERMIT AND CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION, TO ALLOW THE CONSTRUCTION AND OPERATION OF A PUBLIC BOAT LAUNCH RAMP AND HOIST FACILITY (A COMPONENT OF THE WATERFRONT PROJECT), ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL ZONE (CC-4) LOCATED ON MOLE B AND MARINA WAY

PROCEDURAL RECOMMENDATION

Staff recommends the following process:

1. Announcement and motion to open the public hearing;
2. Motion to receive and file affidavit of publication, case file and written correspondence;
3. Staff Presentation (Applicant);
4. Public testimony and presentation of evidence;
 - a. Appellant Presentation (Not to exceed 30 minutes)
 - b. Public Testimony (Not to exceed 3 minutes each person - no overall time limit)
 - d. Applicant's opportunity for rebuttal (Not to exceed 15 minutes)
 - e. Appellant opportunity for rebuttal (Not to exceed 15 minutes)
5. City Council questions;
6. Motion to close Public Hearing;
7. City Council discussion and debate.

Administrative Report

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**APPEAL OF MOLE B BOAT LAUNCH AND HOIST
FACILITY**

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STAFF RECOMMENDATION

Staff recommends that the City Council take the following action after City Council discussion and debate:

- a. Denying the appeal and approving the boat launch entitlements/approvals by adopting the following resolution. (Attachment A)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH DENYING THE APPEAL AND SUSTAINING THE DECISION OF THE HARBOR COMMISSION AND APPROVING A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW, AND A COASTAL DEVELOPMENT PERMIT FOR THE CONSTRUCTION AND OPERATION OF A PUBLIC BOAT LAUNCH RAMP AND HOIST FACILITY (A COMPONENT OF THE WATERFRONT PROJECT) AND FINDING THAT THE ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT HAVE BEEN ADEQUATELY ADDRESSED IN A PRIOR CERTIFIED FINAL ENVIRONMENTAL IMPACT REPORT (WATERFRONT EIR, (SCH# 2014061071) AND DO NOT TRIGGER SUBSEQUENT OR SUPPLEMENTAL ENVIRONMENTAL REVIEW;

Or alternative actions, including,

- b. Modifying the entitlements/approvals issued by the Harbor Commission, including modifications associated with project components/structures/uses, and/or revised conditions of approval; or
- c. Uphold the appeal.

EXECUTIVE SUMMARY

A recreational public boat launch ramp is an amenity that has been contemplated since the initial planning and construction of King Harbor. In addition, the development of a public boat launch facility is an existing legal requirement for a major development within the City's Harbor, as outlined in the City's Coastal Land Use Plan, Policy 1 "A public boat launch ramp shall be constructed in association with future development projects within the Harbor area."

Although the dialog regarding the ultimate location for a public boat launch facility ("PBLF") has been ongoing for years, the most recent planning efforts include a siting study prepared by Noble Consultants that assessed various locations and configurations within the harbor, and an evaluation of a subset of those options as part of the Waterfront Environmental Impact Report. Public workshops related to the Siting

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Study were held on February 27, 2016 and March 9, 2016, and the Siting Study was presented to the Harbor Commission at their regularly scheduled meeting on March 14, 2016.

Based on the feedback received at the public workshops and from the Harbor Commission, staff continued to refine the public boat launch facility design and developed three additional options – one each for Mole A, Mole B, and Mole C. An evaluation of these options, including consultation with Coastal Commission staff, led to the recommendation of Mole B as the preferred location for a new public boat launch ramp within King Harbor. This recommendation was initially presented to the Harbor Commission at their June 13, 2016 meeting as part of the Final Environmental Impact Report for the Waterfront. The Harbor Commission further discussed the Mole B location at their June 27, 2016 and July 18, 2016 meetings, and the PBLF was also the topic of discussion at the District 2 Councilmember community meeting on July 28, 2016. On August 8, 2016, the Harbor Commission certified the Final Environmental Impact Report for the Waterfront Project and selected the staff recommended alternative, which included Mole B as the location for the public boat launch facility. However, as noted in the June 13, 2016 Harbor Commission Admin Report, the entitlements for the Boat Launch Facility would occur separately from the proposed Waterfront Project proposed for implementation by CenterCal. More specifically that Report stated:

"the boat launch entitlements (i.e., conditional use permit, Harbor Commission Design Review, and coastal development permit) for the boat launch ramp will occur separately from the entitlements for the CenterCal development. This approach is consistent with CEQA, which recognizes that projects will traditionally require numerous subsequent approvals to implement a project after the initial set of entitlements. (CEQA Guidelines § 15124(d)(2) and 15378(c) [noting public agencies "may make more than one decision on a project."].)"

On October 10, 2016, the Harbor Commission held a Public Hearing to consider the land use entitlements for the public boat launch facility at Mole B. At that meeting, the Harbor Commission received extensive public testimony that largely mirrored comments received at the various PBLF workshops/meetings and the hearings on the Waterfront EIR and Waterfront land use entitlements. After a thorough deliberation process, in which they weighed and evaluated all evidence and testimony, the Harbor Commission approved the land use entitlements for the public boat launch facility which are comprised of the Conditional Use Permit (CUP), Harbor Commission Design Review (HCDR) and Coastal Development Permit (CDP) (Attachment B). The Harbor Commission's action was just, proper and in full compliance with laws, ordinances, regulations and standards. In granting the land use entitlements and approving a

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**APPEAL OF MOLE B BOAT LAUNCH AND HOIST
FACILITY**

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Coastal Development Permit for those portions of the project that are within the City's jurisdiction, the Harbor Commission made all required findings. Those findings are supported by substantial evidence and facts in the record of the public hearing.

The use of a Certified FEIR for environmental clearance for future or subsequent actions is consistent with CEQA. The refinements and adjustments made to the final design of the PBLR approved by the Harbor Commission on October 10, 2016 were made in response to public testimony regarding perceived safety, parking and operational concerns and did not constitute changes resulting in new or increased environmental impacts. As noted in the City's Response to Comments to Appellant (Final EIR Response PC323-29 and 33): "The CEQA reporting process is not designed to freeze the ultimate proposal in the precise mold of the initial project..." (*Citizens for a Sustainable Treasure Island v. City and County of San Francisco* (2014) 227 Cal.App.4th 1036, 1053-1055.) Furthermore, during the City Council's Appeal hearing held on October 18-19, 2016, the City Council considered these minor changes to the proposed Boat Launch project component before deciding to certify the Final EIR for the Waterfront Project.

The City received an Appeal (Attachment C) requesting that the City Council reverse the decision of the Harbor Commission and send the PBLF back for additional review and consideration. The Appeal raises no new issues that were not adequately considered by the Harbor Commission and City Council in selecting the Boat Launch site at Mole B and granting the requested entitlements. Therefore, staff recommends that the City Council, after considering all testimony find the appeal without merit by adopting the recommended resolution sustaining the decision of the Harbor Commission to grant the requested entitlements. Attachment D is a response to the assertions made in the Appeal.

BACKGROUND

From the time of the initial construction of the harbor, the concept of building a public boat launch ramp in King Harbor has been a topic of discussion in the community. The most recent conversations have emerged as a result of the proposed Waterfront Revitalization effort and the requirement of the City's Local Coastal Plan to plan and construct a public boat launch ramp as a prerequisite to new development in the Harbor. As part of that process, in April 2014 the City prepared a grant application to the Department of Boating and Waterways that proposed the public boat launch facility be located at Mole C. In October 2014, as part of a discussion to advance the engineering work to support this location, the City Council directed staff to conduct an alternative site analysis for a boat launch facility elsewhere in King Harbor. This boat launch information was incorporated into analysis of project alternatives in Chapter 4 of the Draft EIR.

The City continued to engage the services of Noble Consulting to conduct the siting study. The results of that analysis were considered by the public at two public workshops held on February 27, 2016 and March 9, 2016. In addition, a presentation of the findings was made to the Harbor Commission on March 14, 2016. The public workshops were well attended and were conducted in a casual setting that enabled significant interaction between the public, City staff, and the City's consultant. Likewise, the Commission hearing was well attended and though more formal in structure, the public was afforded the opportunity to comment on the siting study and the Commissioners were able to ask questions of City staff regarding the study.

The siting study included a historical perspective on the effort to locate a boat launch in King Harbor, and it evaluated several public boat ramp designs for Mole A, Mole B, Mole C and Mole D. The pros and cons of each location were presented and a planning level cost estimate was prepared for each of the proposed alternatives.

In response to the comments received at the public workshops and the Harbor Commission hearing, three modified concepts were developed and evaluated by Noble Consultants for Moles A, B, and C. The Draft EIR also considered two boat launch options at Mole D.

Following the evaluation of the proposed options for the Boat Launch project component, Staff recommended siting the boat launch facility at Mole B. This conclusion was supported by the Coastal Commission staff. The recommendation was based on several factors including:

- Mole B has the lowest total estimated cost to bring the facility on-line at approximately \$6M. Since there are no existing tenants on Mole B that would need to be relocated or acquired, the overall cost for design and construction is the lowest of the various alternatives.
- Mole B has the lowest ongoing maintenance costs. Due to the inner harbor location of the Mole B ramp, the site is better protected from storms and surge than the other alternative locations.
- Mole B provides the opportunity to construct the facility in the shortest period of time and does not require the relocation of existing businesses or clubs. The City controls portions of Mole B, and the existing leaseholder of the remaining area is willing to work with the City to amend their leasehold boundaries to accommodate the development of the public boat launch facility.

- The design of boat launch facility at Mole B can accommodate multiple users and methods of launching water craft. The design for the site can accommodate trailered ramp launches, hand launches, and launches from a hoist.
- The site has direct access to Harbor Drive via a signalized intersection and straight drive lanes.
- The site minimizes the interaction of vehicles with boats/trailers and existing and proposed commercial uses in the Waterfront's center.
- Mole B's proximity to other public facilities including the City's Harbor Patrol Station and Moonstone Park.

DESCRIPTION OF THE MOLE B BOAT LAUNCH FACILITY

As described on Final EIR Chapter 1 page 1-27, the alternative boat ramp location at Mole B that was originally analyzed and rejected in the Draft EIR had a different location and configuration than the Mole B alternative analyzed in Chapter 1 of the Final EIR and ultimately selected by City Council. The Mole B design that was rejected for having greater impacts than the other potential locations substantially reduced Moonstone Park, placed the ramp in Basin 2, and had a shared north-south access road with the Harbor Patrol. The Mole B alternative selected by City Council retains Moonstone Park, locates the ramp in Basin 1, and does not use the Harbor Patrol's north-south access road.

The current iteration of the Mole B public boat launch facility plan has emerged from a series of conversations with the community, the Harbor Commission, the California Coastal Commission, the Lanakila and Nahoia Outrigger Clubs, Redondo Beach Harbor Patrol Division personnel and Marina Cove Limited – the master leaseholder for most of Mole B. Based on discussions with each of these groups, the plan has been refined to address and respond to various comments and concerns that have been expressed during the planning process, including comments from the Appellant. The refined final plan for the public boat launch facility on Mole B (Attachment E) is based upon the designs reviewed by Harbor Commission on October 10, 2016 and includes the following elements:

- A two-lane ramp with fiberglass composite boarding floats designed to launch boats into the calm water within Basin One. A cross –section of the ramp design is attached as Attachment F;
- A hoist pier that is outfitted with a 5-ton jib crane designed to assist with launches for ADA and senior boaters and a related hoist queuing dock constructed of

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concrete encased poly-styrene that is approximately 95 feet in length. A cross section of the hoist design is attached as Attachment G;

- Two queuing docks (also of concrete encased poly-styrene) for arriving and departing vessels that total approximately 328 feet in length. These docks are aligned along the southern and eastern edge of the launch basin area;
- Two wash down/motor flushing areas located along the western edge of the parking area with a stormwater interceptor or other water treatment system that would treat runoff water before discharging it into the storm drain or sewer system; and
- Approximately 32 parking spaces immediately adjacent to the launch facility comprised of: (a) Twenty (20) parking spaces that are 40 feet in length – including one ADA accessible space; (b) Six (6) parking spaces that are 50 feet in length; and (c) Six (6) parking spaces that are 55 feet in length.
- A total of approximately 24,000 square feet of water surface area that is dedicated to boat launch facility user maneuverability that is separate from the Basin 1 Fairway.

PROJECT CONSIDERATIONS

Parking

The proposed PBLF would alter the existing parking at the end of Mole B by converting existing single vehicle parking spaces into trailered parking spaces. As noted above, the total number of parking spaces associated with the PBLF is 31 spaces provided at varying lengths, including one ADA accessible space. As part of the larger planning effort for Mole B, including Moonstone Park, some of the single vehicle spaces can be replaced by creating double loaded drive aisles with approximately 43 spaces leading to the Harbor Patrol Building. Currently, there is no legal parking along this access drive. In addition, a recent parking survey conducted by Marina Cove, the current leaseholder for portions of Mole B, indicates that parking demand across the Mole is sufficient to support the proposed reconfiguration of parking associated with the development of the PBLF.

Slips

The proposed PBLF would eliminate approximately 39 slips currently located in Basin One ranging in size from 17 feet to 76 feet (8 slips on K Dock, 20 slips on L Dock, and 11 slips on M Dock). This loss of slips was already considered by City Council during certification of the Final EIR. Based on conversations with Marina Cove, the boats currently residing within these slips can be accommodated elsewhere in the King

Harbor through a combination of utilizing existing vacant slips, modifications/reconfiguration of vacant slips, attrition of exiting slip users, and coordination between the various marina operators within King Harbor. The time period associated with completing construction plans and specifications for the boat launch facility, coupled with the time required to complete all of the necessary approvals and permits, will provide Marina Cove with the time needed to relocate boats within the 39 affected slips - with no anticipated displacement from King Harbor. While the Mole B facility would result in the removal of approximately 39 marina boat slips of various sizes within Basin 1 of the King Harbor Marina, King Harbor Marina has consistently had approximately 60 vacant boat slips in the marina since 2010.

Operational Safety

As previously discussed the Harbor Commission carefully evaluated the design of the PBLF from an operational safety perspective, and determined that the Mole B Boat Launch proposed in the Final EIR Staff Recommended Alternative was safe. Nevertheless, to address comments from the public and some Harbor Patrol Division personnel, additional design improvements have been incorporated and were approved by the Harbor Commission.

Based on the demand reported at other nearby launch facilities, the number of boats that are expected to utilize the proposed PBLF is not expected to create substantial new use conflicts between various uses within the harbor. Launches are expected to occur during peak morning periods at a maximum rate of one launch every 5 to 15 minutes, and consequently boats feeding into the Basin One fairway should be spaced sufficiently far enough apart so that they would be smoothly and safely introduced into arriving or departing Basin One traffic.

The proposed Mole B PBLF is located approximately 300 feet east of the entrance to Basin One. The ramp is oriented on an azimuth of 21 degrees. This alignment away from the entrance is intended to maximize the sight line distances from the entrance to the Basin One fairway channel. At a no wake speed of no greater than 5 miles per hour (4.3 knots), a separation buffer distance of at least 40 seconds is available for boaters who enter Basin One to survey the channel ahead and adjust steerage or speed as appropriate.

While the Final EIR Boat Launch Facility at Mole B was determined to be safe, the latest design iteration of the PBLF includes specific design features made in response to public and Harbor Patrol personnel comments to further improve operational safety. These include:

- The elimination of slips on the western side of M Dock and the expansion of queuing dock space on the western and southern edges of the launch ramp basin. The removal of the M Dock slips eliminates the possibility that a boat launched into the basin could be blown into boats that are moored within their slips. In addition, by creating a larger queuing dock, boats that are waiting to be retrieved (or embark on their day) can tie up safely rather than waiting in open water or circulation lanes. The removal of additional private slips also increases the total amount of maneuverable water surface area for public boat launch users.
- With the creation of the queuing docks noted above, the dock immediately adjacent to the hoist has been shortened from 150 feet to approximately 95 feet. This dock will be dedicated to boats launched and retrieved via the hoist and will not be used for queuing for boats launched or retrieved from the ramp – thereby reducing the boat traffic entering the Basin One fairway at this location. In addition, the shorter dock will further improve the sight lines for boats entering and exiting the Basin.
- The length of the boat launch ramp float has also been reduced in order to help ensure that boats leaving the ramp do not accidentally reverse or drift into the Basin One Fairway.

In addition to the final design refinements, a safety and operations plan was prepared with input from the City's Harbor Patrol Division to guide the future use of the proposed public boat launch facility and the plan was incorporated into the CUP for the boat launch. The plan provides requirements for vessel safety; hours of ramp operation; parking regulations; launch ramp operation procedures; hoist management and operation procedures; and a recommended fee schedule (final fees must be set by City Resolution). It is important that the plan requires the facility to be staffed on a regular basis and that the attendant provide the necessary supervision and enforcement of the safety and operations plan.

One additional element that has been proposed to improve the overall safety of the PBLF on Mole B is the elimination of commercial stand up paddling ("SUP") operations within Basin One. Currently, Tarsan operates a commercial SUP business that originates from the interior of Basin One. By requiring the SUP'ers to launch from the interior of Basin Two, the commercial SUP traffic within Basin One can be eliminated- thus further improving safety for users of the PBLF. Marina Cove (Tarsan's Landlord) has approached Tarsan regarding the proposed change to the launch location and they are amenable to the change as it would afford them greater visibility from other commercial operations, including the Bluewater Grill.

Moonstone Park/Outrigger Canoe Clubs & Feasibility Study

Over the past few months, the City has been working closely with both the Lanakila Outriggers and Nahoa Outriggers to ensure that their operations on Mole B can be preserved with the installation of a public boat launch. The outrigger clubs have performed a feasibility study and prepared an attractive concept for Moonstone Park that is centered on the Polynesian culture and Outrigging as a sport and would provide the public with an opportunity to better engage with the paddling community. As part of the study the Outriggers confirmed the feasibility of their operation within the planned space and determined that the identified park space met or exceeded the minimum public open space requirements for Mole B as defined by the Coastal Commission. Although not a part of, nor the subject of the approval for the public boat launch facility project, a proposed space and circulation plan is attached (Attachment H) to show how Mole B could be organized to accommodate the outrigger operations and Moonstone Park. This Plan was prepared in response to Appellant's assertions that Mole B could not accommodate the outriggers and the boat launch facility. (See Appellant's August 7, 2016, p. 56 letter asserting "Mole B would shut down their [Lanakila's] club.")

This feasibility study provides approximately 13,500-square feet of usable space for outrigger operation and meets the adopted standards for the size and scale of Moonstone Park. Although property lines are shown on the Attachment, the proposed concept would allow full public access to all areas of the Mole. A new public walkway/boardwalk and viewing platform could be created along the western edge of the Mole that would provide opportunities to observe various events in the harbor such as the 4th of July fireworks, outrigger and yacht club regattas, and the holiday boat parade. The concept includes restroom facilities and shower facilities that would benefit visitors to the park, the outriggers and the public boat launch ramp users. A lanai and picnic tables are provided as well as open areas for general recreation activities and the Coast Guard's helicopter landing zone. As noted above, parking is provided along the eastern edge of the park along a double loaded drive aisle and a walkway to Basin Two is provided to facilitate public access to the area. This feasibility study was performed to demonstrate that the Boat Launch, the outriggers, the park, and emergency helicopter access can all be provided on Mole B, however, the current approvals only provide permits for the boat launch facility.

The Mole B concept has the support of the leadership of the outrigger canoe clubs and the identified parcel boundaries would allow the City to advance negotiations with the clubs on a new lease structure that would enable them to improve and enhance future operations. The proposed Mole B feasibility study and proposed public boat launch ramp facility design were reviewed with the California Coastal Commission staff, and they continue to express support for the development of a public boat launch ramp in conjunction with new development in the Waterfront.

November 29, 2016

ENVIRONMENTAL REVIEW

The Mole B public boat launch and hoist facility is a component of the project studied and evaluated in the Waterfront Final Environmental Impact Report. The incorporation of all applicable conditions and mitigation measures from that FEIR into the project approval provides environmental clearance for the public boat launch and hoist facility project. The additional final design modifications have been provided to further improve safety and maneuverability and do not result in new or increased environmental impacts beyond those already analyzed in the Waterfront Final EIR. Furthermore, the updated boat launch plans were included as Attachment 11 to the City Council's October 18, 2016 Administrative Report, and were considered in the City Council's CEQA Findings.

COORDINATION

The Waterfront and Economic Development Department Coordinated the preparation of this report with the Community Development Department, the Harbor Master and Harbor Patrol Division personnel, the City Manager's Office, the City's Coastal Engineering Consultant – Noble Consultants, the Marina Cove Leaseholder, the Outrigger Clubs and Coastal Commission staff.

FISCAL IMPACT

The conceptual level cost estimates to design and construct a boat launch at Mole B are estimated to be approximately \$6MM. If the City elects to move forward with this project, funding for this improvement would be provided by the Harbor Enterprise Tidelands Fund or through grant funds, if available.

The cost of operating the boat launch is expected to be paid for by fees associated with the use of the facility. Operating expenses are generally comprised of personnel expenses for on-site attendant(s) – which is expected to consist of a single attendant on weekdays and two attendants on peak weekends and holidays - and costs to maintain and replace the docks, boarding float, and hoist. Staffing costs are estimated at approximately \$70k per year and facility maintenance and replacement costs are estimated at approximately \$12k per year. Based on an average number of launches of 15 per day at a cost of \$15 per launch, the annual revenues are estimated to be approximately \$82k per year.

Submitted by:
Stephen Proud

Approved for Forwarding by:
Joe Hoefgen,

Administrative Report

**APPEAL OF MOLE B BOAT LAUNCH AND HOIST
FACILITY**

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November 29, 2016

Waterfront & Economic Development Director

City Manager

Aaron Jones

Community Development Director

Attachments:

Attachment A – City Council Resolution

Attachment B - Harbor Commission Resolution

Attachment C – Appeal of Harbor Commission Action

Attachment D – Appeal Response\Findings

Attachment E – Boat Launch Facility Site Plans

Attachment F – Cross Section of Ramp Design

Attachment G – Cross Section of Hoist Design

Attachment H – Mole B Moonstone Park and Outrigger Feasibility Plan

Attachment I – Resume of Jon T. Moore, Marine Engineer

RESOLUTION NO. CC-**-*****

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH DENYING THE APPEAL AND SUSTAINING THE DECISION OF THE HARBOR COMMISSION AND APPROVING A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW, AND A COASTAL DEVELOPMENT PERMIT FOR THE CONSTRUCTION AND OPERATION OF A PUBLIC BOAT LAUNCH RAMP AND HOIST FACILITY (A COMPONENT OF THE WATERFRONT PROJECT) AND FINDING THAT THE ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT HAVE BEEN ADEQUATELY ADDRESSED IN A PRIOR CERTIFIED FINAL ENVIRONMENTAL IMPACT REPORT (WATERFRONT EIR, (SCH# 2014061071) AND DO NOT TRIGGER SUBSEQUENT OR SUPPLEMENTAL ENVIRONMENTAL REVIEW

WHEREAS, applications were filed by Redondo Beach Waterfront, LLC requesting approval of a Conditional Use Permit, Harbor Commission Design Review, Coastal Development Permit, and Vesting Tentative Tract Map No. 74207 (deemed complete on June 23, 2016) to allow the construction of coastal commercial office, hotel, theater, retail, restaurant, and recreational uses in the City's Harbor Pier Area.

WHEREAS, The Redondo Beach City Council considered the Waterfront Certified Final EIR, including the current iteration of the Boat Launch Facility at Mole B which was included as Attachment 11 to the City Council's October 18, 2016 Admin Report, and certified the Waterfront Certified Final EIR (SCH# 2014061071) on October 19, 2016 (City Council Resolution CC 1610-098).

WHEREAS, the City June 13, 2016 Admin Report, public agencies "may make more than one decision a project" as explained under CEQA Guidelines Sections 15124(d)(2) and 15378(c); consequently the initial set of project entitlements were issued on October 19, 2016 for development proposed for operation by Redondo Beach Waterfront, LLC, and for conceptual selection of a boat launch facility at Mole B (City Council Resolution CC 1610-099).

WHEREAS, to implement the components of the Waterfront Project associated with Redondo Beach Waterfront, LLC, the City's certified Coastal Land Use Plan, Policy 1 requires that "a public boat launch ramp shall be constructed in association with future development projects within the Harbor area."

WHEREAS, applications were filed by the City of Redondo Beach which were deemed complete on September 28, 2016 requesting approval of a Conditional Use Permit, Harbor Commission Design Review and Coastal Development Permit, to allow

the construction of a Public Boat Launch Ramp and Hoist Facility for the Waterfront Project on Mole B in the Coastal Commercial Zone (CC-4).

WHEREAS, a notice of the time and place of the City of Redondo Beach Harbor Commission's ("Harbor Commission") public hearing was given pursuant to State Law and local ordinances by publication in the Easy Reader, by posting the subject property, and by mailing notices to property owners within 300 feet and occupants with 100 feet of the exterior boundaries of the subject property on September 29, 2016.

WHEREAS, the Harbor Commission accepted and considered all public testimony, reviewed and considered the applicant's design submittal, and applications for Conditional Use Permit, Harbor Commission Design Review and Coastal Development for the proposed Public Boat Launch Ramp Facility and Hoist Facility for the Waterfront Project on Mole B, for those portions of the project not within original jurisdiction of the Coastal Commission Permit along with presentations at the public hearing held on October 10, 2016.

WHEREAS, at its meeting of October 10th, 2016, the Harbor Commission approved the Conditional Use Permit, Harbor Commission Design Review, Coastal Development Permit, and Environmental Determination for the proposed Public Boat Launch Ramp Facility and Hoist Facility for the Waterfront Project on Mole B.

WHEREAS, an appeal of the Harbor Commission decision was filed with the City Clerk's Office on October 18th, 2016.

WHEREAS, notice of the time and place of the public hearing where the appeal would be considered was given pursuant to State law and local ordinances by publication in the Easy Reader, by posting the subject property, and by mailing notices to property owners within 300 feet and occupants with 100 feet of the exterior boundaries of the subject property, and the appellant on November 17th, 2016.

WHEREAS, the City Council of the City of Redondo Beach held a public hearing to consider the appeal on the 29th day of November, 2016 at which time the City Council considered evidence presented by the applicant, the appellant, City staff, and the public.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:

1. In accordance with Municipal Code Sections 2-9.711, 10-5.2512, and 10-5.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the reasons described below. The Findings provided in this resolution are also supported by information and analysis in the Certified Final EIR, the MMRP, the CEQA Findings, the Statement of Overriding Considerations, and the Administrative Reports for the Waterfront Project, and other project documentation prepared by the City of Redondo Beach.

- a) The proposed public boat launch and hoist facility is conditionally permitted in the Coastal Commercial (CC-4) Zone in which the site is located as provided under RBMC Section 10-5.810, and the site is adequate in size and shape to accommodate the uses including all setbacks, spaces, walks and fences, parking, loading, landscaping and other features, and the project is consistent with the requirements of Chapters 2 and 5, Title 10 of the Redondo Beach Municipal Code.
 - b) As substantiated in the Certified Final Environmental Impact Report (SCH# 2014061071 / FILE NO. 2014-04-EIR-001) and the Traffic Impact Study prepared by Fehr & Peers, the public boat launch ramp and hoist site has adequate access to public streets of adequate width to carry the kind and quantity of traffic generated by the project with the implementation of Mitigation Measures TRA-1 through TRA-6 in the adopted Mitigation Monitoring Program and the additional traffic flow improvements including the lengthening of the southbound right turn pocket on Harbor Drive at Marina Way to provide additional vehicle and trailered boat storage capacity.
 - c) The proposed public boat launch ramp and hoist project will have no adverse effect on abutting property or the permitted use thereof, subject to the adopted Mitigation Monitoring Program and Conditions of Approval.
 - d) The proposed public boat launch ramp and hoist project conforms to all of the requirements of the Coastal Zoning Ordinance and the Coastal Land Use Plan, and is therefore, consistent with the Local Coastal Program.
 - e) The proposed public boat launch ramp and hoist project is consistent and in conformance with (1) the General Plan including the "CC Coastal Commercial" designation, (2) the Harbor/Civic Center Specific Plan, (3) and the Certified Coastal Land Use Plan.
 - f) The Conditions of Approval adopted in this resolution are deemed necessary to protect the public health, safety, and general welfare.
 - g) The public boat launch ramp and hoist project is in compliance with the applicable development standards by zone, including allowable uses, height requirements, F.A.R. maximums, and other standards.
2. In accordance with Municipal Code Sections 10-2.2512, 10-2.2502(b), 10-5.2512, and 10-5.2502(b), 10-2.1802, 10-5.1802, and 10-5.1900 of the Redondo Beach Municipal Code, the applicant's request for Harbor Commission Design Review to construct a Public Boat Launch Ramp and Hoist Facility is consistent with the criteria set forth therein for the following reasons:

- a) The design of the proposed public boat launch ramp and hoist project considers the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.
 - b) The project site contains no natural terrain as it was constructed more than 60 years ago from artificial fill when the first development took place. Therefore, there is no natural terrain or natural landscape features that can be integrated into the project. Furthermore, it would not be feasible to preserve the existing landscaping because the existing landscaping is not draught tolerant and would not conform to the City's landscaping regulations for new development.
 - c) The final design of the proposed public boat launch ramp and hoist project is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment subject to the conditions of approval.
 - d) The surrounding built environment includes a wide variety of structures in terms of architecture, design style, building height, mass, bulk and scale, such that the architecture, design style, building height, mass, bulk and scale of proposed public boat launch ramp and hoist project is consistent within the existing framework.
 - e) The design of the proposed public boat launch ramp and hoist project provides innovation, variety, and creativity in the proposed design solution and serves to minimize the appearance of flat facades and box-like construction subject to the conditions of approval.
 - f) The required regulatory signage would be consistent with sign regulation criteria in RBMC Sections 10-5.1802 and 10-5.1810.
3. The City recognizes that the primary components of the Public Boat Launch Facility fall within the original Coastal Development Permit jurisdiction of Coastal Commission. However, several components of the PBLF fall outside the original Coastal Development Permit jurisdiction (i.e. on street signage and turn lane modifications), and in accordance with Section 10-5.2218 (c) of the Redondo Beach Municipal Code the applicant's request for a Coastal Development Permit for project components not within the original jurisdiction of the Coastal is consistent with the criteria set forth therein for the reasons described below.
- a) That the public boat launch ramp and hoist project is in conformity with the Certified Local Coastal Program because it will not impact public views of the water/marina and will increase the on-site public-serving amenities by providing a new resident and visitor serving recreational facility allowing

low cost public access for the coastal-dependent public recreational boating use that is mandated in Policy 1 of the Coastal Land Use Plan. As also outlined in the findings above for the Design Review and the Conditional Use Permit, the Project would be consistent with the FAR, height limits, and permissible uses laid out in the Coastal Zoning for the CC-4 zone.

- b) That the proposed public boat launch and hoist project will improve the quality of the storm water runoff and reduce existing sources of pollution, through the incorporation of all the Best Management Practices (BMPs) required in the Low Impact Development (LID) as outlined in Draft EIR Section 3.8, and through the incorporation of a stormwater interceptor and water treatment system.
 - c) That the proposed public boat launch and hoist project, which is located between the sea and the first public road paralleling the sea, is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code. As outlined in greater detail in the Environmental Impact Report and the associated Fehr and Peers Traffic Report, and the specific CDP Findings adopted in City Council Resolution CC 1610-099 (Coastal Development Permit Findings Attachment, pp. 45-64).
 - d) That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project and in approving the proposed development, the decision-making body is not violating any CEQA prohibition that may exist on approval of projects for which there is a less environmentally damaging alternative or a feasible mitigation measure available. The project has been evaluated for environmental impacts through the preparation of an Initial Environmental Study and an Environmental Impact Report which details all of the required feasible mitigation measures and conditions that shall be incorporated into the project.
- 4. The plans, specifications and drawings submitted with the applications have been reviewed by the Harbor Commission and City Council.
 - 5. The City Council further finds that the proposed refinements to the Mole B boat launch facility do not trigger subsequent or supplemental environmental review under the California Environmental Quality Act. As outlined in the City's Administrative Report and the findings for Denial of the Appeal, the project revisions have been specifically incorporated to address Appellant's requests. While the original Final EIR iteration of the Mole B PBLF was determined to be safe, the proposed refinements further increase safety.

6. As outlined in Attachment D to the Administrative Report for this item (Response to Appeal/Appeal Findings), which is incorporated herein by reference, the City Council finds that the allegations in the Appeal are meritless.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The City Council does hereby find that the above recitals and findings are true and correct and are incorporated herein by reference as if set forth in full.

Section 2. That based on the above findings, the City Council does hereby reaffirm the Harbor Commission's decision, and grants and approves the Conditional Use Permit, the Harbor Commission Design Review and the Coastal Development Permit (for those portions of the PBLF that fall outside of Coastal Commission's original CDP jurisdiction), pursuant to the Mole B Boat Launch plans and applications considered by the Harbor Commission on October 10th, 2016 and the City Council on October 18th, 2016 and November 29th, 2016 (see Exhibit A to the Administrative Report for this Agenda Item). These entitlements shall be held by the City of Redondo Beach.

Section 3. That the approved Coastal Development Permit, Conditional Use Permit, and Harbor Commission Design Review shall become null and void if not vested within 36 months from the effective date of this resolution, unless an extension is granted pursuant to law.

Section 4. These permits shall be void in the event that the applicant does not comply with the conditions applicable to the Boat Launch component of the project:

1. That the City Council hereby approves the architectural design of the public boat launch ramp and hoist project. The precise architectural treatment of exteriors, roofs, walks, walls, landscape, hardscape, lighting and other features shall be reviewed and approved by the Community Development Department prior to the issuance of building permits.
2. That the applicant shall submit complete signage and wayfinding plans to the Community Development and Waterfront and Economic Development Departments for review and approval prior to issuance of permits. Said plans shall provide for high-quality, creative and artistic sign installations consistent with the City's adopted Wayfinding and Regulatory sign design standards. Said signs shall avoid visual clutter and unnecessary repetition.
3. That complete landscape, hardscape and irrigation plans (pursuant to the requirements of the Assembly Bill 1881, the Water Conservation in Landscaping Act of 2006) shall be submitted for review and approval by the Community Development Department prior to installation. Said plans shall incorporate

extensive use of California native, drought-tolerant and water-wise plant materials and tree plantings.

4. That a final lighting plan shall be prepared and submitted to the Community Development Department. The plan shall include all information, details and calculations necessary to determine if the proposed installation will achieve the necessary and appropriate levels of illumination for safety and security and aesthetic and architectural enhancement while shielding and protecting off-site properties from unnecessary and unintentional illumination. Said plan shall be reviewed and approved by the Community Development Department, Police Department and Public Works Department prior to the issuance of electrical permits.
5. That pursuant to the City's Public Art Ordinance, the applicant shall provide a zoning requirement contribution equivalent to one percent (1%) of the project valuation above \$250,000. This contribution can take the form of: 1) installation of public art on the subject property, commissioned by the developer, but subject to the approval of the City's Public Art Commission; 2) a request that the installation of public art on the subject property be commissioned and approved by the Public Art Commission; 3) an installation of public art on the subject property valued at less than the required 1% contribution and an election to provide the balance of the 1% for the public art zoning requirement contribution to the John Parsons Public Art Fund; or 4) payment of the zoning requirement fee to The John Parsons Public Art Fund to be used for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program. If a decision regarding the public art contribution is not finalized prior to the issuance of building permits, the applicant will be required to deposit the 1% zoning requirement fee in a set aside account. The monetary deposit will be held by the City until such time as the public art contribution is satisfied. The art contribution must be completed prior to the issuance of a Certificate of Occupancy.
6. That in order to ensure compliance with all water quality regulations, the construction drawings for the project shall be prepared in accordance with all standards, requirements and design features of the approved Low Impact Development (LID) prepared for the subject site. The initial installation requirements and ongoing operational maintenance requirements of said plan shall be implemented in accordance with the approved LID.
7. That the project shall incorporate bicycle parking or shared bicycle parking, the use of low-emitting materials, the diversion of construction waste from landfills, and the use of Best Management Practices to prevent storm water pollution.
8. That final exterior color and material samples, including the use of marine-grade finishes when feasible, shall be reviewed and approved by the Community Development Department prior to the issuance of Building Permits.

9. That Traffic Management and Safety Plans shall be reviewed and approved by the Public Works Department prior to commencement of any work within the public right-of-way. Provisions of said plans shall be implemented at all times during construction.
10. That the applicant shall provide the following security elements
 - (a) Provide visual camera systems for key areas.
 - (b) Provide details on emergency access to the property by police and fire responders in the event of an emergency including a numerical address system and an "on-site" map.
11. That prior to the issuance of Final certificate of occupancy public access rights shall be reserved over all public areas providing access to, from, and along the project frontage. Access to public areas shall be open for pass through traffic 24 hours a day, seven (7) days a week. A public access map defining the public areas shall be submitted for review and approval by the Community Development Department and the Waterfront and Economic Development Department. It is the intent of this condition to maximize public access to and along the water. Any restrictions on the hours, modes of travel allowed, or other prohibitions shall be reviewed and approved by the Community Development Department and the Waterfront and Economic Development Department. Temporary restrictions or limitations for special events, emergencies, construction or other similar activities may be approved by the City Manager or designee.
12. That the applicant shall comply with, complete and implement the following mitigation measures and the associated procedures as specified in the Mitigation Monitoring and Reporting Program (MMRP) for the Waterfront Final Environmental Impact Report:
 - a. **MM AQ-1: Fleet Modernization for Construction Equipment:** Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that the construction contractor shall ensure that all off-road equipment with a horsepower greater than 50 horsepower (HP) be required to have USEPA certified Tier 4 interim engines or engines that are certified to meet or exceed the NOx emission ratings for USEPA Tier 4 engines. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. During construction, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the City's Building and Safety Division. The construction equipment list shall state the makes, models, and numbers of construction equipment on-site.

Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449. These activities shall be verified by the Building and Safety Division during construction.

- b. **MM AQ-2: Use of Low-VOC Coatings and Paints:** Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the construction plans and specifications stipulate that all architectural coatings shall meet a volatile organic compound (VOC) content of 50 grams per liter (g/L) or less for interior coating and 100 g/L or less for exterior coatings. Use of low-VOC paints shall be verified by the Building and Safety Division during construction. However, if the project is phased such that less square footage is coated on a daily basis, then coatings with higher VOC levels may be used over a longer period of time such that the combination of daily square footage coated and VOC content does not exceed South Coast Air Quality Management District's regional threshold for ROG during construction of 75 pounds per day when combined with other on-site activities occurring on the same day.
- c. **MM BIO-1: Protection of Marine Mammals During Construction:** Pile-driving could result in Level B harassment that leads to avoidance behavior by marine mammals. Therefore, a Level B (harassment) safety zone shall be established around the pile-driving site and monitored for marine mammals as shown in Table MM BIO-1 below. The Level B radius is based on the estimated safe distance for installation of piles proposed for use in the project and is adequate to ensure that pinnipeds would not be exposed to Level B harassment sound levels. The safety zone varies by pile size and hammer type. Because the noise levels anticipated under this analysis are based on measured values from multiple different projects, the protective buffer has been increased by 20 percent to address inherent variability. The buffers are to be applied using direct straight line exposure thus barriers that create an acoustic shadow (e.g., a jetty or breakwater) separating the noise generation from mammal receptors would eliminate the buffer requirement. The pile-driving site will move with each new pile; therefore, the safety zones shall move accordingly. Prior to commencement of pile-driving, a qualified marine mammal observer¹ on shore or by boat shall survey the safety zone to ensure that no marine mammals are seen within the safety zone before pile-driving of a pile segment begins. If a marine mammal is observed within the safety zone during pile-driving operations, pile driving shall be delayed until the marine mammal moves out of the safety zone. If a marine mammal remains within the zone for at least 15 minutes before pile-driving commences then pile-driving may commence with a "soft start" to warn mobile aquatic species to leave the area.

Table MM BIO-1: Pile Driving Safety Zone Buffer By Pile Type and Pile Driving Method

Project Element Pile Type	Pile Driving Method	Level B (160 dBRMS) Distance (meters)	Level B Buffer (160 dBRMS) Distance (meters) + 20 Percent
Horseshoe Pier: 18-inch steel piles	Vibratory hammer	>12 and <16	63 ft (19 m)
Pedestrian/Bicycle Bridge: 14-18-inch steel piles	Vibratory hammer	>3 and <16	63 ft (19 m)
Sportfishing Pier: 11-14-inch wood or concrete piles	Impact hammer	10 meters	39 ft (12 m)
Small Craft Boat Launch Ramp: >18-inch concrete pile	Impact hammer	>14 meters	55 ft (17 m)
Marina Reconstruction: 16-inch concrete pile	Impact hammer	13-18 meters	71 ft (22 m)

dBRMS - decibels Root Mean Square
ft - feet
m - meters

If marine mammals enter the safety zone after pile driving of a segment has begun, pile driving will continue. The qualified marine mammal observer shall monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile-driving shall cease until the animal leaves the area. Prior to the initiation of each new pile-driving episode, the area will again be thoroughly surveyed by the qualified marine mammal observer.¹ A qualified marine mammal observer must meet the professional expectations laid out in the Marine Mammal Observer Associations website: <http://www.mmo-association.org/about-mmobs>, or equivalent, as applicable.

- d. **MM BIO-3: Mitigation for Increase in Surface Coverage:** The applicant shall be required to obtain all required permits from appropriate federal and state agencies for in-water work such as a Clean Water Act Section 404 permit, Section 401 Water Quality Certification and/or Rivers and Harbors Act Section 10 permit. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that permits have been obtained and significant impacts related to any net increase in surface coverage of harbor waters that would occur as a result of the proposed project would be mitigated to less than significant through avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the establishment of an equivalent amount of new open water surface area within King Harbor through the opening of Seaside Lagoon to harbor waters; (b) other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere in Santa Monica Bay; (c) obtaining credits from a mitigation bank within the Santa Monica Bay; and/or (d) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration,

creation, enhancement, or preservation activities within the Santa Monica Bay. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.

- e. **MM BIO-4: Fill in Waters of the U.S.:** The applicant shall comply with U.S. Army Corps of Engineers (USACE) Clean Water Act and Rivers and Harbors Act permitting requirements. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that any required permits such as Clean Water Act Section 404 permit, Section 401 Water Quality Certification, and/or Rivers and Harbors Act Section 10 permit have been obtained. If it is determined that fill of waters of the United States would result from implementation of the proposed project, authorization for such fill shall be secured through the Section 404 and/or Section 10 permitting process. The net amount of Waters of the United States that would be removed during project implementation shall be quantified and replaced or rehabilitated in accordance with the USACE mitigation guidelines. If required in compliance with permit requirements, mitigation shall be implemented that includes one of the following: avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the enhancement of marine habitat associated with the opening of Seaside Lagoon to the waters of King Harbor or other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere Santa Monica Bay; (b) obtaining credits from a mitigation bank; and/or (c) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.

- f. **MM HWQ-1: Tsunami/Seiche Awareness Notification Program:** The following shall be implemented on-site to reduce risks associated with tsunamis: 1 - Signage shall be provided throughout the project area, showing the designated tsunami emergency evacuation route. 2 - A public address system audible at both northern and southern locations of the site shall be installed and used to inform the public of evacuation order or emergency procedures in the event a tsunami warning or alert is issued. Contact information for the on-site management office with access to the public address system shall be provided to the Redondo Beach Fire Department and provided for inclusion in City tsunami preparation/emergency response procedure manuals. 3 - A tsunami evacuation map and a copy of any City tsunami preparation/emergency response procedure manuals shall be kept in the on-site management office at all times. 4 - Tsunami preparedness training shall be provided to on-site security personnel. 5 - Additional information, such as brochures and signage, promoting tsunami awareness

and providing the website to the City's emergency preparedness website shall also be made available at the project site.

- g. MM NOI-1: Pile Driving Vibration:** Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits for construction activities involving the use of pile drivers (impact) within 55 feet of non-engineered timber and masonry structures/buildings or within 30 feet of structures/buildings constructed of reinforced-concrete, steel, or timber, and to the satisfaction of the City of Redondo Beach Building and Safety Division, the project applicant shall retain a Professional Structural Engineer to perform the following tasks: Review the project plans for demolition and construction; Investigate the area where pile driving is proposed to occur, including geological testing, if required; and Prepare and submit a report to the Chief Building Official to include, but not be limited to, the following: Description of existing conditions at the subject area; Vibration level limits based on building conditions, soil conditions, and pile driving approach to ensure vibration levels would be below 0.2 in/sec for non-engineered timber and masonry buildings if nearby or 0.5 in/sec for structures or buildings constructed of reinforced-concrete, steel, or timber if nearby; and Specific measures to be taken during pile driving to ensure the specified vibration level limits are not exceeded.
- h. MM NOI-2: Equipment Mufflers:** During all project construction, all construction equipment, fixed or mobile, shall be operated with closed engine doors, if so equipped, and shall include properly operating and maintained residential-grade mufflers consistent with manufacturers' standards.
- i. MM NOI-3: Stationary Equipment:** Stationary construction equipment (fixed equipment such as compressors, generator, fans, as well as idling vehicles, etc.) operating in proximity to noise sensitive receptors (i.e., residential structures) shall be placed a minimum of 50 feet away from such receptors so that emitted noise is naturally dissipated from the receptors.
- j. MM NOI-4: Equipment Staging Areas:** Equipment staging shall be located in areas that are shielded from and/or set back noise sensitive receptors, with a minimum of 50 feet separation between the sensitive receptor and the nearest edge of the staging area.
- k. MM NOI-5: Electrically-Powered Tools and Facilities:** Where available, electrical power from a grid connection shall be used to run air compressors and similar power tools and to power any temporary equipment.
- l. MM NOI-6: Sound Barriers:** Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and the any sensitive receptors such as live-aboards as needed during construction phases with high noise levels. Temporary sound barriers shall

consist of either sound blankets capable of blocking approximately 20 A-weighted decibels (dBA) of construction noise or other sound barriers/techniques such as acoustic padding or acoustic walls placed near the existing residential buildings to the east of the project site that would reduce construction noise by approximately 20 dBA. Barriers shall be placed such that the line-of-sight between the construction equipment and immediately adjacent sensitive land uses is blocked.

- m. MM NOI-ALT-1: Temporary Relocation of Liveaboards:** A temporary moorage location within King Harbor shall be provided to liveaboard vessels located within 150 feet of construction activities as needed during construction phases with high noise levels. The need for relocation should be evaluated on a case-by-case basis considering the type of construction activities occurring, equipment being used, duration, and distance to the noise sensitive receptors.
13. That the applicant shall be required to adhere to the adopted (Revised) Mitigation Monitoring and Reporting Program prepared in conjunction with the approved Final Environmental Impact Report (SCH# 2014061071 / File No. 2014-04-EIR-001). Compliance monitoring shall be as specified in the MMRP.
14. That the applicant shall comply with the following conditions of approval identified in the Certified Final EIR:
- a. COA AES-1: Lighting** - Lighting at the project site would consist of various types of light sources, including light emitting diodes (LEDs), aimed or shielded in such a manner as to limit light trespass, direct the visual impact of the display to the appropriate audience, and direct light away from surrounding marinas. Final lighting plans shall be subject to review and approval by the Community Development Department. In the event that the lighting plans are not approved by the Community Development Department, said plans shall be referred to the Harbor Commission for review. Final signage plans shall be reviewed by the Harbor Commission.
- b.** The final architectural design and plans for the proposed project, which include the materials and textures shall be in substantial conformance with the design and plans approved by the Harbor Commission and shall be subject to the review and approval of the Community Development Department. In the event that final architectural design and plans are not approved by the Community Development Department, said design and plans shall be referred to the Harbor Commission for review.
- c. COA BIO-1: California Least Tern** - If the construction schedule overlaps with the California least tern breeding season of April 1 – September 15, a qualified biologist¹ shall conduct monitoring prior to the initial start of construction within 500 feet of in-water construction activities. ("in water work

area"). The contractor shall delay commencing work if terns are actively foraging (e.g. searching and diving) within the in-water work area. If no least terns are actively foraging within 500 feet of in-water construction activities, construction can commence. Monitoring shall continue a minimum of one-hour twice a week during in-water project activities during the breeding season (April 1 – September 15). In-water construction will be halted if least terns are actively foraging within 500 feet of the in-water construction area, and can resume when least terns have left the area within 500 feet of in-water construction.¹ The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related environmental science, having a demonstrated familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the site, demonstrated familiarity with the laws and regulations governing the protection of the species, and 2 years of construction and/or operations effects monitoring experience.

- d. **COA BIO-2: Permit Compliance** - In compliance with the Clean Water Act, it is anticipated that a Section 404 permit would be required for project activities, including placement of permanent fill in jurisdictional waters. A Section 401 Water Quality Certification would also be required. In compliance with the Rivers and Harbors Act, a Section 10 permit would be required for "all work, including structures, seaward of the annual high water line in navigable waters of the United States". Compliance with these permits may include best management practices and construction measures to control turbidity in the water column adjacent to in-water work. The Water Quality Certification would contain water quality monitoring requirements for dissolved oxygen, light transmittance (turbidity), pH, and suspended solids at varying distances from the dredging operations. The permit would also include corrective actions in the unlikely event that construction exceeds any of the monitoring levels, which include silt curtains, which would be implemented if the monitoring data indicate that water quality conditions outside of the mixing zone exceed the permit-specified limits.
- e. **COA BIO-4: Eelgrass** - Prior to any in-water construction, the project area would be surveyed per the Southern California Eelgrass Mitigation Policy (SCEMP). The SCEMP is administered by the U.S. Fish and Wildlife Service, National Marine Fisheries Service (NMFS), and California Department of Fish and Wildlife in order to determine impacts to eelgrass resources. In accordance with the requirements of the SCEMP, a pre-construction eelgrass survey shall be completed by a qualified biologist within 60 days prior to initiation of demolition or construction activities at the site. This survey shall include both area and density characterization of the beds. A post-construction survey shall be performed by a qualified biologist¹ within 30 days following project completion to quantify any unanticipated losses to eelgrass habitat. Impacts shall then be determined from a comparison of pre- and post-construction survey results. Impacts to eelgrass, if any, would require

mitigation as defined in the SCEMP. If required following the post-construction survey, a mitigation planting plan shall be developed, approved by NMFS, and implemented to offset losses to eelgrass.¹ The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related environmental science, having a demonstrated familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the site, demonstrated familiarity with the laws and regulations governing the protection of the species, and 2 years of construction and/or operations effects monitoring experience.

- f. **COA BIO-5: Caulerpa** - Prior to initiation of any permitted disturbing activity, a pre-construction survey of the project area shall be conducted to determine the presence or absence of Caulerpa. Per the National Marine Fisheries Service's (NMFS') Caulerpa Control Protocol, this survey shall be conducted at a Surveillance Level, since Caulerpa has not been detected in King Harbor. Survey work shall be completed no earlier than 90 days prior to the disturbing activity and no later than 30 days prior to the disturbing activity and shall be completed, to the extent feasible, during the high growth period of March 1 – October 31. If detected, NMFS and California Department of Fish and Wildlife will be notified within 24 hours of completion of the survey.
- g. **COA BIO-6: Compliance with NMFS Guidelines for Overwater Structures** - The proposed project shall comply with National Marine Fisheries Service (NMFS) guidelines for overwater structures and Essential Fish Habitat (EFH). The City will cooperate in any consultation process with NMFS regarding impacts to EFH; consultation would be conducted prior to implementation of the proposed project.
- h. **COA GEO-1: Geotechnical Report Per the Seismic Hazard Mapping Act** - As required by the Seismic Hazard Mapping Act of 1990 (Public Resources Code Section 2697[a]), the City shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard. Because a majority of the proposed project is within a liquefaction zone, a geotechnical report or reports prepared in accordance with the Act would be prepared and submitted to the City's Building and Safety Division prior to implementation of the project.
- i. **COA GEO-2: Seismic Design and Engineering Criteria** - The proposed project would be designed and constructed in accordance with California Building Code provisions associated with seismic design and engineering criteria (including recommendations in geotechnical reports prepared as part of the design process) to minimize potential risks to people and buildings/structures in the event of seismically-induced geological hazards (including liquefaction). This includes requirements for construction, grading,

excavations, use of fill, and foundation work (including type of foundation and/or soil improvement requirements), including type of materials, design, procedures, etc. Such design and construction practices would include, but not be limited to, completion of site-specific geotechnical investigations regarding construction and foundation engineering. The design would incorporate measures pertaining to temporary construction conditions as well as long-term operational conditions specific to the project site.

- j. **COA GEO-3: Final Geotechnical Report Review and Approval** - The final geotechnical report(s) shall be reviewed by the City's Building and Safety Division for findings and recommendations, and the City shall approve the final project plans once satisfied that all appropriate site-specific design criteria and geotechnical recommendations, including any additional recommendations that come out of this review, have been applied to the implementation of the project through the project plans. The applicant is required to comply with the recommendations contained in the geotechnical report.
- k. **COA HAZ-1: Contamination Contingency Plan** - If soil and/or buried debris is encountered during excavation or grading that is suspected to be contaminated (i.e., is observed by sight, smell, or instrument such as a photoionization detector [PID] meter if in use), work in the area of potential contamination shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented. The potential contamination would be evaluated by a qualified environmental professional using appropriate evaluation practices and, if necessary, sampling and analysis techniques as determined by the environmental professional based on the nature of the find. The nature and extent of contamination shall be determined and the appropriate handling, disposal and/or treatment shall be implemented (i.e., excavated/disposed of, treated in-situ [in-place], or otherwise managed) in accordance with applicable regulatory requirements, such as those associated with, but not limited to, the RBFD, LACFD, LARWQCB, CalEPA, DTSC, and/or SCAQMD, as appropriate.
- l. **COA REC-2: Redondo Beach Marina in Basin 1 Slip Transition/Temporary Relocation Plan** - A slip transition and/or temporary relocation plan would be established for vessels located with the King Harbor Marina/Basin 1 similar to the temporary relocation plan established for Portofino Marina (located within King Harbor to the north of the project site). The temporary transition/relocation plan is intended to provide temporary slips for displaced vessels during the reconstruction/redevelopment of the King Harbor Marina. The plan would include notifying tenants in advance of construction, finding temporary locations elsewhere in King Harbor for displaced vessels prior to the start of construction, and phasing construction to minimize the disruption to the degree feasible, including minimizing the

number of times that vessels must be moved over the course of the construction. The temporary locations identified in the relocation plan would take into account the adequacy of the replacement locations, to ensure that adequate space and amenities (e.g., parking spaces) are available to accommodate the relocated uses and so as not to disrupt existing uses or result in substantial physical deterioration of the temporary location.

m. COA TRA-1: Construction Traffic: The following conditions are recommended: A flagman shall be placed at the truck entry and exit from the Project site. To the extent feasible, deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time. Access shall remain unobstructed for land uses in proximity to the Project site during project construction. Minimize lane and sidewalk closures to the extent feasible. In the event of a temporary lane or sidewalk closure, a worksite traffic control plan, approved by the City of Redondo Beach, shall be implemented to route traffic, pedestrians, or bicyclists around any such lane or sidewalk closures. A Construction Management Plan shall be developed by the contractor and approved by the City of Redondo Beach. In addition to the measures identified above, a Construction Management Plan shall include the following: Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets. Establish requirements for the loading, unloading, and storage of materials on the Project site. Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project site and neighboring businesses.

15. That the applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Division.
16. That all on-site litter and debris shall be collected daily during construction.
17. That construction work shall occur only between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday, between 9:00 a.m. and 5:00 p.m. on Saturday, with no work occurring on Sunday and holidays unless for unique and exceptional reasons the applicant obtains an After Hours Permit from the Community Development Department.
18. That a Project Information Officer shall be assigned to the site during construction. The officer shall provide community updates through a City website page as well as periodic email blasts to interested parties. A construction hotline phone number shall be dedicated for the project.
19. That Material storage on public streets shall not exceed 48 hours per load.

20. That the project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighbors are not subjected to excessive noise, disorderly behavior, or abusive language.
21. That barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.
22. That streets and sidewalks adjacent to job sites shall be clean and free of debris.
23. That off-site parking for employees and surplus or overflow parking is hereby authorized. Plans for such parking shall be reviewed and approved by the Director of Public Works and the Community Development Director.
24. That the following traffic flow improvements on Harbor Drive, and the Harbor Drive extension shall be designed and constructed prior to final occupancy of the project. The project Applicant shall provide a fair share contribution for these improvements. If the installation of these improvements results in the loss of any on street parking that parking shall be replaced at a one to one ratio. Replacement parking can be accommodated within the parking structures proposed for the project or on another site or sites within the Harbor and Pier area. Signal timing, phasing, equipment, signage and markings shall be adjusted to accommodate all modes of travel. The final design of these improvement shall be subject to the review and approval of the City Engineer.
 - a. Design and construct a southbound right turn lane on Harbor Drive at Marina Way sufficient to accommodate the projected turning volumes and trailered boat traffic such that all turning vehicles are serviced within one signal cycle. The right turn lane shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction.
25. That the applicant/owner/operator/lessee of the proposed project and subject property shall comply with the requirements of Section 10-5.1900(h) of the City's Coastal Zoning Implementation Ordinance with respect to Tree Trimming within the Harbor/Pier Area which currently reads as follows: The trimming and/or removal of any trees that have been used for breeding and nesting by bird species listed pursuant to the federal or California Endangered Species Acts California bird species of special concern and wading birds, herons or egrets within the past five 5 years as determined by a qualified biologist or ornithologist shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game the US Fish and Wildlife Service and the US Migratory Bird Treaty Act.

- (1) No tree trimming or removal shall take place during breeding and nesting season (January through September) unless a tree is determined by a qualified arborist to be a danger to public health and safety. A health or safety danger exists if a tree or branch is dead, diseased, dying, or injured and is seriously compromised. Tree trimming or removal shall only be carried out from October 1st through December 31st.
- (2) Trees or branches with a nest of a wading bird (heron or egret), a State or Federal listed species, or a California bird species of special concern that has been active any time in the last five (5) years shall not be removed or disturbed unless a health and safety danger exists.
- (3) Any breeding or nesting tree that must be removed shall be replaced at a 1:1 ratio. Replacement trees shall be native or regionally appropriate non-natives and non-invasive.
 - a. A tree replacement and planting plan for each tree replacement shall be developed to specify replacement tree locations which must be in close proximity to the existing nesting tree, tree size (no less than thirty-six (36) inch box size), planting specifications, and a five (5) year monitoring program with specific performance standards.
 - b. An annual monitoring report for tree replacement shall be submitted for the review and approval of the Waterfront and Economic Development Director and maintained on file as public information.
- (4) Tree trimming or removal during the non-breeding and non-nesting season (October 1st through December 31st) shall follow the following procedures.
 - a. Prior to tree trimming or removal, a qualified biologist shall survey the trees to be trimmed or removed to detect nests and submit the surveys to the Waterfront and Economic Development Department. Tree trimming or removal may proceed if a nest is found, but has not been used within the prior five (5) years and no courtship or nesting behavior is observed.
 - b. In the event that a wading bird (heron or egret) species, a State or Federal listed species, or a California bird species of special concern return or continue to occupy trees during the non-nesting season (October 1st through December 31st), trimming shall not take place until a qualified biologist has assessed the site, determined that courtship behavior has not commenced, and has given approval to proceed within 300 feet of any occupied tree (500 feet for raptor species (e.g., bald eagles, osprey, owls)).
 - c. Trimming of nesting trees shall not encroach within ten (10) feet of an unoccupied nest of any of the bird species referenced above. The amount of trimming at any one time shall be limited to preserve the suitability of the nesting tree for breeding and/or nesting habitat.

- d. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.
- (5) Tree trimming or removal during breeding and nesting season (January-September) shall be undertaken only because a health and safety danger exists, as determined by a qualified arborist, in consultation with the Waterfront and Economic Development Department and the City of Redondo Beach, and shall use the following procedures:
- a. A qualified biologist shall conduct surveys and submit a report at least one week prior to the trimming or removal of a tree (only if it is posing a health or safety danger) to detect any breeding or nesting behavior in or within 300 feet (500 feet for raptors) of the work area. An arborist, in consultation with the qualified biologist, shall prepare a tree trimming and/or removal plan. The survey report and tree trimming and/or removal plan shall be submitted for the review and approval of the Waterfront and Economic Development Director and maintained on file as public information. The plan shall incorporate the following:
 - 1. A description of how work will occur (work must be performed using non-mechanized hand tools to the maximum extent feasible).
 - 2. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.
 - 3. Steps taken to ensure that tree trimming will be the minimum necessary to address the health and safety danger while avoiding or minimizing impacts to breeding and/or nesting birds and their habitat.
 - b. Prior to commencement of tree trimming and/or tree removal the qualified biologist shall notify in writing the Department of Fish and Game and the U.S. Fish and Wildlife Service of the intent to commence tree trimming or removal.
26. The Community Development and Waterfront & Economic Development Departments shall be authorized to approve minor changes to any conditions or requirements specified herein. Any significant changes shall be brought back to the Harbor Commission for review and consideration. With regard to the architectural design of the project significant changes shall be defined as changes greater than 10 percent of the architectural treatment of the approved building facades. The Community Development and Waterfront & Economic Development Departments shall be authorized to approve changes deemed necessary to comply with any permit or other requirements imposed by regulatory agencies, including but not limited to, the U.S. Coast Guard, the U.S.

Army Corps of Engineers, the U.S. National Marine Fisheries Service, the U.S. Fish and Wildlife Department, the California Coastal Commission, and the California State Lands Commission.

27. That 30 additional 46-foot trailer overflow spaces and 30 shared single car spaces be provided in a satellite location for the boat launch ramp facility to accommodate overflow conditions. Trailer spaces shall be prioritized for vehicles towing trailers. The location of these additional spaces shall be specified prior to issuance of building permits. The location of overflow and single car spaces required by this condition may be modified as necessary due to future surrounding site development. However, the requirement for said overflow parking shall be retained.
28. That the applicant shall work with existing tenants to minimize construction disruption.

Section 5. The City Council hereby reaffirms the Harbor Commission's adoption of the Mole B Boat Launch Facility Safety and Operations Plan.

PASSED, APPROVED AND ADOPTED this 29th day of November, 2016.

Steve Aspel, Mayor

APPROVED AS TO FORM:

ATTEST:

Michael W. Webb, City Attorney

Eleanor Manzano, CMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-****-*** was duly passed and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 29th day of November, 2016, and there after signed and approved by the Mayor and attested by the City Clerk, and that said resolution was adopted by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Eleanor Manzano, CMC
City Clerk

MAR -9 2017

RESOLUTION NO. 2016-10-HCR-003

CALIFORNIA
COASTAL COMMISSION

A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, GRANTING THE REQUESTS FOR A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW, AND COASTAL DEVELOPMENT PERMIT AND ENVIRONMENTAL DETERMINATION, TO ALLOW THE CONSTRUCTION OF A PUBLIC BOAT LAUNCH RAMP AND HOIST FACILITY, ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL ZONE (CC-4) LOCATED ON MOLE B AND MARINA WAY

WHEREAS, applications were filed by the City of Redondo Beach which were deemed complete on September 28, 2016 requesting approval of a Conditional Use Permit, Harbor Commission Design Review and Coastal Development Permit, to allow the construction of a public boat launch ramp and hoist facility in the Coastal Commercial Zone (CC-4); and

WHEREAS, a notice of the time and place of the City of Redondo Beach Harbor Commission's ("Harbor Commission") public hearing was given pursuant to State Law and local ordinances by publication in the Easy Reader, by posting the subject property, and by mailing notices to property owners within 300 feet and occupants with 100 feet of the exterior boundaries of the subject property on September 29, 2016; and

WHEREAS, the Harbor Commission accepted and considered all public testimony, reviewed and considered the applicant's design submittal, and applications for Conditional Use Permit, Harbor Commission Design Review and Coastal Development for those portions of the project not within original jurisdiction of the Coastal Commission Permit along with presentations at the public hearing held on the 10th day of October, 2016.

NOW, THEREFORE, THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:

1. In accordance with Municipal Code Sections 2-9.711, 10-2.2512, 10-2.2506(b), and 10-5.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the reasons described below. The Findings provided in this resolution are also supported by information and analysis in the Draft EIR, the Final EIR, the MMRP, the CEQA Findings, the Statement of Overriding Considerations, and the Administrative Reports for the Waterfront Project.
 - a) The proposed public boat launch and hoist facility is conditionally permitted in the Coastal Commercial (CC-4) Zone in which the site is located, and the

site is adequate in size and shape to accommodate the uses including all setbacks, spaces, walks and fences, parking, loading, landscaping and other features, and the project is consistent with the requirements of Chapters 2 and 5, Title 10 of the Redondo Beach Municipal Code.

- b) As substantiated in Final Environmental Impact Report (SCH# 2014061071 / FILE NO. 2014-04-EIR-001) and the Traffic Impact Study prepared by Fehr & Peers, the public boat launch ramp and hoist site has adequate access to public streets of adequate width to carry the kind and quantity of traffic generated by the project with the implementation of Mitigation Measures TRA-1 through TRA-6 in the adopted Mitigation Monitoring Program and the additional traffic flow improvements including the lengthening of the southbound right turn pocket on Harbor Drive at Marina Way to provide additional vehicle and trailered boat storage capacity.
 - c) The proposed public boat launch ramp and hoist project will have no adverse effect on abutting property or the permitted use thereof, subject to the adopted Mitigation Monitoring Program and Conditions of Approval.
 - d) The proposed public boat launch ramp and hoist project conforms to all of the requirements of the Coastal Zoning Ordinance and the Coastal Land Use Plan, and is therefore, consistent with the Local Coastal Program.
 - e) The proposed public boat launch ramp and hoist project is consistent and in conformance with (1) the General Plan including the "CC Coastal Commercial" designation, (2) the Harbor/Civic Center Specific Plan, (3) and the Certified Coastal Land Use Plan.
 - f) The Conditions of Approval adopted in this resolution are deemed necessary to protect the public health, safety, and general welfare.
 - g) The public boat launch ramp and hoist project is in compliance with the applicable development standards by zone, including allowable uses, height requirements, F.A.R. maximums, and other standards.
2. In accordance with Municipal Code Sections 10-2.2512, 10-2.2502(b), 10-5.2512, and 10-5.2502(b), 10-2.1802, 10-5.1802, and 10-5.1900 of the Redondo Beach Municipal Code, the applicant's request for Harbor Commission Design Review is consistent with the criteria set forth therein for the following reasons:
- a) The design of the proposed public boat launch ramp and hoist project considers the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.

- b) The project site contains no natural terrain as it was constructed more than 60 years ago from artificial fill when the first development took place. Therefore, there is no natural terrain or natural landscape features that can be integrated into the project. Furthermore, it would not be feasible to preserve the existing landscaping because the existing landscaping is not draught tolerant and would not conform to the City's landscaping regulations for new development.
 - c) The final design of the proposed public boat launch ramp and hoist project is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment subject to the conditions of approval.
 - d) The surrounding built environment includes a wide variety of structures in terms of architecture, design style, building height, mass, bulk and scale, such that the architecture, design style, building height, mass, bulk and scale of proposed public boat launch ramp and hoist project is consistent within the existing framework.
 - e) The design of the proposed public boat launch ramp and hoist project provides innovation, variety, and creativity in the proposed design solution and serves to minimize the appearance of flat facades and box-like construction subject to the conditions of approval.
 - f) The required regulatory signage would be consistent with sign regulation criteria in RBMC Sections 10-5.1802 and 10-5.1810.
3. In accordance with Section 10-5.2218 (c) of the Redondo Beach Municipal Code the applicant's request for a Coastal Development Permit for project components not within the original jurisdiction of the Coastal Commission is consistent with the criteria set forth therein for the following reasons:
- a) That the public boat launch ramp and hoist project is in conformity with the Certified Local Coastal Program because it will not impact public views of the water/marina and will increase the on-site public-serving amenities by providing a new resident and visitor serving recreational facility allowing low cost public access for the coastal-dependent public recreational boating use that is mandated in the Coastal Land Use Plan. As also outlined in the findings above for the Design Review and the Conditional Use Permit, the Project would be consistent with the FAR, height limits, and permissible uses laid out in in the Coastal Zoning for the CC-4 zone.
 - b) That the proposed public boat launch and hoist project will improve the quality of the storm water runoff and reduce the pollution that may contribute to adverse impacts on recreational access to beaches, coastal resources or

coastal waters through the incorporation of all the Best Management Practices (BMPs) required in the Low Impact Development (LID).

- c) That the proposed public boat launch and hoist project, which is located between the sea and the first public road paralleling the sea, is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code. As outlined in greater detail in the Environmental Impact Report and the associated Fehr and Peers Traffic Report.
 - d) That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project and in approving the proposed development, the decision-making body is not violating any CEQA prohibition that may exist on approval of projects for which there is a less environmentally damaging alternative or a feasible mitigation measure available. The project has been evaluated for environmental impacts through the preparation of an Initial Environmental Study and an Environmental Impact Report which details all of the required feasible mitigation measures and conditions that shall be incorporated into the project.
- 4. The plans, specifications and drawings submitted with the applications have been reviewed by the Harbor Commission
 - 5. The Harbor Commission further finds that the proposed refinements to the Mole B boat launch facility do not trigger subsequent or supplemental environmental review under the California Environmental Quality Act.

NOW, THEREFORE, THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The Harbor Commission does hereby find that the above recitals and findings are true and correct and are incorporated herein by reference as if set forth in full.

Section 2. That based on the above findings, the Harbor Commission does hereby grant and approve the Conditional Use Permit, the Harbor Commission Design Review and the Coastal Development Permit, pursuant to the Mole B Boat Launch plans and applications considered by the Harbor Commission at its meeting on the 10th day of October, 2016 (see Exhibit A to the Administrative Report for this Agenda Item). These entitlements shall be held by the City of Redondo Beach.

Section 3. That the approved Coastal Development Permit, Conditional Use Permit, and Harbor Commission Design Review shall become null and void if not vested within 36 months from the effective date of this resolution, unless an extension is granted pursuant to law.

Section 4. These permits shall be void in the event that the applicant does not comply with the conditions applicable to the Boat Launch component of the project:

1. That the Harbor Commission hereby approves the architectural design of the public boat launch ramp and hoist project. The precise architectural treatment of exteriors, roofs, walks, walls, landscape, hardscape, lighting and other features shall be reviewed and approved by the Community Development Department prior to the issuance of building permits.
2. That the applicant shall submit complete signage and wayfinding plans to the Community Development and Waterfront and Economic Development Departments for review and approval prior to issuance of permits. Said plans shall provide for high-quality, creative and artistic sign installations consistent with the City's adopted Wayfinding and Regulatory sign design standards. Said signs shall avoid visual clutter and unnecessary repetition.
3. That complete landscape, hardscape and irrigation plans (pursuant to the requirements of the Assembly Bill 1881, the Water Conservation in Landscaping Act of 2006) shall be submitted for review and approval by the Community Development Department prior to installation. Said plans shall incorporate extensive use of California native, drought-tolerant and water-wise plant materials and tree plantings.
4. That a final lighting plan shall be prepared and submitted to the Community Development Department. The plan shall include all information, details and calculations necessary to determine if the proposed installation will achieve the necessary and appropriate levels of illumination for safety and security and aesthetic and architectural enhancement while shielding and protecting off-site properties from unnecessary and unintentional illumination. Said plan shall be reviewed and approved by the Community Development Department, Police Department and Public Works Department prior to the issuance of electrical permits.
5. That pursuant to the City's Public Art Ordinance, the applicant shall provide a zoning requirement contribution equivalent to one percent (1%) of the project valuation above \$250,000. This contribution can take the form of: 1) installation of public art on the subject property, commissioned by the developer, but subject to the approval of the City's Public Art Commission; 2) a request that the installation of public art on the subject property be commissioned and approved by the Public Art Commission; 3) an installation of public art on the subject property valued at less than the required 1% contribution and an election to provide the balance of the 1% for the public art zoning requirement contribution to the John Parsons Public Art Fund; or 4) payment of the zoning requirement fee to The John Parsons Public Art Fund to be used for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program. If a decision regarding the public art contribution is not finalized prior to the issuance

of building permits, the applicant will be required to deposit the 1% zoning requirement fee in a set aside account. The monetary deposit will be held by the City until such time as the public art contribution is satisfied. The art contribution must be completed prior to the issuance of a Certificate of Occupancy.

6. That in order to ensure compliance with all water quality regulations, the construction drawings for the project shall be prepared in accordance with all standards, requirements and design features of the approved Low Impact Development (LID) prepared for the subject site. The initial installation requirements and ongoing operational maintenance requirements of said plan shall be implemented in accordance with the approved LID.
7. That the project shall incorporate bicycle parking or shared bicycle parking, the use of low-emitting materials, the diversion of construction waste from landfills, and the use of Best Management Practices to prevent storm water pollution.
8. That final exterior color and material samples, including the use of marine-grade finishes when feasible, shall be reviewed and approved by the Community Development Department prior to the issuance of Building Permits.
9. That Traffic Management and Safety Plans shall be reviewed and approved by the Public Works Department prior to commencement of any work within the public right-of-way. Provisions of said plans shall be implemented at all times during construction.
10. That the applicant shall provide the following security elements
 - (a) Provide visual camera systems for key areas.
 - (b) Provide details on emergency access to the property by police and fire responders in the event of an emergency including a numerical address system and an "on-site" map.
11. That prior to the issuance of Final certificate of occupancy public access rights shall be reserved over all public areas providing access to, from, and along the project frontage. Access to public areas shall be open for pass through traffic 24 hours a day, seven (7) days a week. A public access map defining the public areas shall be submitted for review and approval by the Community Development Department and the Waterfront and Economic Development Department. It is the intent of this condition to maximize public access to and along the water. Any restrictions on the hours, modes of travel allowed, or other prohibitions shall be reviewed and approved by the Community Development Department and the Waterfront and Economic Development Department. Temporary restrictions or limitations for special events, emergencies, construction or other similar activities may be approved by the City Manager or designee.

12. That the applicant shall comply with, complete and implement the following mitigation measures and the associated procedures as specified in the Mitigation Monitoring and Reporting Program (MMRP) for the Waterfront Final Environmental Impact Report:
- a. **MM AQ-1: Fleet Modernization for Construction Equipment:** Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that the construction contractor shall ensure that all off-road equipment with a horsepower greater than 50 horsepower (HP) be required to have USEPA certified Tier 4 interim engines or engines that are certified to meet or exceed the NOx emission ratings for USEPA Tier 4 engines. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. During construction, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the City's Building and Safety Division. The construction equipment list shall state the makes, models, and numbers of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449. These activities shall be verified by the Building and Safety Division during construction.
 - b. **MM AQ-2: Use of Low-VOC Coatings and Paints:** Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the construction plans and specifications stipulate that all architectural coatings shall meet a volatile organic compound (VOC) content of 50 grams per liter (g/L) or less for interior coating and 100 g/L or less for exterior coatings. Use of low-VOC paints shall be verified by the Building and Safety Division during construction. However, if the project is phased such that less square footage is coated on a daily basis, then coatings with higher VOC levels may be used over a longer period of time such that the combination of daily square footage coated and VOC content does not exceed South Coast Air Quality Management District's regional threshold for ROG during construction of 75 pounds per day when combined with other on-site activities occurring on the same day.
 - c. **MM BIO-1: Protection of Marine Mammals During Construction:** Pile-driving could result in Level B harassment that leads to avoidance behavior by marine mammals. Therefore, a Level B (harassment) safety zone shall be established around the pile-driving site and monitored for marine mammals as shown in Table MM BIO-1 below. The Level B radius is based on the estimated safe distance for installation of piles proposed for use in the project

and is adequate to ensure that pinnipeds would not be exposed to Level B harassment sound levels. The safety zone varies by pile size and hammer type. Because the noise levels anticipated under this analysis are based on measured values from multiple different projects, the protective buffer has been increased by 20 percent to address inherent variability. The buffers are to be applied using direct straight line exposure thus barriers that create an acoustic shadow (e.g., a jetty or breakwater) separating the noise generation from mammal receptors would eliminate the buffer requirement. The pile-driving site will move with each new pile; therefore, the safety zones shall move accordingly. Prior to commencement of pile-driving, a qualified marine mammal observer¹ on shore or by boat shall survey the safety zone to ensure that no marine mammals are seen within the safety zone before pile-driving of a pile segment begins. If a marine mammal is observed within the safety zone during pile-driving operations, pile driving shall be delayed until the marine mammal moves out of the safety zone. If a marine mammal remains within the zone for at least 15 minutes before pile-driving commences then pile-driving may commence with a "soft start" to warn mobile aquatic species to leave the area.

Table MM BIO-1: Pile Driving Safety Zone Buffer By Pile Type and Pile Driving Method

Project Element/ Pile Type	Pile Driving Methods	Level B (180 dBRMS) Distance (meters)	Level B Buffer (180 dBRMS) Distance (meters) + 20 Percent
Horseshoe Pier: 18-inch steel piles	Vibratory hammer	>12 and <16	63 ft (19 m)
Pedestrian/Bicycle Bridge: 14-18-inch steel piles	Vibratory hammer	>3 and <16	63 ft (19 m)
Sportfishing Pier: 11-14- inch wood or concrete piles	Impact hammer	10 meters	39 ft (12 m)
Small Craft Boat Launch Ramp: >18-inch concrete pile	Impact hammer	>14 meters	55 ft (17 m)
Marine Reconstruction: 16-inch concrete pile	Impact hammer	13-18 meters	71 ft (22 m)

dBRMS - decibels Root Mean Square
ft - feet
m - meters

If marine mammals enter the safety zone after pile driving of a segment has begun, pile driving will continue. The qualified marine mammal observer shall monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile-driving shall cease until the animal leaves the area. Prior to the initiation of each new pile-driving episode, the area will again be thoroughly surveyed by the qualified marine mammal observer. ¹ A qualified marine mammal observer must meet the professional expectations laid out in the Marine Mammal Observer Associations website: <http://www.mmo-association.org/about-mmobs>, or equivalent, as applicable.

- d. **MM BIO-3: Mitigation for Increase in Surface Coverage:** The applicant shall be required to obtain all required permits from appropriate federal and state agencies for in-water work such as a Clean Water Act Section 404 permit, Section 401 Water Quality Certification and/or Rivers and Harbors Act Section 10 permit. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that permits have been obtained and significant impacts related to any net increase in surface coverage of harbor waters that would occur as a result of the proposed project would be mitigated to less than significant through avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the establishment of an equivalent amount of new open water surface area within King Harbor through the opening of Seaside Lagoon to harbor waters; (b) other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere in Santa Monica Bay; (c) obtaining credits from a mitigation bank within the Santa Monica Bay; and/or (d) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities within the Santa Monica Bay. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.
- e. **MM BIO-4: Fill in Waters of the U.S.:** The applicant shall comply with U.S. Army Corps of Engineers (USACE) Clean Water Act and Rivers and Harbors Act permitting requirements. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that any required permits such as Clean Water Act Section 404 permit, Section 401 Water Quality Certification, and/or Rivers and Harbors Act Section 10 permit have been obtained. If it is determined that fill of waters of the United States would result from implementation of the proposed project, authorization for such fill shall be secured through the Section 404 and/or Section 10 permitting process. The net amount of Waters of the United States that would be removed during project implementation shall be quantified and replaced or rehabilitated in accordance with the USACE mitigation guidelines. If required in compliance with permit requirements, mitigation shall be implemented that includes one of the following: avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the enhancement of marine habitat associated with the opening of Seaside Lagoon to the waters of King Harbor or other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere in Santa Monica Bay; (b) obtaining credits from a mitigation bank; and/or (c) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.

- f. **MM HWQ-1: Tsunami/Seiche Awareness Notification Program:** The following shall be implemented on-site to reduce risks associated with tsunami:
- 1 - Signage shall be provided throughout the project area, showing the designated tsunami emergency evacuation route.
 - 2 - A public address system audible at both northern and southern locations of the site shall be installed and used to inform the public of evacuation order or emergency procedures in the event a tsunami warning or alert is issued. Contact information for the on-site management office with access to the public address system shall be provided to the Redondo Beach Fire Department and provided for inclusion in City tsunami preparation/emergency response procedure manuals.
 - 3 - A tsunami evacuation map and a copy of any City tsunami preparation/emergency response procedure manuals shall be kept in the on-site management office at all times.
 - 4 - Tsunami preparedness training shall be provided to on-site security personnel.
 - 5 - Additional information, such as brochures and signage, promoting tsunami awareness and providing the website to the City's emergency preparedness website shall also be made available at the project site.
- g. **MM NOI-1: Pile Driving Vibration:** Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits for construction activities involving the use of pile drivers (impact) within 55 feet of non-engineered timber and masonry structures/buildings or within 30 feet of structures/buildings constructed of reinforced-concrete, steel, or timber, and to the satisfaction of the City of Redondo Beach Building and Safety Division, the project applicant shall retain a Professional Structural Engineer to perform the following tasks: Review the project plans for demolition and construction; Investigate the area where pile driving is proposed to occur, including geological testing, if required; and Prepare and submit a report to the Chief Building Official to include, but not be limited to, the following: Description of existing conditions at the subject area; Vibration level limits based on building conditions, soil conditions, and pile driving approach to ensure vibration levels would be below 0.2 in/sec for non-engineered timber and masonry buildings if nearby or 0.5 in/sec for structures or buildings constructed of reinforced-concrete, steel, or timber if nearby; and Specific measures to be taken during pile driving to ensure the specified vibration level limits are not exceeded.
- h. **MM NOI-2: Equipment Mufflers:** During all project construction, all construction equipment, fixed or mobile, shall be operated with closed engine doors, if so equipped, and shall include properly operating and maintained residential-grade mufflers consistent with manufacturers' standards.
- i. **MM NOI-3: Stationary Equipment:** Stationary construction equipment (fixed equipment such as compressors, generator, fans, as well as idling vehicles, etc.) operating in proximity to noise sensitive receptors (i.e., residential

structures) shall be placed a minimum of 50 feet away from such receptors so that emitted noise is naturally dissipated from the receptors.

- j. **MM NOI-4: Equipment Staging Areas:** Equipment staging shall be located in areas that are shielded from and/or set back noise sensitive receptors, with a minimum of 50 feet separation between the sensitive receptor and the nearest edge of the staging area.
 - k. **MM NOI-5: Electrically-Powered Tools and Facilities:** Where available, electrical power from a grid connection shall be used to run air compressors and similar power tools and to power any temporary equipment.
 - l. **MM NOI-6: Sound Barriers:** Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and the any sensitive receptors such as live-aboards as needed during construction phases with high noise levels. Temporary sound barriers shall consist of either sound blankets capable of blocking approximately 20 A-weighted decibels (dBA) of construction noise or other sound barriers/techniques such as acoustic padding or acoustic walls placed near the existing residential buildings to the east of the project site that would reduce construction noise by approximately 20 dBA. Barriers shall be placed such that the line-of-sight between the construction equipment and immediately adjacent sensitive land uses is blocked.
 - m. **MM NOI-ALT-1: Temporary Relocation of Liveaboards:** A temporary moorage location within King Harbor shall be provided to liveaboard vessels located within 150 feet of construction activities as needed during construction phases with high noise levels. The need for relocation should be evaluated on a case-by-case basis considering the type of construction activities occurring, equipment being used, duration, and distance to the noise sensitive receptors.
13. That the applicant shall be required to adhere to the adopted (Revised) Mitigation Monitoring and Reporting Program prepared in conjunction with the approved Final Environmental Impact Report (SCH# 2014061071 / File No. 2014-04-EIR-001). Compliance monitoring shall be as specified in the MMRP.
14. That the applicant shall comply with the following conditions of approval identified in the Final EIR:
- a. **COA AES-1: Lighting** - Lighting at the project site would consist of various types of light sources, including light emitting diodes (LEDs), aimed or shielded in such a manner as to limit light trespass, direct the visual impact of the display to the appropriate audience, and direct light away from surrounding marinas. Final lighting plans shall be subject to review and approval by the Community Development Department. In the event that the lighting plans are not approved

by the Community Development Department, said plans shall be referred to the Harbor Commission for review. Final signage plans shall be reviewed by the Harbor Commission.

- b. The final architectural design and plans for the proposed project, which include the materials and textures shall be in substantial conformance with the design and plans approved by the Harbor Commission and shall be subject to the review and approval of the Community Development Department. In the event that final architectural design and plans are not approved by the Community Development Department, said design and plans shall be referred to the Harbor Commission for review.
- c. **COA BIO-1: California Least Tern** - If the construction schedule overlaps with the California least tern breeding season of April 1 – September 15, a qualified biologist¹ shall conduct monitoring prior to the initial start of construction within 500 feet of in-water construction activities. ("in water work area"). The contractor shall delay commencing work if terns are actively foraging (e.g. searching and diving) within the in-water work area. If no least terns are actively foraging within 500 feet of in-water construction activities, construction can commence. Monitoring shall continue a minimum of one-hour twice a week during in-water project activities during the breeding season (April 1 – September 15). In-water construction will be halted if least terns are actively foraging within 500 feet of the in-water construction area, and can resume when least terns have left the area within 500 feet of in-water construction. ¹ The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related environmental science, having a demonstrated familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the site, demonstrated familiarity with the laws and regulations governing the protection of the species, and 2 years of construction and/or operations effects monitoring experience.
- d. **COA BIO-2: Permit Compliance** - In compliance with the Clean Water Act, it is anticipated that a Section 404 permit would be required for project activities, including placement of permanent fill in jurisdictional waters. A Section 401 Water Quality Certification would also be required. In compliance with the Rivers and Harbors Act, a Section 10 permit would be required for "all work, including structures, seaward of the annual high water line in navigable waters of the United States". Compliance with these permits may include best management practices and construction measures to control turbidity in the water column adjacent to in-water work. The Water Quality Certification would contain water quality monitoring requirements for dissolved oxygen, light transmittance (turbidity), pH, and suspended solids at varying distances from the dredging operations. The permit would also include corrective actions in the unlikely event that construction exceeds any of the monitoring levels, which include silt curtains, which would be implemented if the monitoring data indicate

that water quality conditions outside of the mixing zone exceed the permit-specified limits.

- e. **COA BIO-4: Eelgrass** - Prior to any in-water construction, the project area would be surveyed per the Southern California Eelgrass Mitigation Policy (SCEMP). The SCEMP is administered by the U.S. Fish and Wildlife Service, National Marine Fisheries Service (NMFS), and California Department of Fish and Wildlife in order to determine impacts to eelgrass resources. In accordance with the requirements of the SCEMP, a pre-construction eelgrass survey shall be completed by a qualified biologist within 60 days prior to initiation of demolition or construction activities at the site. This survey shall include both area and density characterization of the beds. A post-construction survey shall be performed by a qualified biologist¹ within 30 days following project completion to quantify any unanticipated losses to eelgrass habitat. Impacts shall then be determined from a comparison of pre- and post-construction survey results. Impacts to eelgrass, if any, would require mitigation as defined in the SCEMP. If required following the post-construction survey, a mitigation planting plan shall be developed, approved by NMFS, and implemented to offset losses to eelgrass.¹ The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related environmental science, having a demonstrated familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the site, demonstrated familiarity with the laws and regulations governing the protection of the species, and 2 years of construction and/or operations effects monitoring experience.
- f. **COA BIO-5: Caulerpa** - Prior to initiation of any permitted disturbing activity, a pre-construction survey of the project area shall be conducted to determine the presence or absence of Caulerpa. Per the National Marine Fisheries Service's (NMFS') Caulerpa Control Protocol, this survey shall be conducted at a Surveillance Level, since Caulerpa has not been detected in King Harbor. Survey work shall be completed no earlier than 90 days prior to the disturbing activity and no later than 30 days prior to the disturbing activity and shall be completed, to the extent feasible, during the high growth period of March 1 – October 31. If detected, NMFS and California Department of Fish and Wildlife will be notified within 24 hours of completion of the survey.
- g. **COA BIO-6: Compliance with NMFS Guidelines for Overwater Structures**
 - The proposed project shall comply with National Marine Fisheries Service (NMFS) guidelines for overwater structures and Essential Fish Habitat (EFH). The City will cooperate in any consultation process with NMFS regarding impacts to EFH; consultation would be conducted prior to implementation of the proposed project.

- h. COA GEO-1: Geotechnical Report Per the Seismic Hazard Mapping Act -** As required by the Seismic Hazard Mapping Act of 1990 (Public Resources Code Section 2697[a]), the City shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard. Because a majority of the proposed project is within a liquefaction zone, a geotechnical report or reports prepared in accordance with the Act would be prepared and submitted to the City's Building and Safety Division prior to implementation of the project.
- i. COA GEO-2: Seismic Design and Engineering Criteria -** The proposed project would be designed and constructed in accordance with California Building Code provisions associated with seismic design and engineering criteria (including recommendations in geotechnical reports prepared as part of the design process) to minimize potential risks to people and buildings/structures in the event of seismically-induced geological hazards (including liquefaction). This includes requirements for construction, grading, excavations, use of fill, and foundation work (including type of foundation and/or soil improvement requirements), including type of materials, design, procedures, etc. Such design and construction practices would include, but not be limited to, completion of site-specific geotechnical investigations regarding construction and foundation engineering. The design would incorporate measures pertaining to temporary construction conditions as well as long-term operational conditions specific to the project site.
- j. COA GEO-3: Final Geotechnical Report Review and Approval -** The final geotechnical report(s) shall be reviewed by the City's Building and Safety Division for findings and recommendations, and the City shall approve the final project plans once satisfied that all appropriate site-specific design criteria and geotechnical recommendations, including any additional recommendations that come out of this review, have been applied to the implementation of the project through the project plans. The applicant is required to comply with the recommendations contained in the geotechnical report.
- k. COA HAZ-1: Contamination Contingency Plan -** If soil and/or buried debris is encountered during excavation or grading that is suspected to be contaminated (i.e., is observed by sight, smell, or instrument such as a photoionization detector [PID] meter if in use), work in the area of potential contamination shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented. The potential contamination would be evaluated by a qualified environmental professional using appropriate evaluation practices and, if necessary, sampling and analysis techniques as determined by the environmental professional based on the nature of the find. The nature and extent of contamination shall be determined and the appropriate handling, disposal and/or treatment shall be implemented (i.e., excavated/disposed of, treated in-situ [in-place], or otherwise managed) in accordance with applicable regulatory requirements,

such as those associated with, but not limited to, the RBFD, LACFD, LARWQCB, CalEPA, DTSC, and/or SCAQMD, as appropriate.

- l. COA REC-2: Redondo Beach Marina in Basin 1 Slip Transition/Temporary Relocation Plan** - A slip transition and/or temporary relocation plan would be established for vessels located with the King Harbor Marina/Basin 1 similar to the temporary relocation plan established for Portofino Marina (located within King Harbor to the north of the project site). The temporary transition/relocation plan is intended to provide temporary slips for displaced vessels during the reconstruction/redevelopment of the King Harbor Marina. The plan would include notifying tenants in advance of construction, finding temporary locations elsewhere in King Harbor for displaced vessels prior to the start of construction, and phasing construction to minimize the disruption to the degree feasible, including minimizing the number of times that vessels must be moved over the course of the construction. The temporary locations identified in the relocation plan would take into account the adequacy of the replacement locations, to ensure that adequate space and amenities (e.g., parking spaces) are available to accommodate the relocated uses and so as not to disrupt existing uses or result in substantial physical deterioration of the temporary location.

- m. COA TRA-1: Construction Traffic:** The following conditions are recommended: A flagman shall be placed at the truck entry and exit from the Project site. To the extent feasible, deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time. Access shall remain unobstructed for land uses in proximity to the Project site during project construction. Minimize lane and sidewalk closures to the extent feasible. In the event of a temporary lane or sidewalk closure, a worksite traffic control plan, approved by the City of Redondo Beach, shall be implemented to route traffic, pedestrians, or bicyclists around any such lane or sidewalk closures. A Construction Management Plan shall be developed by the contractor and approved by the City of Redondo Beach. In addition to the measures identified above, a Construction Management Plan shall include the following: Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets. Establish requirements for the loading, unloading, and storage of materials on the Project site. Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project site and neighboring businesses.

15. That the applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Division.
16. That all on-site litter and debris shall be collected daily during construction.

17. That construction work shall occur only between the hours of 7 a.m. and 6 p.m. on Monday through Friday, between 9 a.m. and 5 p.m. on Saturday, with no work occurring on Sunday and holidays unless for unique and exceptional reasons the applicant obtains an After Hours Permit from the Community Development Department.
18. That a Project Information Officer shall be assigned to the site during construction. The officer shall provide community updates through a City website page as well as periodic email blasts to interested parties. A construction hotline phone number shall be dedicated for the project.
19. That Material storage on public streets shall not exceed 48 hours per load.
20. That the project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighbors are not subjected to excessive noise, disorderly behavior, or abusive language.
21. That barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.
22. That streets and sidewalks adjacent to job sites shall be clean and free of debris.
23. That off-site parking for employees and surplus or overflow parking is hereby authorized. Plans for such parking shall be reviewed and approved by the Director of Public Works and the Community Development Director.
24. That the following traffic flow improvements on Harbor Drive, and the Harbor Drive extension shall be designed and constructed prior to final occupancy of the project. The project Applicant shall provide a fair share contribution for these improvements. If the installation of these improvements results in the loss of any on street parking that parking shall be replaced at a one to one ratio. Replacement parking can be accommodated within the parking structures proposed for the project or on another site or sites within the Harbor and Pier area. Signal timing, phasing, equipment, signage and markings shall be adjusted to accommodate all modes of travel. The final design of these improvement shall be subject to the review and approval of the City Engineer.
 - a. Design and construct a southbound right turn lane on Harbor Drive at Marina Way sufficient to accommodate the projected turning volumes and trailered boat traffic such that all turning vehicles are serviced within one signal cycle. The right turn lane shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction.

25. That the applicant/owner/operator/lessee of the proposed project and subject property shall comply with the requirements of Section 10-5.1900(h) of the City's Coastal Zoning Implementation Ordinance with respect to Tree Trimming within the Harbor/Pier Area which currently reads as follows: The trimming and/or removal of any trees that have been used for breeding and nesting by bird species listed pursuant to the federal or California Endangered Species Acts California bird species of special concern and wading birds, herons or egrets within the past five 5 years as determined by a qualified biologist or ornithologist shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game the US Fish and Wildlife Service and the US Migratory Bird Treaty Act.

- (1) No tree trimming or removal shall take place during breeding and nesting season (January through September) unless a tree is determined by a qualified arborist to be a danger to public health and safety. A health or safety danger exists if a tree or branch is dead, diseased, dying, or injured and is seriously compromised. Tree trimming or removal shall only be carried out from October 1st through December 31st.
- (2) Trees or branches with a nest of a wading bird (heron or egret), a State or Federal listed species, or a California bird species of special concern that has been active any time in the last five (5) years shall not be removed or disturbed unless a health and safety danger exists.
- (3) Any breeding or nesting tree that must be removed shall be replaced at a 1:1 ratio. Replacement trees shall be native or regionally appropriate non-natives and non-invasive.
 - a. A tree replacement and planting plan for each tree replacement shall be developed to specify replacement tree locations which must be in close proximity to the existing nesting tree, tree size (no less than thirty-six (36) inch box size), planting specifications, and a five (5) year monitoring program with specific performance standards.
 - b. An annual monitoring report for tree replacement shall be submitted for the review and approval of the Waterfront and Economic Development Director and maintained on file as public information.
- (4) Tree trimming or removal during the non-breeding and non-nesting season (October 1st through December 31st) shall follow the following procedures.
 - a. Prior to tree trimming or removal, a qualified biologist shall survey the trees to be trimmed or removed to detect nests and submit the surveys to the Waterfront and Economic Development Department. Tree trimming or removal may proceed if a nest is found, but has not been used within the prior five (5) years and no courtship or nesting behavior is observed.

- b. In the event that a wading bird (heron or egret) species, a State or Federal listed species, or a California bird species of special concern return or continue to occupy trees during the non-nesting season (October 1st through December 31st), trimming shall not take place until a qualified biologist has assessed the site, determined that courtship behavior has not commenced, and has given approval to proceed within 300 feet of any occupied tree (500 feet for raptor species (e.g., bald eagles, osprey, owls)).
 - c. Trimming of nesting trees shall not encroach within ten (10) feet of an unoccupied nest of any of the bird species referenced above. The amount of trimming at any one time shall be limited to preserve the suitability of the nesting tree for breeding and/or nesting habitat.
 - d. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.
- (5) Tree trimming or removal during breeding and nesting season (January-September) shall be undertaken only because a health and safety danger exists, as determined by a qualified arborist, in consultation with the Waterfront and Economic Development Department and the City of Redondo Beach, and shall use the following procedures:
- a. A qualified biologist shall conduct surveys and submit a report at least one week prior to the trimming or removal of a tree (only if it is posing a health or safety danger) to detect any breeding or nesting behavior in or within 300 feet (500 feet for raptors) of the work area. An arborist, in consultation with the qualified biologist, shall prepare a tree trimming and/or removal plan. The survey report and tree trimming and/or removal plan shall be submitted for the review and approval of the Waterfront and Economic Development Director and maintained on file as public information. The plan shall incorporate the following:
 - 1. A description of how work will occur (work must be performed using non-mechanized hand tools to the maximum extent feasible).
 - 2. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.
 - 3. Steps taken to ensure that tree trimming will be the minimum necessary to address the health and safety danger while avoiding or minimizing impacts to breeding and/or nesting birds and their habitat.


- b. Prior to commencement of tree trimming and/or tree removal the qualified biologist shall notify in writing the Department of Fish and Game and the U.S. Fish and Wildlife Service of the intent to commence tree trimming or removal.
26. The Community Development and Waterfront & Economic Development Departments shall be authorized to approve minor changes to any conditions or requirements specified herein. Any significant changes shall be brought back to the Harbor Commission for review and consideration. With regard to the architectural design of the project significant changes shall be defined as changes greater than 10 percent of the architectural treatment of the approved building facades. The Community Development and Waterfront & Economic Development Departments shall be authorized to approve changes deemed necessary to comply with any permit or other requirements imposed by regulatory agencies, including but not limited to, the U.S. Coast Guard, the U.S. Army Corps of Engineers, the U.S. National Marine Fisheries Service, the U.S. Fish and Wildlife Department, the California Coastal Commission, and the California State Lands Commission.
27. That 30 additional 46-foot trailer overflow spaces and 30 shared single car spaces be provided in a satellite location for the boat launch ramp facility to accommodate overflow conditions. Trailer spaces shall be prioritized for vehicles towing trailers.
28. That the applicant shall work with existing tenants to minimize construction disruption of business.

Section 5. The Harbor Commission hereby adopts the Mole B Boat Launch Facility Safety and Operations Plan.

Section 6. If the City Council modifies any Conditions of Approval associated with the Waterfront Project that are also included in this Resolution the City Council's modifications shall take precedence.

Section 7. These permit approvals shall be stayed pending the City Council's decision on the Final EIR Certification and shall be immediately effective upon City Council recertification of the Final EIR.

PASSED, APPROVED AND ADOPTED this 10th day of October, 2016.


Lenore Bloss, Chair
Harbor Commission
City of Redondo Beach

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

I, Stephen Proud, Waterfront and Economic Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 2016-10-HC-003 was duly passed, approved and adopted by the Harbor Commission of the City of Redondo Beach, California, at a regular meeting of said Harbor Commission held on the 10th day of October, 2016, by the following vote:

AYES: Chair Bloss, Commissioners Dalton, Kilroy, and Jackson

NOES: Commissioners Callahan and Keidser

ABSENT: None

ABSTAIN: Commissioner Shaer



Stephen Proud
Waterfront and
Economic Development Director

APPROVED AS TO FORM:



City Attorney's Office

CITY OF REDONDO BEACH
APPLICATION FOR APPEAL RECEIVED
TO THE CITY COUNCIL 2016 OCT 18 AM 11:56

CITY CLERK'S OFFICE
REDONDO BEACH CALIFORNIA

RE: 2016-10-HC-002 Mole B Boat Ramp (and related configuration changes)
(case number and name)

Address/Location of Subject Property Mole B (Moonstone Park, end of Marina Way)
(if applicable)

RECEIVED
South Coast Region

MAR -9 2017

Decision-making body that made the decision which is the subject of the appeal:

- ☐ Planning Commission
- ☒ Harbor Commission
- ☐ Preservation Commission
- ☐ Planning Director
- ☐ Board of Appeals/Uniform Code

CALIFORNIA
COASTAL COMMISSION

Date of decision: 10 Oct 16
Appealing: ☒ Approval ☐ Denial

Name of Appellant James A Light
(type or print)

Address of Appellant 602B S Broadway, Redondo Beach, CA 90277

Telephone Number of Appellant 310-540-8934

Email Address of Appellant jim.light1@verizon.net

Signature 

Appeal Fee Paid \$	Date	For office use only:	Received by
Notice to: City Council	City Manager	City Attorney	Planning Department
Harbor Department			
Other			

RETURN TO:
Office of the City Clerk
415 Diamond Street
Redondo Beach, CA 90277
(310) 318-0656

This appeal is made pursuant to the following Redondo Beach Municipal Code Section(s) (see page 3 for a partial listing of City's municipal code appeal provisions): 2-9.711, 10-2.2512; 10-2.2506(b), 10-5.2506(b), 10-5.2502(b), 10-5.2512, 10-5.2502(b), 10-2.1802, 10-5.1802, 10-5.1900, 10-5.2218(c), Multiple Sections of the California Coastal Act & City Land Use Documents as referenced in attachment

Ground(s) for Appeal:

Please specify the grounds for this appeal. Where an approval /denial involves multiple entitlements/actions, please specify which entitlements/actions are contested in this appeal (e.g. Conditional Use Permit) and the specific grounds for contesting each entitlement/action.

Appellant is responsible for reviewing and complying with the relevant appeal procedures contained in the City's municipal code or state law, which may contain additional substantive and/or procedural requirements depending upon the nature of the appeal. It may be necessary for appellant to supplement this form with additional pages/information to fulfill these requirements. Issues not raised here will not be considered by City Council.

See attached grounds

The following list provides a brief overview of some of the City's Municipal Code Appeals (to City Council) by topic area. This is not intended to be an exhaustive list. Potential appellants are advised to review the Municipal Code Sections to determine applicability of these sections and for additional appeal procedures and appeal content requirements.

For example, California Environmental Quality Act (CEQA) Appeal Procedures are contained within Redondo Beach Municipal Code, Title 10, Chapter 3, Section 10-3.901. CEQA Appeals (1) must be filed within ten [10] days of the decision-making body's action and contain specific information described in 10-3.901, (2) require the appellant to notify the project applicant of the appeal within ten [10] days of the City's action by certified mail (and provide the City a copy of the mail receipt), (3) require appellants to file any additional documentation (such as presentations) with the City Clerk no later than seven [7] days before the public hearing, and (4) require appellant to mail a copy of any additional documentation (such as presentations) to the applicant no later than seven [7] days before the public hearing by certified mail (and provide the City a copy of the mail receipt at the public hearing).

Redondo Beach Municipal Code Section	General Topic Area for Appeal
RBMC § 3-14.04	Encroachment permits
RBMC § 3-7.1906	Temporary Street Closure
RBMC § 4-11.146	Oil Wells-Notices to Comply
RBMC § 4-15.07	Registration of Canvassers, Solicitors, itinerant Merchants, Salesmen, and Peddlers
RBMC § 4-17.12	Amusement and Entertainment Permits
RBMC § 4-18.11	Removal of Abandoned, Wrecked, Dismantled, or Inoperative Vehicles from Private or Public Property
RBMC § 4-26.09	Bingo Games for Charitable purposes-Appeals of revocations to the Council
RBMC § 5-2.206	Weeds, Rubbish, and Stagnant Water
RBMC § 8-2.10	Uniform Transient Occupancy Tax
RBMC § 10-1.506	Subdivisions
RBMC §§ 10-1.906(a), 10-1.1011	Subdivisions
RBMC § 10-2.2500(g)	Administrative Design Review
RBMC § 10-2.2502(g)	Planning Commission Design Review
RBMC § 10-2.2504(f)	Zoning Amendments
RBMC § 10-2.2505(f)	General Plan and Specific Plan amendments
RBMC § 10-2.2506(g)	Conditional Use Permits
RBMC § 10-2.2507(f)	Administrative Use Permits
RBMC § 10-2.2508(f)	Modifications
RBMC § 10-2.2510(g)	Variances
RBMC § 10-2.2514(i)	Planned Development Review
RBMC § 10-2.2520(f)	Temporary Use Permits
RBMC § 10-3.901	California Environmental Quality Act
RBMC § 10-4.601	Certificate of Appropriateness by the Preservation Commission
RBMC § 10-5.2500(g)	Administrative Design Review [Coastal Zone]
RBMC § 10-5.2502(g)	Planning Commission Design Review [Coastal Zone]
RBMC § 10-5.2504(f)	Zoning Amendments [Coastal Zone]
RBMC § 10-5.2505(f)	General Plan and Specific Plan amendments [Coastal Zone]
RBMC § 10-5.2506(g)	Conditional Use Permits [Coastal Zone]
RBMC § 10-5.2507(f)	Administrative Use Permits [Coastal Zone]
RBMC § 10-5.2508(f)	Modifications [Coastal Zone]
RBMC § 10-5.2510(g)	Variances [Coastal Zone]
RBMC § 10-5.2514(i)	Planned Development Review [Coastal Zone]
RBMC § 10-5.2520(f)	Temporary Use Permits [Coastal Zone]
RBMC § 10-5.2222	Coastal Development Permit
RBMC § 11-2.10(d)	Public Utilities
RBMC § 11-3.608(b)	Cable TV-Liquidated damages
RBMC § 1-4.01	General Appeal Procedures* only applicable if there are no specific appeal procedures provided for the challenged action.
RBMC § 2-9.712	General Appeal Procedures [Harbor Commission]* only applicable if there are no specific appeal procedures provided for the challenged action.

Attachment to Jim Light Appeal of Harbor Commission Mole B Boat Ramp Approvals: Grounds for the Appeal

- I. The finding that the proposed boat ramp is substantiated in the FEIR is premature. The FEIR is subject to an appeal that is before the City Council. The appeal specifically challenges Harbor Commission approval of the Waterfront FEIR and includes specific evidence that the FEIR is insufficient in its assessment of the impacts of a Mole B Boat Ramp. In fact, changes introduced in the 10 Oct hearing introduced more changes that could have further impacts that should have been presented to the public for assessment in the DEIR and FEIR.
- II. The finding that the boat launch ramp would have no adverse impact on abutting property or permitted use thereof is inaccurate.
 - A. Current slips which have current tenants would be eliminated with no plan before the public that demonstrates how these slips would be replaced and replaced without inducing other impacts to other tenants and slips currently in use and foreseeably usable by tenants.
 - B. The city discusses reworking other slips which would be an impact to those slips and tenants.
 - C. The close proximity to slips north of the project site will be negatively impacted by increased waterside traffic. The proposed operational plan and reconfiguration of the boat ramp does not alleviate this impact.
 - D. All slips in the vicinity of the boat ramp will be impacted by increased noise from car and boat traffic at all hours of the day and night, every day of the year.
 - E. The reconfiguration of parking reduces the usable public open space in Moonstone Park from its already small usable size to accommodate boat trailer parking spots
 - F. The requirement for overflow parking increases traffic and uses limited parking space in unnamed portions of the harbor area. The city did not provide sufficient detail to fully analyze the impact as the overflow parking remained undefined.
 - G. The loss of parking spaces will impact all Mole B users and all slip tenants on both sides of the road and parking lot leading to the Mole. While a limited parking utilization study was submitted by the leaseholder, the leaseholder is conflicted and any analysis paid for by the current leaseholder is, at best, suspect. However, even if one wants to rely on the leaseholder's parking study, it is important to note that the excess parking claimed by the report turns into a deficit in the new plan which eliminates even more parking. Furthermore, the city has not accomplished and presented any demand study that evaluates the total demand for parking after reconfiguration. For example, the ramp will allow hand launch of boats. The impact of this new use on parking has not been evaluated and presented. The enhancement of Moonstone Park would attract more visitors - increasing parking demand. The impact on parking of the movement of Tarsans

Attachment to Jim Light Appeal of Harbor Commission Mole B Boat Ramp Approvals: Grounds for the Appeal

to Basin 2 has not been evaluated or presented to the public. The evaluation of the impact of the future growth of the outrigger canoe clubs has not been evaluated and presented. The evaluation of the future growth of ramp and slip demand has been evaluated and presented.

- H. Queueing of traffic down the Mole B parking lot will have an adverse impact on the ability of slip tenants to get to parking near their vessel or trap them in the parking lot until the queue clears. The queueing of boat ramp traffic down the Mole B parking lot would also block access and departure for users of Moonstone Park, the hand launch boat ramp capability and outrigger canoe club members and guests. While the city contends the road between the parking spots is wide enough for two lanes, all drives use the middle to assure safety from cars backing up from both sides and people loading and unloading boating equipment, supplies and guests from vehicles.
- III. The finding that the ramp conforms to all requirements of the city zoning and Local Coastal Program is inaccurate. The process and the design of the Ramp itself violate many state and local land use requirements and policies.
- A. Coastal Land Use Plan, Section VI, Subsection D, Land Use Policy 1 states "existing facilities shall be preserved, enhanced, and expanded where feasible". Removal of existing uses shall be strongly discouraged unless it is determined the uses are no longer needed.
 - 1. The ramp will remove 39 current slips and no plan has been provided to show where these slips will be replaced or how the replacement slips would impact other slip availability in the harbor. In fact, this need may be a cumulative impact with up to approximately 30 slips that the FEIR allows to be removed from Basin 3. Additionally, staff has testified that the large commercial vessels in Basin 3 would be displaced to other areas of the harbor and the relocation of these vessels remains undefined. And the city has refused to address the fact that slip utilization remains at near bottom due to slow recovery from the recession. Pre-recession, there was a 10 year waiting list for slips over 33' throughout the harbor. The recreational boating industry has shown slow and steady recovery and is predicting increased sales across the US and in Southern California. Until a reasonably mature plan and assessment is developed no one can reasonably conclude there will be no impact on slip availability and current tenants. Neither the city nor the Commission could possibly conclude that the removed and impacted uses are no longer needed until the city provides that evaluation and plan.
 - 2. The city has not demonstrated that combination of Moonstone Park, the outrigger canoe operational needs and the boat ramp facilities will all fit and conform to all state and local requirements. Thus the boat ramp could foreseeably remove at least part of an existing recreational use.

Attachment to Jim Light Appeal of Harbor Commission Mole B Boat Ramp Approvals: Grounds for the Appeal

3. The city has not defined how the free parking would be replaced for Moonstone Park. The enhancement of Moonstone Park would increase demand making this parking all the more important.
- B. The City Council directed and approved a Mole B Master Plan that eliminated an overlook built on top of the breakwater that would be used as square footage for Moonstone Park. The plan presented by staff, though not binding does not demonstrate that the size of the park can be preserved to zoning requirements with the loss of Mole B recreational space to trailer parking stalls.
- C. Redondo Beach Harbor Civic Center Specific Plan Transportation/Circulation Policies require adequate parking to support expected activity. The city has provided no assessment of parking demand under the evolving boat ramp configuration. Therefore the Commission could not conclude that this policy is being met.
- D. Redondo Beach Harbor Civic Center Specific Plan 5.5.1 requires preservation, protection, and expansion of public open space and recreational land. By cramming all the recreational uses together, the city is decreasing the effective public open space and recreational land.
- E. The Parks and Recreation Element of the General Plan Policy 8.2a.10 calls for enhanced parking and circulation. The current plan reduces parking with no parking demand analysis and creates circulation impediments by queueing trailer vehicles through the parking area for slips.
- F. The Parks and Recreation Element of the General Plan Policy 8.2b.5 establishes the policy to minimize parking conflicts at parks. Mashing trailer boaters, their guests, slip tenants, outrigger canoe club members, fishermen, kayakers, SUP'ers and Moonstone Park visitors into one tiny parking area is direct opposition to this policy.
- G. The Parks and Recreation Element Implementation Program requires the city to conduct parking analysis to mitigate problems at peak use. There was no analysis and the solution to overflow parking has not been presented to the public or to the Commission.
- H. Coastal Act 30252 requires the maintenance and enhancement of public access. Cramming a boat ramp with boat slips, the outrigger canoe club, Moonstone Park and the narrow, busy fairway for over 600 recreational boaters serves as a degradation and impediment to public access.
- I. Coastal Act 30255 requires that coastal dependent development shall have priority over other development on or near the shoreline. Testimony from recently retired Harbor Patrolman Tim Dornberg concluded: *"The City's consideration of mole B for a boat ramp location can only be supported by financial*

Attachment to Jim Light Appeal of Harbor Commission Mole B Boat Ramp Approvals: Grounds for the Appeal

considerations. The prioritization of development has inarguably put the best interest of the boating community, and the safety of our harbor, into a subordinate position." Two commissioners, Callahan and Keidser, came to the same conclusion. Even others admitted it was the economic impacts not the recreational or safety impacts that drove their support for a Mole B location. Though the EIR falsely concludes otherwise, the broad consensus of boating professionals, current and retired harbor patrolmen, Baywatch lifeguards, and recreational boaters like Mark Hansen all conclude the turning basin is the best and safest location for a boat ramp. In fact, in 2007, the City Manager's Harbor Committee concluded Mole D was the best place for a boat ramp due to parking availability, safety, maneuvering space, impacts on other uses, access to the harbor mouth and harbor surge conditions all factored in. In 2010, the Harbor Business Plan established the goal to work with then Redondo Beach Marina leaseholder, Decron, to build a boat ramp in the turning basin. Up until this year, even the Waterfront DEIR and plan supported a boat ramp at Mole C. Though the DEIR artificially and subjectively rated the attractiveness of Mole D. There is ample evidence the Waterfront non-coastal dependent development has forced the boat ramp to Mole B and out of the turning basin.

- J. Coastal Act 20234 Facilities serving recreational boating and commercial fishing shall be upgraded and protected. Existing facilities shall not be reduced. As we have seen recreational boat slips will be reduced by this plan and potentially exacerbated by the final decision on Basin 3 boat slips.
- K. Coastal Act 30224 Increased recreational boating use shall be encouraged. Cramming hand launched boaters, trailer boaters, slip tenants and the outrigger canoe clubs into one tiny sliver of land reduces the overall capacity and attractiveness of the harbor to support increased recreational boating. In fact, both staff and Commission members specifically discussed how to design and operate the boat ramp to limit the number of users. Deputy City Manager Witzanski stated the operations flow and design were meant to result in a "purposeful reduction in flow rate" .
- L. Coastal Act 30211 and 30212 state that development shall not interfere with access. Insufficient parking, trailer queues blocking slip tenant parking, and tight maneuvering requirements all interfere with access to existing uses.
- M. Coastal Act 30007.5 defines that conflicts between policies should be resolved in a manner which is most protective of coastal resources - again it is clear, commercial non-coastal dependent uses planned for the southern end of the harbor in proximity to the turn basin have forced the boat ramp to Mole B. There are viable alternatives that result in preserving and enhancing existing coastal dependent uses and the new boat ramp. Mole B is not one of them.
- N. Coastal Act 30006 requires that planning programs should include the widest opportunity for public participation. There were no public workshops on the Mole

Attachment to Jim Light Appeal of Harbor Commission Mole B Boat Ramp Approvals: Grounds for the Appeal

B design. It evolved up to the subject Commission meeting which gave the public no time to really evaluate the proposed changes. The EIR should have been recirculated with a mature Mole B boat ramp plan that encompassed the potential impacts. Neither the public, nor the Commission understand all the potential impacts today.

- IV. The finding that the conditions of approval protect the public health, safety and general welfare is inaccurate. The submitted testimony of current and recently retired harbor patrolmen and Baywatch lifeguards contradicts city and commission findings of the project as safe. Additionally, Beach Reporter published an internal City email in which current Deputy Harbor Master Norm Matte concludes in no uncertain terms that a ramp at Mole B into the fairway of Basin 1 is unsafe.
- V. The design review finding that circulation, parking and traffic were fully considered is inaccurate. In fact, now parking demand analysis was performed or presented and overflow parking is required but remains undefined. Overflow parking is exacerbated by the undefined replacement parking for lost parking on Herondo and Harbor Drive and the lack of any assessment of parking demand for recreational uses in the CenterCal project area. A harbor commissioner called it "kicking the can down the road again".
- VI. The Design Review is supposed to evaluate safety and hazards, "*The provisions of this section will serve to protect property values, prevent the blight and deterioration of neighborhoods, promote sound land use, encourage design excellence, and protect the overall health, safety, and welfare of the City.*" However, the current design and location in the Basin 1 fairway is unsafe. Former and current Harbor Patrolmen and Baywatch lifeguards have submitted testimony opposing the Mole B location as it is unsafe. The Beach Reporter published an internal city email from Deputy Harbormaster Norm Matte that unequivocally concludes the design and location are unsafe. Even the Fire Chief carefully avoided calling it safe opting for "as safe as we can make it" which is hardly a strong endorsement. The Commission approved an unsafe design.
- VII. Other considerations:
 - A. Harbor patrolmen opposition to this location and design were never brought forward by city staff. Why did the city hide the strong opposition of the harbor patrol. This lack of transparency shows the bias that has dominated the city's evaluation of the entire project. Bias is evident by participation in city staff and elected officials in blatantly advocating the project. Fire Chief Metzger has displayed a "We support the Waterfront" lawn sign for weeks. The Mayor was distributing these signs from his porch. The Mayor has also appeared in CenterCal's promotional video. He also publicly stated if it were up to him the digging would have already started. Councilpersons Horvath and Emdee lobbied for Hermosa Beach's city council to allow CenterCal to speak on the Waterfront Project and then showed their support by attending CenterCal's presentation.

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And Councilperson Emdee presented a briefing to a meeting of local governments largely describing the merits of the project using CenterCal slides without presenting the opposition's concerns about the project. This blatant pro-project bias would explain the lack of transparency and lopsided reasoning and evaluation when evaluating boat ramp alternatives and their impacts and merits.



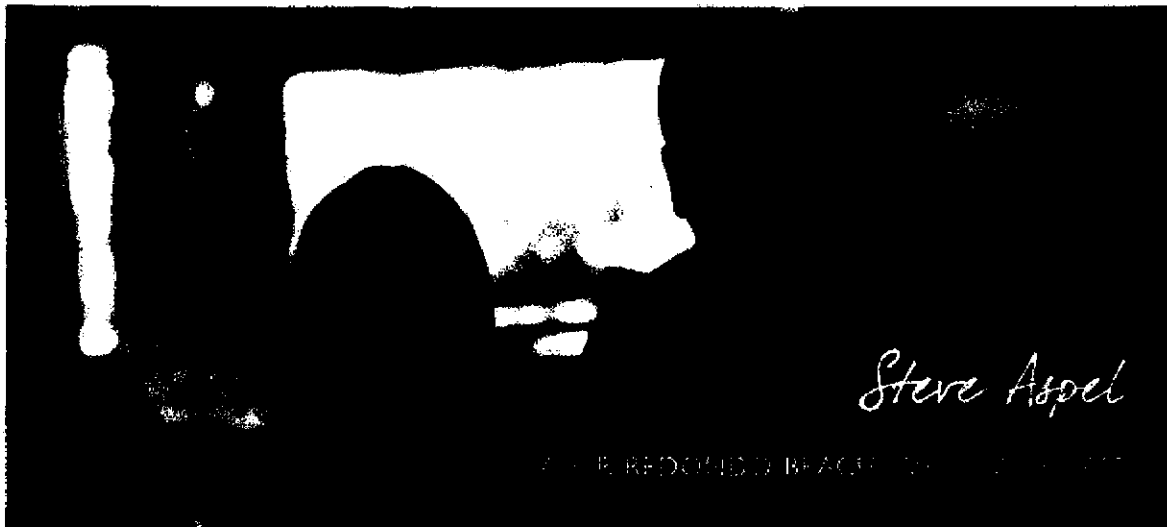
Chief Metzger displays a "We Support the Waterfront" lawn sign in his yard



SEPTEMBER 12TH 2016

"We Support the Waterfront" lawn signs for distribution from the Mayor's porch

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Screenshot from CenterCal marketing video showing the mayor advocating for the project

- B. The operations plan and parking shared use justification used by city staff ignores the different types of boaters who use boat ramps and the times they would utilize the facility. Fishermen typically leave in the morning or the evening when fishing is best. So that defines two surge times for ramp utilization. Those going to Catalina would typically leave early and return late thus tying up parking space for most of the day. During lobster season most lobster fishermen depart near dusk or later and return in the late evening and early morning. And most jet skiers and cruisers would utilize the ramp in late morning and midday returning during the afternoon or early evening. The city's intent to open up trailer parking to other users of Mole B does not consider or support these different types of trailer boaters. Thus shared use of the trailer parking spots would represent an access issue to any trailer boater after 10AM per the advertised operations plan.
- C. Testimony by both city staff, consultants, and commissioners on how the operations plan and design of the Mole B Boat Ramp could or does artificially limit the attractiveness, flow rate, and utilization of the boat ramp demonstrates the staff, consultants and commissioners are not keeping in mind California Coastal Act and City of Redondo Local Coastal Program priorities.
- D. The rapid push and limited public engagement combined with the absence of analysis (such as future parking demand with the project) or reliance on shoddy and unreliable analysis and studies (like the one time video analysis of fairway traffic presented by the leaseholder and the reliance a leaseholder provided parking utilization study) demonstrate that the city has made up its mind and is

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now trying to manipulate the facts to support their required conclusions and, in doing so, is misleading the public.

- E. The incongruent arguments to support the Mole B location demonstrate staff bias. Examples:
1. Deputy City Manager Witzanski testified that Mole D once housed the boat ramp. But that ramp was washed out by a storm. He used this statement to justify the conclusion Mole D is a bad location. However, he leaves out important facts and considerations. First, since the breakwater has been heightened this has not occurred. But even if it did, is it not better to wash out a relatively cheap boat ramp than a giant Market Hall?
 2. Multiple staff and Commissioners opined that Mole C had proximity problems with the kayakers and SUP'ers coming out of Seaside Lagoon. First the city spent much time in the DEIR and in public workshops to show how a Mole C boat ramp could be made safe. Second, and even more revealing, the city seems to ignore that they are now proposing hand launch of SUPs and kayaks from the new boat ramp itself. Certainly that is more dangerous than a Mole D or Mole C boat ramp separate from a hand launch site.
 3. The DEIR and Planning Director Aaron Jones determine Mole D unsafe because it was close to the Basin 3 fairway and professional boat captains pulling up to the sportfishing pier. Basin 3 has 60 slips and most are commercial fishermen and professional boat captains. A Mole D location would not put boats in the fairway or right next to the sport fishing pier. Basin 1 houses over 600 recreational boaters. And the ramp dumps boat traffic into the fairway serving the 600 recreational boaters, particularly from the hoist and from the western lane. A boat launching from the western lane must back into the fairway to get to the cruising dock. It shows bias when the city concludes proximity to a fairway serving just 60 slips use largely by commercial and professional boat captains and to the sportfishing pier which is ONLY used by licensed boat captains, to a location that dumps boats INTO a fairway that serves 10x the traffic, most of which are skippered by recreational boaters.
 4. The city removed more slips to the east to prevent drifting trailer boats from hitting boats in those slips. However, this does not address that south winds would blow drifting boats into slips to the north and a backing boat that loses power, throttle control, or direction control could easily back into boats in slips to the north. The fairway is very narrow.
 5. In testimony, even the city consultant conceded this was a "very small site" for a boat ramp. However, the City staff fails to take the compactness of this site and amount of coastal dependent recreation dependent upon it.

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- F. Deputy City Manager Witzanski misrepresented CEQA during the discussions on multiple occasions. Certainly, CEQA allows a city to change a project. However, any change cannot introduce a greater impact than that examined in the EIR. In this case, the impacts to Moonstone Park increased, the impacts to parking on Mole B increased, the impacts to existing slips increased, and the impacts to unnamed offsite parking increased well beyond that discussed in the last minute EIR changes.
- G. While the staff report states there is no legal parking between the Mole B parking lot and the Harbor Patrol building, there are lined parking spaces that are used regularly by the public and there has been no ticketing of individuals using these supposedly illegal parking spaces.
- H. Multiple city staff tried to mislead the public and commission that a 24' wide lane through Mole B parking lots would operate like a two lane road. Anyone driving the mole knows people drive down the middle for safety from backing cars and people moving supplies, equipment, and people to and from cars.
- I. Comments by Commissioner Keidser and Callahan deserves special weight. Callahan holds a 100 ton Captain license and Keidser is an attorney with understanding of CEQA and the Coastal Act. Both opposed all actions of the Harbor Commission on this topic.
- J. Statements of current and former harbor patrol and Baywatch lifeguard staff:

To whom it may concern:

Having just concluded a 25 year career as a boating safety professional in King Harbor (Rescue Boat Captain), I am extremely concerned about the unsafe and ill advised consideration of a mole B location for a boat ramp.

With over 40 years of boating experience in King Harbor, I have developed a thorough understanding of the intricate and involved flow of traffic within our harbor. With respect to trailer launched small craft, there are many considerations that make mole B the least desirable choice within our small harbor.

A mole B boat ramp location has several detrimental aspects with respect to boating safety, and boating rescue and law enforcement. Both land side and waterside problems exist that make mole B the least safe location of all the moles. My concerns and conclusions are shared amongst my peers.

The City's consideration of mole B for a boat ramp location can only be supported by financial considerations. The prioritization of development has inarguably put the best interest of the boating community, and the safety of our harbor, into a subordinate position.

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Any city official that argues on behalf of a mole B boat ramp location is either driven by financial considerations, or is, unfortunately, not very familiar with how our harbor works.

My opinions are based on years of experience and my motives are formed around the best interests and safety of our boating community.

My family and I are avid users of King Harbor, and I can assure you that safe boating is my number one concern!

I look forward to sharing my views and concerns regarding a safe and logical selection of a King Harbor boat ramp location.

Sincerely,

*Tim Dornberg
Retired Redondo Beach Harbor Patrol Captain*

As a 30 year boater in Redondo Beach and 6 year Harbor patrol officer in Redondo Beach, I feel we need a ramp in a safe place. Mole B has traffic and wind coming into a narrow channel with no room for error making this an unsafe place to put a ramp. Please do not rush into this and put the ramp in a safe location for everybody to enjoy. I feel strongly that this is a unsafe area for a ramp. There are many other areas in King Harbor that would make for a safe boat launch.

Thank you,

Joe Bark

From: Erik Nelson, Rescue Boat Captain, EMT-P (Paramedic), Worked in King Harbor/ Redondo Beach since 1985.

The Mole B location for a public boat ramp will introduce the inexperienced general public to a narrow channel with a blind corner in a busy fairway leaving little room for error. This constrained location with lots of traffic, especially on summer weekends, make it an inherently unsafe location for a public boat ramp.

There are other areas in King Harbor that could made safe for a boat launch. I don't consider Mole B to be one of them.

Many thanks!

**Attachment to Jim Light Appeal of Harbor Commission Mole B Boat Ramp Approvals: Grounds
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To whom it may concern,

I, Lee Davis, have grown up around the marine environment. My parents had a boat as a kid and to this day I own and operate a sportfisher out of the Portafino Marina. I've been a L.A. County Lifeguard for over 35 years, a Rescue Boat Captain for 17 years and hold a 100 Ton Coast Guard Masters license.

In regards to the proposed launch ramp in mole B. The marine traffic at the entrance to basin 1 will be a source of frustration for both marina tenants as well as trailer boats standing by for the ramp. The 33 parking spots will go quick on week days and the weekends will be extreme. I would foresee King Harbor Marina parking being used for trailer parking.

All in all there are not only better, but more importantly safer places to locate a launch ramp in King Harbor.

Sincerely,

*Lee Davis
Rescue Boat Captain
L.A. County Lifeguards*

The Beach Reporter published portions of an email from Deputy Harbormaster Norm Matte:

"[I] can't in good conscience say it's safe or support it."

"Once again I know my opinion is not popular and probably not what the city wants to hear. However, it is honest, professional and without political bias," he wrote in an email. "In my opinion, any location that launches into a small area of maneuvering water, especially a narrow fairway that is highly trafficked, is unsafe."

He said design variations to Mole B do not help fix the problem: tight spaces combined with high traffic.

"I would not be honest to my education, background, experience, my years as a professional boat operator and, most importantly, I would violate the public trust by giving a false endorsement to a plan that every boater knows is ludicrous."

From: Dennis Groat <creakytiki@gmail.com>
 To: Steve Aspel <Steve.Aspel@redondo.org>; martha barbee <martha.barbee@redondo.org>; Bill Brand <Bill.Brand@redondo.org>; christian.horvath <christian.horvath@redondo.org>; stephen.sanmarco <stephen.sanmarco@redondo.org>; laura.emdee <laura.emdee@redondo.org>; Joe.Hoefgen <Joe.Hoefgen@redondo.org>; 'Stephen Proud' <Stephen.Proud@redondo.org>; Mike Witzansky <Mike.Witzansky@redondo.org>
 Cc: Dennis Groat <creakytiki@gmail.com>; Denise Groat <denisegroat@gmail.com>; Mark L Hansen <marklhansen@aol.com>
 Sent: Mon, Oct 17, 2016 1:47 pm
 Subject: Boat ramp location, CUP, and EIR appeal

Mayor and City Council, and City Manager:

At the October meeting of the Harbor Commission, a CUP was issued for a two-lane boat ramp and hoist on Mole B. This CUP had significant opposition from both boaters and the community, but was passed in spite of this opposition.

We have grave concerns regarding the issuance of this CUP.

Firstly, this ramp was initially a component of the DEIR submitted by CenterCal, and was proposed to be on Mole C near the current Joe's Crab Shack location. As we know, it was moved by proposal of City Staff to Mole B. This location was not acceptable in the DEIR, and many residents have concerns regarding the somewhat sudden and quick process used to place it on Mole B. With the entire EIR being appealed to you, and with the boat ramp a significant issue in this process, we felt that it was premature of the Harbor Commission to issue a CUP for this ramp until the EIR process is fully resolved, including potential lawsuits and, very importantly until the entire boat ramp project, operation, and location receive approval from the Coastal Commission. Why on earth would you approve a CUP for a project that has not received all required approvals, and that is an issue in the middle of the EIR approval/appeal/lawsuit process?

Secondly, the Mole B location, as proposed by City Staff, is a terrible proposal for our much-needed boat ramp. Please endure the volume of information that follows.

SAFETY: There are great safety concerns at the Mole B location. Members of our own Harbor Patrol have tried to express these concerns, but it appears that they were pressured to either approving this location, or remaining silent and hidden, but not permitted to express their true concerns.

ACCESS: With the recent construction of the two-way cycle track, the access off of Harbor Drive to Mole B, and from Mole B to Harbor Drive, can be extremely difficult for vehicles with large trailers. Mole C is the only possible ramp location that has access directly into it without difficult turns onto/off of Harbor Drive. Beryl is a direct line in and out, and is a much easier and safer access.

PARKING: At the 11th hour, Staff put forward a parking plan for Mole B that was misleading, a sham, and, frankly, not workable. Following is a summary to the best of my memory – perhaps not exact, but close. There are currently about 73 total parking spaces for the outrigger clubs and Moonstone Park. These spaces are frequently completely full. The final plan eliminated many of these single spaces, but then used the vehicle/parking spaces for the proposed boat ramp to claim "increased parking" for Mole B uses. To do this, the (approx.) 43 spaces designated for tow vehicles/boat trailers were also used for single vehicle parking. There is NO PROTECTED PARKING for tow vehicles and trailers, and single vehicles would be allowed to use them in a "comingled" parking

proposal. With about 79 TOTAL spaces (including tow vehicle/boat trailers), and an intensive ADDED use of a boat ramp, this parking plan is a disaster waiting to happen. There is a MARKED decrease in single vehicle parking compared to current availability, a fact that is obfuscated by using the tow vehicle/trailer spaces in the "new" total. Not only will this plan not function in an acceptable manner, it will create major conflicts between outrigger members, park users, and trailer boaters. Having had similar problems in the past at our current boat hoist trailer parking area, where single vehicles are not "permitted" to use tow vehicle/trailer spaces but OFTEN do, we can say from bitter personal experience that the current Staff parking plan for Mole B will simply not work.

DEMAND: At the Harbor Commission meetings on the Mole B site, I pointed out how the "average" numbers for boat ramp parking demand were misleading and deceptive. By using the numbers that Staff had in their possession for actual demand at our closest ramp neighbor (Cabrillo), I showed how actual demand is very likely more than the 20 or so that was predicted and presented by Staff on about 147 days per year. That is a HUGE number that has never been publicly accepted by Staff, even though it is taken from information that they requested and possessed. It was only through the process of a "public records request" that I was able to get the data from the City that demonstrate this discrepancy. Also, please see the letter below that shows reasons why demand for our current hoists is not an accurate predictor of demand for a ramp in our harbor.

(4-16)

Members of the Harbor Commission:

After the issue of the King Harbor boat ramp was discussed at your March meeting, local media posted stories with members of our Harbor Commission questioning why the "Demand" for a boat ramp is decreasing. The limited time for individual public comments at our Harbor Commission meetings didn't provide an opportunity for the boating public to weigh in on this critical issue at that meeting. Please take the time to read and consider the following information, and please consider it when you are faced with further consideration of any boat ramp in our harbor.

My wife and I have many decades of local boating experience, most of which was with trailered boats. Our experience has demonstrated to us that when you are considering the "demand" for the launching of trailered boats in King Harbor, there is a distinct and critical difference between "demand" and the current actual "use" of our boat hoists. While actual "use" of these hoists appears to be declining, the hidden and pent-up "demand" for usable and user-friendly launch "facilities" is likely higher than ever before. The hoists in King Harbor are anything but "user friendly", and their "usability" is incredibly limited. Thus, current "use" of the mechanical boat hoists in King Harbor is not a reliable indicator of the actual current "demand" for a functional trailer boat launching facility in our harbor. The factors contributing to these conditions include:

HOURS OF OPERATION: The hoists in King Harbor have more limited operational hours than local boat ramps. The hoists are open from only 7am to 5 pm on winter weekdays, and 6am to 6pm on weekends. Summer hours extend closings by only one hour (7pm at the latest). In contrast, the large boat ramp in Marina Del Rey is open 24/7, 365 days a year. The two large boat ramps in Long Beach are open 24 hours per day every day of the year. The other large local ramp in Cabrillo Beach is open from 5 am to 10 pm, 365 days a year. For boaters who fish, dive, or travel to local offshore islands, the limited hours of the hoists make it very difficult to be on the fishing grounds at the good times and still be able to launch/retrieve your boat, and to traverse the Catalina Channel during the periods of best boating conditions. It also requires boaters to head for the harbor relatively early in the boating day to be sure to return in time to get hoisted out of the water. None of the major boat ramps in our area have this limitation.

RELIABILITY: Being a large, complicated mechanical lifting device, the King Harbor boat hoists require significant amounts of down-time for maintenance and repairs. In recent years, there have been many months where both of our hoists were out of service for extended periods of time. It appears that our City has little interest in getting these hoists back to an operational status, and in maintaining them in a manner where their reliability is better insured. Imagine all of the preparations and scheduling for a boating adventure, only to arrive and find neither of the two hoists operational. Even if you check ahead of time and find one hoist is available, it could be unexpectedly broken and out of service by the time you arrive. This lack of reliability and availability has caused many boaters to simply ignore these hoists and travel to area launch ramps, where launch hours are greater, and availability for use is all but guaranteed.

COSTS: For boat ramps and boat hoists, users face costs for both "launching" and for parking. An evaluation of local facilities demonstrates that the costs for launching and for vehicle parking at our current hoist facilities are significantly higher than for local boat ramps. The fees for using our hoists range from \$18 to \$40 per launch and retrieval. Fees for the launch and retrieve at Marina Del Rey are only \$12.50 for any size boat, and this fee includes 24 hours of parking, with an additional fee of \$6 per day for parking. The Cabrillo boat ramp has no fee to launch a trailered boat, with parking of \$2 per hour, and a maximum parking fee of \$15 per day. The City of Long Beach has five small boat ramps in the harbor, and the fee at all of these ramps is \$12 per day, including parking, for any size trailered boat. Trailer boaters most often are on limited budgets, so when combined with other factors, these fee differences often cause them to use the cheaper alternatives, even if they are not the closest.

EASE OF USE: The time required to prepare for the use of a trailered boat is significant. Additionally, time of day for use on the ocean waters is often a critical consideration. Items such as weather and best times for fishing, diving, and crossing the channel must be factored in. Thus, the time required after arrival at a launch facility to prepare for launch, launch, park, then depart the launch area are also a significant item. Since launching a boat by trailer is often not an everyday occurrence, and since it can be a challenging process at times, the ease of use of the launch facility is very important. Our boat hoists are BY FAR the most time consuming and difficult method of launching a trailered boat. At a ramp, the process is basically to remove the tie-downs, check the drain plug, unplug the light harness, then back the boat in. The boat is tied to the launch dock, the tow vehicle and trailer parked, and the boat is ready to go. For our hoist, the two large hoist straps have to be placed between the boat and the bed rails of the trailer that the boat rests upon. So in addition to the above preparations for a ramp, the boat must be aligned perfectly under the hoist frame, often requiring several directed back-and-forth vehicle movements to achieve. Then the boat must have a hydraulic jack and blocks placed under one end of the boat. The end of the boat is then jacked up to a height where one of the hoist straps can be disconnected and threaded around the boat and its bottom. This end is then lowered down onto the strap and trailer, and the jack and blocks are then moved to the other end of the boat. The blocking and jacking process is repeated, with the other strap disconnected and threaded around the boat and bottom. The boat is lowered onto the trailer and this strap, the jack and blocks removed, then a "test strain" and limited hoist is done to insure proper strap length, proper strap placement for acceptable weight distribution between the two straps and proper vertical alignment of the boat in the straps. If necessary, the boat is lowered down, and adjustments made as needed. The boat is then hoisted above the trailer, the trailer moved out, then the boat is slowly craned over the water and lowered down. Once down, the boat must be moved completely clear of the hoist straps so that the hoist

can be raised and craned back over the hoist launch area. As compared to a launch ramp, the time and effort required to use the hoist are extraordinarily greater, making the hoist a very undesirable alternative to the comparatively quick and simple use of a boat ramp. We often experienced extreme wait times and waiting lines when we tried to use our harbor hoists.

Another significant issue with our boat hoists is that they cannot be used for many trailered sailboats that must be launched with their masts up and rigged. The metal hoist framework and cables require that boats do not exceed a certain height to move underneath it and be lifted and launched. Thus, there is a significantly large group of sailboaters that are physically prevented from using our hoists, but would likely use an unobstructed boat ramp in our harbor.

PARKING: The parking situation at our boat hoists is pathetic, to say the least. The boat vehicle and trailer parking is intermingled with the vehicle parking for other uses. Although the number of vehicle with trailer spaces should normally be adequate for a two-hoist facility, during many of the desirable times for trailer boating, single, non-boating vehicles block the boat vehicle and trailer spaces by parking in them and blocking their availability for their intended use and users (trailer boaters). We personally experienced times when there were NO trailer parking spaces available due to this issue, and other times when trailer spaces were available when we entered the launch line, but were all filled with single vehicles by the time our boat had been hoisted into the water. When we contacted the parking attendant, they refused to do anything about the illegally parked single vehicles. When our local Police Parking Enforcement were called, they advised that since this is private property, they had no authority to ticket and tow these obstructing vehicles and thus could not help with this situation.

Local boat ramps have parking that is physically separated from single vehicles. The lack of properly segregated boat vehicle and trailer parking at our harbor's boat hoist parking area, and the absolute reluctance of the parking employees to tow illegally parked single vehicles from this area, makes the use of our boat hoist an incredibly difficult, frustrating, and impractical experience.

RELIABILITY: As compared to our boat hoists, boat ramps require a bare minimum of maintenance while providing a much greater degree of reliability. Our hoists are complicated mechanical machines that live in an extremely corrosive environment. Maintenance costs are extreme, and reliability is not predictable. In recent times, both of these hoists were broken and remained unrepaired for months. Recently, and likely at a high cost. One of these hoists was returned to service. The availability of the hoist is now highly suspect. The usability of only one hoist (which we also encountered in our trailered boat years) creates even longer launch waiting times and launch lines. We never encountered a situation where a boat launch ramp was broken and out of service. From a cost, reliability, and user-friendly viewpoint, we frankly found the hoists to be a really crappy alternative to a boat ramp.

DEMAND: From our experiences, and from our ongoing contacts with trialerboaters in our local boating community, the DEMAND for an adequate boat ramp in King Harbor is far greater than the current USAGE numbers for our boat hoists would indicate. For the many years that we were actively trailer boating, we would often travel to one of the local boat ramps rather than endure the costs, inconvenience, and unreliability of our King Harbor boat hoists. There is little, if any, reason to believe that we have notably fewer trailer boaters in our surrounding area than there are in other areas of our coast. When King Harbor finally installs a fully functional boat ramp, we firmly believe that usage will be several orders of magnitude greater than the demand that we are currently seeing for our boat hoists.

SUMMARY: Current demand for use of our King Harbor Boat hoists is relatively low. This is due in very great part to all of the preceding information. A "use study" for a boat ramp in King Harbor should be completed as soon as possible to more accurately determine the realistic demand that exists and to identify the degree of "pent-up" ramp demand. When a properly sized boat ramp, with adequate access and segregated parking is created here, use of this ramp facility will FAR exceed the number of trailer boat launches that we are currently seeing via the hoists in King Harbor. The King Harbor boat ramp facility should be designed, located, and constructed based on the real demand and probable use as identified in a process similar to that recommended above. The current boat hoists are not a reliable or accurate indicator of the demand and use that such a ramp in King Harbor would have.

Thank you for taking the time to read and consider this information. Should you have any questions or require any further clarification, please contact us.

Sincerely,

Dennis and Denise Groat
450 N. Paulina Avenue
Redondo Beach, CA 90277-3018
310-465-9684 creakytiki@gmail.com
C: Mayor and City Council, Stephen Proud

In consideration of ALL the previous studies on the ramp location issue, the many community workshops on it, all of the above, and a host of other factors, it is our absolute belief that the ONLY acceptable location for a boat ramp in our harbor is on Mole C. It is also our belief that the major concerns raised regarding this location (cueing, interference with Portofino Hotel activities, pollution, and safety, can ALL be dealt with and mitigated to a most satisfactory degree. It is also our belief that the CenterCal project could (and should!) absorb all, or most all of, the costs associated with placing a ramp at the Mole C location, and that the City should vigorously pursue this as a component of the CenterCal development process. (note - we were married outdoors at the Portofino, and currently have a boat adjacent to the Mole C ramp location, so again can say from personal experience that the concerns presented above can be more than reasonably dealt with.)

We have waited many decades for a boat ramp in our harbor, and it needs to be done in the BEST manner possible – Mole B is NOT that solution.

Unfortunately, we will not be available for tomorrow night's meeting where the appeal of the CenterCal EIR will be heard. Please consider this e-mail as our "public input" on this issue.

Thank You,

Dennis and Denise Groat,
Residents, boaters, and voters

JAMES A. LIGHT
602B S BROADWAY
REDONDO BEACH, CA 90277

VANDENBERG FEDERAL CREDIT UNION
VANDENBERG AIR FORCE BASE, CA 93437
90-7082-3222

PAY TO
THE ORDER
OF

City of Redondo Beach
Five hundred and

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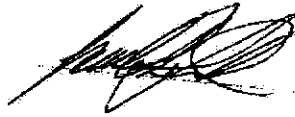
Date 18 Oct 16
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09/10 DOLLARS

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Mbk B Appeal

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Appeal of Harbor Commission Boat Ramp Design Review, CDP, and CUP

Jim Light

Building a Better Redondo

29 Nov 16

Appeal of Harbor Commission Mole B Boat Ramp approvals

- Mole B Boat Ramp unsafe
- Mole B site and ramp design artificially limits capacity
- Mole B Boat Ramp creates parking shortage for all uses
- Mole B Boat Ramp does not conform to State Guidelines
- Mole B Boat Ramp does not meet demand
- Accommodation of displaced boats not supported by evidence
- Ramp configuration precludes ability to comply with Mole B Master Plan
- Staff bias has impacted assessments

MOLE B and RECENT BOAT RAMP HISTORY

1983 – Feasibility Study	Mole B parcels are too small. Mole B boat ramp abandoned
1989 – Siting Study	Seaside Lagoon and Mole B boat ramps shelved due to opposition
2007 – Harbor Area Working Group	Mole D selected as having the most potential development of the ramp. "The location provides the most convenient in/out of water access, offers more space for watercraft to maneuver safely without creating excess traffic and compared to other sites in the harbor it enjoys the most shelter from the existing breakwater."
2012-2015 Public Workshops	Mole D taken off the table by the city. Mole C is agreed to location. Moles A and B unacceptable
2015 - DEIR	" ...it was determined that the potential environmental impacts associated with Mole B would be greater than the proposed project, so Mole B has been eliminated from the project"
2016 - Post DEIR	Portofino voices concern with Mole C. Mole A chosen and abandoned due to KHYC concerns. Mole B suddenly selected no public workshops and in spite of previous workshops

**Mole B chosen for political reasons
not because it is the best or safest location**

Mole B Boat Ramp Unsafe

- Current Deputy Harbor Master staff strongly deem it unsafe
 - Despite commitment to Deputy Harbor Master staff, Fire Chief did not pass on concerns "verbatim" to Harbor Commission
- Two former Deputy Harbor Masters testified it is unsafe
- Two current Baywatch lifeguards stationed in King Harbor have deemed it unsafe
- Former Marina Del Rey harbor patrolman called it unsafe
- Two Harbor Commissioners deemed it unsafe
 - One - Coastguard licensed for 100 ton commercial vessels
 - One – Avid boater, KHYC officer, and lawyer

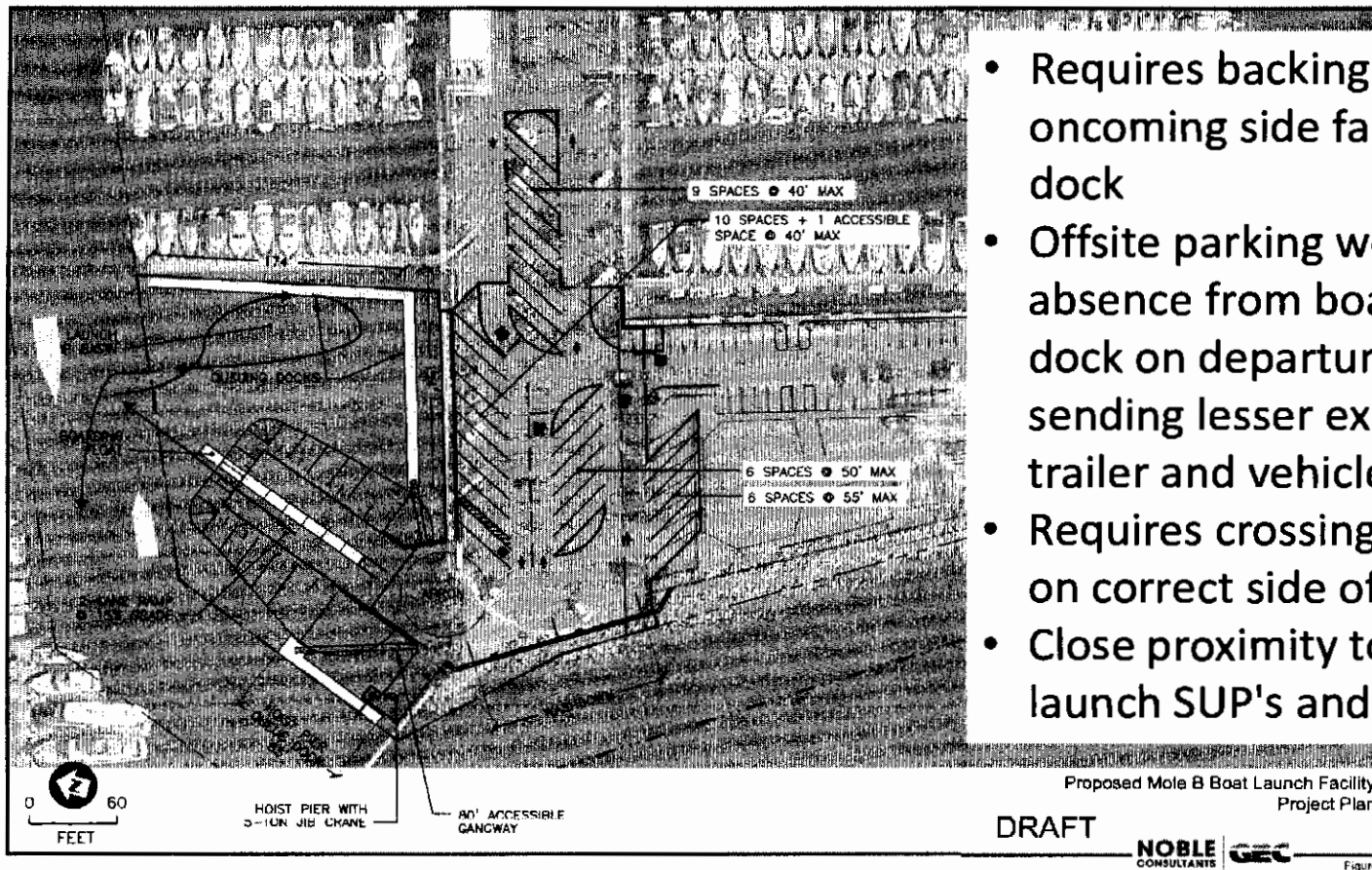
Our harbor public safety professionals strongly oppose a Mole B Ramp because it is unsafe

- *"... any location that launches into a small area of maneuvering water, especially a narrow fairway that is highly trafficked is unsafe... I will never say that any location is safe other than the Turning Basin. No matter how many times I am asked or how the question is framed. Design variations are not mitigating of the overwhelming hazard, which is limited maneuvering water combined with high traffic. I would not be honest to my education, background, experience, my years as a professional boat operator and most importantly I would violate the public trust by giving a false endorsement to a plan that every boater knows is ludicrous. "*
 - Norm Matte – Current Deputy Harbor Master, USCG 100 ton Master License, Rescue Boat Operations Instructor for DBW
- *"I feel strongly that this is a unsafe area for a boat ramp. There are other areas in King Harbor that would make for a safe boat launch"*
 - Joe Bark – retired Harbor Patrolman, USCG 100 ton Master License, Rescue Boat Operations Instructor for DBW
- *"...there are many considerations that make mole B the least desirable choice within our small harbor.... Both land side and waterside problems exist that make mole B the least safe location.... The prioritization of development has inarguably put...the safety of our harbor, into a subordinate position."*
 - Tim Dornberg - retired 25 year Deputy Harbor Master, USCG 100 Ton Master License. Rescue Boat Operations Instructor for DBW
- *"All in all there are not only better, but more importantly safer locations to locate a launch ramp in King Harbor."*
 - Lee Davis – 35 year lifeguard, 17 year Rescue Boat Captain, USCG 100 ton Masters License

Staff writes off public safety official concerns

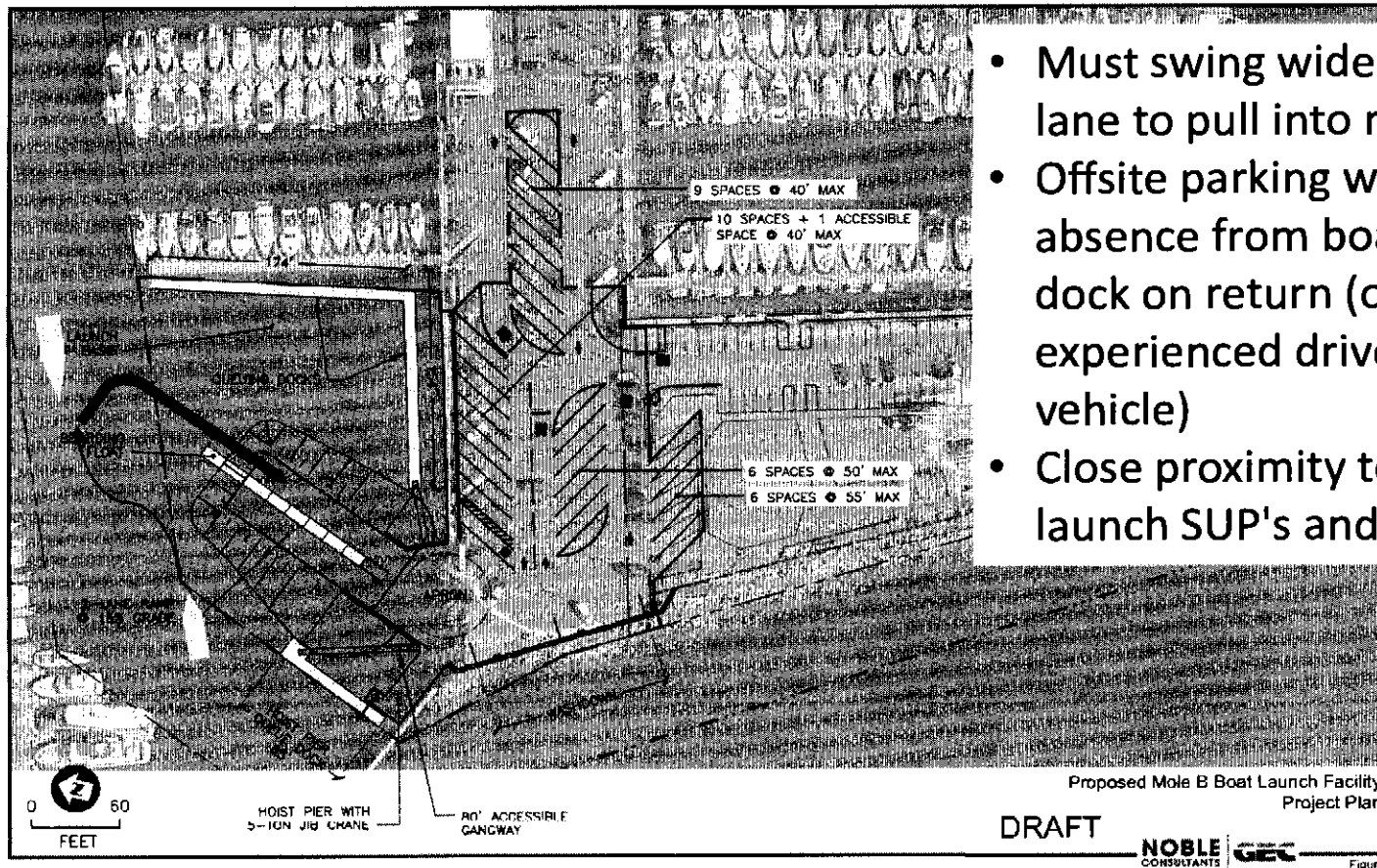
- Staff report says “the factual basis for their opinions has not been provided”
- Comments from public safety officials make it very clear they feel the location is unsafe due to:
 - Lack of maneuvering space
 - Proximity to the narrow fairway
 - Traffic in that fairway
 - Other boating activities in and around location
 - Blind corner between main fairway and Basin 1 fairway
- Safety officials base their concerns on their professional training, professional opinion, and vast experience in the harbor

Convoluted queuing demonstrates site is inadequate and only increases safety hazards



- Requires backing into or in vicinity of oncoming side fairway to get to queuing dock
- Offsite parking would require extended absence from boat at launch or queuing dock on departure and return (or sending lesser experienced driver to park trailer and vehicle)
- Requires crossing inbound traffic to get on correct side of fairway
- Close proximity to hoist dock and hand launch SUP's and kayaks

Convoluting queuing demonstrates site is inadequate and only increases safety hazards



- Must swing wide into outbound traffic lane to pull into ramp float
- Offsite parking would require extended absence from boat at launch or queuing dock on return (or sending lesser experienced driver to back in trailer and vehicle)
- Close proximity to hoist dock and hand launch SUP's and kayaks

Ramp design and location artificially limit capacity of boat ramp

- " The PLBF is designed with 31 adjacent parking spaces which is by definition the capacity of the facility." — Staff response to allegation III.H.
- Operations flow and design were meant to result in a purposeful reduction in flow rate. — Mike Witzanski testimony to Harbor Commission
- In testimony to Harbor Commission the city's design consultant admitted the site is "very small" for a boat ramp and the design was the best he could do given the space on Mole B.

Design and location should not limit ramp capacity when less limiting sites are available

MOLE B BOAT RAMP CREATES PARKING SHORTAGE FOR ALL USES

MOLE B PARKING SUMMARY	Actual Today	Proposed	Demand	Peak Demand	Source
Boat Ramp Trailer (Double spaces)		31	40	60	State guidelines
Boat Ramp Guest Parking		0	10	10	State guidelines estimate
Mole B Park	17	37	15	15	As allocated today
Lanakila	15		50	75	Per public record submitted by Lanakila
Hand Launch Boat Ramp		0	15	15	Estimate based on DEIR
Public Pay Parking	42	172	42	42	Current allocation
Slips (445) Permit Parking	210		334	334	RB Municipal Code
TOTAL	284	209	466	551	
Single space shortage			257	342	
Trailer parking shortage			9	29	

Marina Cove parking survey shows peak weekend use of current uses at 239 parking spaces

- MCL analysis is only of current conditions and does not account for demand of new hand launch boat ramp, trailer boaters, and enhanced Moonstone Park, was accomplished prior to the current expanded trailer parking configuration

Staff has not published any parking demand analysis for Mole B and instead relies on anecdotal opinion

Staff takes credit for "adding" spaces that already exist today on Mole B access to Lanakila and Harbor Patrol



Staff report claims current spots are "illegal"

- 15 spaces today are striped by the city
- They were used in MCL parking survey that city relies on

Mole B Ramp does NOT meet state guidelines

- Staff claims ramp "meets or exceeds" all state guidelines
- 401. Parking a. General Requirements
 1. *"Where physically possible, parking areas are to be located immediately adjacent to the launching ramp with **all parking spaces within 600' of the head of ramp.**"*
 2. *There should be **sufficient parking spaces to meet the expected demand on a normal peak day during the boating season.** The typical minimum parking requirement **per launching lane is 20-30 car/trailer spaces.** This will vary with the type of waterbody, boating activities allowed, and whether the project is in an urban or rural area."*
 - *California Department of Boating and Waterways, Boating Facilities Division, Layout, Design, and Construction Handbook for Small Craft Boat Launching Facilities, March 1991*
- Boat ramp does not even meet low end minimum
- Harbor Commission required "overflow" parking is not defined and cannot be anywhere reasonably close to boat ramp
- Staff's assertion that the overflow parking may be near a pick up point by boat assumes: No solo boaters AND that each group would include an experienced boat and an experienced trailer/vehicle driver – neither of which is a reasonable assumption

Trailer Boating Parking Demand

- **Staff uses average year round daily ramp utilization to conclude 31 trailer spaces are sufficient**
 - State ramp guidelines call for "*sufficient parking spaces to meet the expected demand on a normal peak day during the boating season.*"
 - Cabrillo ramp data shows weekends regularly exceeds 31 boaters - 61 days per year
- **Staff assumes trailer boaters would largely show up early to justify shared parking use**
 - Only accounts for early morning fishermen
 - Cruisers, jet skiers, lobster fishermen, sailors, after work boaters, evening fishermen, and lobster fishermen represent peaks at other times of day
- **Staff fails to address pent-up demand and future growth of demand**
 - Many locals do not use boat ramps often due to distance, closeness will increase utilization
 - Close shot to prime fishing grounds and Catalina makes Redondo much more attractive than Marina Del Rey
 - New ramp will increase local sales to new local boaters
 - Population growth and boating industry post-recession recovery will increase demand
- **Staff ignores City reports**
 - "King Harbor Boat Launch Facility Siting Study 2016" Concludes: "*The various alternatives provide a range of 20 to 40 vehicle/trailer parking spaces which is not expected to satisfy future demand.*"
 - "*The launch ramp facility is envisioned to be a popular amenity, and overflow parking opportunities will need to be explored further to accommodate peak use periods*" — Moffatt & Nichol Memorandum to City of Redondo Beach, 14 Nov 2007

REPLACEMENT BOAT SLIPS NOT ADEQUATELY ADDRESSED

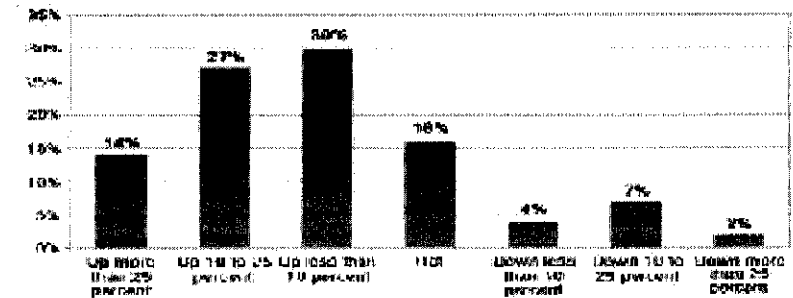
- Loss of 39 slips – 30 over 30' in length, 5 of those over 50'
 - Displacement of commercial vessels in Basin 3 exacerbates loss
- City response to records request shows very low vacancy in slips over 33'
 - King Harbor Marina monthly average 2013, 2014, 2015 = 2
 - King Harbor Marina monthly average 2016 = 1
 - Portofino Marina June 2016 = 1
 - Redondo Beach Marina June 2016 = 0
- Smaller slip vacancy higher but cannot move large boats into small boat slips with vacancies
- Staff relies on anecdotal testimony from conflicted marina owner on "high slip turnover" to magically conclude there is room,
 - No turnover data included in records request response
 - Even if true: high turnover + low vacancy = high demand – reducing large slips not justified

STAFF DOES NOT ADDRESS FUTURE DEMAND

- Demand growth expected to increase for boat ramp and slips
 - Staff does not address recovery from recession - retail boating sales increasing since 2014
 - Increased sales + increasing population = increased demand
 - Pre-recession King Harbor had a 10 year waiting list for slips over 33'
- Multiple Harbor Commission meeting minutes document rapid increase in SUP's in harbor
- Lanakila has testified to the ongoing growth of their club and operations

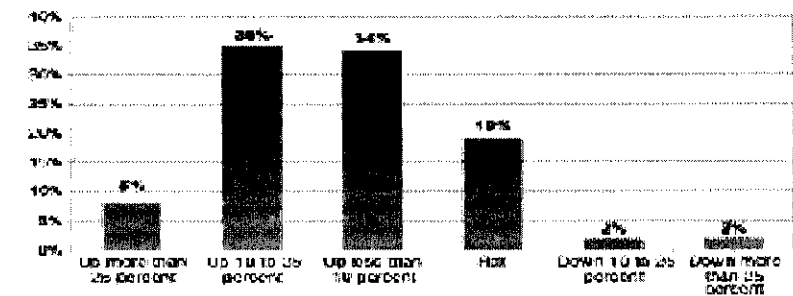
Demand for slips, ramp utilization, and parking will only increase

HOW HAS YOUR 2015 REVENUE COMPARED TO 2014?



Click image to view larger (Source: Boating Industry Survey)

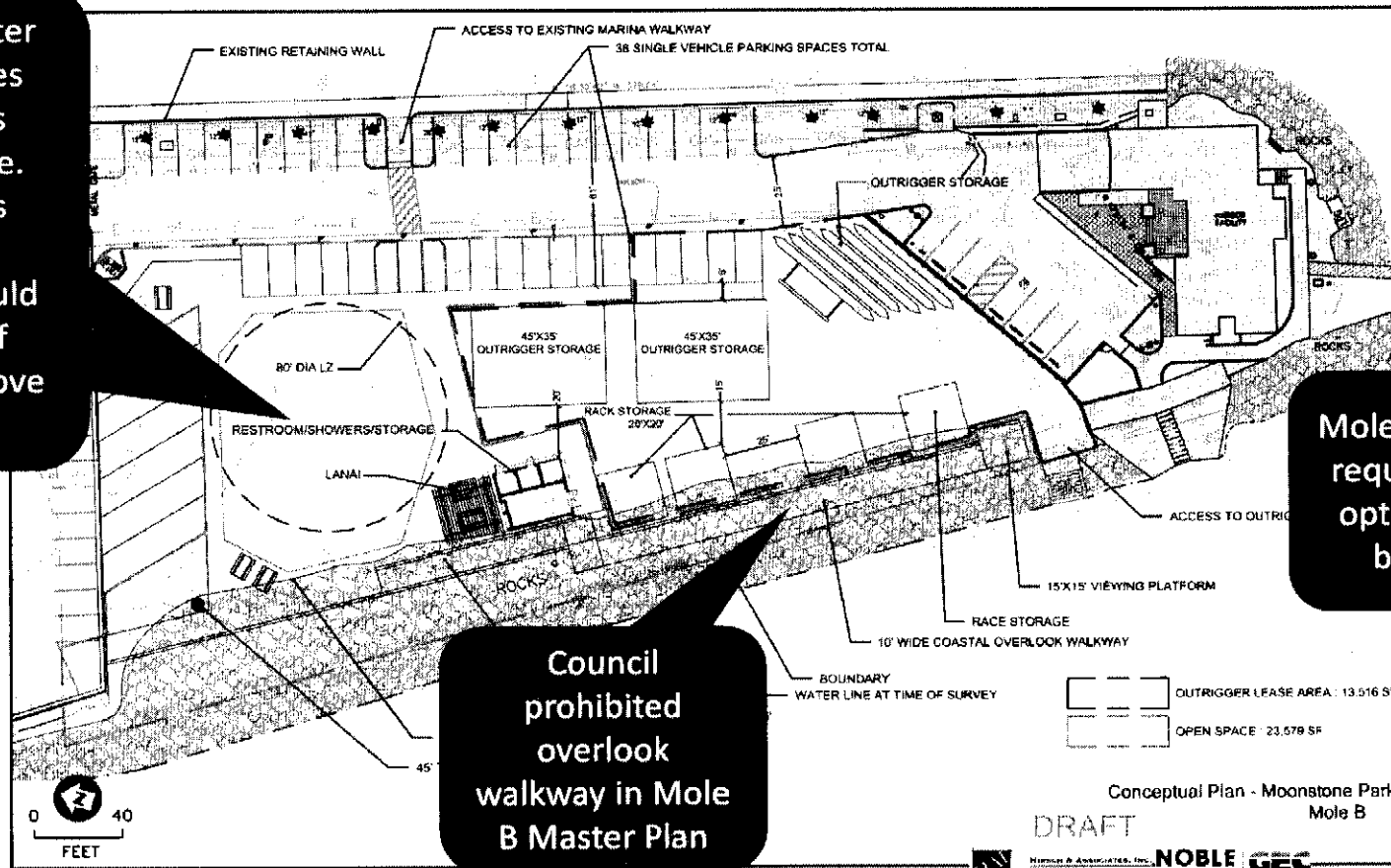
WHAT ARE YOUR EXPECTATIONS FOR 2016 REVENUE VS. 2015?



Click image to view larger (Source: Boating Industry Survey)

PLAN DOES NOT DEMONSTRATE THAT RECONFIGURATION FROM BOAT RAMP WILL ALLOW CONFORMANCE WITH MOLE B MASTER PLAN

Mole B Master Plan requires 100' radius landing zone. Standard is 100'x100'. Upwind should be clear of obstacles above ground.



Council prohibited overlook walkway in Mole B Master Plan

Mole B Master Plan requires space for optional mast up boat storage

City Council Approved Final Mole B Master Plan

MOLE B WEST SAILING AND PADDLING CENTER CONCEPT PLAN

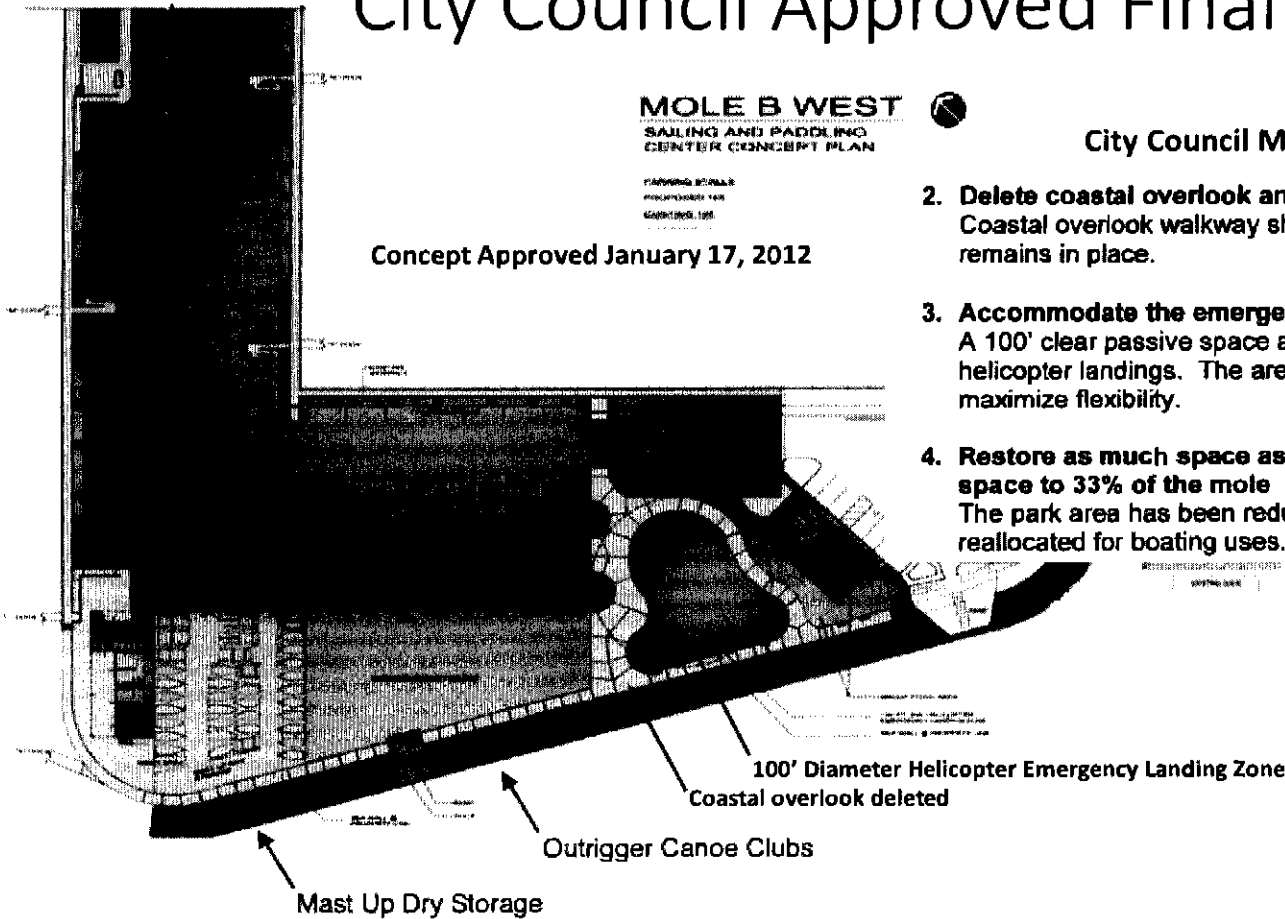


PLANNING STAFF
PROPOSED FOR
CONCEPT PLAN

Concept Approved January 17, 2012

City Council Meeting, July 5, 2011

2. **Delete coastal overlook and replace with a seawall**
Coastal overlook walkway shown in previous concept has been removed. Sea wall remains in place.
3. **Accommodate the emergency helicopter landing area**
A 100' clear passive space area has been retained to provide for emergency helicopter landings. The area has been pushed to the south as far as possible to maximize flexibility.
4. **Restore as much space as possible to boating uses by reducing the park space to 33% of the mole**
The park area has been reduced to 33% of the mole and additional space has been reallocated for boating uses.



Staff has not demonstrated Mole B Master Plan can be met concurrently with approved boat ramp

STAFF BIAS EVIDENT IN EVALUATION

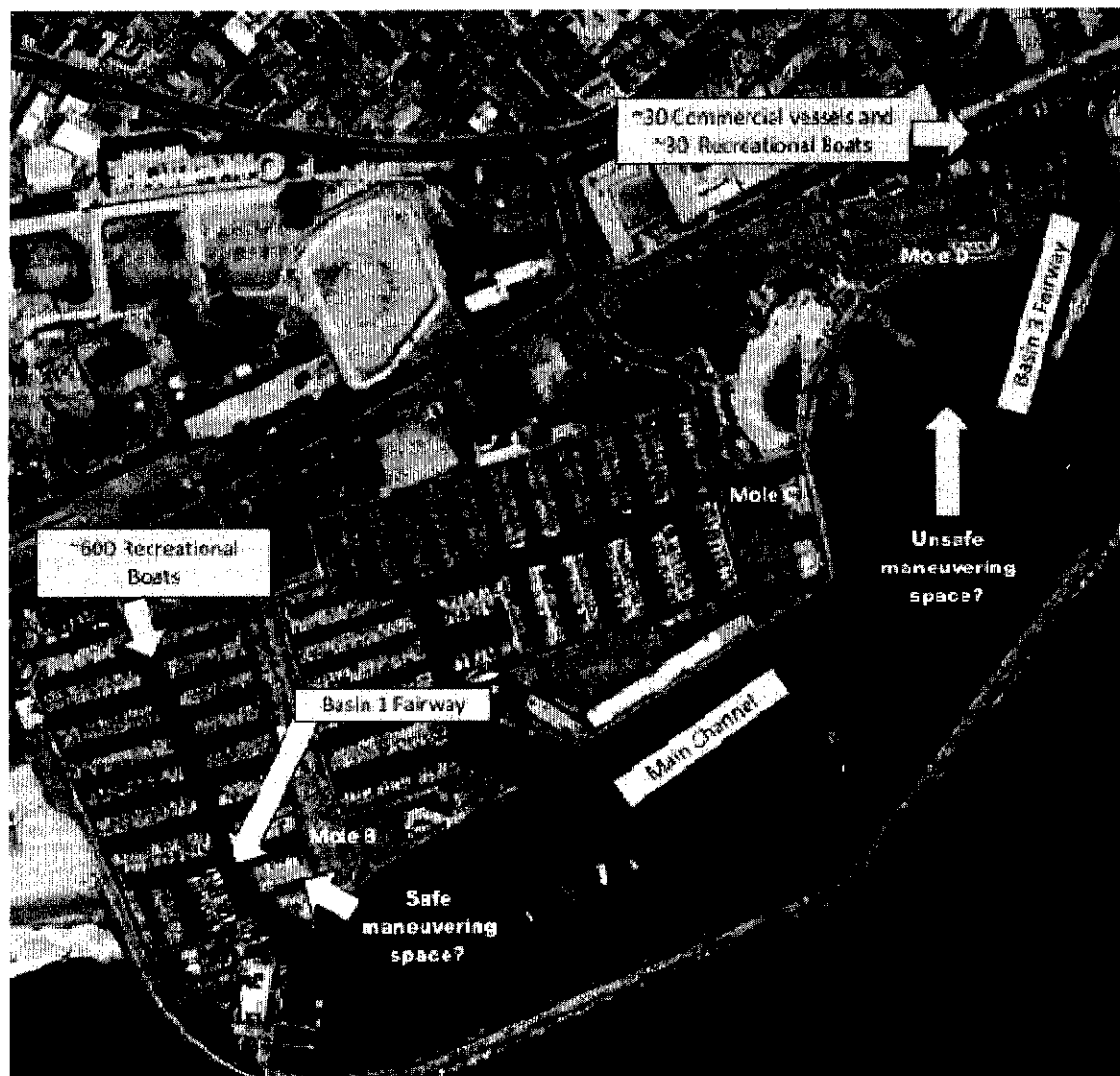
- Relying on public testimony for some findings while ignoring it on others
 - Example: relying on MCL testimony while ignoring former Deputy Harbor Masters
- Ignoring strong inputs from most qualified staff
 - Ignoring strong safety concerns of current Deputy Harbor Patrol staff
- Contradicting previous city findings without any explanation
 - Multiple previous study findings on parking and ramp location ignored
- Ignoring own studies and industry data
 - Study findings on parking and boating industry growth data
- Twisting of data to meet their desired conclusions
 - Ignoring Cabrillo peak day parking data and using daily averages
- Convenient interpretations and misrepresentation of city policies
 - Park parking conflict policy from Parks and Rec Element
- Misleading statements
 - Equating Mole B public meetings to all previous workshops over the years

Staff Claims versus reality

Staff Claim	Reality
Noise ramp launch similar to slip launch	Concentrated launching at all hours rather than spread through marina (especially morning traffic and at night during lobster season). More communication required. More vehicle movement with trailers. Chains and winch operations. There are approximately 40 liveaboards along Mole B.
Slip launch similar to ramp launch	Slip boats maintained ready to go – limited loading. Back out ready to go. No queuing. Vessels in water, ready to go.
No future demand increase Appellant misrepresents Parks and Rec Element policy to minimize parking conflicts at parks. Parking only a concern at Perry Park, Anderson Park, Veterans Park, and Aviation Park	Many indicators to the contrary Exhibit 5 lists "Minimize parking conflicts at parks." As separate from the specific concerns with the listed parks. Furthermore, other city documents document concerns with park parking conflicts – particularly at Seaside Lagoon. So the policy is broader than the staff argues.
Harbor Patrol access road parking illegal	Parking spaces are lined by city. City accepted MCL parking assessment that included parking along this access road
Meetings on Mole B boat ramp were equivalent to boat ramp workshops	Current configuration of boat ramp never covered at workshop. Testimony during Harbor Commission meeting is not a workshop. Even Chairperson of Harbor Commission stated a workshop was needed.
Boat ramp meets or exceed state requirements Peak use of boat ramp will be early morning	Parking does not meet minimum requirements or distance requirements Jetskiers, cruisers, and sailors launch later. Can expect a post work rush. And evenings will create a peak during lobster season.

Mole D versus Mole B Ramp Assessment Highlights the Bias

- Mole D – DEIR Assessment
 - *“the Mole D ...boat launch ramp would be located **near the** mouth of Basin 3, which **could** result in a **traffic conflict**. Additionally,...there would be **potential traffic conflicts** with vessels (i.e. charter vessels) maneuvering to and from berths at the Sport fishing Pier. This **could** pose a **potential safety hazard**, particularly during times of peak use.”*
- Mole B – EIR assessment
 - *“...boats **feeding into the Basin 1** fairway would be **sufficiently spaced** far enough apart so they would be smoothly introduced into arriving or departing Basin 1 boat traffic. Boater sight lines to outbound and inbound lanes of the fairway...would provide **sufficient visibility to avoid conflict** with other boaters.... It is **anticipated** that the facility would be **managed...to ensure safe operating conditions....**”*



Side-by-side comparison shows blatant assessment bias

- Mole D – Unsafe according to staff
 - Much more maneuvering space
 - No fairway encroachment
 - No slips in proximity
 - Only 60 slips in Basin 3 with about 50% commercial vessels skippered by professionals
 - Sport fishing pier only used by licensed captains
 - Far from hand launch
 - Straight shot to harbor mouth
 - Simple waterside queuing
 - Ample parking
 - Already has boat hoist
- Mole B – safe according to staff
 - Much less maneuvering space
 - Direct encroachment into fairway
 - Over 600 recreational boats using fairway
 - Collocated hand launch
 - Close proximity to outrigger canoe ops
 - Must traverse entire harbor
 - Complicated waterside queuing
 - Landslide queuing impact slip, park, and outrigger canoe parking
 - Insufficient parking

Even tonight's staff report demonstrates bias

Example: Staff response on Rec and Parks Element Policy

- Staff maintains that the Rec and Parks policy to “mitigate parking conflicts at parks and recreation areas” only applies to certain specified parks.
- Exhibit 5 and other documents clearly demonstrate the concern was more generic

8.2a.10 Evaluate circulation, parking, and transit options that would enhance vehicular access to coastal parks and recreation facilities.

2004-2014 Recreation and Parks Element

Moonstone Park/
Mole B Improvements

- Develop strategy to increase/enhance boating facilities
- Create storage facilities for boating uses
- Improve the park with enhanced landscaping, public parking, and additional recreation amenities

2004-2014 Recreation and Parks Element; Exhibit 5

less a venue for locals. Participants suggested that the Pier could be made more attractive to residents by installing informative/educational exhibits; providing additional parking, especially during the summer months; and creating a higher quality mix of commercial uses on the Pier, though tenant mix is controlled by Master Lessees. There was strong interest in continuing summer concerts at the Pier.

2004-2014 Recreation and Parks Element

7. Triton Oil Site: (10/Article XXXVIII 38.4) In order to provide additional parking for Seaside Lagoon, MCC will cooperate with the City in developing a plan to use the Triton Oil site as overflow parking for the Seaside Lagoon and other nearby uses.

2003 Lease Terms with MarVentures

Parking	<ul style="list-style-type: none"> • Evaluate the parking supply and demand at Perry Park, Veterans Park, Aviation Park • Mitigate parking conflicts at parks and recreation areas
---------	--

2004-2014 Recreation and Parks Element; Exhibit 5

COMMISSIONER CONCERN ON MOLE C PROXIMITY TO HAND LAUNCH DEMONSTRATES BIAS AS WELL

- Ignored fact that Mole B boat ramp allows hand launch after 10AM
 - Much closer proximity with no means to separate traffic
- DEIR describes multiple solutions to mitigate Mole C boat ramp risks with hand launch traffic
 - Reconfigured breakwater
 - Buoy separation
- Other kayaks and SUP's in Basin 1 fairway in direct maneuvering space for Mole B boat ramp
 - Moving Tarsans does not eliminate SUP and kayak traffic
- Mole D has no conflict with hand launched vessel launch points

Summary

- Mole B is not the right place for a boat ramp
 - It is too small
 - There are too many long existing coastal dependent uses that would be impacted
 - It is unsafe
- City assessment is biased and does not stand up to reasonable scrutiny
 - Driven more by desire to protect Waterfront commercial development than to optimize coastal dependent harbor uses
- City Council should support appeal and send boat ramp back to the drawing board with meaningful community input

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Attachment D - Response to Appeal/Appeal Findings

The following is a summary of the main points of Appellants' claims for the Appeal filed on October 18, 2016 followed by the City's response/finding, including references to where the issue has been adequately addressed in the EIR, Responses to Comment, and other project documentation. The responses/findings are numbered to correspond with the numbering in the Appeal materials (e.g. "Allegation I"). The City's findings are supported by the materials prepared by the City and its consultants contained in the Record of Proceedings for this project, which are incorporated herein by reference. This document addresses the primary issues contained in the Appeal, however, the City finds that any additional issues are meritless and that the conclusions of the EIR and City prepared project documentation are supported by substantial evidence. The City reserves the right to make any additional factual or legal arguments beyond those contained herein.

Where the Appeal has raised the same issue multiple times, the individual sections below may include a cross reference (e.g. this issue was adequately addressed in Response to Allegation-1.) In other instances, the City may provide a cross reference to where this issue was addressed in the EIR or other project documentation, which constitutes a finding that those Response to Comments or Analyses were adequate and supported by substantial evidence.

The City finds that there is no merit to any of the assertions raised in the Appeal.

Allegation I.

The finding that the proposed boat ramp is substantiated in the FEIR is premature. The FEIR is subject to an appeal that is before the City Council. The appeal specifically challenges Harbor Commission approval of the Waterfront FEIR and includes specific evidence that the FEIR is insufficient in its assessment of the impacts of a Mole B Boat Ramp. In fact, changes introduced in the 10 Oct hearing introduced more changes that could have further impacts that should have been presented to the public for assessment in the DEIR and FEIR.

Response:

While Appellant appears to be challenging the adequacy of the Final EIR for the Waterfront Project, the Appeal cover sheet does not list this Appeal made pursuant to RBMC § 10-3.901 (CEQA Appeals). Furthermore, the City Council considered and denied Appellant's CEQA Appeal at a public hearing held on October 18 through October 19, 2016. (City Council Resolution No. CC-1610-098). As noted under CEQA Guidelines § 15378 and the Harbor Commission's June 13, 2016 Admin Report, public agencies "may make more than one decision a project," however, that does not allow Appellant to continue to file the same challenges on the content of the Final EIR every time a subsequent approval is necessary.

Furthermore, during the City Council's Appeal hearing held on October 18-19, 2016, the City Council considered these minor changes to the proposed Boat Launch project component before deciding to certify the Final EIR for the Waterfront Project. While revisions were incorporated into the boat launch

component, these changes were made to specifically address assertions made from Appellant and do not result in increased environmental impacts. More specifically Appellant asserted:

(1) That there was **"Insufficient parking"** for the boat ramp (Comments from Jim Light and BBR dated July 17, 2016, p. 10). While the City determined there was adequate parking the original iteration of the boat launch component described in the Waterfront Final EIR, additional revisions were made to provide more parking for the boat launch facility. More specifically, the final iteration of the boat launch project component included an increase in trailed parking spaces (31 trailered parking spaces total) immediately adjacent to the launch facility, which was an increase from the 22 trailered parking spaces originally proposed at Mole B. This new parking configuration includes: (a) Nineteen (19) parking spaces that are 40 feet in length – including one ADA accessible space; (b) Six (6) parking spaces that are 50 feet in length; and (c) Six (6) parking spaces that are 55 feet in length.

(2) Appellant further asserted that the Mole B boat launch has **"insufficient maneuvering space for queuing."** (Comments from Jim Light and BBR dated July 17, 2016, p. 11.) While the City determined that the Mole B Boat Launch Facility in the Final EIR was safe, the final designs were revised to include two queuing docks (comprised of concrete encased poly-styrene) for arriving and departing vessels that total approximately 328 feet in length along the southern and eastern edge of the launch basin area. Additionally the final iteration removed an adjacent dock to provide increased water surface area devoted to the boat launch facility. This includes approximately 24,000 square feet of water surface area that is dedicated to boat launch facility user maneuverability that is separate from the Basin 1 Fairway. By creating a larger queuing dock, boats that are waiting to be retrieved (or embark on their day) can tie up safely and not wait in open water or circulation lanes. The removal of additional private slips also increases the total amount of maneuverable water surface area for public boat launch users.

With the creation of the queuing docks noted above, the dock immediately adjacent to the hoist has been shortened from 150 feet to approximately 95 feet. This dock will be dedicated to boats launched and retrieved via the hoist and will not be used for queuing for boats launched or retrieved from the ramp – thereby reducing the boat traffic entering the Basin One fairway at this location. In addition, the shorter dock will further improve the sight lines for boats entering and exiting the Basin. The sight lines were determined to be safe, as described in (1) FEIR, Section 1.3.4.13, (2) August 8, 2016 Harbor Commission Admin Report, pp. 15-16, and (3) City Council Resolution No. CC-1610-098, Section 2 Findings, Attachment 8, Appeal-13.

The length of the boat launch ramp float has also been reduced to further ensure that boats leaving the ramp do not accidentally reverse or drift into the Basin One Fairway.

(3) Appellant further asserted that Mole B was dangerous due to **"SUP traffic."** (August 7 Comment, p. 11.) While the City disagrees with this assertion, the City included in its operating plan the relocation of the SUP business (Tarsan) from the interior of basin One (proposed for use by the Boat Launch Facility), to the interior of Basin Two.

(4) Appellant further asserted that **"the proposed configuration precludes meeting [helicopter access] and puts the lives of the public at risk."** (August 8, 2016 Comment Letter, p. 12.) In response, the City completed a feasibility study described in the City Council's Administrative

Report, which demonstrates that emergency helicopter landings can be safely accommodated with both the Lanakila outrigger canoe club and the proposed boat launch facility at Mole B.

While these revisions slightly increase the loss of Boat Slips, this loss was considered in the City Council's CEQA findings adopted in Resolution CC-1610-098, Exhibit B. The City Council findings that these final design modifications associated with the Mole B Boat launch project component do not result in new or increased environmental impacts and do not otherwise trigger recirculation or subsequent or supplemental environmental review.

Appellant's assertions about the project description being "premature" and providing insufficient information was addressed in detail in the Waterfront Final EIR (Response PC323-29), and City Council Appeal Finding 29 (October 18, 2016 Admin Report, Attachment 8):

The Draft EIR provides enough specificity under CEQA to evaluate the potential environmental impacts of the proposed project. CEQA Guidelines Section 15004 (b) states that EIRs should be prepared "as early as feasible in the planning process to enable environmental consideration to influence project program and design and yet late enough to provide meaningful information for environmental assessment." Further, Section 15124 specifies that an EIR project description should be general and "should not supply extensive detail beyond that needed for evaluation and review of the environmental impact." Pursuant to CEQA Guidelines Section 15146, the degree of specificity required in an EIR of a project corresponds to the degree of specificity involved in the underlying activity described in the EIR. Accordingly, the EIR addresses the proposed project based on an Application for an Environmental Assessment filed with the City in April 2014 and conceptual plans provided to the City by the project applicant. Detailed engineering and design plans have not yet been submitted for City review and approval. The EIR analyzes the most intense scenario that could be developed under the proposed project, including the maximum building heights and intensity (Figure 2-8), the most conservative physical changes associated with the replacement of Sportsfishing Pier described on Draft EIR 2-57. This approach is consistent with CEQA. The issue of the level of detail of final project design has arisen in numerous CEQA cases.

In the Dry Creek case in which the court held that "Appellants have not established that the general description of the diversion structures in the EIR coupled with approval of final designs after the project is approved violated any CEQA mandate." (*Dry Creek Citizens Coalition v. County of Tulare* (1999) 70 Cal.App.4th 20.) In the *Bowman* case the court concluded that compliance with design review can be used to ensure aesthetic impacts remain less than significant" ... even if some people are dissatisfied with the outcome. A contrary holding that mandated redundant analysis would only produce needless delay and expense." (*Bowman v. City of Berkeley* (2004) 122 Cal.App.4th 572, 594.) Most recently in *Citizens for a Sustainable Treasure Island v. City and County of San Francisco* (2014) 227 Cal.App.4th 1036, 1053-1055, the Court rejected a similar argument from individuals alleging that the project description was inadequate because "the specific configuration and design of particular buildings is left for future review...the Project's street network and layout is conceptual at this point, with the final layout subject to review by applicable agencies..." In rejecting these arguments, the Court of Appeal noted:

Contrary to these criticisms, the EIR made an extensive effort to provide meaningful information about the project, while providing for flexibility needed to respond to changing conditions and unforeseen events that could possibly impact the Project's final

design... as a matter of necessity at this stage in the planning process, there are many Project features that are subject to future revision, and quite likely will be the subjects of supplemental review before the final Project design is implemented. However, the EIR cannot be faulted for not providing detail that, due to the nature of the Project, simply does not now exist.

Allegation II.

The finding that the ramp conforms to all requirements of the city zoning and Local Coastal Program is inaccurate:

Response:

As will be shown below, the project conforms to all City zoning and Local Coastal Program requirements.

Allegation II. A.

Current slips which have current tenants would be eliminated with no plan before the public that demonstrates how these slips would be replaced without inducing other impacts to other tenants and slips currently in use and foreseeably usable by tenants.

Response:

As outlined in the City's May 9, 2016 Administrative Report, approval of a Conditional Use Permit must generally meet certain criteria specified in RBMC Section 10-2.2506 and 10-5.2506; the City's past interpretation¹ of these provisions allows a balancing of these factors consistent with *Santa Clarita Organization for Planning the Environmental v. City of Santa Clarita* (2011) 197 Cal.App.4th 1042, 1059-1064.

The public record is clear that the installation of the PBLR would result in the loss of 39 boat slips ranging in size from 17 to 76 feet. (City Council Resolution CC-1610-098, Exhibit B, p. 26.) An inventory of available slips within the Harbor was provided to the Harbor Commission along with testimony regarding the turnover and availability of slips. Given the current vacancies, the turnover statistics and the length of time before project commencement, the Harbor Commission determined there is a high likelihood that current tenants could be relocated and tenants are not expected to be displaced outside King Harbor as a result of this project.

Allegation II. B.

The city discusses reworking other slips which would be an impact to those slips and tenants.

Response:

Discussion of reworking other slips is speculative and not within the City's control. While the City is aware of the possibility that King Harbor Marina may undergo reconstruction and reconfiguration, no

¹ See a Redondo Beach Trial Court Opposition Brief, p. 29 in *Walters v. City of Redondo Beach*, Court of Appeal Case No. B258638 (2016) 1 Cal.App.5th 809 noting the same. See May 21, 2015 Administrative Report for the Sea Breeze Mixed Use project, p. 16 noting the same. See also the March 19, 2015 Administrative Report for the Legado Mixed Use project, p 25, noting the same.

application or plans from this private leaseholder have been filed with the City. Therefore, it is speculative at this time that any such reconstruction and reconfiguration will occur. Further, any such changes would be subject to their own permit entitlements and environmental review at such time as the changes were proposed.

Allegation II. C.

The close proximity to slips north of the project site will be negatively impacted by increased waterside traffic. The proposed operational plan and reconfiguration of the boat ramp does not alleviate this impact.

Response:

While the specific wording of this allegation states that the "proximity" would be "negatively impacted by increased waterside traffic", it appears that the intention of the appellant was to assert that additional waterside traffic would negatively impact slips to the north due to proximity.

Proximity of PBLR and hoist activities to slips to the north and west of the site was fully evaluated by Noble Consultants and design modifications and enhancements were made to address proximity concerns. The design approved by the Harbor Commission includes shortened boarding and queuing floats and an adjusted launch ramp angle that maintain the full width of the existing side channel fairway of 90 feet. It was also noted that 39 existing vessels currently back out or maneuver in the existing side channel without incident, and that the existing boats are larger and less maneuverable than any trailer launch craft able to use the new PBLR. As also discussed in Response to Allegation I, sight lines and safety associated with FEIR Mole B Boat Launch facility were determined to be less than significant as outlined in (1) FEIR, Section 1.3.4.13, (2) August 8, 2016 Harbor Commission Admin Report, pp. 15-16, and (3) City Council Resolution No. CC-1610-098, Section 2 Findings, Attachment 8, Appeal-13. Furthermore, the final designs provide additional safety improvements, including increased water surface area for queuing, additional queuing docks, and shortened length of the docks.

Allegation II. D.

All slips in the vicinity of the boat ramp will be impacted by increased noise from car and boat traffic at all hours of the day and night, every day of the year.

Response:

The allegation that all slips will be impacted by increased noise from car and boat traffic at all hours of the day and night every day ignores the fact that there are currently 39 existing slips including large commercial vessels presently in operation on the subject property. Many of these existing vessels operate 24 hours a day and require the use of large marine diesel engines, generators and lighting not typical of smaller trailered vessels. Furthermore, many of the boat slips are not considered sensitive noise uses and the project was determined to be in compliance with the City's noise ordinance limits, as outlined under Impact NOI-1. While the EIR did identify significant construction related noise impacts to existing liveabords (in the context of CEQA, not based upon planning criteria), both Harbor Commission and City Council included Mitigation Measure MM NOI-ALT-1, which provides for

temporary relocation of liveboards, which was expressly included as Condition 12(m) in Harbor Commission's Boat Launch Entitlement Resolution.

Allegation II. E.

The reconfiguration of parking reduces the usable public open space in Moonstone Park from its already small usable size to accommodate boat trailer parking spots.

Response:

The Harbor Commission considered the public open space requirements of the City's Certified Local Coastal Program as part of its review of the boat launch facility project. A space planning analysis diagram was presented to the Harbor Commission showing that the needs of the outrigger canoe clubs, public open space requirements and the PBLR can all be accommodated. While the final design and space allocation will be the subject of a separate application, the feasibility analysis was provided to demonstrate conclusively that the proposed PBLR and all future uses can be accommodated. Staff has confirmed with California Coastal Commission staff that the public open space remaining after the construction of the PBLR will meet their criteria and be adequate.

Allegation II. F.

The requirement for overflow parking increases traffic and uses limited parking space in unnamed portions of the harbor area. The city did not provide sufficient detail to fully analyze the impact as the overflow parking remained undefined.

Response:

All studies and analyses show that the parking immediately adjacent to the PBLR will be more than sufficient for typical daily operation of the facility. Specifically, historic data from the Redondo Beach Boat Hoists, as well as the public launch use data from Marina del Rey and from Cabrillo Beach indicates that average daily demand for the new boat launch facility is less than the number of immediately adjacent parking spaces under typical circumstances. The requirement to provide 30 additional spaces for trailered overflow parking was conditioned by the Harbor Commission in the event that special events or demand on holiday weekends results in the need for additional trailer parking as well as in response to a comment from the Appellant requesting additional parking spaces (July 17, 2016 Letter from Appellant requesting "more parking. Surface level parking set aside for recreational uses in vicinity of use."). In considering and evaluating options for overflow parking the Harbor Commission noted that it was not necessary that the parking be immediately adjacent to the PBLR, only that the parking be near a location that would allow pick up of the driver of a launch vehicle. The Harbor Commission also received testimony that King Harbor Marina could make space available within their leasehold for any necessary overflow parking in the event that it was needed. Traffic from trailer launched craft is already accounted for in the traffic analysis.

Allegation II. G.

The loss of parking spaces will impact all Mole B users and all slip tenants on both sides of the road and parking lot leading to the Mole. While a limited parking utilization study was submitted by the leaseholder, the leaseholder is conflicted and any analysis paid for by the current leaseholder is, at best, suspect. However, even if one wants to rely on the leaseholder's parking study, it is important to

note that the excess parking claimed by the report turns into a deficit in the new plan which eliminates even more parking. Furthermore, the city has not accomplished and presented any demand study that evaluates the total demand for parking after reconfiguration. For example, the ramp will allow hand launch of boats. The impact of this new use on parking has not been evaluated and presented. The enhancement of Moonstone Park would attract more visitors - increasing parking demand. The impact on parking of the movement of Tarsan's to Basin 2 has not been evaluated or presented to the public. The evaluation of the impact of the future growth of the outrigger canoe clubs has not been evaluated and presented. The evaluation of the future growth of ramp and slip demand has not been evaluated and presented.

Response:

Parking for the PBLF has been analyzed in the Final EIR (Chapter 1, Pages 1-80 through 1-82) and an additional parking survey was presented by the Mole B leaseholder to further supplement the analysis. Each analysis has indicated that the Mole currently has excess parking capacity and can accommodate the conversion of a single vehicle parking into trailered parking spaces.

More specifically, the parking program for Mole B includes the replacement of 16 publicly designated single vehicle parking spaces along the northern edge of Moonstone Park, with a double loaded drive aisle to the east of Moonstone Park that includes 38-45 single vehicle parking spaces (depending on final design) – which represents an increase of 22 to 29 parking spaces. In addition, the PBLF will require the conversion of 81 private parking spaces currently used by slip users into 31 publicly accessible trailered parking spaces. It is important to note, that the conversion of 39 private slips into the PBLF would in and of itself reduce the parking requirement on the Mole by approximately 30 spaces (based on the City standard of .75 spaces per slip), therefore the true comparison is a conversion of 51 single vehicle spaces into 31 trailered spaces – an arguable loss of 20 spaces. However, it should be noted that each trailered space can accommodate 2 single vehicles for a total of 62 vehicles. Combined with the gain noted above – and the surplus of parking noted by leaseholder parking analysis – the conclusion can still be drawn that Mole B has sufficient parking to accommodate the various uses on the Mole. The relocation of Tarzan's customer launch point from Basin I to Basin II does not require the construction of any new facilities nor will the relocation have any effect on parking and traffic circulation. Customers of the business will use the existing storefront and simply walk south rather than west to launch their SUP's. The change in walking distance is reasonable. Further, the owner of this business is supportive of the change.

As to the comment regarding future growth of the outrigger clubs or increased demand by users of Moonstone Park – these are speculative. Furthermore, while the City prepared a feasibility study in response to the Appellant's prior assertions that the City could not accommodate existing uses, this does not mean that the conceptual plans considered in the feasibility study have been approved, in the event that the City elects to proceed.

Allegation II. H.

Queueing of traffic down the Mole B parking lot will have an adverse impact on the ability of slip tenants to get to parking near their vessel or trap them in the parking lot until the queue clears. The queuing of boat ramp traffic down the Mole B parking lot would also block access and departure for users of Moonstone Park, the hand launch boat ramp capability and outrigger canoe club members

and guests. While the city contends the road between the parking spots is wide enough for two lanes, all drivers use the middle to assure safety from cars backing up from both sides and people loading and unloading boating equipment, supplies and guests from vehicles.

Response:

The Mole B boat launch location was considered in the transportation analysis for the Staff Recommended Alternative, as outlined in Final EIR Section 1.3.4.13. The circulation on Mole B is sufficient to allow for access to all parts of the Mole. The drive aisles are sufficient in width to allow for vehicles to pass and for vehicles to access the available parking. The PBLF parking is concentrated on the western tip of the Mole. Peak demand for the use of the PBLF is expected to occur in the mornings, and that demand is not expected to impact the other users of the Mole that arrive at various hours throughout the day. Staff has indicated that if demand for the PBLF is consistent and regularly results in all of the parking spaces being filled, then a reservation system for the PBLF could be implemented to manage the operation.

Allegation III.

The finding that the ramp conforms to all requirements of the city zoning and Local Coastal Program is inaccurate. The process and the design of the Ramp itself violate many state and local land use requirements and policies.

Response:

As will be shown below the project, process and design are in conformance with all requirements.

Allegation III A. 1.

Coastal Land Use Plan, Section VI , Subsection D, Land Use Policy 1 states "existing facilities shall be preserved, enhanced, and expanded where feasible". Removal of existing uses shall be strongly discouraged unless it is determined the uses are no longer needed.

1. The ramp will remove 39 current slips and no plan has been provided to show where these slips will be replaced or how the replacement slips would impact other slip availability in the harbor. In fact, this need may be a cumulative impact with up to approximately 30 slips that the FEIR allows to be removed in Basin 3. Additionally, staff has testified that the large commercial vessels in Basin 3 would be displaced to other areas of the harbor and the relocation of these vessels remains undefined. [.] And the city has refused to address the fact that slip utilization remains at near bottom due to slow recovery from the recession. Pre-recession, there was a 10 year waiting list for slips over 33' throughout the harbor. The recreational boating industry has shown slow and steady recovery and is predicting increased sales across the US and in Southern California. Until a reasonably mature plan and assessment is developed no one can reasonably conclude there will be no impact on slip availability and current tenants. Neither the city nor the Commission could possibly conclude that the

removed and impacted uses are no longer needed until the city provides that evaluation and plan.

Response:

As an initial matter Appellant does not provide an accurate partial quote (at no point does this policy state "existing facilities shall be preserved,..."), and Appellant has edited out the surrounding text of CLUP Policy 1, which reads:

Coastal dependent land uses will be encouraged within the Harbor-Pier area. The City will preserve and enhance these existing facilities and encourage further expansion of coastal dependent land uses, where feasible. Removal of existing coastal dependent land uses shall be strongly discouraged unless such uses are determined to no longer be necessary for the functional operation and utility of the Harbor. A public boat launch ramp shall be constructed in association with future development projects within the Harbor area.

The appellant is correct that the project will remove 39 existing private boat slips. The existing private slips presently accommodate boats of the following sizes: 9 under 30', 25 under 50' and 5 greater than 50'. The appellant ignores the fact that currently there are vacancies within the Harbor which may accommodate some of the displaced vessels and that the long lead time associated with securing the various approvals necessary to construct the launch ramp will allow for additional attrition and vacancies to occur. (City Council Resolution CC-1610-098, Exhibit B, p. 26.) Furthermore, these boat slips are being replaced with other recreational facilities (i.e. the boat launch). Furthermore, Appellant's interpretation of these provisions is unreasonable. Under such a stringent reading of this policy, the City could never replace underutilized coastal dependent uses, and the Harbor/Pier area would essentially be locked into place under current conditions.

The appellant has not offered any substantial evidence to document the growing demand for slips and the assertion that the boating demand will return to pre-recession levels is purely speculative. Further to this point, as part of a public records act request, the appellant was provided registration data from the State of California that indicates the number of vessels registered in LA and Orange County has remained stagnant for the 2012-2015 period.

Finally, the appellant ignores the fact that the PBLR will provide new affordable public boating opportunities to a segment of the boating public that is currently unserved in King Harbor. The relocation of existing exclusive, high-cost private boat slips to accommodate a new affordable, lower-cost public boating facility is consistent with higher priority Coastal Act policies regarding public access and affordability.

Allegation III. A. 2.

The city has not demonstrated that combination of Moonstone Park, the outrigger canoe operational needs and the boat ramp facilities will all fit and conform to all state and local requirements. Thus the boat ramp could foreseeably remove at least part of an existing recreational use.

Response:

Space planning and conformance was addressed in a prior response. Appellant has generically asserted "the city has not demonstrated that combination of Moonstone Park, the outrigger canoe

operational needs and the boat ramp facilities will all fit and conform to all state and local requirements." Appellant does not reference the "state and local requirements," therefore no further response is possible. The City finds that this is in violation of the Appeal specificity requirements contained in RBMC § 10-3.901(e)(3), § 2-9.712(b), §10-5.2506(g)(1), §10-5.2222(b)(1), §10-5.2502(g)(1).

Allegation III. A. 3.

The city has not defined how the free parking would be replaced for Moonstone Park. The enhancement of Moonstone Park would increase demand making this parking all the more important.

Response:

The PBLR project would expand public parking for Mole B by creating 38-43 new parking stalls in a double-loaded drive aisle leading to Fire Station No. 3 (the Harbor Patrol and Lifeguard Facility). These new spaces will also adequately serve the public users of the park and the outrigger club users.

Allegation III. B.

The City Council directed and approved a Mole B Master Plan that eliminated an overlook built on top of the breakwater that would be used as square footage for Moonstone Park. The plan presented by staff, though not binding does not demonstrate that the size of the park can be preserved to zoning requirements with the loss of Mole B recreational space to trailer parking stalls.

Response:

Allegations regarding Mole B Master Planning were adequately addressed in Harbor Commission's Administrative Report of August 8, 2016 on page 12, and City Council Resolution No. CC-1610-098, Section 2 Findings, Attachment 8, Appeal-35. Space planning and allocation have been addressed in prior responses and further in response to Allegation III. E.

Allegation III. C.

Redondo Beach Harbor Civic Center Specific Plan Transportation/Circulation Policies require adequate parking to support expected activity. The city has provided no assessment of parking demand under the evolving boat ramp configuration. Therefore the Commission could not conclude that this policy is being met.

Response:

This issue was adequately addressed in Responses to Allegation II. F., Allegation II. G., and Allegation III. A. 3.

Allegation III. D.

Redondo Beach Harbor Civic Center Specific Plan 5.5.1 requires preservation, protection, and expansion of public open space and recreational land. By cramming all the recreational uses together, the city is decreasing the effective public open space and recreational land.

Response:

Appellant again does not provide an accurate description of one of the nine policies from Section 5.5.1 of the Harbor Civic Center Specific Plan. The policy which Appellant appears to be referencing states:

To preserve, protect, maintain, and expand (where possible and financially feasible) all public open space and recreational land and water areas and uses in the harbor area and recognize their importance as a limited and valuable resource to the community and the many users of and visitors to the harbor area.

Contrary to the appellant's allegation, the proposed project not only preserves and protects public open space and recreational land, it expands the area available for public recreational use by re-acquiring a portion of land currently under lease to Martina Cove Ltd and utilizing that space to construct a new Public Boat Launch Ramp and Hoist. The PBLR is a critical new public recreational facility deemed necessary and required by the City's Certified Coastal Land Use Program.

Furthermore, the other policies in Section 5.5.1 expressly contemplate new development, for example, another policy in this subsection states:

To allow for the continued existence and new development (through leasehold modification and consolidation and/or incremental commercial density increases) of a viable mix and balance of local and visitor-serving commercial, recreational, and public open space land uses in the harbor area.

Allegation III. E.

The Parks and Recreation Element of the General Plan Policy 8.2a.10 calls for enhanced parking and circulation. The current plan reduces parking with no parking demand analysis and creates circulation impediments by queueing trailer vehicles through the parking area for slips.

Response:

Appellant does not provide an accurate description of Recreation and Parks Element Policy 8.2.a.10 which states "Evaluate circulation, parking, and transit options that would enhance vehicular access to coastal parks and recreation facilities."

Circulation, Parking and transit were all evaluated as part of the Waterfront EIR, including Draft EIR Section 3.13, Final EIR Section 1.3.4.13. The proposed PBLF would alter the existing parking at the end of Mole B by converting some of the existing single vehicle parking spaces into trailered parking spaces. The total number of parking spaces associated with the BLF is 31 spaces provided at varying lengths. As part of the larger planning effort for Mole B, including Moonstone Park, some of the single vehicle spaces can be replaced by creating a double loaded drive aisle that is immediately adjacent to Moonstone Park. As previously discussed, currently there is no legal parking along this access drive. In addition, a recent parking survey conducted by Marina Cove indicates that parking demand across

the Mole is sufficient to support the proposed reconfiguration and any resultant loss of parking associated with the development of the BLF.

The circulation on Mole B is sufficient to allow for access to all parts of the Mole. The drive aisles are sufficient width to allow for vehicles to pass and for vehicles to access the available parking. The PBLF parking is concentrated on the western tip of the Mole. Peak demand for the use of the PBLF is expected to occur in the mornings, and that demand is not expected to impact the other users of the Mole that arrive at various hours throughout the day. Staff has indicated that if demand for the PBLF is consistent and regularly results in all of the parking spaces being filled, then a reservation system for the PBLF could be implemented to manage the operation.

Allegation III. F.

The Parks and Recreation Element of the General Plan Policy 8.2b.5 establishes the policy to minimize parking conflicts at parks. Mashing trailer boaters, their guests, slip tenants, outrigger canoe club members, fishermen, kayakers, SUP'ers and Moonstone Park visitors into one tiny parking area is direct opposition to this policy.

Response:

Appellant misrepresents the text of Recreation and Parks Element Policy 8.2b.5 which states, "Minimize parking conflicts at parks. Evaluate parking demand at Perry Park, Anderson Park, and Veterans Park, as well as parking overflow at Aviation Park during events at the Redondo Beach Performing Arts Center." This policy does not reference Moonstone Park, furthermore, this issue was substantively addressed in response to Allegation III. E.

Allegation III. G.

The Parks and Recreation Element Implementation Program requires the city to conduct parking analysis to mitigate problems at peak use. There was no analysis and the solution to overflow parking has not been presented to the public or to the Commission.

Response:

Parking regulations for the Coastal Zone are contained in Coastal Land Use Plan Implementing Ordinance. Parking requirements contained in RBMC 10-5.1706, these regulations do not require the City to allocate parking spaces for a Boat Hoist. As also outlined above, the City has provided an analysis of typical peak conditions and the City interprets this policy is providing for typical peak conditions, not conditions during holidays and special events. See also response to Allegation III. E. and Waterfront Final EIR, Chapter 2, Master Response #7, Section 3. Furthermore the cited policies were not included in the City's Coastal Land Use Plan, and as noted in the Recreation Element, these implementation measures are "Subject to the availability of funding and staff."

Allegation III. H.

Coastal Act 30252 requires the maintenance and enhancement of public access. Cramming a boat ramp with boat slips, the outrigger canoe club, Moonstone Park and the narrow, busy fairway for over 600 recreational boaters serves as a degradation and impediment to public access.

Response:

The PBLF does not "cram" all of the boat uses onto one location. King Harbor is a relatively small boutique harbor – and the number of access points are limited. Contrary to the appellant assertion, the outriggers will continue to launch from the same location they have been launching from for years. They will continue to operate within approximately the same square footage. Likewise, hand launching will not be restricted to just the PBLF. The Harbor Commission and the City Council have approved a design for Seaside Lagoon that will allow for hand launching from the beach via a zero-depth entry space that will enhance the ease of launching. In addition, hand launches may still occur within Basin 3 as they do today.

Finally, the PBLF has been designed to have a minimal impact on existing users that have their boats in slips within King Harbor. The PBLF is designed with 31 adjacent parking spaces which is by definition the capacity of the facility (although overflow parking may be provided on peak holiday weekends). If all 31 spaces were used on a given day, this represents only 5% of the total number of boats within Basin 1 and less than 2.5% of the total number of boats within larger King Harbor. In addition, since the PBLF will remove 39 private slips, it is merely replacing some of the parking allocation that currently exists within the Basin.

Allegation III. I.

Coastal Act 30255 requires that coastal dependent development shall have priority over other development on or near the shoreline. Testimony from recently retired Harbor Patrolman Tim Dornberg concluded: *"The City's consideration of Mole B for a boat ramp location can only be supported by financial considerations. The prioritization of development has inarguably put the best interest of the boating community, and the safety of our harbor, into a subordinate position."* Two commissioners, Callahan and Keidser, came to the same conclusion. Even others admitted it was the economic impacts not the recreational or safety impacts that drove their support for a Mole B location. Though the EIR falsely concludes otherwise, the broad consensus of boating professionals, current and retired harbor patrolmen, Baywatch lifeguards, and recreational boaters like Mark Hansen all conclude the turning basin is the best and safest location for a boat ramp. In fact, in 2007, the City Manager's Harbor Committee concluded Mole D was the best place for a boat ramp due to parking availability, safety, maneuvering space, impacts on other uses, access to the harbor mouth and harbor surge conditions all factored in. In 2010, the Harbor Business Plan established the goal to work with then Redondo Beach Marina leaseholder, Decron, to build a boat ramp in the turning basin. Up until this year, even the Waterfront DEIR and plan supported a boat ramp at Mole C. Though the DEIR artificially and subjectively rated the attractiveness of Mole D. There is ample evidence the

Waterfront non-coastal dependent development has forced the boat ramp to Mole B and out of the turning basin.

Response:

The City Council initiated a process for the revitalization and redevelopment of the Waterfront nearly a decade ago. Through the re-acquisition of existing leaseholds, the issuance of an RFP, the selection of a development partner, the preparation of an EIR, and ultimately the approval of a project for the southern waterfront – they have clearly articulated their policy objectives. In approving the waterfront project, they recognized that the City can reap tremendous public benefit through – contrary to the appellant's assertion – improvements that enhance access to coastal resources. That project, among other things, provides upgraded and improved public access along the water's edge; provides high quality open spaces for visitor gathering and enjoyment of views of the harbor and ocean; provides for the replacement of a dilapidated sportfishing pier; provides for the replacement of portions of the City municipal pier; and most importantly provides for the renovation of the City Seaside Lagoon opening it to the public on a year-round basis with no cost for admission. By placing the PBLF on Mole B – the City has not compromised coastal dependent uses. Furthermore, the City denies that this paragraph accurately reflects the rationale for selection of the Mole B Boat Launch Facility, which was described in City Council Resolution No. CC-1610-098, Exhibit B.

Allegation III. J.

Coastal Act 20234 Facilities serving recreational boating and commercial fishing shall be upgraded and protected. Existing facilities shall not be reduced. As we have seen recreational boat slips will be reduced by this plan and potentially exacerbated by the final decision on Basin 3 boat slips.

Response:

While the project includes the removal of several boat launch slips, there are existing boat slip vacancies, as outlined in Response to Allegation II (A). The Waterfront project also expressly includes a new boat launch facility which increases public recreational boating access.

Allegation III. K.

Coastal Act 30224 Increased recreational boating use shall be encouraged. Cramming hand launched boaters, trailer boaters, slip tenants and the outrigger canoe clubs into one tiny sliver of land reduces the overall capacity and attractiveness of the harbor to support increased recreational boating. In fact, both staff and Commission members specifically discussed how to design and operate the boat ramp to limit the number of users. Deputy City Manager Witzanski stated the operations flow and design were meant to result in a "purposeful reduction in flow rate".

Response:

See response to Allegation III. F. and J.

The appellant has distorted staff comments and taken them out of context in an attempt to support his position. The comments related to the reduction in flow rate were related to the rate at which boats will be allowed to enter the water. Further staff indicated that refinements to the design of the PBLF were made in response to comments made by Harbor Patrol personnel and when coupled with

the on-site staff member called for in the operating plan would enable regulation of the pace of boats entering the water to ensure safe operation of the facility.

Allegation III. L.

Coastal Act 30211 and 30212 state that development shall not interfere with access. Insufficient parking, trailer queues blocking slip tenant parking and tight maneuvering requirements all interfere with access to existing uses.

Response:

As mentioned in earlier responses, the proposed PBLF does not restrict access to existing coastal uses. Most of the main use of PBLF is expected to occur in the early morning hours when other adjacent uses are in low demand. The travel lanes within the parking facility are sufficient in width to allow for vehicle passing to provide for adequate circulation and to allow for access to parking unrelated to the PBLF.

Allegation III. M.

Coastal Act 30007.5 defines that conflicts between policies should be resolved in a manner which is most protective of coastal resources- again it is clear, commercial non-coastal dependent uses planned for the southern end of the harbor in proximity to the turn basin have forced the boat ramp to Mole B. There are viable alternatives that result in preserving and enhancing existing coastal dependent uses and the new boat ramp. Mole B is not one of them.

Response:

See also response to Allegation III. I. Appellant also ignores the other relevant provisions of Section 30007.5 which state "the legislature declares that broader policies which, for example, serve to concentrate development in close proximity to urban and employment centers may be more protective, overall, than specific wildlife habitat and other similar resource policies." As explained in FEIR Response PC323-99, "it is intended under the General Plan for development to be reconfigured to "create a unified seaside 'village', siting buildings adjacent to one another and orienting them along common pedestrian promenades and public plazas." If Mole D was developed as a Boat Launch Facility, this would preclude this type of centralized Village. This concept was also expressly included in the City's General Plan, Land Use Element Policy 1.45.6 which states "Encourage and provide incentives for the reconfiguration of parcels and development to create a unified seaside "village," siting buildings adjacent to one another and orienting them along common pedestrian promenades and public plazas."

Allegation III. N.

Coastal Act 30006 requires that planning programs should include the widest opportunity for public participation. There were no public workshops on the Mole B design. It evolved up to the subject Commission meeting which gave the public no time to really evaluate the proposed changes. The EIR

should have been recirculated with a mature Mole B boat ramp plan that encompassed the potential impacts. Neither the public, nor the Commission understand all the potential impacts today.

Response:

Contrary to the implications by the Appellant, the City has provided numerous noticed public hearings before the Harbor Commission and City Council which provided an opportunity to offer their input regarding the proposed selection of the Staff-Recommended Alternative, including a boat launch component at Mole B; this included hearings on June 13, 2016, June 27, 2016, July 18, 2016, and August 8, 2016, October 10, 2016, and October 18, 2016. The Mole B concept approved by the Harbor Commission was initially presented to the Harbor Commission at their public meeting on June 13, 2016 as a discussion item and the Harbor Commission received comments from the public that led to further refinements of the concept. The PBLF was also discussed on June 27, July 18, and August 8, 2016 as part of the Harbor Commission's deliberation on the EIR for the Waterfront project. Furthermore, the PBLF was the only topic of discussion at the District 2 Councilmember meeting on July 28, 2016 – which was well attended by all of the various stakeholders in the Harbor including the Appellant. Finally, the Mole B location was also discussed at the October 10, 2016 meeting of the Harbor Commission where it was the subject of a public hearing. Despite the assertion by the Appellant – the public has had ample opportunity to review and comment on the plan for Mole B.

As outlined in City Council Resolution No. CC-1610-098, Exhibit B, the revisions associated with the Boat Launch Facility revisions did not trigger recirculation of the Final EIR. As noted in the City's Response to Comments to Appellant (Final EIR Response PC323-29 and 33): "The CEQA reporting process is not designed to freeze the ultimate proposal in the precise mold of the initial project..." (*Citizens for a Sustainable Treasure Island v. City and County of San Francisco* (2014) 227 Cal.App.4th 1036, 1053-1055.) See also Response to Allegation I above.

Allegation IV.

The finding that the conditions of approval protect the public health, safety and general welfare is inaccurate. The submitted testimony of current and recently retired harbor patrolmen and Baywatch lifeguards contradicts city and commission findings of the project as safe. Additionally, Beach Reporter published an internal City email in which current Deputy Harbor Master Norm Matte concludes in no uncertain terms that a ramp at Mole B into the fairway of Basin 1 is unsafe.

Response:

The PBLF has been designed to address several safety issues that have been raised by the public and the City's public safety personnel. The design takes into consideration the need for adequate open water for maneuverability, provides on-the water queuing space to move vessels into and out of fairways efficiently, provides acceptable sight lines, and includes a provision for on-site personnel to manage the operation of the facility – a provision one Harbor Commissioner indicated was overkill. Every effort has been made to ensure the Mole B facility can be operated safely and the City's Harbormaster supports the operation of the facility on Mole B. As outlined in Response to Allegation I, this is supported by analysis contained (1) in FEIR, Section 1.3.4.13, (2) August 8, 2016 Harbor Commission Admin Report, pp. 15-16, and (3) City Council Resolution No. CC-1610-098, Section 2 Findings, Attachment 8, Appeal-13. While other individuals may disagree, the factual basis for their

opinions has not been provided, and in the context of CEQA and Planning and Zoning Law, disagreement does not make an EIR inadequate. (CEQA Guidelines Section 15151.)

Allegation V.

The design review finding that circulation, parking and traffic were fully considered is inaccurate. In fact no parking demand analysis was performed or presented and overflow parking is required but remains undefined. Overflow parking is exacerbated by the undefined replacement parking for lost parking on Herondo and Harbor Drive and the lack of any assessment of parking demand for recreational uses in the CenterCal project area. A Harbor Commissioner called it "kicking the can down the road again".

Response:

See responses to Allegation II. F., Allegation II. G., and Allegation III. A. 3. Issues associated with Herondo and Harbor Drive parking were also adequately addressed in City Council Resolution No. CC-1610-098, Section 2 Findings, Attachment 8, Appeal-13.

Allegation VI.

The Design Review is supposed to evaluate safety and hazards, "The provisions of this section will serve to protect property values, prevent the blight and deterioration of neighborhoods, promote sound land use, encourage design excellence, and protect the overall health, safety and welfare of the City." However, the current design and location in the Basin 1 fairway is unsafe. Former and current Harbor Patrolmen and Baywatch lifeguards have submitted testimony opposing the Mole B location as it is unsafe. The Beach Reporter published an internal city email from Deputy Harbormaster Norm Matte that unequivocally concludes the design and location are unsafe. Even the Fire Chief carefully avoided calling it safe opting for "as safe as we can make it" which is hardly a strong endorsement. The Commission approved an unsafe design.

Response:

This issue was adequately addressed in Response to allegation IV.

Allegation VII. A. Other Considerations

Harbor patrolmen opposition to this location and design were never brought forward by city staff. Why did the city hide the strong opposition of the harbor patrol? This lack of transparency shows the bias that has dominated the city's evaluation of the entire project. Bias is evident by participation in city staff and elected officials in blatantly advocating the project. Fire Chief Metzger has displayed a "We support the Waterfront" lawn sign for weeks. The Mayor was distributing these signs from his porch. The Mayor has also appeared in CenterCal's promotional video. He also publicly stated if it were up to him the digging would have already started. Councilpersons Horvath and Emdee lobbied for Hermosa Beach's city council to allow CenterCal to speak on the Waterfront Project and then showed their support by attending CenterCal's presentation. And Councilperson Emdee presented a briefing to a meeting of local governments largely describing the merits of the project using CenterCal slides without presenting the opposition's concerns about the project. This blatant pro-project bias

would explain the lack of transparency and lopsided reasoning and evaluation when evaluating boat ramp alternatives and their impacts and merits.

Response:

City staff has met with the City Harbor Patrol regarding the design and operation of the PBLF on Mole B. The project was adjusted to address their concerns and a safety and operation plan was prepared to further address concerns expressed during the PBLF process. Chief Metzger, the City's Harbormaster, has been available at Harbor Commission meetings where the topic of PBLF has been discussed and he has been asked his opinion regarding the proposed location at Mole B and his comments were included in the Harbor Commission's deliberation prior to their approval. Based on this level of involvement by the City public safety personnel – the appellant's statement regarding transparency lacks merit. The City denies that there was any unlawful bias by the decision-makers on this Project.

Allegation VII. B.

The operations plan and parking shared use justification used by city staff ignores the different types of boaters who use boat ramps and the times they would utilize the facility. Fishermen typically leave in the morning or the evening when fishing is best. So that defines two surge times for ramp utilization. Those going to Catalina would typically leave early and return late thus tying up parking space for most of the day. During lobster season most lobster fishermen depart near dusk or later and return in the late evening and early morning. And most jet skiers and cruisers would utilize the ramp in late morning and midday returning during the afternoon or early evening. The city's intent to open up trailer parking to other users of Mole B does not consider or support these different types of trailer boaters. Thus shared use of the trailer parking spots would represent an access issue to any trailer boater after 10AM per the advertised operations plan.

Response:

The appellant has misrepresented what staff has said regarding the ability to share the PBLF parking spaces with other users. One of the main comments regarding the demand for parking came from the outrigger canoe clubs. They primarily utilize parking on the weeknights when they have training activities in the Harbor. Since, most of the boating activity using the ramp is expected to occur during the day – as noted by the Appellant's comment, the PBLF parking is expected to be available for use by other users in the late afternoon/early evening.

Beyond that, even if every parking stall associated with PBLF were occupied, the parking survey conducted by Marina Cove for a peak summer weekend, indicated that there is a surplus of parking on Mole B that would be made available to accommodate the various other uses.

Allegation VII. C.

Testimony by both city staff, consultants and commissioners on how the operations plan and design of the Mole B Boat Ramp could or does artificially limit the attractiveness, flow rate and utilization of

the boat ramp demonstrates the staff, consultants and commissioners are not keeping in mind California Coastal Act and City of Redondo Local Coastal Program priorities.

Response:

City staff has proposed a project that meets the requirements of the City's Local Coastal Plan. By creating a new PBLF the City is creating new recreation opportunities for the public at low cost that previously did not exist. The siting study prepared by the City's Marine Engineering consultant noted that no location within the harbor is ideal and that each location has operational challenges. Staff has not artificially limited the attractiveness of the site, and in fact has done the exact opposite. By locating the PBLF on Mole B, the City can provide queuing docks that are unable to be constructed at Mole C or D; the project is able to include a hoist as part of the program which give boating access to senior and ADA boaters who may be unable to use a standard ramp; and by co-locating the PBLF with Moonstone Park, boaters using the PBLF will have access to various park amenities.

Allegation VII. D.

The rapid push and limited public engagement combined with the absence of analysis (such as future parking demand with the project) or reliance on shoddy and unreliable analysis and studies (like the one time video analysis of fairway traffic presented by the leaseholder and the reliance [on] a leaseholder provided parking utilization study) demonstrate that the city has made up its mind and is now trying to manipulate the facts to support their required conclusions and, in doing so, is misleading the public.

Response:

The City has been working on finding a location for PBLF within King Harbor since the Harbor was constructed several decades ago. In 2016 alone, the City held two public workshops on the PBLF, the Harbor Commission held a public workshop on the PBLF, the PBLF was part of the discussion by the Harbor Commission at several hearings/meetings on the EIR for the Waterfront project, and the District 2 Councilmember made the PBLF the topic of his community meeting in July 2016. To suggest that this has been pushed through rapidly or that there has been limited public engagement ignores the numerous public meetings discussed here and under Response to Allegation III. N. The demand data from nearby launch ramps does not support the Appellant's position, and consequently he discounts the data. Information from leaseholders is a viable source of data, as they have a vested interest in ensuring that their own parking needs and the needs of their patrons are being addressed. The appellant does not offer any alternative analysis or data, to support his assertions.

**Allegation VII. E.1. Incongruent arguments to support the Mole B location demonstrate staff bias.
Example:**

Deputy City Manager Witzanski testified that Mole D once housed the boat ramp. But that ramp was washed out by a storm. He used this statement to justify the conclusion Mole D is a bad location. However, he leaves out important facts and considerations. First, since the breakwater has been

heightened this has not occurred. But even if it did, is it not better to wash out a relatively cheap boat ramp than a giant Market Hall?

Response:

Although a stretch of the King Harbor breakwater was raised by the Army Corps of Engineers following the storm that destroyed the Mole D boat ramp and damaged other areas of the Harbor, the southern end of the breakwater that protects Mole D was not raised as part of this effort and remains lower than the rest of the structure. As a result, waves can be observed overtopping this area during storm events, creating rough water conditions within the turning basin. In addition, the aperture of the break wall makes the turning basin susceptible to storms, surge and swell traveling in a north westerly direction, and diffraction of waves around the break wall makes the turning basin conditions less predictable. While those actions are likely to create damage to a boarding float or other equipment siting in the water during significant weather events and make it difficult and potentially dangerous to launch and retrieve boats, they are less likely to affect structures located on the immediately adjacent uplands areas, which today are protected in part by a recurved splash wall. In addition, the Waterfront Project grading profile results in a new base elevation that is nearly 3 ft. higher than the current elevations, which is the footprint upon which any new structure will be erected and will provide for further protection. For additional discussion regarding the rationale for selection of Mole B, see Response to Allegation III. M. and City Council Resolution No. CC-1610-098, Exhibit B.

Allegation VII. E.2. Incongruent arguments to support the Mole B location demonstrate staff bias. Example:

Multiple staff and Commissioners opined that Mole C had proximity problems with the kayakers and SUP'ers coming out of Seaside Lagoon. First the city spent much time in the DEIR and in public workshops to show how a Mole C boat ramp could be made safe. Second, and even more revealing, the city seems to ignore that they are now proposing hand launch of SUP's and kayaks from the new boat ramp itself. Certainly that is more dangerous than a Mole D or Mole C boat ramp separate from a hand launch site.

Response:

Appellant fails to mention that the significant but mitigable safety hazard associated with Mole C was due in part to the boat launch users and the SUPs initially facing each other and the confined turning space due to the proposed Mole C breakwater. (See Waterfront FEIR, Response PC343-1 and Draft EIR Impact TRA-3.) This is not the case for the Mole B boat launch location, which would launch parallel and does not have the same level of confined maneuverability in comparison to Mole C with the breakwater. Furthermore, the Waterfront Project approved by the Harbor Commission and the City Council would allow for the launch of stand-up paddle boards and small watercraft from new safe locations in comparison to existing conditions, including the Seaside Lagoon, as well as other locations around the Harbor, including Basin 3.

Allegation VII. E.3. Incongruent arguments to support the Mole B location demonstrate staff bias. Example:

The DEIR and Planning [correct title is Community Development] Director Aaron Jones determined Mole D is unsafe because it was close to Basin 3 fairway and professional boat captains pulling up to the sportfishing pier. Basin 3 has 60 slips and most are commercial fishermen and professional boat captains.

A Mole D location would not put boats in the fairway or right next to the sport fishing pier. Basin 1 houses over 600 recreational boaters. And the ramp dumps boat traffic into the fairway serving the 600 recreational boaters, particularly from the hoist and from the western lane. A boat launching from the western lane must back into the fairway to get to the cruising dock. It shows bias when the city concludes proximity to a fairway serving just 60 slips use largely by commercial and professional boat captains and to the sportfishing pier which is ONLY used by licensed boat captains, to a location that dumps boats into a fairway that serves 10x the traffic, most of which are skippered by recreational boaters.

Response:

Traffic from Basin 3 is not limited to commercial fishermen and boat captains. There are several other recreational uses that originate from the Basin that generate significant traffic. These uses include, but are not limited to, the stand-up paddle boarders that originate from Paddlehouse and the small peddle boats that originate from the marina. These users are instructed to use caution as they exit the Basin via the channel and to move to the area in front of Joes Crab Shack and along the inside of the breakwater. Beyond the traffic from Basin 3, the Mole D location requires any boats that are queuing up for retrieval to linger in the turning basin where all of the commercial and recreational boaters are located. For additional discussion regarding the rationale for selection of Mole B, see Response to Allegation III.M. and City Council Resolution No. CC-1610-098, Exhibit B.

**Allegation VII. E.4. Incongruent arguments to support the Mole B location demonstrate staff bias.
Example:**

The city removed more slips to the east to prevent drifting trailer boats from hitting boats in those slips. However, this does not address that south winds would blow drifting boats into slips to the north and a backing boat that loses power, throttle control, or direction control could easily back into boats in slips to the north. The fairway is very narrow.

Response:

The decision to remove the slips to the east of the PBLF was in direct response to a comment made by the City's Harbor Patrol staff. They did not express concerns related to the slips on the north side of the fairway. The water surface area dedicated to the PBLF and provided in the Basin 1 Fairway provides ample space for safe maneuvering and boat operation. South winds rarely occur in King Harbor. Disabled boats will more likely be blown toward the queue dock opposite M Dock vs. directly north into the Basin 1 fairway. Disabled boats at a Mole C site will be blown onto the revetment.

**Allegation VII. E.5. Incongruent arguments to support the Mole B location demonstrate staff bias.
Example:**

In testimony, even the city consultant conceded this was a "very small site" for a boat ramp. However, the City staff fails to take the compactness of this site and amount of coastal dependent recreation dependent upon it.

Response:

While the City's consultant has been frank in his analysis and has consistently told the public and various City Commission's that there is no perfect location for a PBLF in King Harbor, and has stated on the record that the PBLF should have been constructed when the Harbor was first built in an interior location within

Basin One or Basin Two, he has determined that there is sufficient land and water space for a PBLF on Mole B that meets traditional facility requirements and safety standards. As part of the PBLF Siting Study, each Mole was evaluated and there were pros and cons associated with each of the locations. The design for the Mole B location approved by the Harbor Commission is largely consistent with the other locations evaluated in terms of the number of lanes and the amenities that could be provided. In fact, one of the advantages the Mole B location provides is that due to the protected location, the City can construct a series of queuing docks and a hoist for seniors and disabled boaters to launch from.

Allegation VII. F.

Deputy City Manager Witzanski misrepresented CEQA during the discussions on multiple occasions. Certainly, CEQA allows a city to change a project. However, any change cannot introduce a greater impact than that examined in the EIR. In this case, the impacts to Moonstone Park increased, the impacts to parking on Mole B increased, the impacts to existing slips increased, and the impacts to unnamed offsite parking increased well beyond that discussed in the last minute EIR changes.

Response:

Staff indicated that a project analyzed in a Draft EIR is not frozen in time and in fact one could argue that one of the fundamental principles of CEQA is to allow for an evolution of the project based on information obtained during the process so long as any changes to the project, as has been consistently stated by Assistant City Manager Witzansky and other staff, do not create any new significant environmental impacts. Despite several assertions that the Mole B PBLF was not evaluated, it was included in the final EIR and the determination was made that the Mole B location did not in fact result in a greater impact than the impacts evaluated in the EIR. Furthermore, many of the assertions made by the Appellant do not relate to adverse physical changes to the environment, and instead address social, economic, and changes in land uses.

Allegation VII. G.

While the staff report states there is no legal parking between the Mole B parking lot and the Harbor Patrol building, there are lined parking spaces that are used regularly by the public and there has been no ticketing of individuals using these supposedly illegal parking spaces.

Response:

The fact that users of Mole B park in the area between the parking lot and the Harbor Patrol building does not mean those spaces are legal parking spaces – just as the failure to issue citations for those spaces does not make them legal parking spaces. Although not part of the approval of the boat ramp, the conceptual design for Mole B creates defined parking in this area and allows for double sided parking – which increases the amount of parking immediately adjacent to Moonstone Park.

Allegation VII. H.

Multiple city staff tried to mislead the public and commission that a 24' wide lane through Mole B parking lots would operate like a two lane road. Anyone driving the mole knows people drive down the middle for safety from backing cars and people moving supplies, equipment, and people to and from cars.

Response:

City staff made no attempt to mislead the public regarding maneuverability on Mole B – and the Appellant's assertion to that effect is unsupported. City staff simply indicated that in the instance where two vehicles would need to pass each other, the 24' foot lane width would provide ample space for that movement to occur, since standard road lane widths can be as little as 10.5' in each direction.

Allegation VII. I.

Comments by Commissioner Keidser and Callahan deserves special weight. Callahan holds a 100 ton Captain license and Keidser is an attorney with understanding of CEQA and the Coastal Act. Both opposed all actions of the Harbor Commission on this topic.

Response:

In granting the entitlements for the PBLR, the Harbor Commission held a Public Hearing and took the public testimony into consideration. In addition, the Commission fully deliberated among themselves prior to taking action and Commissioner Keidser and Commissioner Callahan's comments were part of those deliberations. In addition, as a trailered boat user, Commissioner Dalton provided valuable insight into the use and operation of the facility and indicated that he believed the facility could be operated safely. Furthermore it should be noted that Commissioner Keidser has indicated that she practices in areas of law related to "Estate Planning, Probate & Trust Administration, Bankruptcy and Bankruptcy Litigation, Business Litigation, Business Formation and Counsel"² contrary to the assertions in the Appeal. Additionally Commissioners Jackson and Jackson have years of King Harbor boating experience and were supportive of the Project. The City's opinions related to sight line analysis and boat safety were provided by Jon Moore, who has more than 38 years of experience in planning and design boat launch facilities. The City notes the point of disagreement and concludes that the opinions from Mr. Moore are supported by substantial evidence.

Mr. Moore is a registered civil engineer and a Diplomate of Coastal Engineering with specialized expertise in planning, design, and construction of coastal and marine projects. His 44 years of experience encompasses a broad range of studies and design work. This background includes analysis of physical processes, inspection and assessment of existing conditions, damage repair and preventive maintenance, siting of new facilities, and preparation of construction plans and specifications for all types of coastal structures and development. Specific scopes of work have included earthwork, rubble-mound and fixed breakwaters, jetties and groins, bulkheads and seawalls, small craft harbors, boat launching ramp facilities, and floating docks, fixed piers of timber, steel, concrete, shoreline stabilization, dredging, beach nourishment, civil engineering design, and preparation coastal regional sediment management plans and

² <https://www.linkedin.com/in/karikeidser>

strategic implementation programs. Mr. Moore obtained his undergraduate and graduate degrees in civil and coastal engineering from the University of California at Berkeley.

Mr. Moore has served as a Director of the American Shore & Beach Preservation Association and national chairman of the American Society of Civil Engineers' Waterways, Port, Coastal and Ocean Division. He was also the founding Co-Chairman of the Coastal Zone specialty conference in 1978 that has since evolved into an important forum for coastal zone management issues and discussion. In 2005 he was awarded the Joe Johnson Award by the California Shore and Beach Preservation Association in recognition of his contributions to coastal preservation. Most recently he was recognized by the Academy of Coastal, Ocean, Port, & Navigation Engineers as a Diplomate of Coastal Engineering. Mr. Moore has published numerous technical papers and articles and has been an invited speaker to many groups including the California Coastal Commission where he has discussed innovative strategies for shoreline erosion management.

Mr. Moore's boat launch facility (BLF) experience includes:

- Design of Ventura Harbor BLF
- Design of Lake Elsinore Campground BLF
- Design of Miller Park and Black Point BLFs in Marin Co
- Design of South Shore BLF in Long Beach

Design of other small craft marinas and facilities include:

- Channel Islands Harbor Boating Instruction and Safety Center
- Anchorage 47 and Transient Dock marina in Marina del Rey
- National City Marina basin in San Diego Harbor

Plus other facilities throughout California and the east and gulf coasts of the US.

Mr. Moore was responsible for preparation of the Redondo King Harbor Feasibility Study for the US Army Corps of Engineers in 1988. That report predicted the storm damage that was experienced in King Harbor on January 1988 and led to the federal project that raised the crest elevation of the outer breakwater to improved storm damage protection.

Allegation VII. J

Statements of current and former harbor patrol and Baywatch lifeguard staff:

Response:

City staff met with the City's Harbormaster and members of the Harbor Patrol Division to discuss the proposed design of the PBLF. In response to those meetings several design changes were made to improve the operation safety of the PBLF. These included the elimination of slips on the western side of M Dock; relocation of the standup paddleboard traffic out of Basin One; restricting of the use of the hoist dock as a location for general arrivals and departures; and shortening of the launch docks to minimize the potential for launched boats to back directly into the Basin One Fairway. In addition, the City has prepared a Safety and Operation Plan that includes the requirement that an attendant be on-site to assist in the safe operation of the facility and to monitor the launching and retrieval activities.

It is important to note that the various public safety personal cited in the Appeal acknowledged that the Mole B launch ramp location is the calmest water within the Harbor and that the impact of storm and surge is virtually eliminated in this location.



Mole B Boat Launch Facility Plan

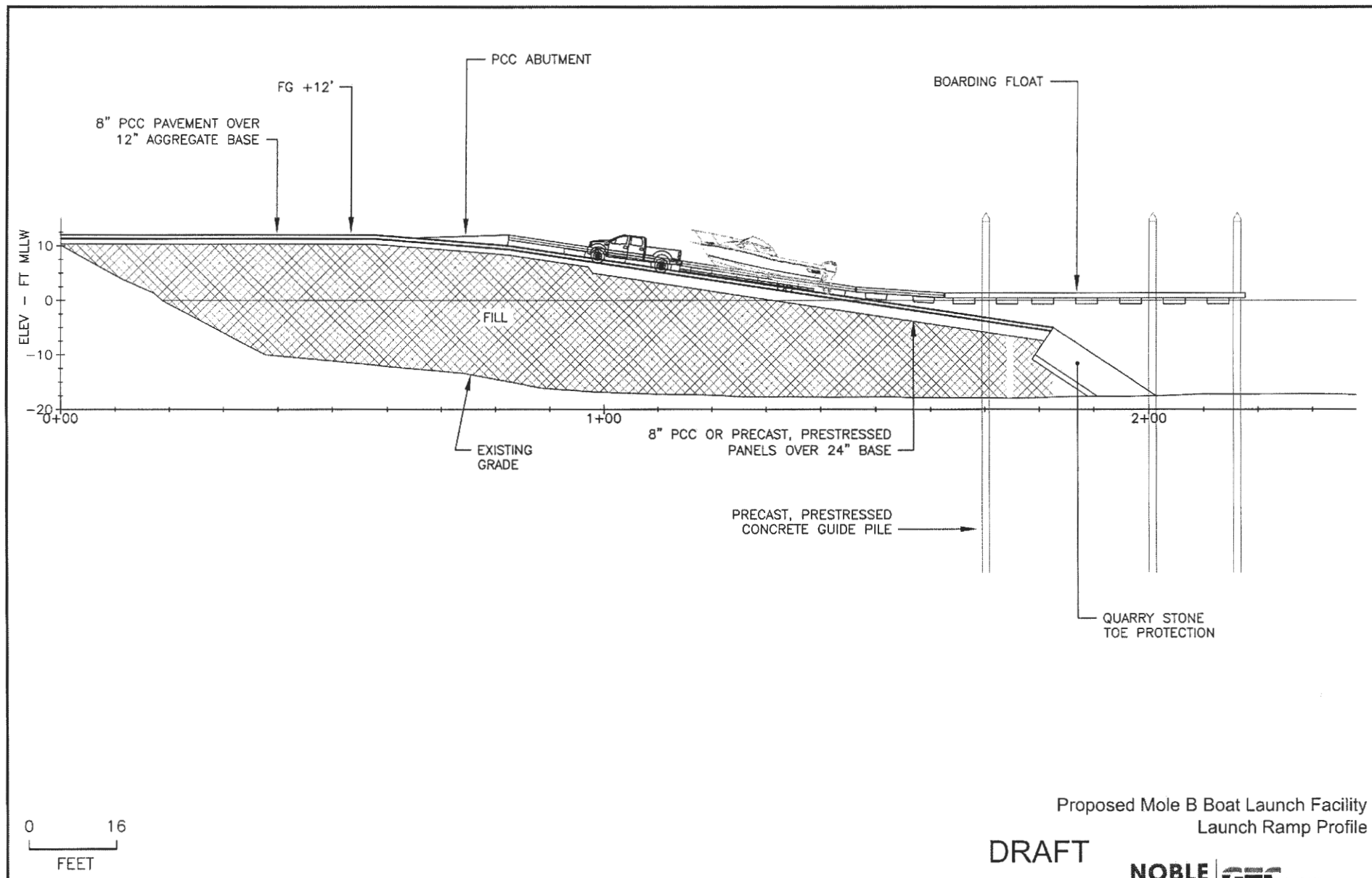
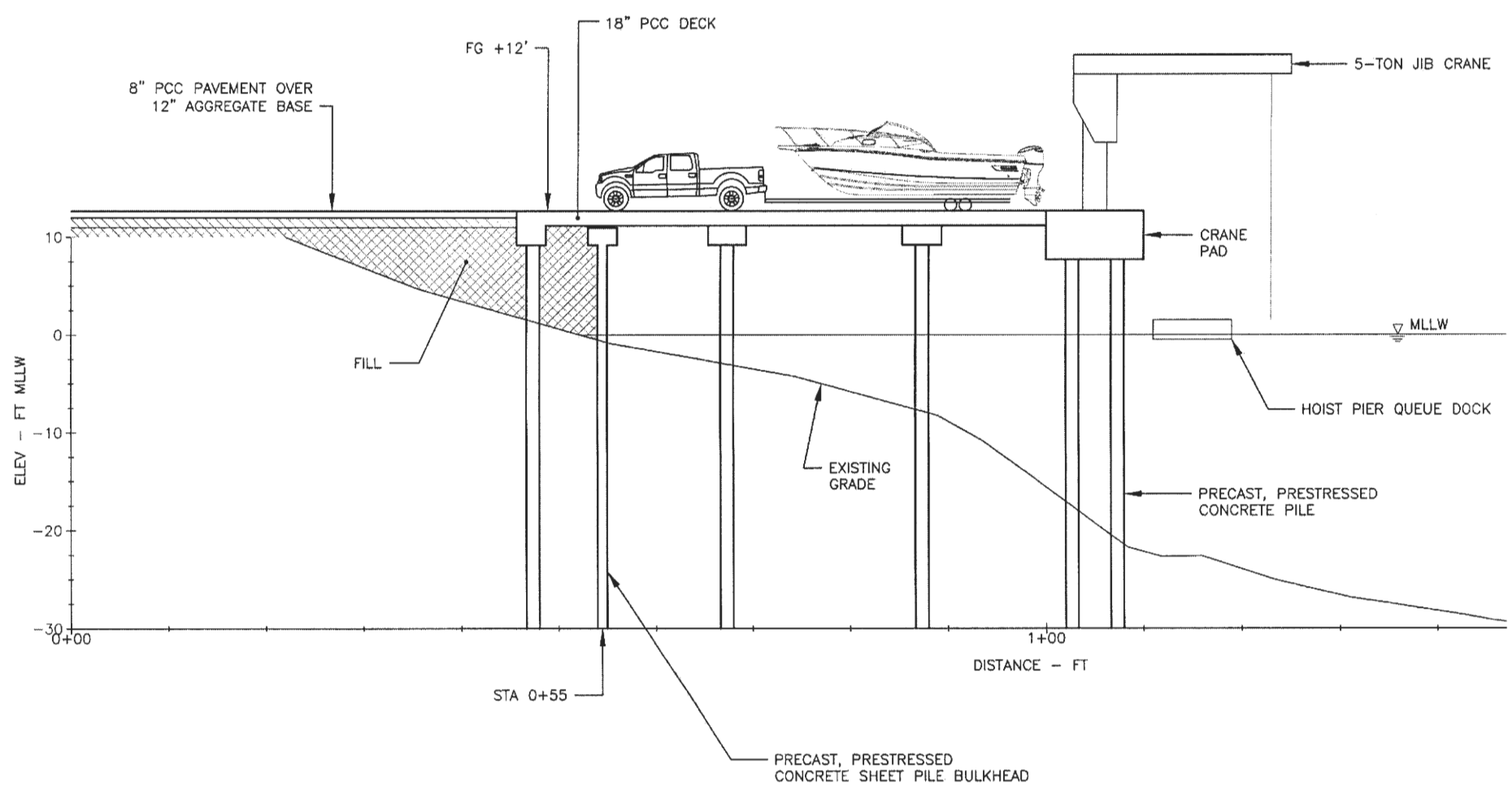


Figure 2

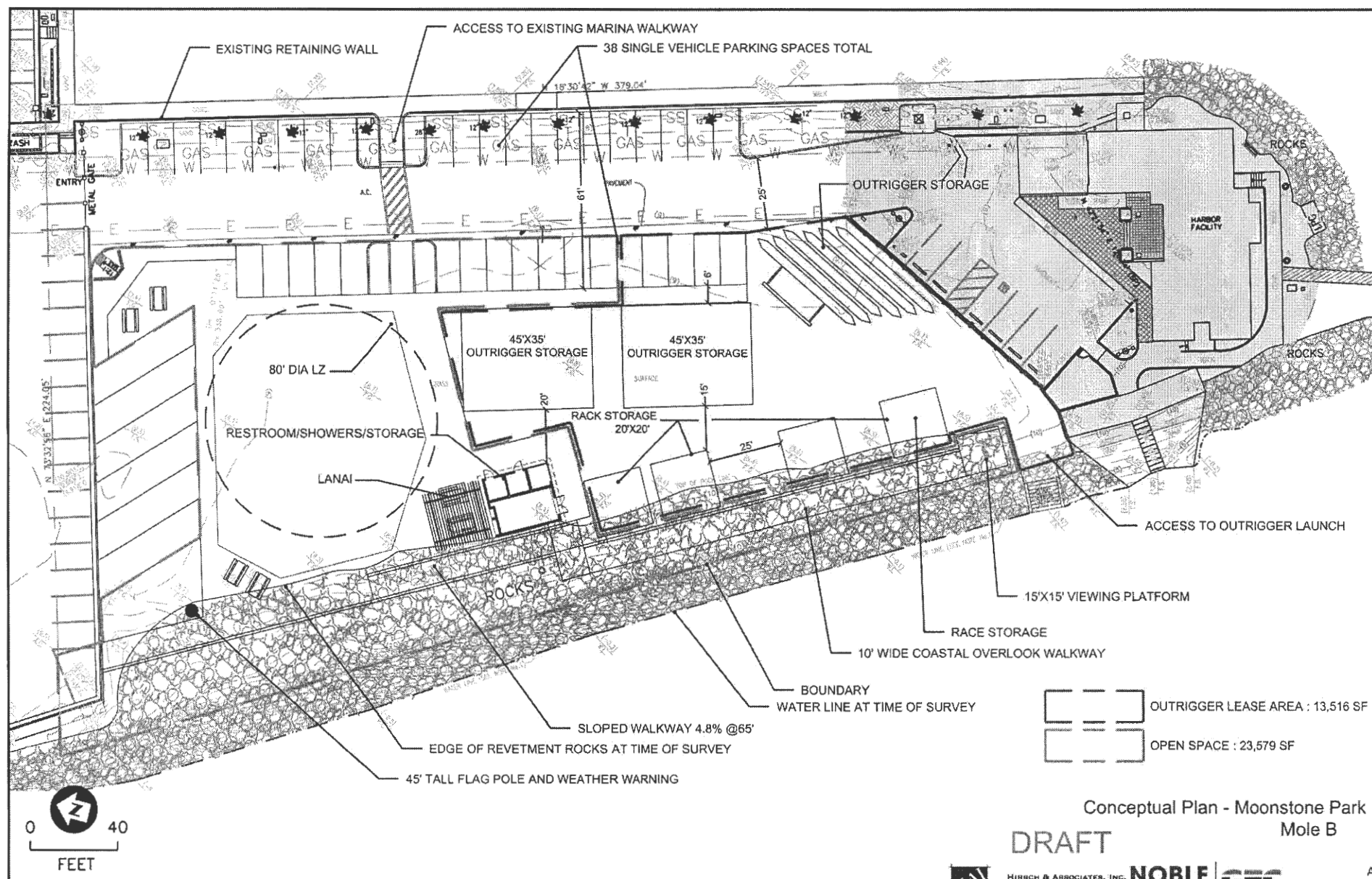


Proposed Mole B Boat Launch Facility
Hoist Pier Elevation

DRAFT



Figure 3



MAR - 9 2017

Jon T. Moore, P.E., D.CE

Principal Engineer

CALIFORNIA
COASTAL COMMISSION**EDUCATION**

- University of California Berkeley, 1972, M.S., Civil Engineering
- University of California Berkeley, 1971, B.S., Civil Engineering

REGISTRATION/CERTIFICATION

- California, Civil Engineer, 1975, RCE 25673
- Diplomate, Coastal Engineering (ACOPNE Certification #36)

PROFESSIONAL AFFILIATIONS

- American Society of Civil Engineers
- American Shore and Beach Preservation Association
- Tau Beta Pi
- Chi Epsilon

PROFESSIONAL RECOGNITION

- Chairman, Waterway, Port, Coastal and Ocean Division, ASCE, 1978 - 1985
- Chairman, San Francisco Section, Waterway, Port, Coastal, and Ocean Division Technical Group, 1977 - 1980
- Treasurer, San Francisco Section ASCE, 1979 - 1980
- Director, American Shore and Beach Preservation Association
- Co-Chairman, Coastal Zone '78, First Symposium on Coastal Zone Management, 1978

EXPERTISE

Mr. Moore is a civil/coastal engineer with over 44 years of specializing in coastal and offshore projects. His breadth of experience includes design criteria recommendation, site planning, problem mitigation studies to rectify existing adverse conditions, environmental assessment of proposed improvements and the preparation of plans and specifications for various types of coastal structures development and civil works construction.

EXPERIENCE

- **City of Avalon** - Project engineer for the Casino Fuel Pier replacement project in Avalon, CA in 2010, completed in 2011. Responsibilities included geotechnical, geophysical, and survey field studies to map features and investigate an unusual sub-surface deep rubble foundation. Performed structural design of reinforced concrete pier with innovative steel pipe pile/rock anchor foundation, special steel frame fender system fabrications, and electrical and mechanical design of utilities and fuel dispensing system concealed within integrated utility trench.
- **County of Orange** - USCG Bulkhead Replacement, Newport Harbor, CA - Principal in Charge for design of steel sheet pile bulkhead replacement in Lower Newport Harbor. Design services and construction consultation services completed in 2010. Duties included structural design of seismically resistant steel pipe pile lateral anchor and tieback system, heavy duty coated steel sheet pile bulkhead driven in hard formational material, reinforced concrete cap, replacement of floating docks, and maintenance dredging.
- **County of Orange** - Principal in Charge for Salt Creek Beach Revetment in Dana Point, CA. for the County of Orange. The project entails inspection, evaluation, design, permitting, construction of a 1,500-foot long ocean front revetment and public accessway exposed to severe storm wave attack. Services included topographic surveying, development of oceanographical design criteria including potential sea level rise impacts, coordination with regulatory agencies, and preparation of construction plans and specifications. Work began in 2007 and is progressing to detailed design and construction. The estimated construction costs will approximately \$2,000,000.
- **County of Los Angeles** - Principal in Charge for various on call services as Harbor Engineer for the Los Angeles County Department of Beaches and Harbors. Between 2005 and 2011 have completed over 50 task orders covering harbor and coastal engineering planning studies, dock replacement, design of beach accessways, beach nourishment projects, storm drainage improvements, and tsunami and storm damage response and repair investigations. Prepared construction plans and specifications and coordinated with Department of Public Works to complete capital improvement projects utilizing the expedited Los Angeles County Job Order Contract system.

-
- **City of Oxnard** - Mandalay Bay Seawall Repair, Mandalay Bay, Ca - Principal in Charge for a 14 year on call contract with the City of Oxnard to provide services for Mandalay Bay's 6.5 mile long seawall and watering system. These services have included seawall repair and maintenance, plans, specifications and oversight of maintenance dredging, plan checks, emergency responses to homeowners and storm damage, and underwater survey oversight. This project began in 1993 and is an ongoing project. Over \$4,000,000 has been spent to date for various seawall repairs and maintenance dredging work.
 - **Port of San Diego** - National City Marina Preliminary Engineering Design - Project engineer for the 250-slip National City Marina basin in San Diego Harbor. Responsible to the Unified Port District of San Diego for preparation of conceptual design plans, assistance with lessee solicitation, preparation of final plans and specifications, and consultation during construction. The work included excavation and removal of 400,000 cubic yards of sand and bay deposits, optimization of the small craft slip layout to fit available space, perimeter slope protection, upland access, parking and infrastructure, three public buildings and landscaping. Special project design conditions included seismic risk, poor foundation conditions and a significant federal flood control channel adjacent to the entrance. Conceptual design studies began in 1992, and construction was completed in 2005. The project cost was \$7,200,000.
 - **County of Ventura** - Principle in Charge for the Channel Islands Harbor Revetment Shoreline Stabilization Project. This project consisted of replacement of approximately 4,000 feet of failed slope stabilization. Services included forensic analysis to determine slope stability and soil piping issues. Design consisted of a sheet pile toe wall to stabilize the over steepened slope and new quarry stone armor over geotextile foundation. Design work began in 2004. Construction was completed in 2007 for a cost of \$5,300,000, and the design saved the client over \$1 million dollars.
 - **B.E.A.C.O.N.** - Goleta Beach Demonstration Beach Nourishment Project, Goleta, CA. As Project Manager, responsibilities included detailed geophysical and geotechnical field investigation to locate and characterize the engineering and environmental properties offshore and deposits for use in beach nourishment. Negotiated contract documents with dredging contract to perform the work. Obtained all regulatory entitlements from local, state, and federal agencies. Prepared engineering documents to specify borrow and nourishment limits. Provide construction supervision.
 - **City of Ventura** - Surfer's Point Park Plan and Managed Retreat Project Manager for the Surfer's Point Plan for Managed Retreat. Supervised civil, geotechnical, coastal and landscape design elements to prepare innovative, erosion protection solution for a threatened urbanized shoreline that mimics naturally occurring processes. Project involved extensive interaction with Coastal Conservancy, regulatory agencies to address competing use issues, stakeholder concerns, and user requirements. Alternative plans were formulated and evaluated to select a preferred plan for shoreline re-development.
 - **City of Ventura** - Ventura Pier Storm Damage Consultation - Project engineer for the 1995 storm damage assessment of the San Buenaventura Pier. The study included a structural engineering review of timber pile capacity, storm wave conditions, and formulation of alternative repair/reconstruction methods. Assisted the City to implement a modified repair program and provided consultation during construction. Project engineer for design of steel pile/framed and timber stringer/deck system of reconstructed outer pier end including providing construction management during 1999-2000.



City of Redondo Beach

NOTICE OF PUBLIC HEARING

NOTICE OF PUBLIC HEARING BEFORE THE CITY COUNCIL OF THE CITY OF REDONDO BEACH TO CONSIDER AN APPEAL OF HARBOR COMMISSION'S OCTOBER 10, 2016 DECISION CONTAINED IN RESOLUTION 2016-10-HCR-003, WHICH INCLUDED APPROVAL OF A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW, AND A COASTAL DEVELOPMENT PERMIT FOR THE BOAT LAUNCH COMPONENT OF THE WATERFRONT PROJECT AT MOLE B. THE CITY COUNCIL MAY ALSO ADOPT ADDITIONAL CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS AT THIS HEARING RELATED TO SUBSEQUENT OR SUPPLEMENTAL ENVIRONMENTAL REVIEW.

SUBJECT OF THE HEARING: Consideration of appeal of the Harbor Commission approval of a Conditional Use Permit (CUP), Coastal Development Permit (CDP) No 2016-10-CDP-008 (Application Filed on September 28, 2016), and Harbor Commission Design Review (HCDR) for the construction of a public boat launch facility on Mole B, on property located in the Coastal Zone, and more specifically within a Coastal Commercial (CC-4) zone. The City of Redondo Beach is the applicant for the proposed Boat Launch Facilities which are a component of the Waterfront Project, and the Redondo Beach Waterfront, LLC is the applicant for other components of the Waterfront Project. In response to the Appeal, the City Council may elect to take several actions including but not limited to (A) denying the appeal and approving the boat launch entitlements/approvals, (B) modifying the entitlements/approvals issued by Harbor Commission, including modifications associated with project components/structures/uses, and/or revised conditions of approval, or (C) upholding the appeal. The City Council may also provide additional findings regarding compliance with CEQA. The public hearing related to an appeal generally includes a presentation by staff, and discussion by project proponents and opponents.

LOCATION OF PROPOSED PROJECT: Mole B (Moonstone Park, end of Marina Way and west of Harbor Drive), Redondo Beach. (Legal description on file)

HEARING WILL TAKE PLACE: Tuesday, November 29, 2016 at 5:00 p.m., or as soon thereafter as possible, in the City Council Chambers, 415 Diamond Street, Redondo Beach.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA): Environmental review for the Waterfront project and the boat launch component has been addressed within the Final Environmental Impact Report (FEIR) prepared for the Waterfront Development Project (SCH# 2014061071 / FILE NO. 2014-04-EIR-001). City Council reaffirmed certification of the Waterfront FEIR on October 19, 2016 (wherein City Council rejected an appeal of the FEIR). Consequently, the original certification of the FEIR is not before the City Council at the upcoming appeal hearing, and any CEQA environmental allegations are limited to the need for subsequent or supplemental environmental review.

DOCUMENT AVAILABILITY: The case file containing the applications and plans may be reviewed in the Planning Division, located through Door E of the Redondo Beach City Hall, 415 Diamond Street, Redondo Beach from 7:30am to 5:00pm. City Hall is closed every other Friday. For additional project information, contact the Planning Division at (310) 318-0637.

The Final EIR is available at locations 1 through 4. Documents referenced in the Final EIR, background materials, and Harbor Commission materials are available for review at location 1 below. Staff report and agenda packet for the City Council will be available 72 hours prior to the public hearing at locations 1 through 4 below.

- 1) City of Redondo Beach, Planning Division, 415 Diamond Street, Redondo Beach, California 90277
- 2) Redondo Beach Public Library, 303 N. Pacific Coast Highway, Redondo Beach, California 90277
- 3) Redondo Beach Public Library - North Branch, 2000 Artesia Boulevard, Redondo Beach, California 90277
- 4) Online at www.redondo.org (follow link to Waterfront on Home Page)

PUBLIC COMMENT: Public testimony will be taken at the hearing described in this notice. Written comments for the City Council may be submitted to the Planning Division by mail or in person at 415 Diamond Street E, Redondo Beach, CA 90277, fax at (310) 372-8021, or email to jina.porfolese@redondo.org.

Persons wishing to have written correspondence distributed to the City Council prior to the public hearing must submit the written correspondence no later than 3:00 p.m. the day of the public hearing, November 29, 2016.

Appellant is limited to those issues specifically raised in the Appeal letter, as described in the City's Appeal procedures contained in Redondo Beach Municipal Code (RBMC) §10-5.2506(g)(1), §10-5.2222(b)(1), §10-5.2502(g)(1), §10-3.901(e) (3), §2-9.712(b).

APPEALS: City Council's potential actions on the Conditional Use Permit, Harbor Commission Design Review, and environmental findings associated with the Boat Launch Facilities will be final and not subject to further administrative appeals.

City Council decision on the Coastal Development Permit (CDP) is appealable to the Coastal Commission. (Pub. Res. Code Section 30603.) The grounds for a CDP appeal to the Coastal Commission shall be limited to an allegation that the development does or does not conform to the standards set forth in the certified local coastal program or the public access standards set forth in Division 20 of the Public Resources Code. (Public Resources Code Section 30603(b).) The procedures governing such appeals are outlined in Title 14, California Code of Regulations, Section 13111 and RBMC §10-5.2222(c). The appeal to Coastal Commission must be received in the Commission district office with jurisdiction over the local government on or before the tenth (10th) working day after receipt of the notice of the permit decision by the executive director. Potential appellants are advised to review these procedures for further details.

Easy Reader Inc/Redondo Beach News/November 17, 2016/RD16-098

MAR 15 2017

CALIFORNIA COASTAL COMMISSION

SOUTH COAST DISTRICT OFFICE
200 OCEANGATE, 10TH FLOOR
LONG BEACH, CA 90802-4416

VOICE (562) 590-5071 FAX (562) 590-5084

CALIFORNIA
COASTAL COMMISSION



APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT

Please Review Attached Appeal Information Sheet Prior To Completing This Form.

SECTION I. Appellant(s)

Name: See Attached

Mailing Address:

City:

Zip Code:

Phone:

SECTION II. Decision Being Appealed

1. Name of local/port government: City of Redondo Beach

2. Brief description of development being appealed:

City Council denial of appeal on Harbor Commission approval of Mole B
Boat Ramp design, CUP, CDP and related decisions.

3. Development's location (street address, assessor's parcel no., cross street, etc.):

Mole B, King Harbor, Redondo Beach, CA

4. Description of decision being appealed (check one.):

- ☐ Approval; no special conditions
☐ Approval with special conditions:
☒ Denial

Note: For jurisdictions with a total LCP, denial decisions by a local government cannot be appealed unless the development is a major energy or public works project. Denial decisions by port governments are not appealable.

TO BE COMPLETED BY COMMISSION:

APPEAL NO:

A-5-RDB-17-0008

DATE FILED:

3/15/17

DISTRICT:

South Coast

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 2)

5. Decision being appealed was made by (check one):

- ☐ Planning Director/Zoning Administrator
- ☒ City Council/Board of Supervisors
- ☐ Planning Commission
- ☐ Other

6. Date of local government's decision: 29 Nov 16

7. Local government's file number (if any): Resolution CC-1611-115

SECTION III. Identification of Other Interested Persons

Give the names and addresses of the following parties. (Use additional paper as necessary.)

a. Name and mailing address of permit applicant:

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

b. Names and mailing addresses as available of those who testified (either verbally or in writing) at the city/county/port hearing(s). Include other parties which you know to be interested and should receive notice of this appeal.

(1) Marina Cove Limited
208 Yacht Club Way
Redondo Beach, CA
90277

(2)

(3)

(4)

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 3)

SECTION IV. Reasons Supporting This Appeal

PLEASE NOTE:

- Appeals of local government coastal permit decisions are limited by a variety of factors and requirements of the Coastal Act. Please review the appeal information sheet for assistance in completing this section.
- State briefly **your reasons for this appeal**. Include a summary description of Local Coastal Program, Land Use Plan, or Port Master Plan policies and requirements in which you believe the project is inconsistent and the reasons the decision warrants a new hearing. (Use additional paper as necessary.)
- This need not be a complete or exhaustive statement of your reasons of appeal; however, there must be sufficient discussion for staff to determine that the appeal is allowed by law. The appellant, subsequent to filing the appeal, may submit additional information to the staff and/or Commission to support the appeal request.

See attached

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 4)

SECTION V. Certification

The information and facts stated above are correct to the best of my/our knowledge.

See Attached

Signature of Appellant(s) or Authorized Agent

Date: _____

Note: If signed by agent, appellant(s) must also sign below.

Section VI. Agent Authorization

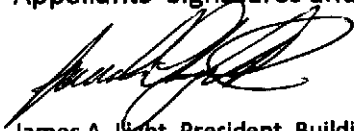
I/We hereby
authorize _____

to act as my/our representative and to bind me/us in all matters concerning this appeal.

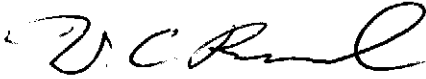
Signature of Appellant(s)

Date: _____

Attachment to Redondo Beach Mole B Boat Ramp Appeal
Appellants' Signatures and Addresses:



James A. Light, President, Building a Better Redondo
602B S Broadway
Redondo Beach, CA. 90277



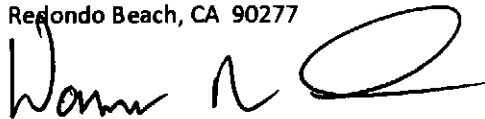
Bill Brand, Redondo Beach City Councilman, District 2
125 S Broadway
Redondo Beach, CA 90277



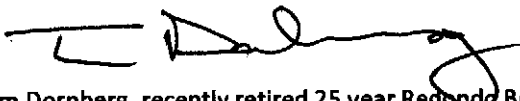
Stephen Sammarco, Redondo Beach City Councilman, District 4
2304 Mathews #4
Redondo Beach, CA 90278



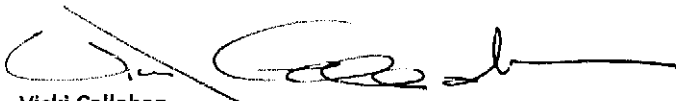
Martin Holmes, Officer, Rescue Our Waterfront
531 Esplanade, #912
Redondo Beach, CA 90277



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



Tim Dornberg, recently retired 25 year Redondo Beach Harbor Patrolman
218 Via La Soledad,
Redondo Beach, CA 90277



Vicki Callahan
626 S Pacific Coast Highway # D
Redondo Beach, CA. 90277

Redondo Beach Mole B Boat Ramp Appeal
Updated 11 Mar 17

1. Executive Summary –

The City of Redondo Beach denied an appeal and approved the CDP, the Harbor Commission Design Review, the CUP, and other documents and approvals related to the Mole B Boat Ramp Design on November 29th, 2016. The vote was a split 3 to 2 vote of the Council. The Council ignored significant concerns and violations of the California Coastal Act, Redondo's Local Coastal Plan and a variety of city ordinances and planning documents.

On behalf of the residents of Redondo Beach, all King Harbor boaters, all potential users of the future boat ramp, and all those who currently enjoy using King Harbor as an actual Harbor, the appellants jointly request the Coastal Commission reverse the actions of the City of Redondo Beach based on the violations detailed in this appeal.

Concerns with the Mole B Boat Ramp include:

- Insufficient parking (and therefore access) for all the uses crammed into Mole B
- Loss of existing boat slips, including large boat slips which are in high demand and have low vacancy rates and growing waiting lists
- Negative impacts to Moonstone Park and the Outrigger canoe club area
- Public safety concerns with the location of the boat ramp
- Public safety concerns with the colocation of SUP's and kayaks at the same facility
- Prioritization of non-coastal dependent development over coastal dependent uses of the harbor as an actual harbor
- Biased assessment of city staff
- Growing demand for boating facilities – slips and ramps
- Social justice – creating a boat ramp that is inconvenient, unsafe, and undersized for nominal peak demand days (in season weekends)

As noted in our previous appeal (to the Waterfront project), the City's approval of the broader Waterfront Project violates the Coastal Act and City's Local Coastal Program. Therefore, this appeal does not attempt to duplicate the concerns with those previous approvals by the City.

The appellants request the Coastal Commission find that the Boat Ramp does not comply with the California Coastal Act and the City of Redondo Beach Local Coastal Program.

Furthermore, we request the **Commission suggest** that:

- **that the boat ramp facility be built to the standards of the Division of Boating and Waterways and the recently passed King Harbor CARE Act;**
- **that the boat ramp facility include a minimum of 30 trailer parking spaces per lane; and,**
- **that the boat ramp be located in a location supported by the Harbor Patrol Department and Lifeguard Rescue Boat crews from a public safety perspective.**

The appellants appreciate the consideration of the Coastal Commission staff and Commissioners. We all support revitalization of the harbor, but feel the current CenterCal project and boat ramp project do not represent a balanced solution or a solution that complies with the California Coastal Act and the Local Coastal Program.

BODY OF THE APPEAL

2. The City's LCP defines the role of the Harbor Commission and upon appeal, the City Council, in approving project designs in the Harbor area. The ordinance (Title 10, Chapter 5 Coastal Land Use Plan Implementing Ordinance, Article 12 Procedures, 10-5.2502) requires the city to ensure that the project is compatible and that it consider the impact to users. The City's finding that the boat launch ramp would have no adverse impact on abutting property or permitted use thereof is inaccurate.
 - a. Current slips with tenants would be eliminated with no plan before the public that demonstrates how these slips would be replaced.
 - b. The city discusses reworking other slips which would be an impact to those slips and tenants.
 - c. The close proximity to slips north of the project site will be negatively impacted by increased waterside traffic. The proposed operational plan and reconfiguration of the boat ramp does not alleviate this impact.
 - d. All slips in the vicinity of the boat ramp will be impacted by increased noise from car and boat traffic at all hours of the day and night, every day of the year.
 - e. The reconfiguration of parking reduces the usable public open space in Moonstone Park from its already small usable size to accommodate boat trailer parking spots. The city has not demonstrated that the resulting space left on Mole B would allow the execution of the Mole B Master Plan that has been approved by the City Council.
 - f. The requirement for overflow parking (30 trailer/vehicle spaces and 30 single vehicle spaces) increases traffic and uses limited parking space in unnamed portions of the harbor area. The city did not provide sufficient detail to fully analyze the impact as the overflow parking remained undefined.
 - g. The loss of parking spaces will impact all Mole B users and all slip tenants on both sides of the road and parking lot leading to the Mole. While a limited parking utilization study was submitted by the leaseholder, the leaseholder is conflicted and any analysis paid for by the current leaseholder is, at best, suspect. Furthermore, the city has not accomplished and presented any demand study that evaluates the total demand for parking after reconfiguration. For example, the ramp will allow

hand launch of boats. The impact of this new use on parking has not been evaluated and presented. The enhancement of Moonstone Park would attract more visitors - increasing parking demand. The impact on parking of the movement of Tarsans to Basin 2 has not been evaluated or presented to the public. The evaluation of the impact of the future growth of the outrigger canoe clubs has not been evaluated and presented. The evaluation of the future growth of ramp and slip demand has not been evaluated and presented.

Since the city refused to conduct an evaluation of parking demand versus supply in the proposed reconfiguration, Building A Better Redondo presented one in its briefing to the Council at the Appeal Hearing. This evaluation demonstrates the severe shortage of parking under the project's proposed parking changes. Figure 1 shows that at the low end, the configuration has a 257 parking space shortage and 9 trailer space shortage, and at the high end the Mole would experience a 342 parking space and 29 trailer/vehicle parking space shortage. A survey provided by the city and conducted by the current Mole B leaseholder over a one week period showed a peak Saturday concurrent utilization of 239 spaces – already short of the parking available with the project and without considering the increased demand created by the boat ramp, the ability to hand launch SUP's from the boat ramp, and the long overdue enhancement of Moonstone Park.

MOLE B BOAT RAMP CREATES PARKING SHORTAGE FOR ALL USES

MOLE B PARKING SUMMARY	Actual Today	Proposed	Demand	Peak Demand	Source
Boat Ramp Trailer (Double spaces)		31	40	60	State guidelines
Boat Ramp Guest Parking		0	10	10	State guidelines estimate
Mole B Park	17		15	15	As allocated today
Lanakila	15	37	50	75	Per public record submitted by Lanakila
Hand Launch Boat Ramp		0	15	15	Estimate based on DEIR
Public Pay Parking	42		42	42	Current allocation
Slips (445) Permit Parking	210	172	334	334	RB Municipal Code
TOTAL	284	209	466	551	
Single space shortage			257	342	
Trailer parking shortage			9	29	

Figure 1: Parking Supply and Demand Evaluation for Mole B

- h. Queueing of traffic down the Mole B parking lot will have an adverse impact on the ability of slip tenants to get to parking near their vessel or trap them in the parking lot until the queue clears. While the city contends the road between the parking spots is wide enough for two lanes, all

Redondo Beach Mole B Boat Ramp Appeal
Updated 11 Mar 17

drives use the middle to assure safety from cars backing up from both sides and people loading and unloading boating equipment, supplies and guests from vehicles.

3. The finding that the ramp conforms to all requirements of the city zoning and Local Coastal Program is inaccurate. The process and the design of the Ramp itself violate many state and local land use requirements and policies.
 - a. Coastal Land Use Plan, Section VI, Subsection D, Land Use Policy 1 states "existing facilities shall be preserved, enhanced, and expanded where feasible". Removal of existing uses shall be strongly discouraged unless it is determined the uses are no longer needed.
 - i. The ramp will remove 39 current slips and no plan has been provided to show where these slips will be replaced or how the replacement slips would impact other slip availability in the harbor. In fact, this need may be a cumulative impact with up to approximately 30 slips that the FEIR allows to be removed from Basin 3. Additionally, staff has testified that the large commercial vessels in Basin 3 would be displaced to other areas of the harbor and the relocation of these vessels remains undefined. Even if the city does not force the move, the pedestrian bridge over Basin 3 is a deterrent to large vessels that can only pass when the bridge is open – especially those with rapid response requirements and those that operate outside the CenterCal operating hours. It is likely most would relocate on their own – leaving large slips vacant due to the inconvenience and constraints of the drawbridge. Additionally, the city has refused to address the fact that slip utilization remains at near historical lows due to slow recovery from the recession. Pre-recession, there was a 10 year waiting list for slips over 33' throughout the harbor. The recreational boating industry has shown slow and steady recovery and is predicting increased sales across the US and in Southern California. The appellants submitted evidence demonstrating this recovery in written and verbal testimony. The City itself produced evidence that shows slips greater than 30' have a very low vacancy rate of 1 to 2 slips. Since larger boats cannot fit in smaller slips, the vacancies of smaller slips will not provide a mitigation to the displacement of 30 slips over 30', 5 of which are over 50'. Until a reasonably mature plan and assessment is developed no one can reasonably conclude there will be no impact on slip availability and current tenants. Neither the city nor the Commission could possibly conclude that the removed and impacted uses are no longer needed until the city provides that evaluation and plan. And finally,

the city's position that there will be not growth in demand for slips is not supported by industry trend data including Southern California specific trends.

- ii. The city has not demonstrated that combination of Moonstone Park, the outrigger canoe operational needs and the boat ramp facilities will all fit and conform to all state and local requirements (including the City's Mole B Master Plan). Thus the boat ramp could foreseeably remove at least part of an existing recreational use.
 - iii. The city has not defined how the 15-17 free Moonstone Parking space and the 42 existing pay public parking spaces would be replaced. The enhancement of Moonstone Park would increase demand making this parking all the more important. And the elimination of current public pay parking on Herondo and to accommodate the loss of spaces along Harbor Drive to make room for larger turn pockets makes all public pay parking spaces even more critical.
- b. The City Council directed and approved a Mole B Master Plan that eliminated an overlook built on top of the breakwater that would be used as square footage for Moonstone Park. The plan presented by staff, though not binding, does not demonstrate that the size of the park can be preserved to zoning requirements with the loss of Mole B recreational space to trailer parking stalls.
 - c. Redondo Beach Harbor Civic Center Specific Plan Transportation/ Circulation Policies require adequate parking to support expected activity. The city has provided no assessment of parking demand under the evolving boat ramp configuration. Therefore the City could not conclude that this policy is being met.
 - d. Redondo Beach Harbor Civic Center Specific Plan 5.5.1 requires preservation, protection, and expansion of public open space and recreational land. By cramming all the recreational uses together, the city is decreasing the effective public open space and recreational land.
 - e. The Parks and Recreation Element of the General Plan Policy 8.2a.10 calls for enhanced parking and circulation. The current plan reduces parking with no parking demand analysis and creates circulation impediments by queueing trailer vehicles through the parking area for slips.

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- f. The Parks and Recreation Element of the General Plan Policy 8.2b.5 (and others) establishes the policy to minimize parking conflicts at parks. Mashing trailer boaters, their guests, slip tenants, outrigger canoe club members, fishermen, kayakers, SUP'ers and Moonstone Park visitors into one tiny parking area is direct opposition to this policy.
- g. The Parks and Recreation Element Implementation Program requires the city to conduct parking analysis to mitigate problems at peak use. There was no analysis and the solution to overflow parking has not been presented to the public or to the Commission.
- h. Coastal Act 30252 requires the maintenance and enhancement of public access. Cramming a boat ramp with boat slips, the outrigger canoe club, Moonstone Park and the narrow, busy fairway for over 600 recreational boaters serves as a degradation and impediment to public access. Likewise, the loss of public parking represents a significant impact to access.
- i. Coastal Act 30255 requires that coastal dependent development shall have priority over other development on or near the shoreline. Testimony from recently retired Harbor Patrolman Tim Dornberg concluded: "The City's consideration of mole B for a boat ramp location can only be supported by financial considerations. The prioritization of development has inarguably put the best interest of the boating community, and the safety of our harbor, into a subordinate position." Two commissioners, Callahan and Keidser, came to the same conclusion. Even other Commissioners admitted it was the economic impacts not the recreational or safety impacts that drove their support for a Mole B location. Though the EIR falsely concludes otherwise, the broad consensus of boating professionals, current and retired harbor patrolmen, Baywatch lifeguards, and recreational boaters like Mark Hansen all conclude the turning basin is the best and safest location for a boat ramp. In fact, in 2007, the City Manager's Harbor Committee concluded Mole D was the best place for a boat ramp due to parking availability, safety, maneuvering space, impacts on other uses, access to the harbor mouth and harbor surge conditions all factored in. In 2010, the Harbor Business Plan established the goal to work with then Redondo Beach Marina leaseholder, Decron, to build a boat ramp in the turning basin. Up until this year, even the Waterfront DEIR and plan supported a boat ramp at Mole C. Though the DEIR artificially and subjectively rated the attractiveness of Mole D. In the Appeal Hearing, recently retired 25 year Deputy Harbor Master, Tim Dornberg, testified that when City staff asked their department to assess boat ramp locations, the City had take Mole D off the table as it was slated for the CenterCal commercial development. There is ample evidence the

Waterfront non-coastal dependent development has forced the boat ramp to Mole B and out of the turning basin.

- j. Coastal Act 20234 Facilities serving recreational boating and commercial fishing shall be upgraded and protected. Existing facilities shall not be reduced. As we have seen recreational boat slips will be reduced by this plan and potentially exacerbated by the final decision on Basin 3 boat slips.
 - k. Coastal Act 30224 Increased recreational boating use shall be encouraged. Cramming hand launched boaters, trailer boaters, slip tenants and the outrigger canoe clubs into one tiny sliver of land reduces the overall capacity and attractiveness of the harbor to support increased recreational boating. In fact, both staff and Commission members specifically discussed how to design and operate the boat ramp to limit the number of users. Deputy City Manager Witzanski stated the operations flow and design were meant to result in a "purposeful reduction in flow rate".
 - l. Coastal Act 30211 and 30212 state that development shall not interfere with access. Insufficient parking, trailer queues blocking slip tenant parking, and tight maneuvering requirements all interfere with access to existing uses.
 - m. Coastal Act 30007.5 defines that conflicts between policies should be resolved in a manner which is most protective of coastal resources - again it is clear, commercial non-coastal dependent uses have forced the boat ramp to Mole B. There are viable alternatives that result in preserving and enhancing existing coastal dependent uses and the new boat ramp. Mole B is not one of them.
 - n. Coastal Act 30006 requires that planning programs should include the widest opportunity for public participation. There were no public workshops on the Mole B design. It evolved up to the subject Commission meeting which gave the public no time to really evaluate or provide meaningful input into the proposed changes. The EIR should have been recirculated with a reasonably mature Mole B boat ramp plan that encompassed the potential impacts. Even the Harbor Commissioners complained that a public input meeting should occur. The City made an arbitrary and capricious decision to site the boat ramp at Mole D and did not afford any meaningful public evaluation or interaction.
4. Title 10, Chapter 5, Article 12 of the Coastal Land Use Implementing Ordinance, paragraph 10-5.2502(a) requires the City to protect the "health safety and

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welfare" of the public. The finding that the conditions of approval protect the public health, safety and general welfare is inaccurate. The submitted testimony of current and recently retired harbor patrolmen and Baywatch lifeguards contradicts city and commission findings of the project as safe. Additionally, Beach Reporter published an internal City email in which current Deputy Harbor Master Norm Matte concludes in no uncertain terms that a ramp at Mole B into the fairway of Basin 1 is unsafe. Recently retired 25 year Deputy Harbor Master Tim Dornberg testified at the appeal hearing that the retired and current Harbor Master/Harbor Patrol staff and the current Baywatch Lifeguard Rescue Boat captains stationed at King Harbor all concur that the Mole B boat ramp is unsafe due to lack of maneuvering space, proximity to the Basin 1 Fairway, the heavy traffic on Basin 1 Fairway and the blind corner immediately west of the boat ramp site. He further stated that all agree the turn basin is the appropriate location for a boat ramp in King Harbor because it has ample maneuvering space and it minimizes impact to and interaction with other harbor traffic due to its proximity to the harbor mouth.

5. Title 10, Chapter 5, Article 12 of the Coastal Land Use Implementing Ordinance, paragraph 10-5.2502(b)(1) requires the City to consider the impact of the project on users. The design review finding that circulation, parking and traffic were fully considered is inaccurate. In fact, no parking demand analysis was performed or presented and overflow parking is required but remains undefined. Overflow parking is exacerbated by the undefined replacement parking for lost parking on Herondo and Harbor Drive and the lack of any assessment of parking demand for recreational uses in the CenterCal project area. A harbor commissioner called it "kicking the can down the road again".
6. Other considerations: A variety of evidence points to City staff and certain elected official bias toward the CenterCal commercial development which resulted in impact assessments and interpretation of the Coastal Act and the City's LCP in favor of the development and to the detriment of both new and long standing coastal dependent recreational and commercial uses.
 - a. Harbor patrolmen and lifeguard opposition to this location and design was never brought forward by city staff. Why did the city hide the strong opposition of the harbor patrol? In fact, City staff repeatedly stated the final design incorporated the concerns and inputs of the harbor patrol staff – implying the staff supported the new design. We now know from direct testimony this is not the case. This lack of transparency shows the bias that has dominated the city's evaluation of the entire project

- b. Testimony by both city staff, consultants, and commissioners on artificially limiting the attractiveness and utilization of the boat ramp demonstrate they have the wrong priorities.
- c. The rapid push and limited public engagement combined with the absence of analysis (such as future parking demand with the project) or reliance on shoddy and unreliable analysis and studies (like the one time video analysis of fairway traffic presented by the leaseholder and the reliance a leaseholder provided parking utilization study) demonstrate that the city has made up its mind and is now desperate to manipulate the facts to support their needed, and pre-determined conclusions.
- d. The incongruent arguments to support the Mole B location show bias.
Examples:
 - i. Staff argues that Mole D is vulnerable. They cite that in the 60's Mole D once housed the boat ramp. But that ramp was washed out by a storm. First, since the breakwater has been heightened and strengthened, Mole D has not suffered overtopping. But even if it did, is it not better to wash out some relatively inexpensive boat ramp than a giant Market Hall?
 - ii. Commissioners and Councilmen argued Mole C is not a viable location as it had proximity problems with the kayakers and SUP'ers coming out of Seaside Lagoon. First the city spent much time in the DEIR and in public workshops to show how that could be made safe by changing the break water configuration and/or using separation buoys. Second, the city seems to ignore that it now proposes hand launch of SUPs and kayaks from the new boat ramp itself. Certainly that proximity is more dangerous than a Mole D or Mole C boat ramp separate from a hand launch site.
 - iii. Mole D was deemed unsafe because it was close to the Basin 3 fairway and professional boat captains pulling up to the sport fishing pier. Basin 3 has just 60 slips and about half of the vessels are skippered are commercial fishermen and professional boat captains. A Mole D location would not put boats in the fairway or right next to the sport fishing pier. Conversely, Basin 1 houses over 600 recreational boaters. And the ramp dumps boat traffic into the fairway, behind a blind corner where the main harbor fairway and the Basin 1 fairway intersect.

The text from the DEIR and EIR demonstrate this bias:

Mole D Boat Ramp – DEIR Assessment

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"the Mole D ...boat launch ramp would be located near the mouth of Basin 3, which could result in a traffic conflict. Additionally,...there would be potential traffic conflicts with vessels (i.e. charter vessels) maneuvering to and from berths at the Sport fishing Pier. This could pose a potential safety hazard, particularly during times of peak use."

Mole B Boat Ramp – FEIR assessment

"...boats feeding into the Basin 1 fairway would be sufficiently spaced far enough apart so they would be smoothly introduced into arriving or departing Basin 1 boat traffic. Boater sight lines to outbound and inbound lanes of the fairway...would provide sufficient visibility to avoid conflict with other boaters.... It is anticipated that the facility would be managed...to ensure safe operating conditions...."

Figure 2 shows how biased the city's assessment is in light of the actual conditions and location in the harbor.

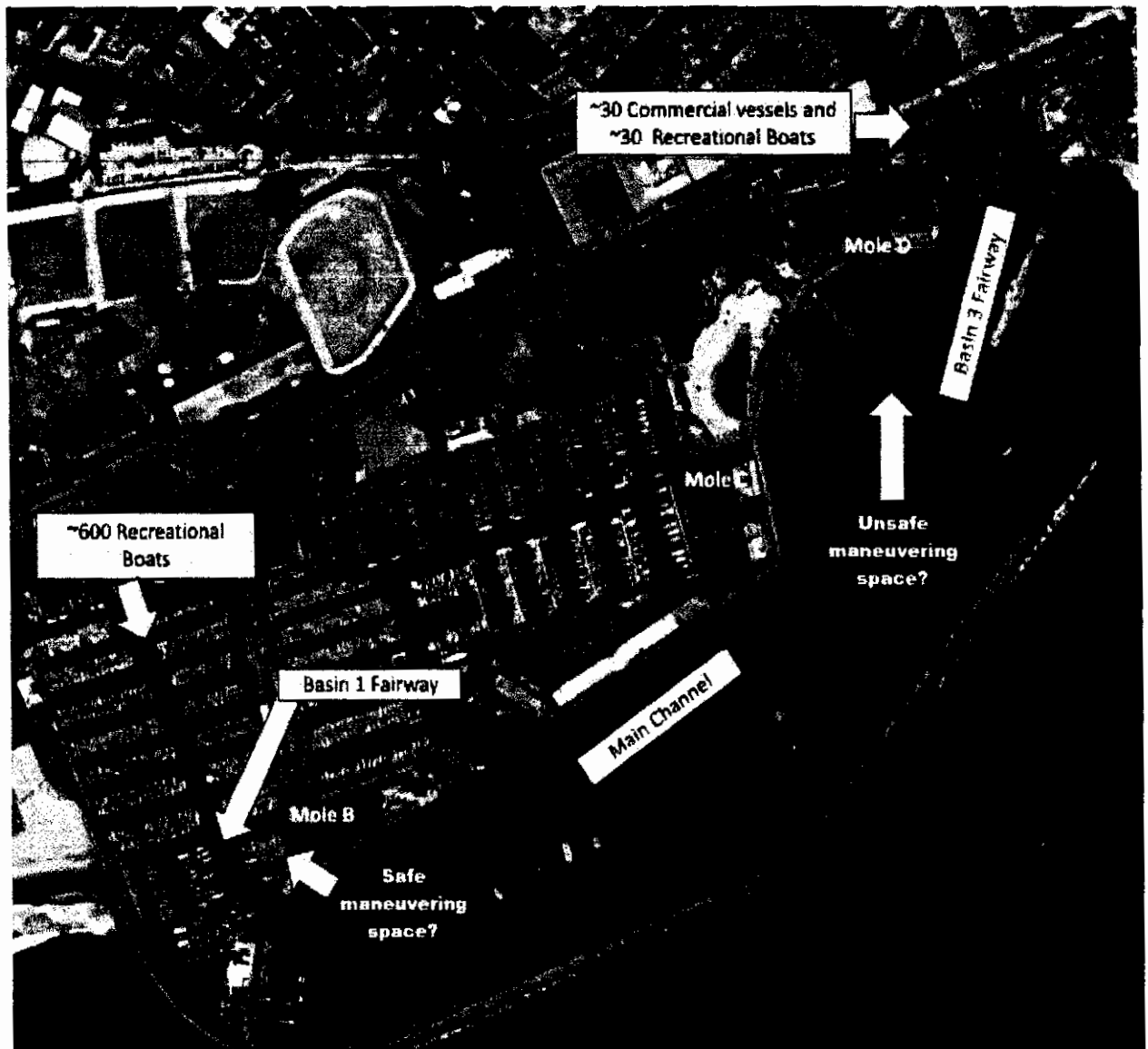


Figure 2: A view of the actual conditions at the potential boat ramp locations in the harbor demonstrates just how biased the City assessment is

- iv. The city's latest boat ramp configuration eliminated more slips to the east to prevent drifting trailer boats from hitting boats in those slips. South winds would blow drifting boats into slips to the north and a backing boat that loses power, throttle control, or direction control could easily back into boats in slips to the north. The fairway is very narrow.
- v. Even the city consultant conceded this was a "very small site" for a boat ramp.

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- e. Deputy City Manager Witzanski misrepresented CEQA during the discussions on multiple occasions. Certainly, CEQA allows a city to change a project. However, any change cannot introduce a greater impact than that examined in the EIR. In this case, the impacts to Moonstone Park increased, the impacts to parking on Mole B increased, the impacts to existing slips increased, and the impacts to unnamed offsite parking increased well beyond that discussed in the last minute EIR changes.
- f. Multiple city staff tried to mislead the public and commission that a 24' wide lane through Mole B parking lots would operate like a two-lane road, allowing other Mole B traffic to pass in a boat trailer queueing situation. Anyone driving the Mole knows people drive down the middle for safety from backing cars and people moving supplies, equipment, and people to and from cars. A boat trailer operator would do the same. Any trailer queue extending east into the Mole would result in blocking access to slip parking, outrigger canoe parking, Moonstone Park parking and hand launch boat parking.
- g. Comments by Commissioners Keidser and Callahan and current and retired harbor public safety staff deserve special weight. Callahan holds a Coast Guard 100 ton Captain license and Keidser is an attorney with understanding of CEQA and the Coastal Act. Both opposed all actions of the Harbor Commission on this topic. And public safety officials with decades of experience in our harbor, who hold USCG 100 ton Masters Licenses, and who are used by the Department of Boating and Waterways to train new rescue boat operators. But the City staff, Commissioners and Council dismiss the concerns of our most qualified and experienced staff and Commissioners.
- h. Staff shows its bias in how it justifies the limited parking spaces for the trailer boaters at the boat ramp. The Department of Boating and Waterways Small Craft Boat Launching Facilities Handbook states:

"There should be sufficient parking spaces to meet the expected demand on a normal peak day during the boating season. The typical minimum parking requirement per launching lane is 20-30car/trailer spaces. This will vary with the type of waterbody, boating activities allowed, and whether the project is in an urban or rural area."

Note the phrase "peak day during the boating season". The city attempts to justify just 31 vehicle/trailer parking spaces by comparing to traffic at Marina Del Rey and Cabrillo boat ramps.

The Marina Del Rey data supplied was monthly totals which are worthless in determining peak day utilization. But it is important to note that the Marina Del Rey facility has 8 boat launch lanes, 8 boat wash lanes, 211 vehicle/parking trailer parking spaces, 22 single car parking spaces, and 4 ADA single car parking spaces. If Marina Del Rey peak utilization is so low, as the City would have us believe, why did they apply for and recently receive a grant from the Department of Boating and Waterways to improve the facility in part to increase capacity?

Cabrillo Boat Launch data is daily data. While the City aggregated monthly totals to conclude 31 parking spaces is sufficient, **the daily data shows 61 days per year where the demand would exceed boat ramp capacity.** Though the city says the proposed boat ramp meets or exceeds DBW standards, the fact is it does not come close to meeting the DBW boat ramp parking standards.

Arguably, a boat ramp in Redondo will be far more attractive than the one in Marina Del Rey due to proximity to great fishing grounds including Rocky Point and due to the proximity to Catalina Island. King Harbor is located adjacent to some of the most densely packed urban communities in the state. Proximity to attractive boating destinations and high density urban residential communities make it unreasonable to conclude that less than the DBW's typical minimum parking would be sufficient for a new boat ramp in King Harbor. Yet our City does. This again, shows how biased the city assessment really is.

- i. Staff shows its bias in testimony on current traffic passing the boat ramp site in Basin 1 Fairway. Staff testifies the boat traffic is not busy. Yet the city received and published traffic counts conducted by the Mole B leaseholder showing otherwise. This data, though taken in October rather than peak boating season demonstrates that even in October nice weekends created significant traffic using the Basin 1 Fairway. Although counts stopped early at 4PM, one nice Saturday generated 95 boat passes and another generated 132 boat passes. Peak hours generated 20 and 28 passes. For some unknown reason the leaseholder only recorded outbound SUP traffic, but these were also high 62 and 114 outbound SUP's. Although the city tries to imply SUP traffic largely comes from Tarsans, most of the over 600 slip occupants launch SUP's from their slips. At peak hours, traffic averaged new boat/SUP traffic in about 1 minute 35 seconds. Unfortunately, boat traffic does not space itself evenly so in real terms there are times of much more frequent traffic... and remember, this is not summer boat traffic. So contrary to staff statements, this fairway is heavily trafficked. Once again, we see the City grasping at straws and twisting or ignoring data to defend their selection of Mole B.

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7. The City's impact analysis of the resident's King Harbor CARE Act demonstrates that a full-size boat ramp complying with Department of Boating and Waterways standards is possible elsewhere in the harbor... in this this case, Mole D (see Figure 3). The ramp configuration depicted could be further optimized to better fit Mole D, but it, never-the-less demonstrates a full capacity, safe boat ramp conforming to state standards and addressing Deputy Harbor Master, Harbor Patrol, Baywatch Rescue Boat Captain and boating community concerns with the Mole B boat ramp public safety.

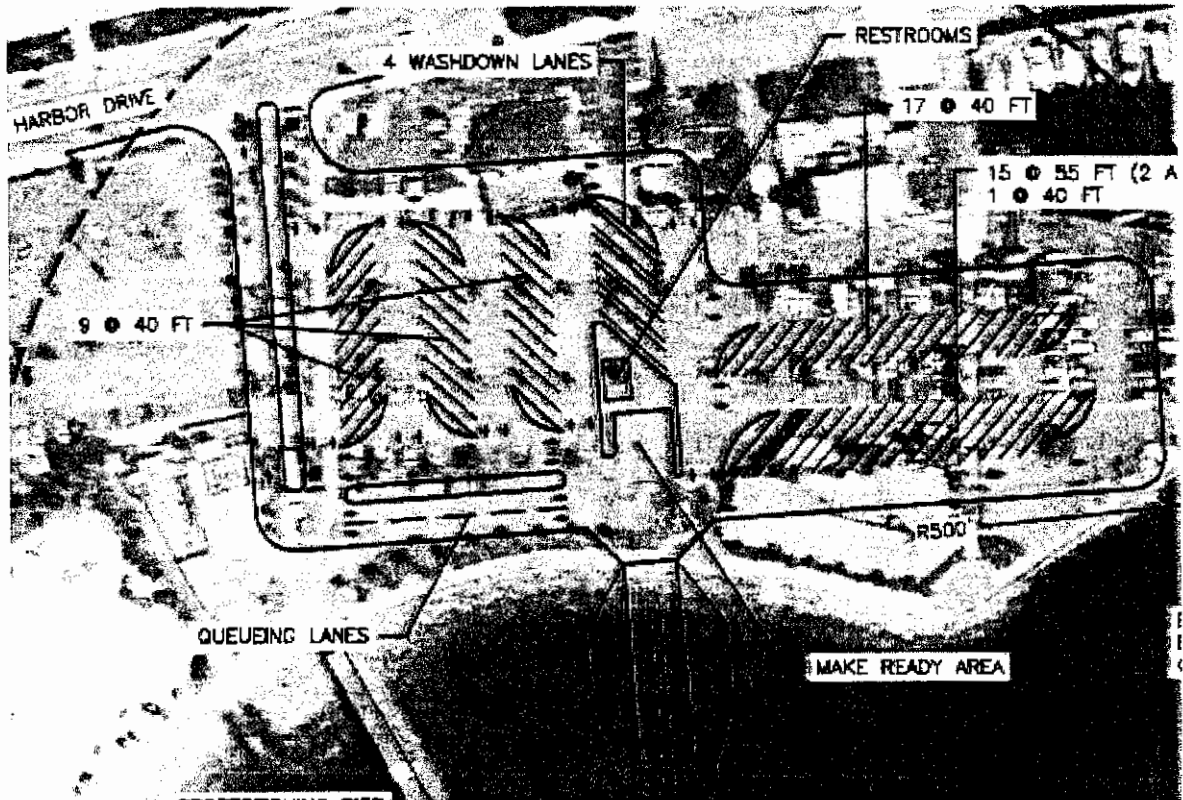


Figure 3: City analysis of King Harbor CARE Act demonstrates a safe, boat ramp on Mole D fully compliant with state standards

8. The City has multiple designs for boat ramps in the harbor's turn basin (Moles C and D) that are safer with greater capacity than the approved Mole B design.

Figure 4 shows a Mole C configuration that was presented by the city but never included or analyzed in the EIR. While this design only provides onsite parking for 35 trailer/vehicles, the city can provide overflow parking in the near vicinity at the old Triton site parking lot or on the parking lot in front of the Seaside Lagoon which already has 67 trailer/vehicle parking spots today.

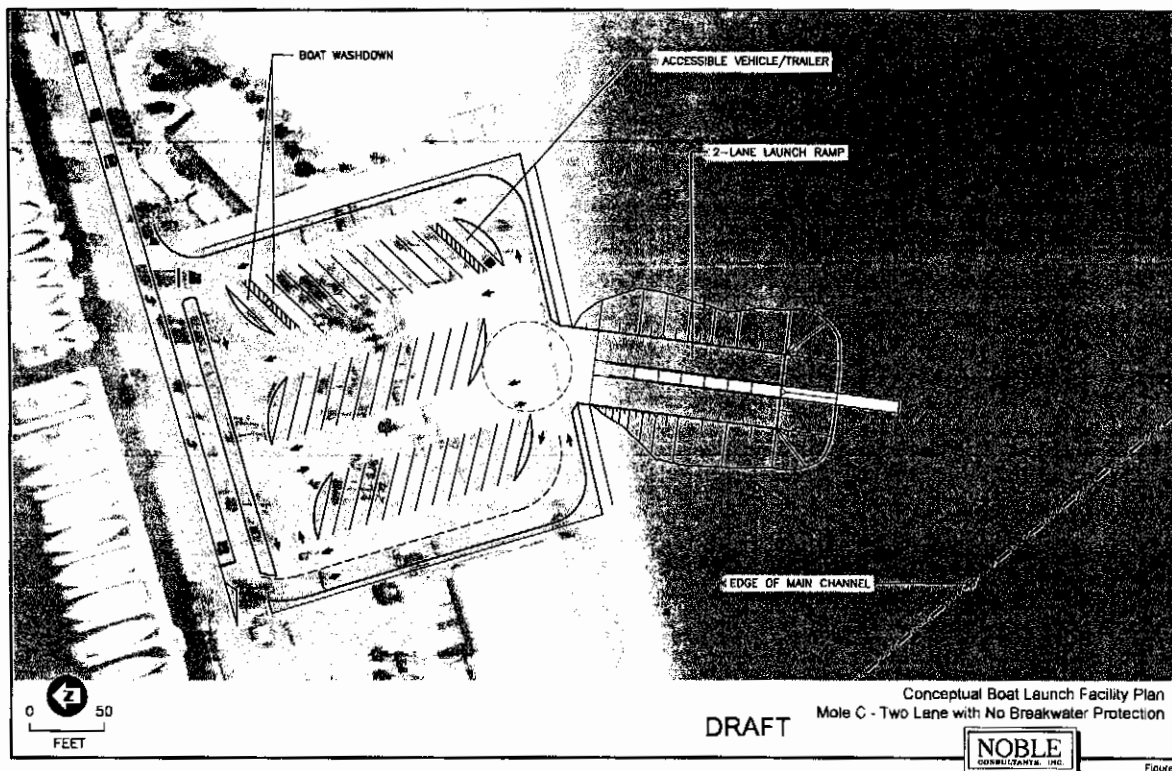


Figure 4: City design for boat ramp on Mole C

Figure 5 is an alternate plan for a Mole D boat ramp with a smaller footprint that still meets the DBW minimum parking standard of 40 trailer/vehicle spaces for a two lane boat ramp. Again, this provides a safe launch while meeting state standards. Overflow parking could be provided in the Mole C and D parking lots.

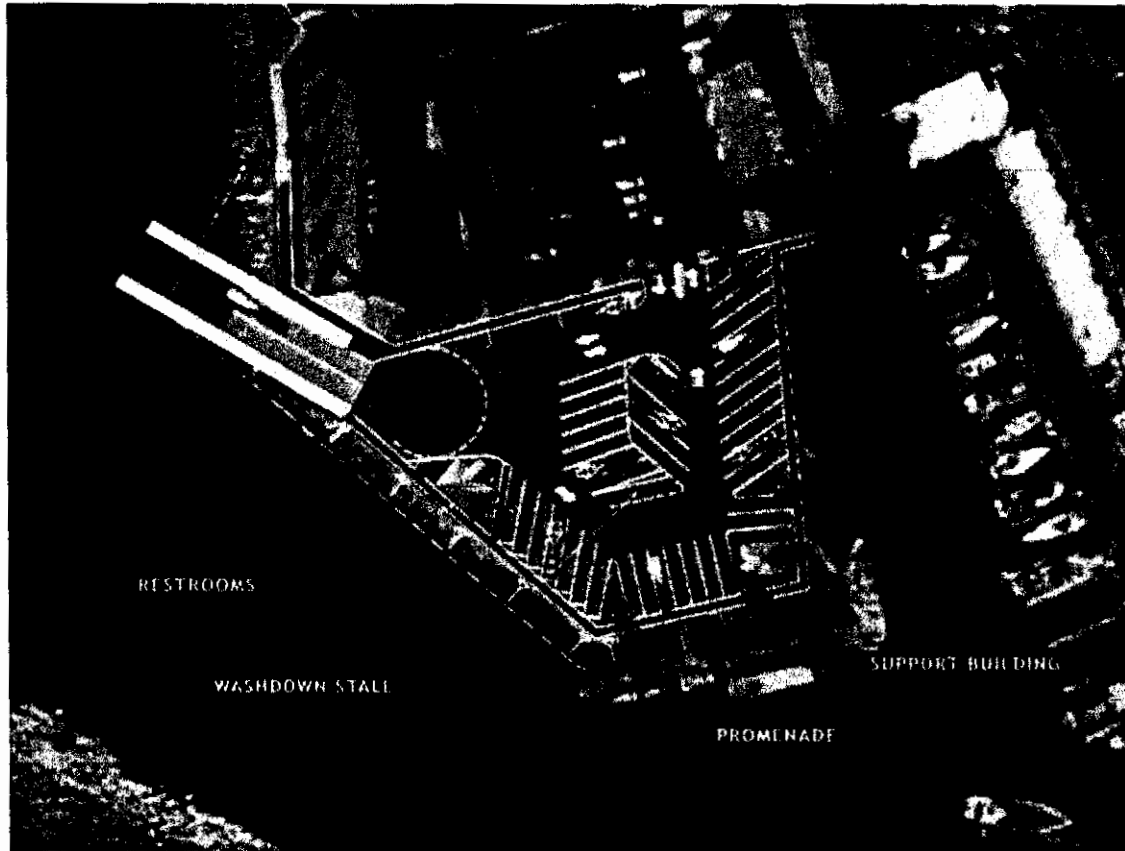


Figure 5: An alternate Mole D boat ramp design safely routing boats into the turn basin while meeting state boat ramp standards.

These alternate designs clearly demonstrate viable alternatives that:

- Are much safer than the Mole B design approved by the City
- Are supported by harbor public safety professionals
- Provide more capacity than the Mole B design
- Represent zero impact on existing boat slips
- Represent zero impact to existing public parkland
- Represent zero impact to the outrigger canoe clubs

Any reasonable assessment would conclude Mole C or D alternatives are far superior to a Mole B boat ramp. And that is why there is so much public and safety professional opposition to the Mole B boat ramp.

The city's choice of Mole B clearly demonstrates that the city prioritized private commercial non-coastal dependent development over the coastal dependent recreational uses of the harbor as an actual harbor.

9. The boating community has presented their concerns with the location of the Mole B boat ramp through the King Harbor Boating Association. These concerns are largely reflected in the previous appeal sections. However, to demonstrate the concerns are widespread across the boating community, submissions from extremely experienced boaters, Mark Hansen and Dennis Groat are included in Appendix 3.
10. **Boating industry recovery and demand increase** – Appendix 5 includes an article summarizing boat manufacturing industry performance in 2016. The statistics show a strong recovery of the boating industry resulting in an increase in sales. California boat sales were up by over 5%. The industry trends show an increase in demand for large vessels as well as smaller starter vessels.

The proposed boat ramp eliminates large boat slips that are already in demand and, according to boating industry statistics, will face an increasing demand. While the city has said they will replace the slips, the city has provided no plan on how it intends to do that. But simply replacing lost slips does not address the demand increase.

The increase in demand for smaller, more affordable boats is an indicator that demand will increase for boat ramp capacity. So we are faced with a current pent up demand of people who already have trailer boats and will use the ramp more frequently because it is much more convenient than the hoist or going to Marina Del Rey or Cabrillo ramps, the prime location of King Harbor close to great fisheries off Rocky Point, the incentive a local boat ramp will have for more families to buy a trailer boat and break into the sport, and the general industry trend showing increasing demand for small, affordable boats.

11. **Social Justice Considerations-**

Boat ramps provide a means for families who cannot afford slip fees to participate in boating, sailing and fishing. Building a boat ramp that is unsafe and does not provide reasonable parking capacity represents a real deterrent to these families to use the boats they already have or to buy a reasonably priced boat to get into the sport.

Now that King Harbor will finally have a boat ramp, it should be safe for the families that use it and it should have the capacity for families to conclude they have a good chance of being able to use it on a nice summer weekend.

The boat ramp as currently designed is neither safe nor adequate capacity. The testimony of lifeguard rescue boat captains, harbor patrolmen, and Deputy Harbor Masters all demonstrate the location of the boat ramp is unsafe and that there are far safer locations in the harbor. An unsafe boat ramp is a deterrent to

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ramp utilization. And for those who take the risk puts an undue increase in risk on lower income families.

Undersized capacity represents a second deterrent. How many times will a family want to load up all their gear and drive down to the ramp only to discover there are no parking spaces left? Based on Cabrillo ramp data every summer weekend would experience an overcapacity situation. The Harbor Commissioners understand and are concerned about the lack of capacity. That is why they require 30 overflow trailer parking spots and 30 overflow regular parking spots. However, city staff admitted they do not know where this overflow would be located in the harbor and that there is no overflow capacity elsewhere on Mole B. Overflow parking a quarter or half mile away is not reasonable or viable and would tie up the boat ramp while boaters walk long distances.

As demonstrated earlier, the city has already analyzed safer locations with more parking capacity. But non-coastal dependent commercial uses outprioritized these locations.

12. **Summary** – The Mole B boat ramp Design, CDP and CUP violate multiple Coastal Act and Redondo Beach LCP requirements. It is unsafe, undersized, and has significant and unnecessary impacts on other Mole B and Basin 1 long standing, coastal-dependent uses. The facts drive the reasonable conclusion that the city has prioritized private, noncoastal-dependent uses over coastal dependent uses of the harbor as an actual harbor. The city has demonstrated it has become a biased advocate for the CenterCal Waterfront project which has resulted in the city twisting facts and interpretations of data and requirements to justify the move of the boat ramp from the turn basin (Mole C or D) to Mole B.

APPENDIX 1: WRITTEN TESTIMONY OF KING HARBOR DEPUTY HARBOR MASTERS, HARBOR PATROLMEN AND BAYWATCH RESCUE BOAT CAPTAINS

Tim Dornberg

Recently retired 25 year Deputy Harbor Patrolman, USCG 100 ton Master License, DBW Rescue Boat Instructor

"To whom it may concern:

Having just concluded a 25 year career as a boating safety professional in King Harbor (Rescue Boat Captain), I am extremely concerned about the unsafe and ill advised consideration of a mole B location for a boat ramp.

With over 40 years of boating experience in King Harbor. I have developed a thorough understanding of the intricate and involved flow of traffic within our harbor. With respect to trailer launched small craft, there are many considerations that make mole B the least desirable choice within our small harbor.

A mole B boat ramp location has several detrimental aspects with respect to boating safety, and boating rescue and law enforcement. Both land side and waterside problems exist that make mole B the least safe location of all the moles. My concerns and conclusions are shared amongst my peers.

The City's consideration of mole B for a boat ramp location can only be supported by financial considerations. The prioritization of development has inarguably put the best interest of the boating community, and the safety of our harbor, into a subordinate position.

Any city official that argues on behalf of a mole B boat ramp location is either driven by financial considerations, or is, unfortunately, not very familiar with how our harbor works.

My opinions are based on years of experience and my motives are formed around the best interests and safety of our boating community.

My family and I are avid users of King Harbor, and I can assure you that safe boating is my number one concern!

I look forward to sharing my views and concerns regarding a safe and logical selection of a King Harbor boat ramp location.

Sincerely,

Tim Dornberg"

Recently retired 25 year Deputy Harbor Patrolman, USCG 100 ton Master License, DBW Rescue Boat Instructor

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Joe Bark

Retired Harbor Patrolman, USCG 100 ton Masters License, DBW Rescue Boat Instructor

"As a 30 year boater in Redondo Beach and 6 year Harbor patrol officer in Redondo Beach, I feel we need a ramp in a safe place. Mole B has traffic and wind coming into a narrow channel with no room for error making this an unsafe place to put a ramp. Please do not rush into this and put the ramp in a safe location for everybody to enjoy. I feel strongly that this is a unsafe area for a ramp. There are many other areas in King Harbor that would make for a safe boat launch.

Thank you,

Joe Bark"

Harbor Patrolman, USCG 100 ton Masters License, DBW Rescue Boat Instructor

Erik Nelson, Baywatch Rescue Boat Captain

"From: Erik Nelson, Rescue Boat Captain, EMT-P (Paramedic), Worked in King Harbor/Redondo Beach since 1985.

The Mole B location for a public boat ramp will introduce the inexperienced general public to a narrow channel with a blind corner in a busy fairway leaving little room for error. This constrained location with lots of traffic, especially on summer weekends, make it an inherently unsafe location for a public boat ramp.

There are other areas in King Harbor that could made safe for a boat launch. I don't consider Mole B to be one of them. "

Many thanks!

Erik Nelson, Baywatch Rescue Boat Captain

Lee Davis

Rescue Boat Captain, L.A. County Lifeguards

"To whom it may concern,

I, Lee Davis, have grown up around the marine environment. My parents had a boat as a kid and to this day I own and operate a sportfisher out of the Portafino Marina. I've been a L.A. County Lifeguard for over 35 years, a Rescue Boat Captain for 17 years and hold a 100 Ton Coast Guard Masters license.

In regards to the proposed launch ramp in mole B. The marine traffic at the entrance to basin 1 will be a source of frustration for both marina tenants as well as trailer boats standing by for the ramp. The 33 parking spots will go quick on week days and the weekends will be extreme. I would foresee King Harbor Marina parking being used for trailer parking.

All in all there are not only better, but more importantly safer places to locate a launch ramp in King Harbor.

Sincerely,

Lee Davis
Rescue Boat Captain
L.A. County Lifeguards"

Internal email trail from Public Records Request. Norm Matte is the most senior Deputy Harbor Master. He holds a USCG 100 ton Master license, and is a Rescue Boat Instructor for the DBW

Subject: RE: City of Redondo Beach - Customer Service case number 26448 From: Denise Weed <DoNotReply@redondo.org>

Date: 10/13/2016 5:57 AM

To: nils.nehrenheim@gmail.com

CC: lupe.cazares@redondo.org

Please see the email stream below. The stream begins at the bottom and concludes at the top. This is the only correspondence the Fire Department has regarding this issue.

Thanks Chief,

I'm not campaigning against it. But I can't in good conscious say its safe or support it.
Norm

From: Robert Metzger

Sent: Monday, September 19, 2016 6:54 PM

To: Norman Matte

Cc: Christopher Lubba; Matthew Bandy Subject: Re: Mole B Boat Launch Concept

Thank you for responding with your point of view. I will be sharing it verbatim with those who are involved in making these decisions.

Robert Metzger, Fire Chief City of Redondo Beach, CA

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On Sep 19, 2016, at 19:11, Norman Matte <Norman.Matte@redondo.org> wrote:

Chief,

Once again I know my opinion is not popular and probably not what the city wants to hear. However it is honest, professional and without political bias. **In my opinion any location that launches into a small area of maneuvering water, especially a narrow fairway that is highly trafficked is unsafe.**

I probably have more boating experience, specifically, trailering and launching vessels between 23' and 27' from Ventura to San Diego than the entire Harbor Patrol staff combined. Possibly Tim Dornberg has more experience than me, but that's a long long story as we know. I will never say that any location is safe other than the Turning Basin. No matter how many times I am asked or how the question is framed. **Design variations are not mitigating of the overwhelming hazard, which is limited maneuvering water combined with high traffic.**

I would not be honest to my education, background, experience, my years as a professional boat operator and most importantly I would violate the public trust by giving a false endorsement to a plan that every boater knows is ludicrous.

Respectfully, Norm

From: Robert Metzger

Sent: Thursday, September 15, 2016 8:21 PM

To: Christopher Lubba; Norman Matte; Matthew Bandy

Cc: David Lorensen; David Poirier; Grant Currie

Subject: Mole B Boat Launch Concept

HP Personnel;

Since the last discussion with City management about the concept of a boat launch at Mole B, a new rendering was created and distributed to you. At that time, your thoughts on the feasibility of the concept were requested. The City is trying to understand whether, in the opinion of the Harbor Patrol, this concept can be safely implemented in the area designated, and what needs to be done to create that safe situation.

In the next two weeks, please caucus with one another to consider those question. I will be returning to the office during the week of September 27th and will be reaching back out to you for your input. I look forward to hearing what you have to say about this concept. Thank you.

Chief Metzger

APPENDIX 2: BRIEFING CHARTS PRESENTED BY BBR AT BOAT RAMP
APPEAL HEARING

Redondo Beach Mole B Boat Ramp Appeal
Updated 11 Mar 17

APPENDIX 3: REPRESENTATIVE COMMENTS SUBMITTED BY
EXPERIENCED BOATERS

APPENDIX 4: BOATING INDUSTRY STATISTICS SUPPORT CONCLUSION OF DEMAND INCREASE IN LARGE SLIPS AND BOAT RAMP CAPACITY

U.S. Boat Sales Float Back to the Top, Expected to Surge through 2018

Critical selling season for uniquely American-made industry kicks off in January with boat shows around the U.S., bringing best deals of the year for buyers

1/3/2017 12:00:00 AM | *General NMMA News*

CHICAGO – January 3, 2017– The National Marine Manufacturers Association (NMMA), representing the nation’s recreational boat, engine and marine accessory manufacturers, announced today it expects unit sales of new powerboats to have increased between six and seven percent in 2016, reaching an estimated 250,000 boats sold as consumer confidence soared and manufacturers introduced products attracting younger boaters. In addition to increases in unit sales of new boats, recreational boating industry dollar sales are expected to rise between 10-11 percent from \$8.4 billion in 2016.

In fact, as one of the few original American-made industries – 95 percent of boats sold in the U.S. are made in the U.S. – recreational boating is seeing some of its healthiest gains in nearly a decade, a trajectory the NMMA expects to continue through 2018.

“With the U.S. boating industry having one of its strongest years in the last decade in 2016, and manufacturers saying, ‘we’re back!’, it’s likely we will reflect on this period as a golden age for our economy and our industry,” notes Thom Dammrich, NMMA president. “Economic indicators are working in the industry’s favor—a continuously improving housing market, strong consumer confidence, growing disposable income and consumer spending, and low interest rates all contribute to a healthy recreational boating market. Looking ahead, 2017 is likely to bring new dollar and unit sales gains on par with or better than 2016, and this trend will likely continue through 2018.”

Heading into 2017, U.S. manufacturers are gearing up for a busy winter boat show season to further attract the growing number of boating enthusiasts. Boat shows provide a platform for the boating industry to unveil its latest innovations around the country, and generate as much as 50 percent of annual sales for some manufacturers and dealers. They’re also the best time for consumers to shop as dealers and manufacturers offer some of their most attractive incentives and deals, while giving shoppers the chance to compare different boats, and different dealers, in one location.

The shows also provide a glimpse of buyer trends and sales for the year ahead:

Top 4 Boating Trends to Watch in 2017

Big boats are back—One of the more standout areas of growth in 2016 was among yachts and large cruising boats—a category that has been slower to rebound as high net worth individuals looked to remain more liquid post-recession. New yachts and cruisers are expected to have seen gains between one and three percent in 2016, and that trend is likely to continue into 2017 as consumer confidence and spending remain strong.

Affordable, versatile boats helping a new generation become boaters—

Manufacturers are making smaller boats (watersports boats, pontoons, day boats, etc.) that are more affordable as they aim to attract new, younger boaters and even more sales. What's more, boats are also becoming more versatile, providing an all-in-one experience from fishing to cruising to watersports, making them more appealing to a wider audience.

Intuitive marine technology—The boating industry has embraced new technology from docking a boat with a joystick reminiscent of video games to creating wake surf waves from a wristwatch. As consumers turn to their smartphones to manage numerous aspects of their lives, manufacturers are responding and will unveil boats at 2017 boat shows that provide a more intuitive experience—one that makes certain aspects of operating a boat as simple as pushing a button.

Shared experiences—The 'sharing economy' isn't lost on the boating industry, which is welcoming the opportunity to expose a new demographic to life on the water with everything from boat rental apps to shared boat ownership. Companies like Boatsetter, Boatbound, Sailo and GetMyBoat are some of the options listed on the industry's DiscoverBoating.com, which helps beginners find ways to get on the water.

U.S. Recreational Boating by the Numbers

- I. Annual U.S. sales of boats, marine products and services totaled \$36 billion in 2015 and are expected to have climbed three percent in 2016 to \$37 billion.
- II. Annual U.S. retail sales of NEW boats, marine engines and marine accessories totaled \$17.4 billion in 2015 and are expected to grow to \$19.1 billion as numbers are finalized for 2016.
- III. There were approximately 238,000 NEW power boats sold in 2015. The NMMA expects this number to grow to more than 250,000 for 2016.
- IV. The recreational boating industry in the U.S. has an annual economic impact of more than \$121.5 billion (includes direct, indirect and induced spending), supporting 650,000 direct and indirect American jobs and nearly 35,000 small businesses.
- V. Leading the nation in sales of new powerboat, engine, trailer and accessories in 2015 were the following states:
 1. Florida: \$2.6 billion, up 11.4 percent from 2014
 2. Texas: \$1.4 billion, up 8.2 percent from 2014

3. Michigan: \$842.5 million, up 10.5 percent from 2014
 4. Minnesota: \$661.5 million, up 10 percent from 2014
 5. New York: \$643.3 million, up 7.6 percent from 2014
 6. North Carolina: \$634.6 million, up 9.4 percent from 2014
 7. Wisconsin: \$616.5 million, up 10 percent from 2014
 8. California: \$576.3 million, up 5.4 percent from 2014
 9. Louisiana: \$528.1 million, down 0.3 percent from 2014
 10. Alabama: \$512.3 million, up 11.9 percent from 2014
-
- VI. It's not just new boats Americans are buying; there were an estimated 958,000 pre-owned boats (powerboats, personal watercraft, and sailboats) sold in 2015, an increase of 1.9 percent.
 - VII. There were an estimated 12.1 million registered/documented boats in the U.S. in 2015.
 - VIII. Ninety-five percent of boats on the water (powerboats, personal watercraft, and sailboats) in the U.S. are small in size at less than 26 feet in length—boats that can be trailered by a vehicle to local waterways.
 - IX. Boating is predominantly “middle-class” with 72 percent of boat owners having a household income of less than \$100,000.
 - X. 95 percent of all Americans live within an hour's drive of a navigable body of water

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About NMMA: The National Marine Manufacturers Association (NMMA) is the leading trade organization for the North American recreational boating industry. NMMA member companies produce more than 80 percent of the boats, engines, trailers, marine accessories and gear used by millions of boaters in North America. The association serves its members and their sales and service networks by improving the business environment for recreational boating including providing domestic and international sales and marketing opportunities, reducing unnecessary government regulation, decreasing the cost of doing business, and helping grow boating participation. As the largest producer of boat and sport shows in the U.S., NMMA connects the recreational boating industry with the boating consumer year-round. Learn more at www.nmma.org and get engaged with us on Twitter and LinkedIn.

Appendix 1

Appeal of Harbor Commission Boat Ramp Design Review, CDP, and CUP

Jim Light

Building a Better Redondo

29 Nov 16

Appeal of Harbor Commission Mole B Boat Ramp approvals

- Mole B Boat Ramp unsafe
- Mole B site and ramp design artificially limits capacity
- Mole B Boat Ramp creates parking shortage for all uses
- Mole B Boat Ramp does not conform to State Guidelines
- Mole B Boat Ramp does not meet demand
- Accommodation of displaced boats not supported by evidence
- Ramp configuration precludes ability to comply with Mole B Master Plan
- Staff biased in assessments

MOLE B and RECENT BOAT RAMP HISTORY

1983 – Feasibility Study	Mole B parcels are too small. Mole B boat ramp abandoned
1989 – Siting Study	Seaside Lagoon and Mole B boat ramps shelved due to opposition
2007 – Harbor Area Working Group	Mole D selected as having the most potential development of the ramp. "The location provides the most convenient in/out of water access, offers more space for watercraft to maneuver safely without creating excess traffic and compared to other sites in the harbor it enjoys the most shelter from the existing breakwater."
2012-2015 Public Workshops	Mole D taken off the table by the city. Mole C is agreed to location. Moles A and B unacceptable
2015 - DEIR	" ...it was determined that the potential environmental impacts associated with Mole B would be greater than the proposed project, so Mole B has been eliminated from the project"
2016 - Post DEIR	Portofino voices concern with Mole C. Mole A chosen and abandoned due to KHYC concerns. Mole B suddenly selected no public workshops and in spite of previous workshops

**Mole B chosen for political reasons
not because it is the best or safest location**

Mole B Boat Ramp Unsafe

- Current Harbor Patrol staff strongly deem it unsafe
 - Despite commitment to Harbor Patrol staff, Fire Chief did not pass on concerns "verbatim" to Harbor Commission
- Two former harbor patrolmen testified it is unsafe
- Two current Baywatch lifeguards stationed in King Harbor have deemed it unsafe
- Former Marina Del Rey harbor patrolman called it unsafe
- Two Harbor Commissioners deemed it unsafe
 - One - Coastguard licensed for 100 ton commercial vessels
 - One – Avid boater, KHYC officer, and lawyer

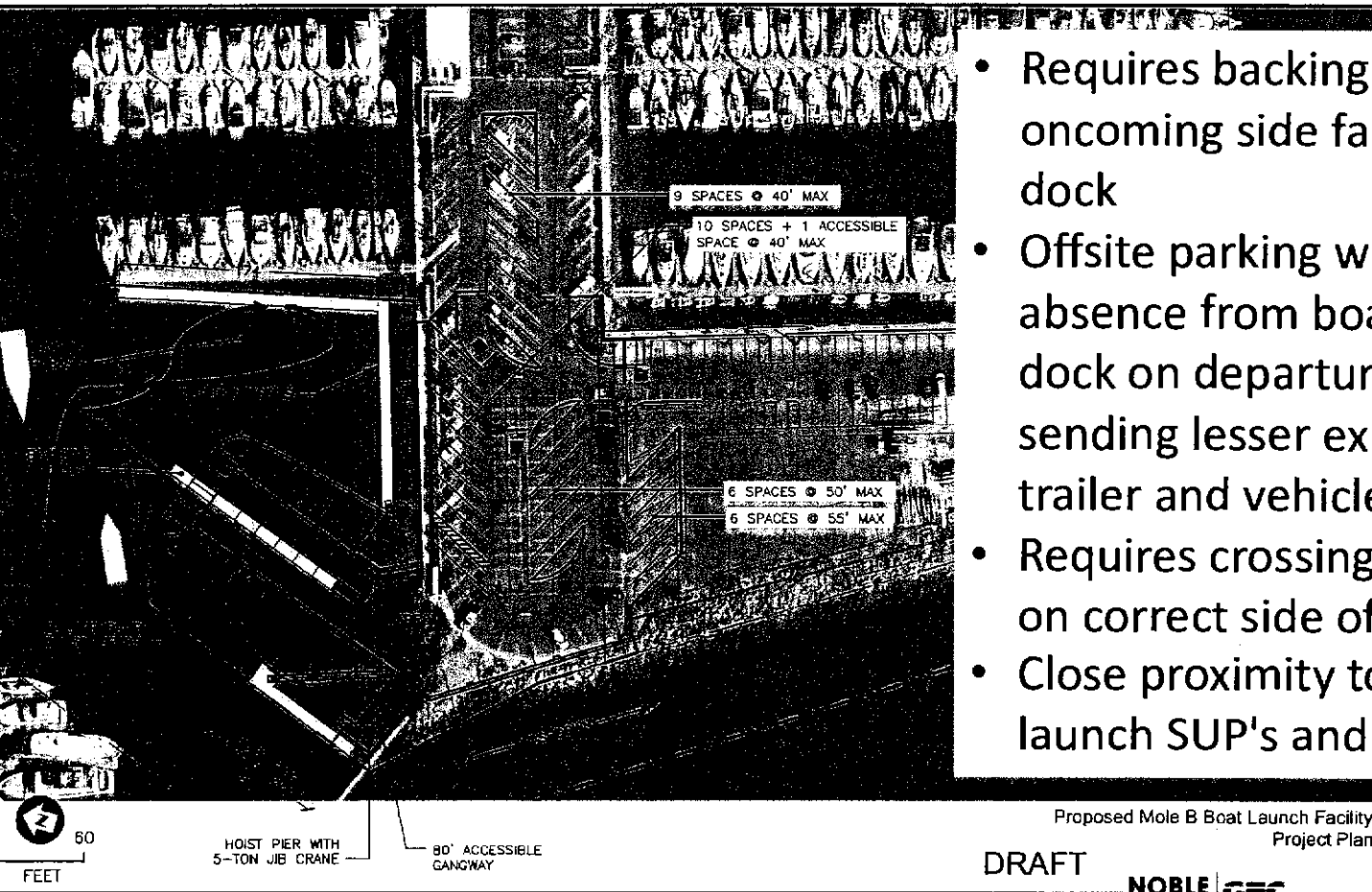
Our harbor public safety professionals strongly oppose a Mole B Ramp because it is unsafe

- *"... any location that launches into a small area of maneuvering water, especially a narrow fairway that is highly trafficked is unsafe... I will never say that any location is safe other than the Turning Basin. No matter how many times I am asked or how the question is framed. Design variations are not mitigating of the overwhelming hazard, which is limited maneuvering water combined with high traffic. I would not be honest to my education, background, experience, my years as a professional boat operator and most importantly I would violate the public trust by giving a false endorsement to a plan that every boater knows is ludicrous. "*
 - Norm Matte – Current Harbor Patrolman
- *"I feel **strongly** that this is a **unsafe area for a boat ramp**. There are **other areas in King Harbor that would make for a safe boat launch**"*
 - Joe Bark – retired Harbor Patrolman
- *"...there are many considerations that make **mole B the least desirable** choice within our small harbor.... Both land side and waterside problems exist that make **mole B the least safe location**.... The prioritization of development has inarguably put...the safety of our harbor, into a subordinate position."*
 - Tim Dornberg - retired 25 year Harbor Patrolman
- *"All in all there are not only better, but more importantly **safer locations to locate a launch ramp in King Harbor**."*
 - Lee Davis – 35 year lifeguard, 17 year Rescue Boat Captain, 100 ton Coast Guard Masters License

Staff writes off public safety official concerns

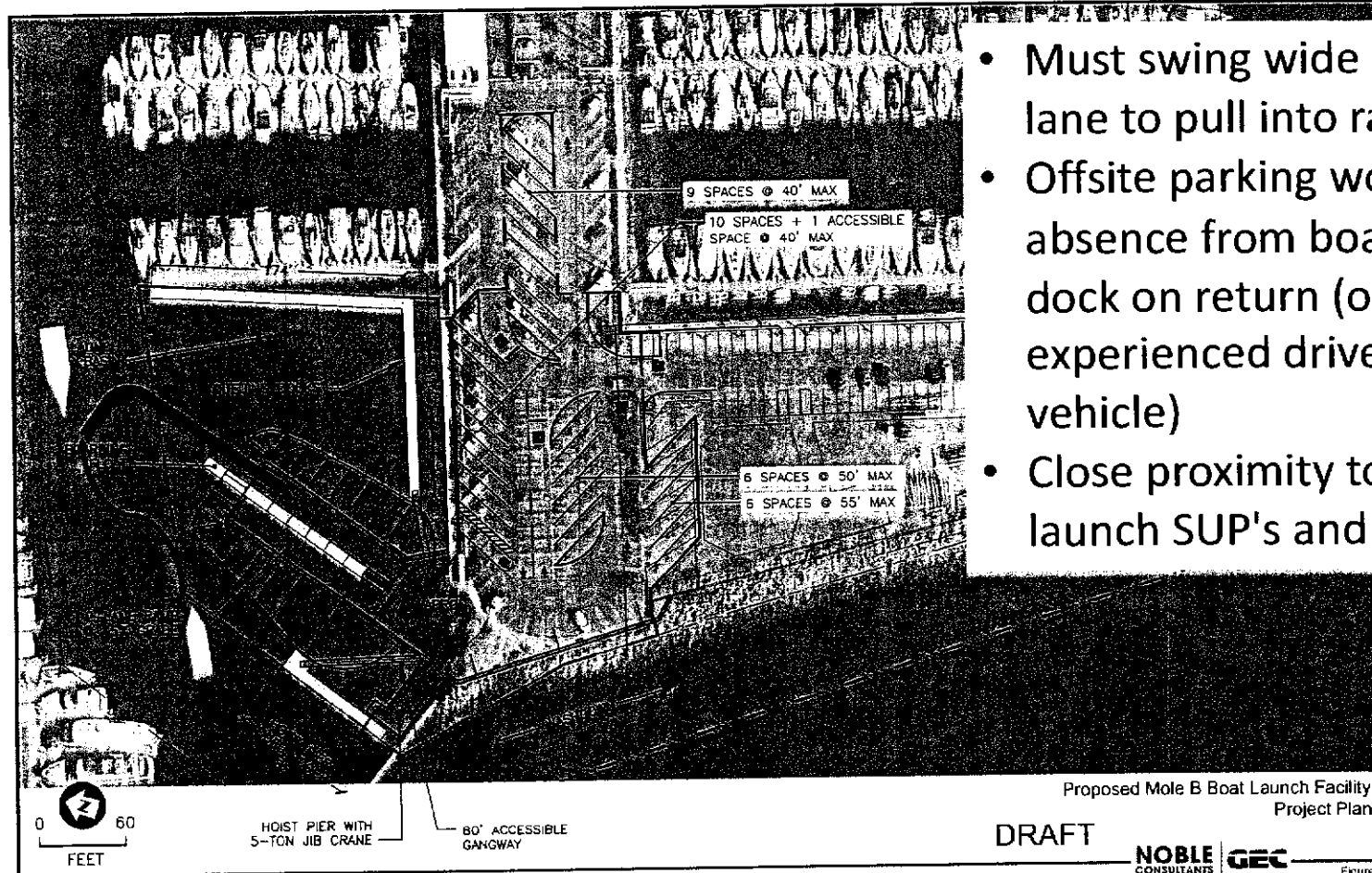
- Staff report says “the factual basis for their opinions has not been provided”
- Comments from public safety officials make it very clear they feel the location is unsafe due to:
 - Lack of maneuvering space
 - Proximity to the narrow fairway
 - Traffic in that fairway
 - Other boating activities in and around location
 - Blind corner between main fairway and Basin 1 fairway
- Safety officials base their concerns on their professional opinion and vast experience in the harbor

Convoluting queuing demonstrates site is inadequate and only increases safety hazards



- Requires backing into or in vicinity of oncoming side fairway to get to queuing dock
- Offsite parking would require extended absence from boat at launch or queuing dock on departure and return (or sending lesser experienced driver to park trailer and vehicle)
- Requires crossing inbound traffic to get on correct side of fairway
- Close proximity to hoist dock and hand launch SUP's and kayaks

Convoluting queuing demonstrates site is inadequate and only increases safety hazards



- Must swing wide into outbound traffic lane to pull into ramp float
- Offsite parking would require extended absence from boat at launch or queuing dock on return (or sending lesser experienced driver to back in trailer and vehicle)
- Close proximity to hoist dock and hand launch SUP's and kayaks

Ramp design and location artificially limit capacity of boat ramp

- " The PLBF is designed with 31 adjacent parking spaces which is by definition the capacity of the facility." — Staff response to allegation III.H.
- Operations flow and design were meant to result in a purposeful reduction in flow rate. — Mike Witzanski testimony to Harbor Commission
- In testimony to Harbor Commission the city's design consultant admitted the site is "very small" for a boat ramp and the design was the best he could do given the space on Mole B.

Design and location should not limit ramp capacity when less limiting sites are available

MOLE B BOAT RAMP CREATES PARKING SHORTAGE FOR ALL USES

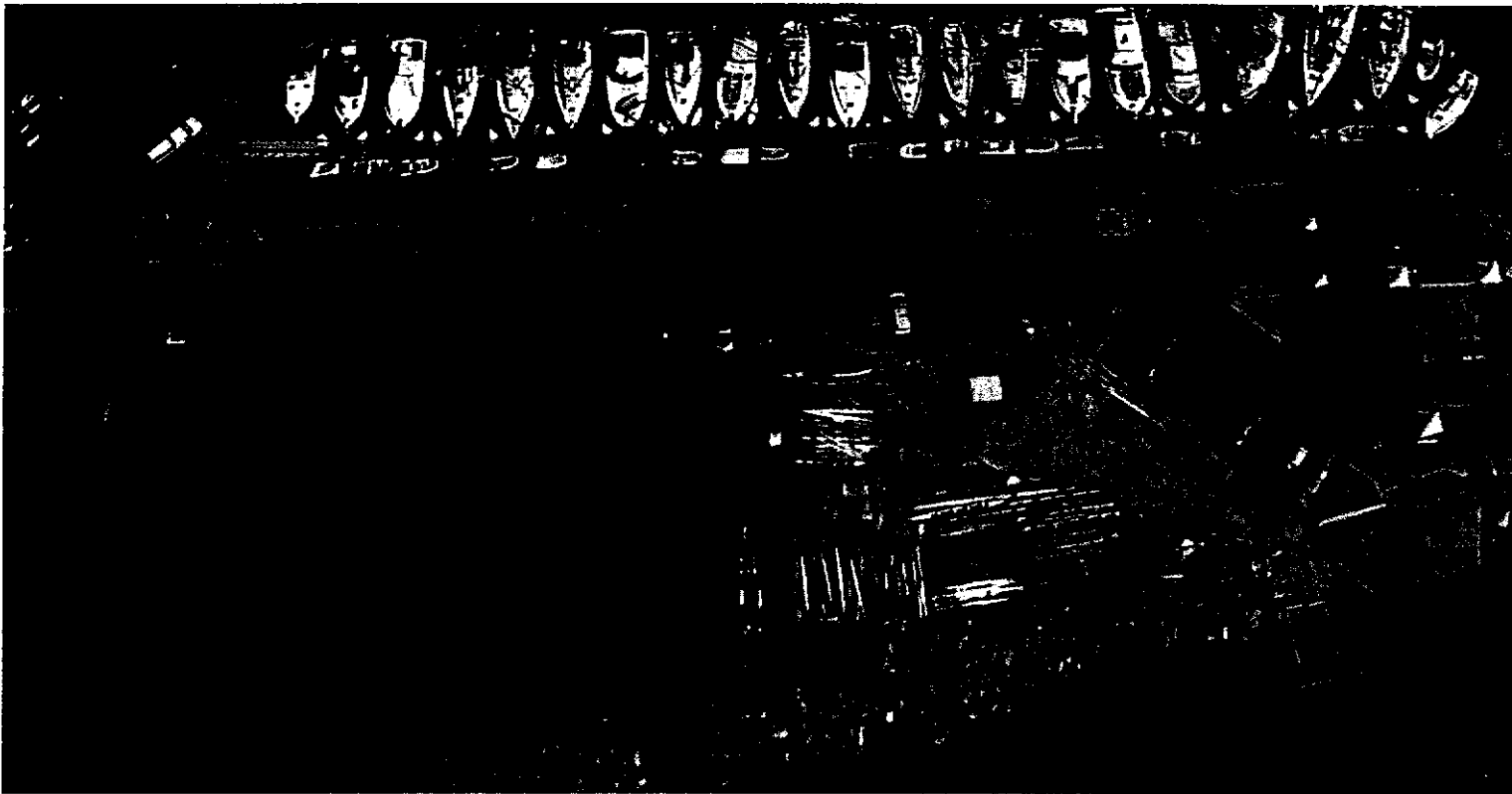
MOLE B PARKING SUMMARY	Actual Today	Proposed	Demand	Peak Demand	Source
Boat Ramp Trailer (Double spaces)		31	40	60	State guidelines
Boat Ramp Guest Parking		0	10	10	State guidelines estimate
Mole B Park	17	37	15	15	As allocated today
Lanakila	15		50	75	Per public record submitted by Lanakila
Hand Launch Boat Ramp		0	15	15	Estimate based on DEIR
Public Pay Parking	42	172	42	42	Current allocation
Slips (445) Permit Parking	210		334	334	RB Municipal Code
TOTAL	284	209	466	551	
		Single space shortage	257	342	
		Trailer parking shortage	9	29	

Marina Cove parking survey shows peak weekend use of current uses at 239 parking spaces

- MCL analysis is only of current conditions and does not account for demand of new hand launch boat ramp, trailer boaters, and enhanced Moonstone Park, was accomplished prior to the current expanded trailer parking configuration

Staff has not published any parking demand analysis for Mole B and instead relies on anecdotal opinion

Staff takes credit for "adding" spaces that already exist today on Mole B access to Lanakila and Harbor Patrol



Staff report claims current spots are "illegal"

- 15 spaces today are striped by the city
- They were used in MCL parking survey that city relies on

Mole B Ramp does NOT meet state guidelines

- Staff claims ramp "meets or exceeds" all state guidelines
- 401. Parking a. General Requirements
 1. *"Where physically possible, parking areas are to be located immediately adjacent to the launching ramp with **all parking spaces within 600' of the head of ramp.**"*
 2. *There should be **sufficient parking spaces to meet the expected demand on a normal peak day during the boating season.** The typical minimum parking requirement per launching lane is **20-30 car/trailer spaces.** This will vary with the type of waterbody, boating activities allowed, and whether the project is in an urban or rural area."*
 - *California Department of Boating and Waterways, Boating Facilities Division, Layout, Design, and Construction Handbook for Small Craft Boat Launching Facilities, March 1991*
- Boat ramp does not even meet low end minimum
- Harbor Commission required "overflow" parking is not defined and cannot be anywhere reasonably close to boat ramp
- Staff's assertion that the overflow parking may be near a pick up point by boat assumes: No solo boaters AND that each group would include an experienced boat and an experienced trailer/vehicle driver – neither of which is a reasonable assumption

Trailer Boating Parking Demand

- **Staff uses average year round daily ramp utilization to conclude 31 trailer spaces are sufficient**
 - State ramp guidelines call for "*sufficient parking spaces to meet the expected demand on a normal peak day during the boating season.*"
 - Cabrillo data shows weekends regularly exceeds 31 boaters - **61 days per year**
- **Staff assumes trailer boaters would largely show up early to justify shared parking use**
 - Only accounts for early morning fishermen
 - Cruisers, jet skiers, lobster fishermen, sailors, after work boaters, evening fishermen, and lobster fishermen represent peaks at other times of day
- **Staff fails to address pent-up demand and future growth of demand**
 - Many locals do not use boat ramps often due to distance, closeness will increase utilization
 - Close shot to prime fishing grounds and Catalina makes Redondo much more attractive than Marina Del Rey
 - New ramp will increase local sales to new local boaters
 - Population growth and boating industry post-recession recovery will increase demand
- **Staff ignores City reports**
 - "King Harbor Boat Launch Facility Siting Study 2016" Concludes: "*The various alternatives provide a range of 20 to 40 vehicle/trailer parking spaces which is **not expected to satisfy future demand.***"
 - "*The launch ramp facility is envisioned to be a popular amenity, and **overflow parking opportunities will need to be explored further to accommodate peak use periods***" — Moffatt & Nichol Memorandum to City of Redondo Beach, 14 Nov 2007

REPLACEMENT BOAT SLIPS NOT ADEQUATELY ADDRESSED

- Loss of 39 slips – 30 over 30' in length, 5 of those over 50'
 - Displacement of commercial vessels in Basin 3 exacerbates loss
- City response to records request shows very low vacancy in slips over 33'
 - King Harbor Marina monthly average 2013, 2014, 2015 = 2
 - King Harbor Marina monthly average 2016 = 1
 - Portofino Marina June 2016 = 1
 - Redondo Beach Marina June 2016 = 0
- Smaller slip vacancy higher but cannot move large boats into small boat slips with vacancies
- Staff relies on anecdotal testimony from conflicted marina owner on "high slip turnover" to magically conclude there is room,
 - No turnover data included in records request response
 - Even if true: high turnover + low vacancy = high demand

STAFF DOES NOT ADDRESS FUTURE DEMAND

Demand growth expected to increase for boat ramp and slips

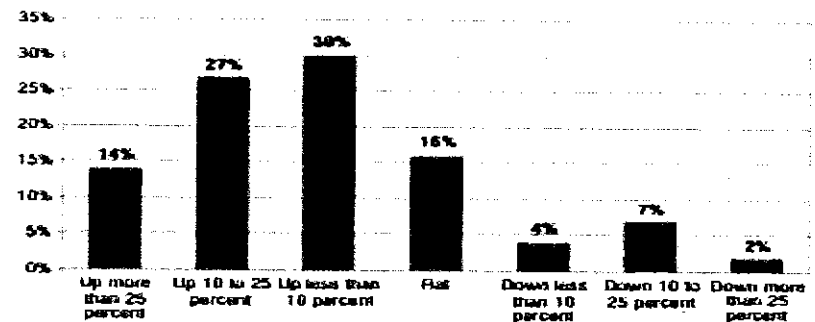
- Staff does not address recovery from recession - retail boating sales increasing since 2014
- Increased sales + increasing population = increased demand
- Pre-recession King Harbor had a 10 year waiting list for slips over 33'

Multiple Harbor Commission meetings note increase in SUP's in harbor

Lanakila has testified to the ongoing growth of their club and operations

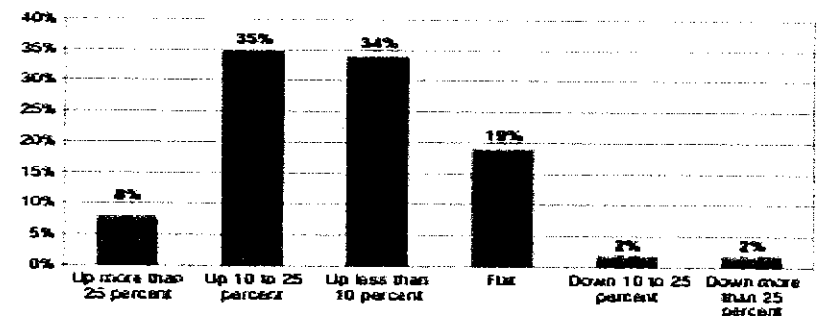
Demand for slips and parking will increase

HOW HAS YOUR 2015 REVENUE COMPARED TO 2014?



Click image to view larger (Source: Boating Industry survey)

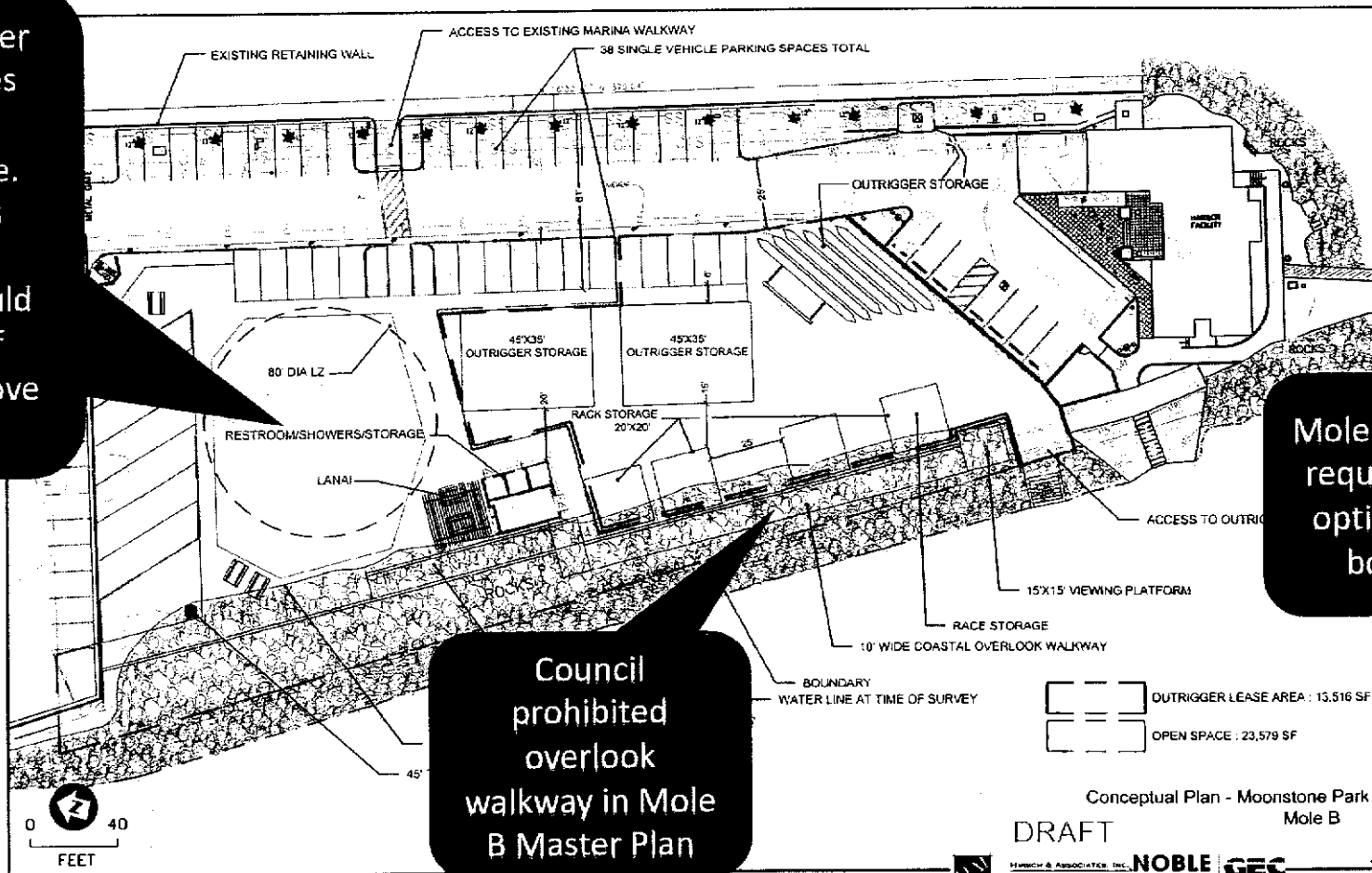
WHAT ARE YOUR EXPECTATIONS FOR 2016 REVENUE VS. 2015?



Click image to view larger (Source: Boating Industry survey)

PLAN DOES NOT DEMONSTRATE THAT RECONFIGURATION FROM BOAT RAMM WILL ALLOW CONFORMANCE WITH MOLE B MASTER PLAN

Mole B Master Plan requires 100' radius landing zone. Standard is 100'x100'. Upwind should be clear of obstacles above ground.



Mole B Master Plan requires space for optional mast up boat storage

Council prohibited overlook walkway in Mole B Master Plan

City Council Approved Final Mole B Master Plan

MOLE B WEST

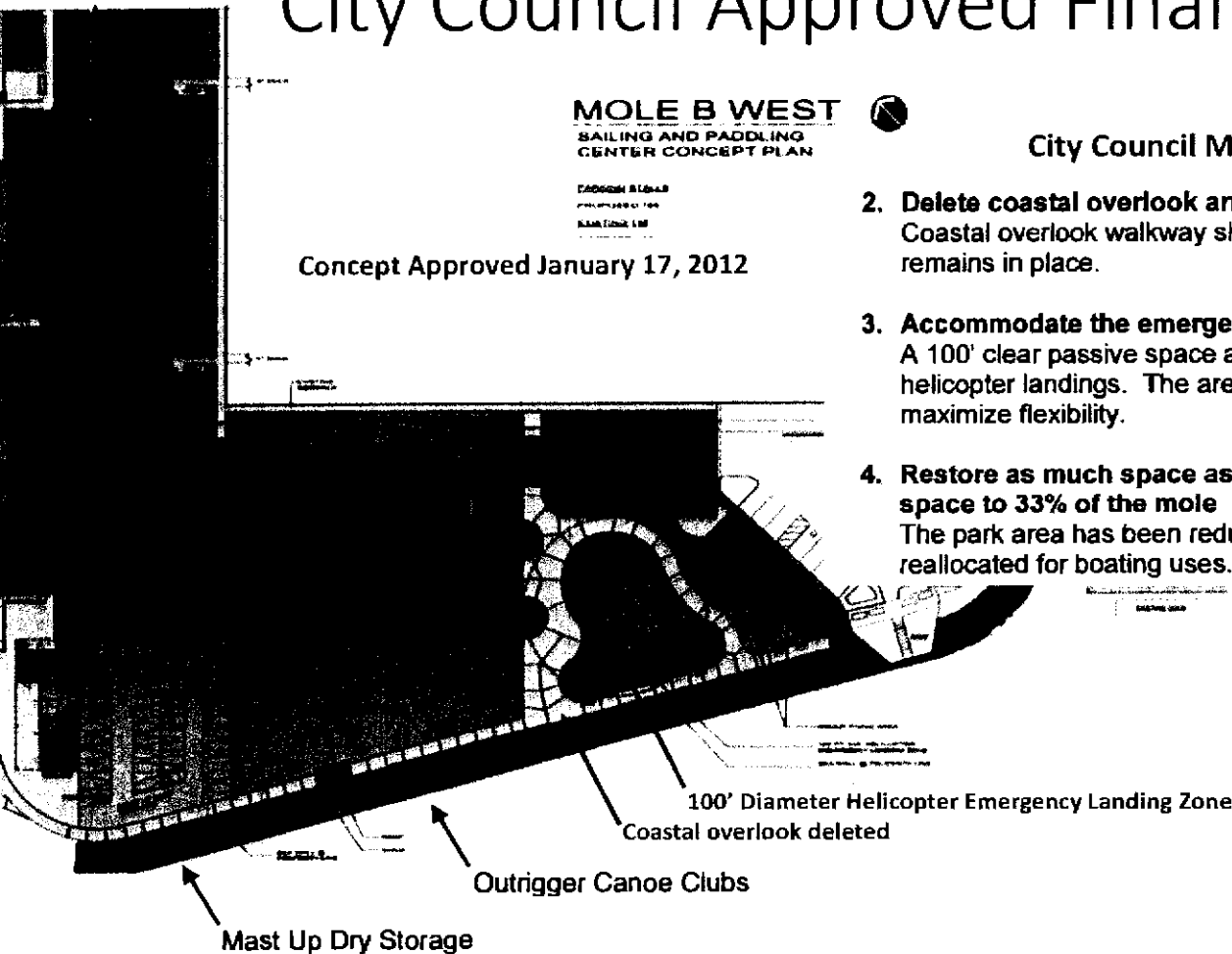
SAILING AND PADDLING
CENTER CONCEPT PLAN

CAUTION: SAILING
PADDLING CENTER
SAILING AND PADDLING
CENTER CONCEPT PLAN

Concept Approved January 17, 2012

City Council Meeting, July 5, 2011

- Delete coastal overlook and replace with a seawall**
Coastal overlook walkway shown in previous concept has been removed. Sea wall remains in place.
- Accommodate the emergency helicopter landing area**
A 100' clear passive space area has been retained to provide for emergency helicopter landings. The area has been pushed to the south as far as possible to maximize flexibility.
- Restore as much space as possible to boating uses by reducing the park space to 33% of the mole**
The park area has been reduced to 33% of the mole and additional space has been reallocated for boating uses.



Staff has not demonstrated Mole B Master Plan can be met concurrently with approved boat ramp

STAFF BIAS EVIDENT IN EVALUATION

- Relying on public testimony for some findings while ignoring it on others
 - Example: relying on MCL testimony while ignoring former Harbor Patrolmen
- Ignoring strong inputs from most qualified staff
 - Ignoring strong safety concerns of current Harbor Patrol staff
- Contradicting previous city findings without any explanation
 - Multiple previous study findings on parking and ramp location ignored
- Ignoring own studies and industry data
 - Study findings on parking and boating industry growth data
- Twisting of data to meet their desired conclusions
 - Ignoring Cabrillo peak day parking data and using daily averages
- Convenient interpretations and misrepresentation of city policies
 - Park parking conflict policy from Parks and Rec Element
- Misleading statements
 - Equating Mole B public meetings to all previous workshops over the years

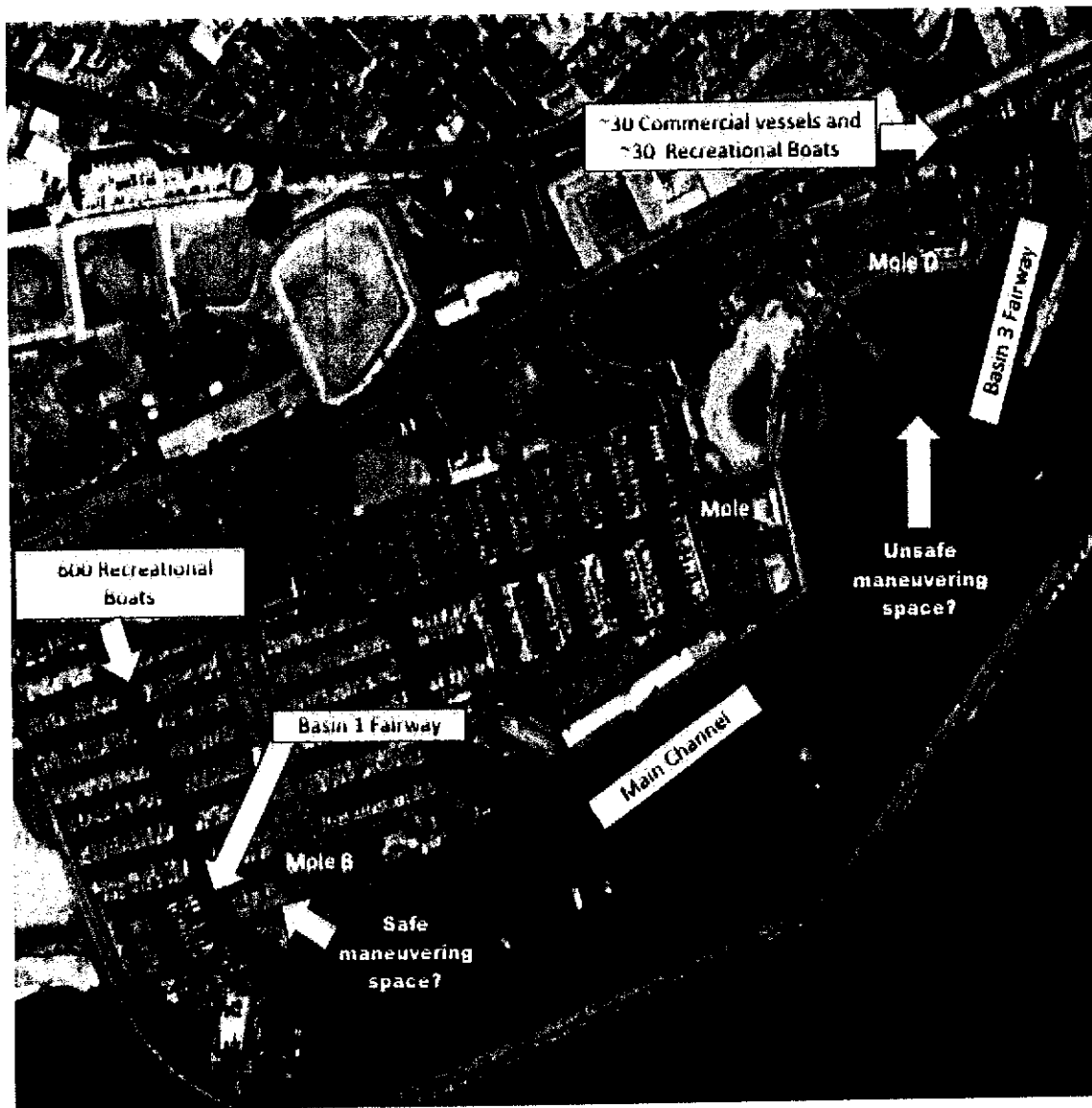
Example of assessment bias

- Mole D – DEIR Assessment

- “the Mole D ...boat launch ramp would be located **near the** mouth of Basin 3, which **could** result in a **traffic conflict**. Additionally,...there would be **potential traffic conflicts** with vessels (i.e. charter vessels) maneuvering to and from berths at the Sport fishing Pier. This **could** pose a **potential safety hazard**, particularly during times of peak use.”

- Mole B – EIR assessment

- “...boats **feeding into the Basin 1** fairway would be **sufficiently spaced** far enough apart so they would be smoothly introduced into arriving or departing Basin 1 boat traffic. Boater sight lines to outbound and inbound lanes of the fairway...would provide **sufficient visibility to avoid conflict** with other boaters.... It is **anticipated** that the facility would be **managed...to ensure safe operating conditions....**”



Side-by-side comparison shows blatant assessment bias

- Mole D – Unsafe according to staff
 - Much more maneuvering space
 - No fairway encroachment
 - No slips in proximity
 - Only 60 slips in Basin 3 with about 50% commercial vessels skippered by professionals
 - Sport fishing pier only used by licensed captain
 - Far from hand launch
 - Straight shot to harbor mouth
 - Simple waterside queuing
 - Ample parking
 - Already has boat hoist
- Mole B – safe according to staff
 - Much less maneuvering space
 - Direct encroachment into fairway
 - Over 600 recreational boats using fairway
 - Collocated hand launch
 - Close proximity to outrigger canoe ops
 - Must traverse entire harbor
 - Complicated waterside queuing
 - Landslide queuing impact slip, park, and outrigger canoe parking
 - Insufficient parking

COMMISSIONER CONCERN ON MOLE C PROXIMITY TO HAND LAUNCH UNBALANCED

- DEIR describes multiple solutions to mitigate Mole C boat ramp risks with hand launch traffic
 - Reconfigured breakwater
 - Buoy separation
- Mole B boat ramp includes hand launch after 10AM
 - Much closer proximity with no means to separate traffic
- Other kayaks and SUP's in Basin 1 fairway in direct maneuvering space for Mole B boat ramp
- Mole D has no conflict with hand launched vessel launch points

Staff Claims versus reality

Staff Claim

Reality

Noise ramp launch similar to slip launch

Concentrated launching at all hours rather than spread through marina (especially morning traffic and at night during lobster season). More communication required. More vehicle movement with trailers. Chain and winch operations. There are approximately 40 liveaboards along Mole B.

Slip launch similar to ramp launch

Slip boats maintained ready to go – limited loading. Back out ready to go. No queuing. Vessels in water, ready to go.

No future demand increase

Many indicators to the contrary

Appellant misrepresents Parks and Rec Element policy to minimize parking conflicts at parks. Parking only a concern at Perry Park, Anderson Park, Veterans Park, and Aviation Park

Exhibit 5 lists "Minimize parking conflicts at parks." As separate from the specific concerns with the listed parks. Furthermore, other city documents document concerns with park parking conflicts – particularly at Seaside Lagoon. So the policy is broader than the staff argues.

Harbor Patrol access road parking illegal

Parking spaces are lined by city. City accepted MCL parking assessment that included parking along this access road

Meetings on Mole B boat ramp were equivalent to boat ramp workshops

Current configuration of boat ramp never covered at workshop. Testimony during Harbor Commission meeting is not a workshop. Even Chairperson of Harbor Commission stated a workshop was needed.

Boat ramp meets or exceeds state requirements

Parking does not meet minimum requirements or distance requirements

Peak use of boat ramp will be early morning

Jet skiers, cruisers, and sailors launch later. Can expect a post work rush. And evenings will create a peak during lobster season.

Summary

- Mole B is not the right place for a boat ramp
 - It is too small
 - There are too many long existing coastal dependent uses that would be impacted
 - It is unsafe
- Staff's assessment is biased and does not stand up to reasonable scrutiny
 - Driven more by desire to protect Waterfront commercial development than to optimize coastal dependent harbor uses
- City Council should support appeal and send boat ramp back to the drawing board with meaningful community input

Appendix 2

To: City Council of Redondo Beach

From: Mark Hansen, King Harbor Boater

Date: November 29, 2016

Re: L.1 APPEAL OF HARBOR COMMISSION DECISIONS TO APPROVE
CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW, AND
COASTAL DEVELOPMENT PERMIT AND CA ENVIRONMENTAL QUALITY
ACT DETERMINATION, FOR PUBLIC BOAT LAUNCH RAMP AND HOIST
(COMPONENT OF THE WATERFRONT PROJECT) ON MOLE B

Recommend that the City Council uphold the Appeal, reject the location
for the boat ramp on Mole B, and move the boat ramp back to Mole C.

Representatives of all of the boating organizations in King Harbor were consulted regarding a Boat Ramp on Mole B, versus the location on Mole C, preferred by the community during the Waterfront meetings.

The boating community identified sixteen (16) specific concerns with the functionality and safety of that location, most of which cannot be mitigated, due to the very limited maneuvering water and very limited land area. Those concerns are attached.

On the other hand, effective mitigation measures can be applied to address the concerns identified at Mole C. Those are attached. Please see included observations on site control and costs at Mole C.

Boat Rescue Captains, for both the Redondo Harbor Patrol and the LA County Baywatch, have opined that a Ramp on Mole B would be unsafe.

Please see the attached documents in support of this recommendation.

Please note that an open dedicated public meeting was never held to discuss the boat ramp location on Mole B.

Please note that the most recent, most refined boat ramp drawing of Mole C, dated June 1, 2016, was excluded from the Final EIR of July 7, 2016.

RB City Council
Tuesday, November 29 - 6:00 pm
Chambers, 415 Diamond St.

Public Boat Launch Ramp

Appeal of Harbor Commission Decisions on:

**Conditional Use Permit - Coastal Development Permit
Design Review - Environmental Impact Determination**

**Staff has proposed a new concept of a Boat Ramp
on Mole B, launching to the north, into Basin 1.**

**During 8 public meetings, the community had selected a location on Mole C.
The staff proposal has never been discussed in a dedicated open forum.**

Safety Professionals strongly recommend against a boat ramp on Mole B:

"I am extremely concerned about the unsafe and ill-advised consideration of a Mole B location for a boat ramp. Both land side and waterside problems exist that make Mole B the least safe location of all the moles."

- Harbor Patrol Rescue Boat Captain, Ret., Tim Dornberg

"In my opinion any location that launches into a small area of maneuvering water, especially a narrow fairway that is highly trafficked is unsafe. I will never say that any location is safe other than the [South] Turning Basin. I would violate the public trust by giving a false endorsement to a plan that every boater knows is ludicrous."

- Deputy Harbor Master, Norm Matte

Mole B has traffic and wind coming into a narrow channel with no room for error, making this an unsafe place to put a ramp. I feel strongly that this is [an] unsafe area for a ramp. – Harbor Patrol Rescue Captain, Ret., Joe Bark

"This constrained location with lots of traffic, especially on summer weekends, make it an inherently unsafe location for a public boat ramp. There are other areas in King Harbor that could [be] made safe for a boat launch. I don't consider Mole B to be one of them." - Baywatch Rescue Boat Captain, E. Nelson

"All in all there are not only better, but more importantly safer places to locate a launch ramp in King Harbor." - Baywatch Rescue Boat Captain, L. Davis

Boaters - Attend and add your expert counsel.

www.redondo.org/depts/council/rbtv_council.asp

BOAT RAMP CONSIDERATIONS

Mole B - Launching into Basin 1

Vs.

Draft VII

Mole C - Launching into South Turning Basin

The following concerns have been raised by the boating community, regarding the city staff's new alternative proposal for a public boat launch ramp on Mole B, versus the location on Mole C, preferred by the community during the Waterfront meetings.

1. **Lack of navigable water for vessel staging during egress and ingress.**
2. **Located inside a marina at the intersection of the Main Channel and Basin 1.**
4. **Blind wall between the boat ramp and the Main Channel.**
3. **Often highest traffic area in harbor**, including activities of King Harbor Yacht Club, Youth Foundation Training, Sea Scout Training, Outrigger Canoe Clubs, and egress for Redondo Beach Yacht Club and for Tarsan SUP.
5. Staging area for major harbor events, including: Holiday Boat Parade, Sea Fair, Santa Barbara Race, and Youth Sailathon.
6. Public hand launching, including paddle craft, into often-busiest area of harbor.
7. Large boats back out directly into the launching area.
8. Significantly greater transit distance to the harbor entrance.
9. **Only one 'trailer' launching lane, with one 'hand-launch' lane.**
The DBW directs that single lane ramps are not practical and can be difficult to use. Two full trailer lanes can be accommodated at Mole C.
10. **Only 32 on-site parking spaces.** *DBW recommends 40-60 spaces for two lanes. The 60 overflow spaces will be more than DBW-max of 600 ft. from the ramp. Less than half of spaces are DBW-recommended "pull-through" spaces. Size of boats that can be accommodated is limited at 20 of the spaces.*
11. **Land-side access is through marina parking, via Marina Way, with no room for a 'cueing lane', as can be accommodated on Mole C.**
12. **Significantly reduces available area and blocks access for Outrigger Clubs.**
13. Blocks landside emergency egress from the Harbor Patrol building.
14. Eliminates Mast-Up Dry Storage for the Public and for the City Sailing Program, that was an integral component of the last council-approved Mole B Master Plan.
15. Eliminates 39 existing boat slips.
16. Greater potential noise impacts on live-aboard boaters

BOAT RAMP CONSIDERATIONS

Mole B Specifics

V1

1. No Navigable water for vessel staging

Boaters are often not quite ready to get underway immediately after launching; they often rush off of the docks to make way for the next boat, and require some staging water to finish preparing to depart the harbor. At the end of the day, many boats return at the same time, and staging water is required. Only the South Turning Basin provides this vessel staging water. Mole B does not.

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1) Previous community discussions have identified the busy area of Mole B as too congested for public paddle craft launching 2) the specific location, behind the blind wall, adds an unacceptable risk, as the low-profile paddle craft cannot be seen by larger vessels from the main channel entering Basin One. 3) The Opened Lagoon and South Turning Basin provide a much safer site for public paddle craft launching.

Note: At the last community meeting regarding Mole B, there was a general consensus that by cutting a "subtraction" into the west side of Mole B, the experienced Outrigger Paddlers could safely launch toward the main channel.

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Mast Up Dry Storage:

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Misperceptions – The public has sometimes been concerned regarding traffic and parking near a boat ramp on Mole C. Once they learn that the ramp will have its own dedicated parking, as well as a "cueing lane", those concerns are largely allayed. Some also mistakenly believe that CenterCal does not want the boat ramp adjacent to their project. Their CEO has consistently and recently confirmed that they have no problem with the boat ramp and are willing to move Joe's into their development.

MOLE C –Concerns, Perceptions and Available Mitigations

p2

Waterside Traffic Separation from Paddle Craft – At the Boat Ramp Design Meetings, in February 2014, discussions centered on how to separate the boat ramp traffic from the paddle craft traffic exiting the newly-opened Seaside Lagoon. The initial project illustration depicted the opening of the Lagoon facing to the North. The boaters suggested that, by ‘flipping’ the existing small ‘hook’ breakwater, the opening could face to the South, to achieve the desired separation. This concept was very well received by the community.

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The Mole B concept has the paddle craft actually *sharing* the dock floats with the boat ramp traffic, and has them launching into a busy intersection behind a blind wall.

The Mole C boat ramp concepts had initially included a wave mitigation breakwater, to protect the dock floats during storm conditions. Following more detailed analysis, the engineers advised of their recommendation to omit that breakwater, as the cost was much higher than the value of the docks that it would protect. With that breakwater removed, the boat ramp traffic would no longer be directed toward the Lagoon’s paddle-craft traffic, and the boat ramp dock floats could be angled directly toward the entrance of the harbor. ‘Flipping’ the existing small ‘hook’ breakwater would become optional.

Maneuvering and Training Water – In the South Turning Basin, sailboats often drop their sails, and the youth sailors often conduct training. With the presumed elimination of the storm mitigation breakwater, much less navigable water would be impacted and these concerns will be significantly mitigated.

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Site Control – Staff has recently evolved toward emphasizing site control as a primary reason for advocating for the boat ramp location on Mole B vs. Mole C.

However, King Harbor Marina has 15½ years left on their lease, and Joe’s Crab Shack has 13½ years left on their lease. In negotiations, King Harbor Marina would be required to 1) loose 39 slips, 2) endure landside traffic backed up down Marina Way, blocking access for both their slip tenants and the Outrigger Canoe Clubs, and 3) endure waterside traffic at the intersection of their Basin 1 and the Main Channel.

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Site control should actually be faster and easier to obtain at Mole C than Mole B.

Cost – Staff has similarly also recently evolved toward emphasizing cost as a primary reason for advocating for the location on Mole B. It is interesting to note that, when previously negotiating for a potential boat ramp location on Mole A, Staff was willing to offer millions to purchase a new building for the tenant yacht club, of similar size to Joe's. However, Staff now cites such a relocation cost as prohibitive at Mole C. This has led many boaters to interpret the purported site control and cost concerns as being red herrings for a Staff desire to maximize revenue producing uses over recreational boating uses by moving the boat ramp from Mole C to the inferior Mole B.

Sidebar - During the eight (8) Waterfront Meetings, the community selected Mole C for the boat ramp. Contrary to that, Staff seems to have decided that they do not want the boat ramp next to that development. However, it should be noted that the even larger AES property will be developed near the proposed location at Mole B.

Staff has recently suggested building a minimalistic boat ramp at Mole B, and then, if and *when* the demand exceeds its capacity, build a new boat ramp at Mole C, when the Joe's lease expires in 13 ½ years. Of course, many question spending 'good money after bad'. Moreover, most boaters fully expect the demand to quickly exceed the capacity at Mole B. If the boat ramp is built on Mole C now, a new Joe's facility could potentially be constructed and opened prior to removal of the old facility, and the City would not need to pay for any lost business time. However, by the time a boat ramp was built on Mole B, and found to be over capacity, the Waterfront Project would likely be complete and fully occupied. So there would no longer be an available site in the harbor for Joe's, and a buyout would require the City to pay for ten (10) or more years of lost business revenue.

Previous feasibility analyses have reported that a boat ramp on Mole C would be a good candidate for a matching grant from the Department of Boating & Waterways. However, boaters have identified several characteristics of the boat ramp proposal on Mole B that do not comply with the DBW Handbook for Boat Launching Facilities, (e.g.) insufficient parking and insufficient use of "pull-through" parking spaces, etc. Several million dollars of grant funding are at risk for a boat ramp at Mole B vs. Mole C. *(The Coastal Commission is also likely to look with disfavor on a boat ramp location that cannot comply with the DBW guidelines, when the Mole C location can comply.)*

To the degree that the cost of the location on Mole C is higher than on Mole B, it is important to recognize that the Mole C location will provide much greater recreational boating access and more fully meet our obligation to the Public Trust of the Tidelands. The Mole C location will provide for a much safer and functional public boat ramp. It will also preserve 39 slips and provide for the preservation of the Council-approved Master Plan for Mole B, which includes an effective home for the Outrigger Canoe Clubs, and important Mast Up Dry Storage for the Public and our City Sailing Program. This is the highest and best use of our Tidelands Funds. After 57 years, it is time for the City to do the right thing and provide for a safe, effective recreational boat launch ramp.

Boat Ramp Launching Demand

City Staff secured the launching numbers for both Marina Del Rey and Cabrillo Beach. Cabrillo provided daily numbers. The average launches per day over the full year were 19 and 16 respectfully. Of course, the summer and weekend peaks are much higher. At Cabrillo, the busiest ten (10) days had launches ranging from 61 to 105. Note that MdR has 224 parking spaces and Cabrillo has 112 spaces.

Our boat ramp could easily become as popular as Cabrillo or MdR, as we have:

- Immediate access to the open ocean
- Better access to Catalina than MdR
- Best access to Rocky Point Fishing
- Redondo Canyon nutrient upwelling and good fishing
- Draw of the popular South Bay vs. San Pedro
- Draw of our New Waterfront Project

City Staff has suggested that we will not be as popular as the larger harbors. However, unlike the east coast, there is no on-the-water social scene in MdR or Cabrillo. Boaters primarily launch to get access to the open ocean.

Staff has suggested that we will not create any new demand, and that we will only siphon off users from the other ramps. The boating community strongly disagrees. Many local area boaters, with their boats at home or in dry storage, whose boating is currently limited by the drive to the north or south, will go boating much more with a new ramp in the South Bay neighborhood. Over time, local boat ownership will increase, precisely because convenient local launching is available.

It is critical to acknowledge that Cabrillo is just one of six (6) launch ramps in the Long Beach/San Pedro area.

With only 32 on-site parking spaces planned, if our demand were to become similar to Cabrillo's, we would be overcapacity 61 days of the year! On the busiest ten (10) days, we would be overcapacity by the following:

<u>Launches</u>	<u>Overcapacity</u>	<u>Launches</u>	<u>Overcapacity</u>
105	73	71	39
84	52	66	34
74	42	64	32
73	41	62	30
71	39	61	29

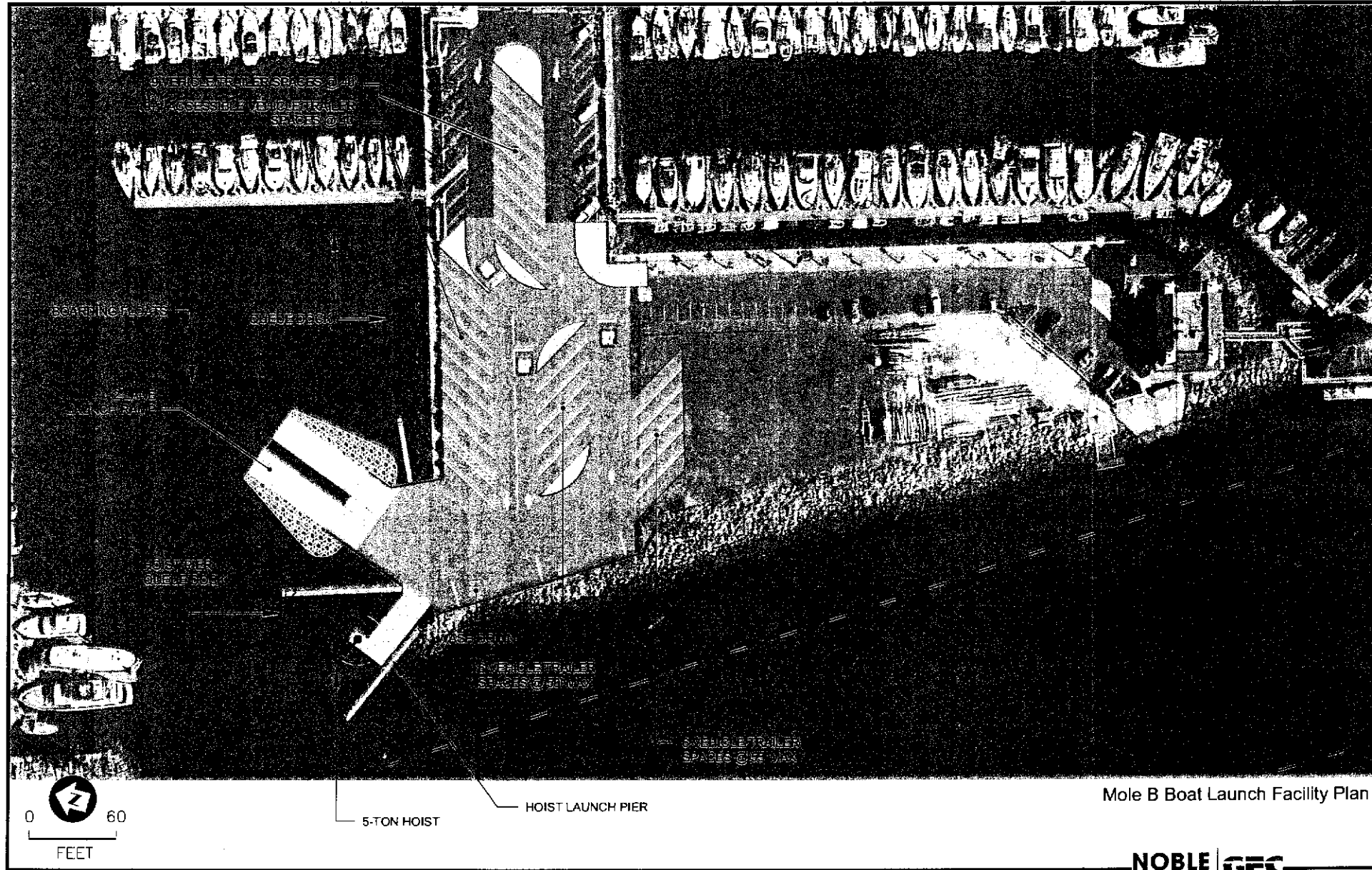
The consequences of insufficient car-trailer parking are much more impactful than for single cars, as trucks and trailer boats would clog the roads of our community.

The 67 spaces currently zoned at the hoist would handle this on all but six (6) days. The DBW guidelines direct that:

The typical minimum parking requirement per launching lane is 20-30 car/trailer spaces. **Note that 60 spaces would handle this usage on all but the above ten (10) days.**

Mole B Boat Ramp City Staff Proposal

www.redondo.org/civica/filebank/blobdload.asp?BlobID=31036
HC Agenda 101016 Pages 58,59, 68.

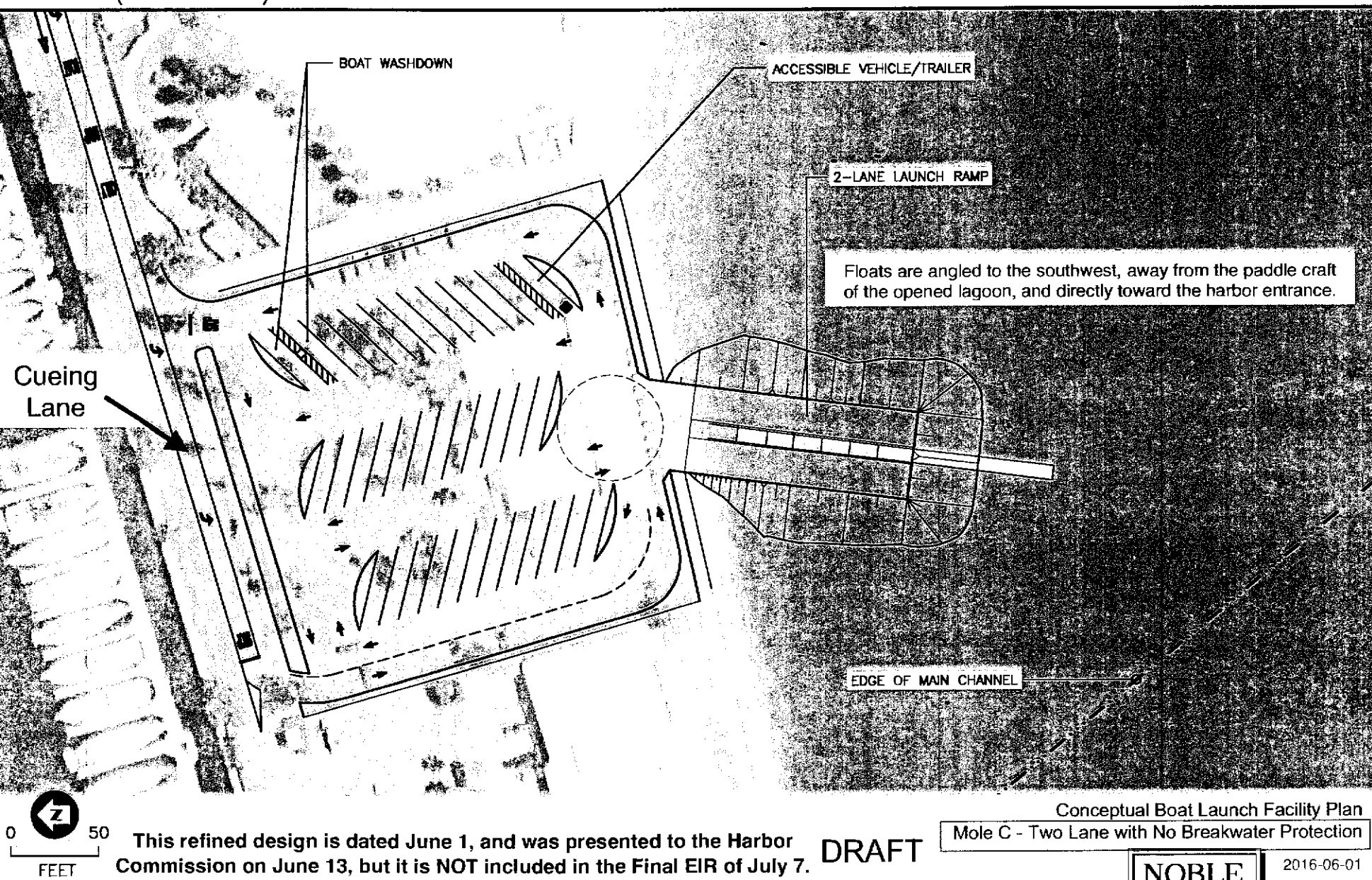


One Trailer Boat Launch Lane and One Hand Launch Lane
32 parking spaces: 17 pull-in and 15 pull-through spaces

NOBLE CONSULTANTS | **GEC**

Figure

Mole C (Joe's Site)



Redondo Beach Boat Launch Ramp Facility Feasibility Report

for the California Department of Boating and Waterways 2015 Grant Cycle

Submitted by moffatt and nichol, March 13, 2014

Review the 16-page report: <http://laserweb.redondo.org/weblink/0/doc/245301/Page1.aspx>

Of the five alternative presented at the last public outreach meeting, the "Yellow Alternative" was the most well received by the public. This alternative was preferred for various reasons including:

- The reversing of the existing hook breakwater provided a distinct physical barrier between the launch ramp and lagoon users;
- The parking lot layout provided close to the maximum number of pull-through car/trailer parking spaces and single parking spaces possible on the site; and
- The adding of the third lane on Portofino Way and circulation within the parking area.



Figure 7 – Alternative 'Yellow' Launch Ramp Improvements

The current engineer suggests that we could potentially omit the surge mitigation breakwater and accept the intermittent damage to the docks. Conceptual only – the final design would be opened up for maneuverability.

MOLE B WEST

SAILING AND PADDLING CENTER CONCEPT PLAN



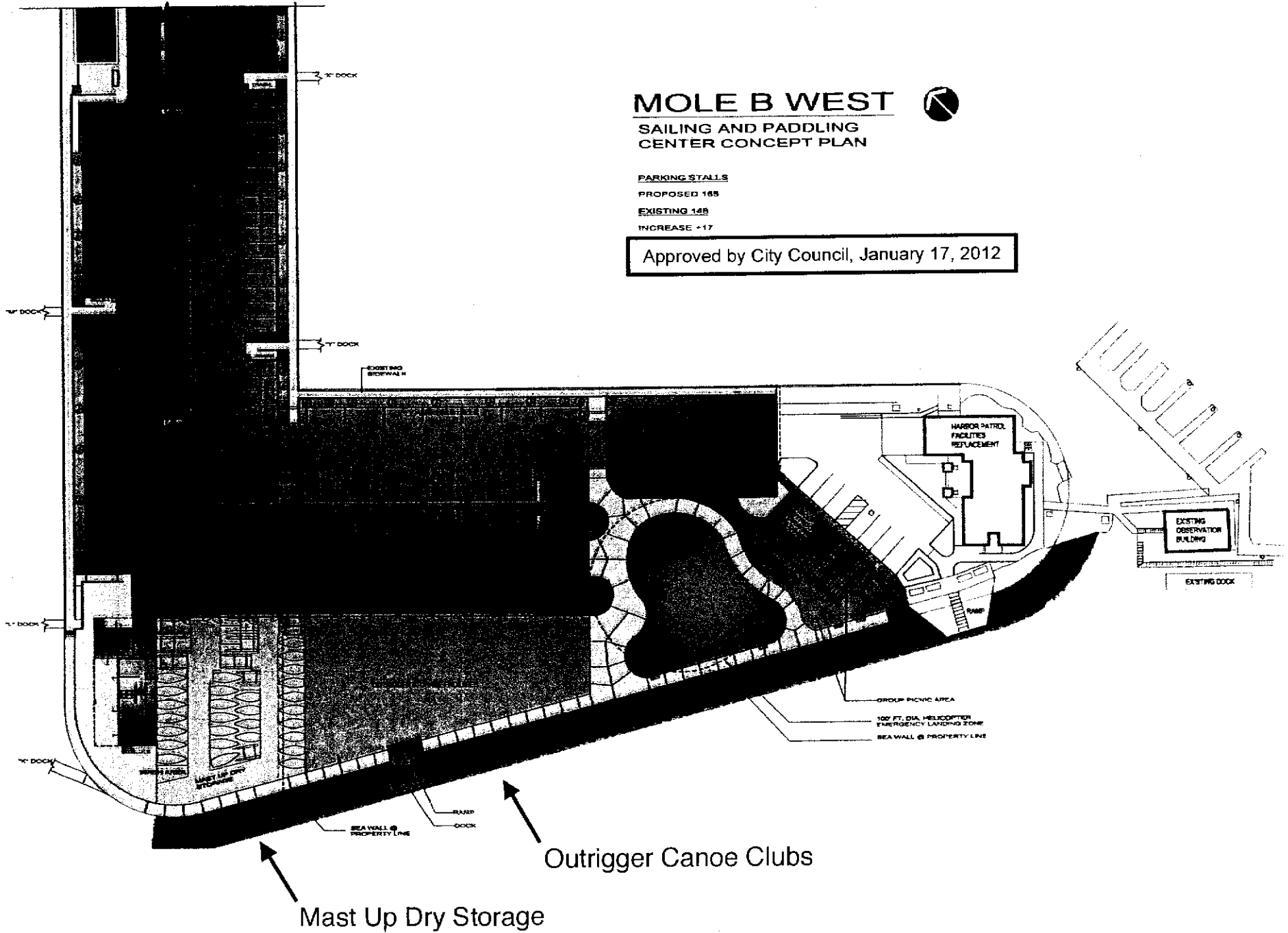
PARKING STALLS

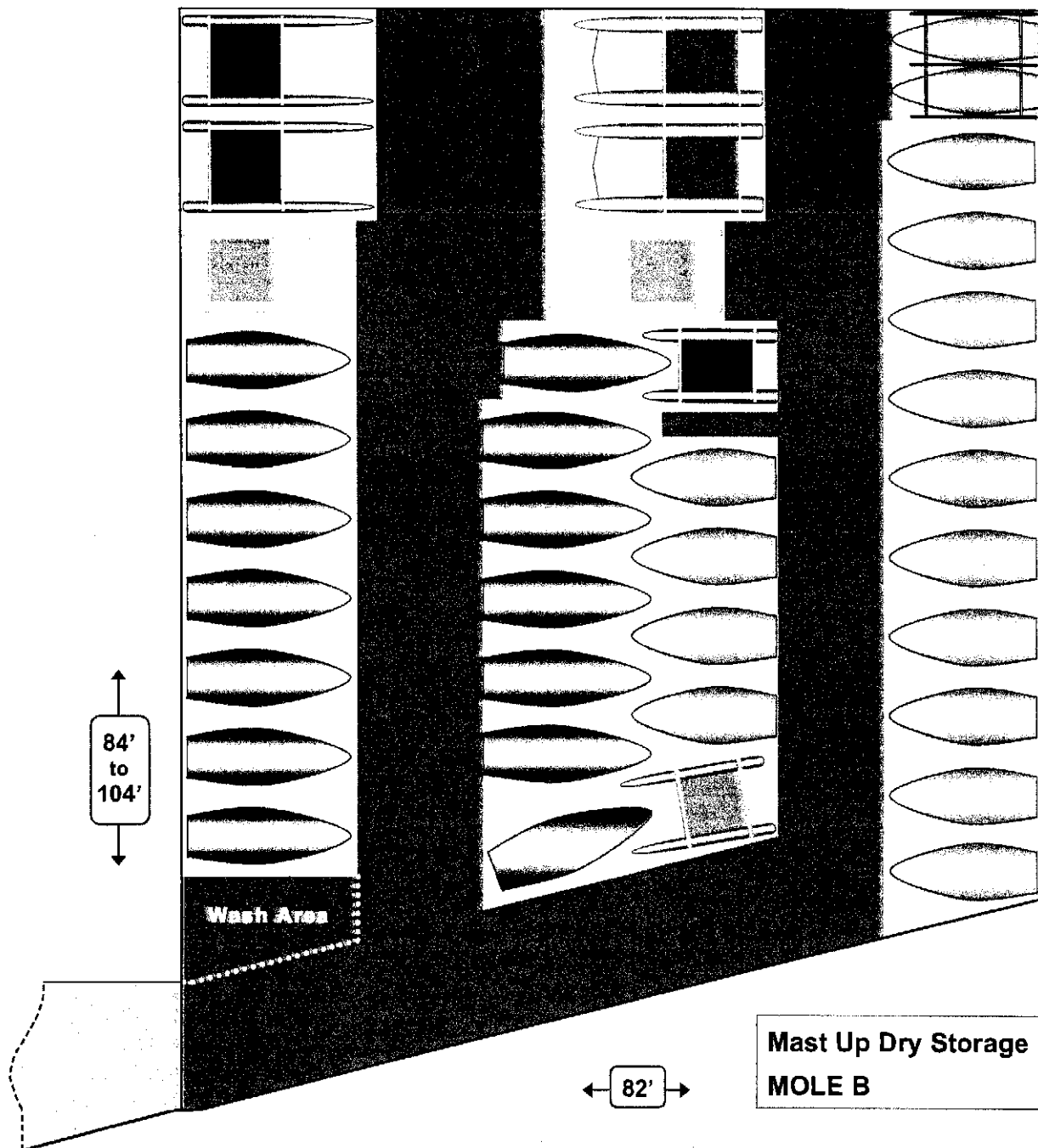
PROPOSED 165

EXISTING 148

INCREASE +17

Approved by City Council, January 17, 2012





82' X 94' = 7708 SF

Boat Storage	7708
Marina Access	330
Total	8038 SF

14	17' Spaces
14	15' Spaces
8	14' Stackable
6	Catamarans
2	Sm. Catamarans
44	Total

To: City Council of Redondo Beach

From: Mark Hansen, King Harbor Boater

Date: November 29, 2016

Re: L.1 APPEAL OF HARBOR COMMISSION DECISIONS TO APPROVE
CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW, AND
COASTAL DEVELOPMENT PERMIT AND CA ENVIRONMENTAL QUALITY
ACT DETERMINATION, FOR PUBLIC BOAT LAUNCH RAMP AND HOIST
(COMPONENT OF THE WATERFRONT PROJECT) ON MOLE B

Recommend that the City Council uphold the Appeal, reject the location
for the boat ramp on Mole B, and move the boat ramp back to Mole C.

Representatives of all of the boating organizations in King Harbor were consulted regarding a Boat Ramp on Mole B, versus the location on Mole C, preferred by the community during the Waterfront meetings.

The boating community identified sixteen (16) specific concerns with the functionality and safety of that location, most of which cannot be mitigated, due to the very limited maneuvering water and very limited land area. Those concerns are attached.

On the other hand, effective mitigation measures can be applied to address the concerns identified at Mole C. Those are attached. Please see included observations on site control and costs at Mole C.

Boat Rescue Captains, for both the Redondo Harbor Patrol and the LA County Baywatch, have opined that a Ramp on Mole B would be unsafe.

Please see the attached documents in support of this recommendation.

Please note that an open dedicated public meeting was never held to discuss the boat ramp location on Mole B.

Please note that the most recent, most refined boat ramp drawing of Mole C, dated June 1, 2016, was excluded from the Final EIR of July 7, 2016.

RB City Council

Tuesday, November 29 - 6:00 pm

Chambers, 415 Diamond St.

Public Boat Launch Ramp

Appeal of Harbor Commission Decisions on:

**Conditional Use Permit - Coastal Development Permit
Design Review - Environmental Impact Determination**

**Staff has proposed a new concept of a Boat Ramp
on Mole B, launching to the north, into Basin 1.**

**During 8 public meetings, the community had selected a location on Mole C.
The staff proposal has never been discussed in a dedicated open forum.**

Safety Professionals strongly recommend against a boat ramp on Mole B:

"I am extremely concerned about the unsafe and ill-advised consideration of a Mole B location for a boat ramp. Both land side and waterside problems exist that make Mole B the least safe location of all the moles."

- Harbor Patrol Rescue Boat Captain, Ret., Tim Dornberg

"In my opinion any location that launches into a small area of maneuvering water, especially a narrow fairway that is highly trafficked is unsafe. I will never say that any location is safe other than the [South] Turning Basin. I would violate the public trust by giving a false endorsement to a plan that every boater knows is ludicrous."

- Deputy Harbor Master, Norm Matte

Mole B has traffic and wind coming into a narrow channel with no room for error, making this an unsafe place to put a ramp. I feel strongly that this is [an] unsafe area for a ramp. – Harbor Patrol Rescue Captain, Ret., Joe Bark

"This constrained location with lots of traffic, especially on summer weekends, make it an inherently unsafe location for a public boat ramp. There are other areas in King Harbor that could [be] made safe for a boat launch. I don't consider Mole B to be one of them." - Baywatch Rescue Boat Captain, E. Nelson

"All in all there are not only better, but more importantly safer places to locate a launch ramp in King Harbor." - Baywatch Rescue Boat Captain, L. Davis

Boaters - Attend and add your expert counsel.

www.redondo.org/depts/council/rbtv_council.asp

BOAT RAMP CONSIDERATIONS

Mole B - Launching into Basin 1

Vs.

Draft v. 1

Mole C - Launching into South Turning Basin

The following concerns have been raised by the boating community, regarding the city staff's new alternative proposal for a public boat launch ramp on Mole B, versus the location on Mole C, preferred by the community during the Waterfront meetings.

1. **Lack of navigable water for vessel staging during egress and ingress.**
2. **Located inside a marina at the intersection of the Main Channel and Basin 1.**
4. **Blind wall between the boat ramp and the Main Channel.**
3. **Often highest traffic area in harbor**, including activities of King Harbor Yacht Club, Youth Foundation Training, Sea Scout Training, Outrigger Canoe Clubs, and egress for Redondo Beach Yacht Club and for Tarsan SUP.
5. Staging area for major harbor events, including: Holiday Boat Parade, Sea Fair, Santa Barbara Race, and Youth Sailathon.
6. Public hand launching, including paddle craft, into often-busiest area of harbor.
7. Large boats back out directly into the launching area.
8. Significantly greater transit distance to the harbor entrance.
9. **Only one 'trailer' launching lane, with one 'hand-launch' lane.**
The DBW directs that single lane ramps are not practical and can be difficult to use. Two full trailer lanes can be accommodated at Mole C.
10. **Only 32 on-site parking spaces.** *DBW recommends 40-60 spaces for two lanes. The 60 overflow spaces will be more than DBW-max of 600 ft. from the ramp. Less than half of spaces are DBW-recommended "pull-through" spaces. Size of boats that can be accommodated is limited at 20 of the spaces.*
11. **Land-side access is through marina parking, via Marina Way, with no room for a 'cueing lane', as can be accommodated on Mole C.**
12. **Significantly reduces available area and blocks access for Outrigger Clubs.**
13. **Blocks landside emergency egress from the Harbor Patrol building.**
14. **Eliminates Mast-Up Dry Storage for the Public and for the City Sailing Program,** that was an integral component of the last council-approved Mole B Master Plan.
15. **Eliminates 39 existing boat slips.**
16. **Greater potential noise impacts on live aboard boaters.**

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MOLE C – Concerns, Perceptions and Available Mitigations

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MOLE C –Concerns, Perceptions and Available Mitigations

p3

Cost – Staff has similarly also recently evolved toward emphasizing cost as a primary reason for advocating for the location on Mole B. It is interesting to note that, when previously negotiating for a potential boat ramp location on Mole A, Staff was willing to offer millions to purchase a new building for the tenant yacht club, of similar size to Joe's. However, Staff now cites such a relocation cost as prohibitive at Mole C. This has led many boaters to interpret the purported site control and cost concerns as being red herrings for a Staff desire to maximize revenue producing uses over recreational boating uses by moving the boat ramp from Mole C to the inferior Mole B.

Sidebar - During the eight (8) Waterfront Meetings, the community selected Mole C for the boat ramp. Contrary to that, Staff seems to have decided that they do not want the boat ramp next to that development. However, it should be noted that the even larger AES property will be developed near the proposed location at Mole B.

Staff has recently suggested building a minimalistic boat ramp at Mole B, and then, if and *when* the demand exceeds its capacity, build a new boat ramp at Mole C, when the Joe's lease expires in 13 ½ years. Of course, many question spending 'good money after bad'. Moreover, most boaters fully expect the demand to quickly exceed the capacity at Mole B. If the boat ramp is built on Mole C now, a new Joe's facility could potentially be constructed and opened prior to removal of the old facility, and the City would not need to pay for any lost business time. However, by the time a boat ramp was built on Mole B, and found to be over capacity, the Waterfront Project would likely be complete and fully occupied. So there would no longer be an available site in the harbor for Joe's, and a buyout would require the City to pay for ten (10) or more years of lost business revenue.

Previous feasibility analyses have reported that a boat ramp on Mole C would be a good candidate for a matching grant from the Department of Boating & Waterways. However, boaters have identified several characteristics of the boat ramp proposal on Mole B that do not comply with the DBW Handbook for Boat Launching Facilities, (e.g.) insufficient parking and insufficient use of "pull-through" parking spaces, etc. Several million dollars of grant funding are at risk for a boat ramp at Mole B vs. Mole C. *(The Coastal Commission is also likely to look with disfavor on a boat ramp location that cannot comply with the DBW guidelines, when the Mole C location can comply.)*

To the degree that the cost of the location on Mole C is higher than on Mole B, it is important to recognize that the Mole C location will provide much greater recreational boating access and more fully meet our obligation to the Public Trust of the Tidelands. The Mole C location will provide for a much safer and functional public boat ramp. It will also preserve 39 slips and provide for the preservation of the Council-approved Master Plan for Mole B, which includes an effective home for the Outrigger Canoe Clubs, and important Mast Up Dry Storage for the Public and our City Sailing Program. This is the highest and best use of our Tidelands Funds. After 57 years, it is time for the City to do the right thing and provide for a safe, effective recreational boat launch ramp

Boat Ramp Launching Demand

City Staff secured the launching numbers for both Marina Del Rey and Cabrillo Beach. Cabrillo provided daily numbers. The average launches per day over the full year were 19 and 16 respectfully. Of course, the summer and weekend peaks are much higher. At Cabrillo, the busiest ten (10) days had launches ranging from 61 to 105. Note that MdR has 224 parking spaces and Cabrillo has 112 spaces.

Our boat ramp could easily become as popular as Cabrillo or MdR, as we have:

- Immediate access to the open ocean
- Better access to Catalina than MdR
- Best access to Rocky Point Fishing
- Redondo Canyon nutrient upwelling and good fishing
- Draw of the popular South Bay vs. San Pedro
- Draw of our New Waterfront Project

City Staff has suggested that we will not be as popular as the larger harbors. However, unlike the east coast, there is no on-the-water social scene in MdR or Cabrillo. Boaters primarily launch to get access to the open ocean.

Staff has suggested that we will not create any new demand, and that we will only siphon off users from the other ramps. The boating community strongly disagrees. Many local area boaters, with their boats at home or in dry storage, whose boating is currently limited by the drive to the north or south, will go boating much more with a new ramp in the South Bay neighborhood. Over time, local boat ownership will increase, precisely because convenient local launching is available.

It is critical to acknowledge that Cabrillo is just one of six (6) launch ramps in the Long Beach/San Pedro area.

With only 32 on-site parking spaces planned, if our demand were to become similar to Cabrillo's, we would be overcapacity 61 days of the year! On the busiest ten (10) days, we would be overcapacity by the following:

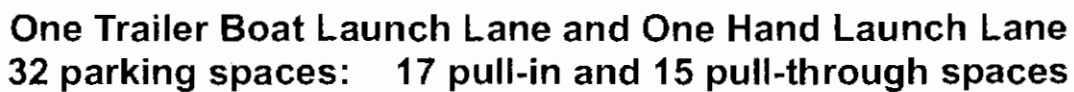
<u>Launches</u>	<u>Overcapacity</u>	<u>Launches</u>	<u>Overcapacity</u>
105	73	71	39
84	52	66	34
74	42	64	32
73	41	62	30
71	39	61	29

The consequences of insufficient car-trailer parking are much more impactful than for single cars, as trucks and trailer boats would clog the roads of our community.

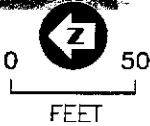
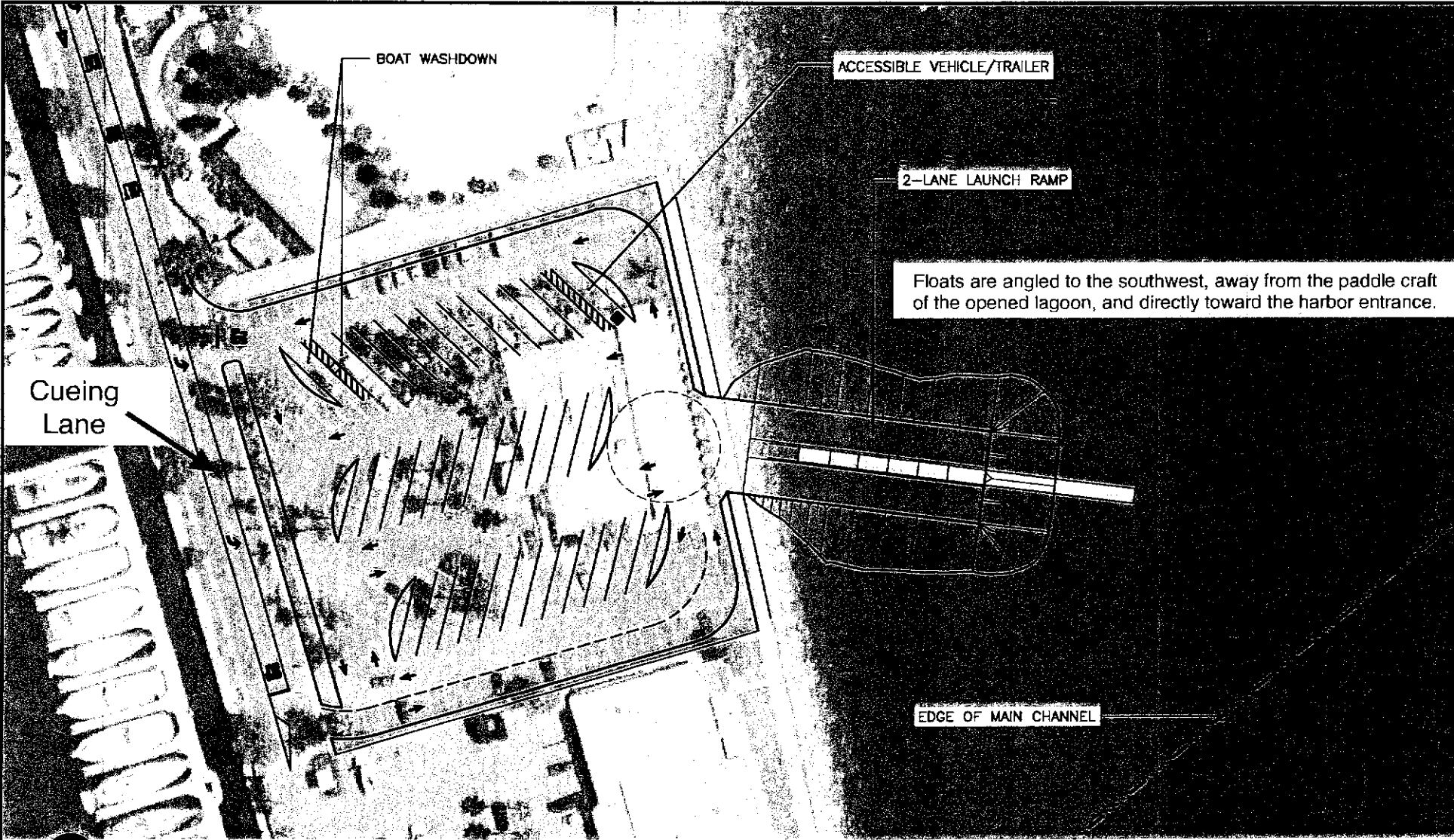
The 67 spaces currently zoned at the hoist would handle this on all but six (6) days. The DBW guidelines direct that:

The typical minimum parking requirement per launching lane is 20-30 car/trailer spaces.

Note that 60 spaces would handle this usage on all but the above ten (10) days.



Mole C (Joe's Site)



This refined design is dated June 1, and was presented to the Harbor Commission on June 13, but it is NOT included in the Final EIR of July 7.

DRAFT

Conceptual Boat Launch Facility Plan
Mole C - Two Lane with No Breakwater Protection



2016-06-0

Fig

Mole C

Redondo Beach Boat Launch Ramp Facility Feasibility Report

for the California Department of Boating and Waterways 2015 Grant Cycle

Submitted by moffatt and nichol, March 13, 2014

Review the 16-page report: <http://laserweb.redondo.org/weblink/0/doc/245301/Page1.aspx>

Of the five alternative presented at the last public outreach meeting, the "Yellow Alternative" was the most well received by the public. This alternative was preferred for various reasons including:

- The reversing of the existing hook breakwater provided a distinct physical barrier between the launch ramp and lagoon users;
- The parking lot layout provided close to the maximum number of pull-through car/trailer parking spaces and single parking spaces possible on the site; and
- The adding of the third lane on Portofino Way and circulation within the parking area.



Figure 7 – Alternative 'Yellow' Launch Ramp Improvements

The current engineer suggests that we could potentially omit the surge mitigation breakwater and accept the intermittent damage to the docks. Conceptual only – the final design would be opened up for maneuverability.

MOLE B WEST

SAILING AND PADDLING CENTER CONCEPT PLAN



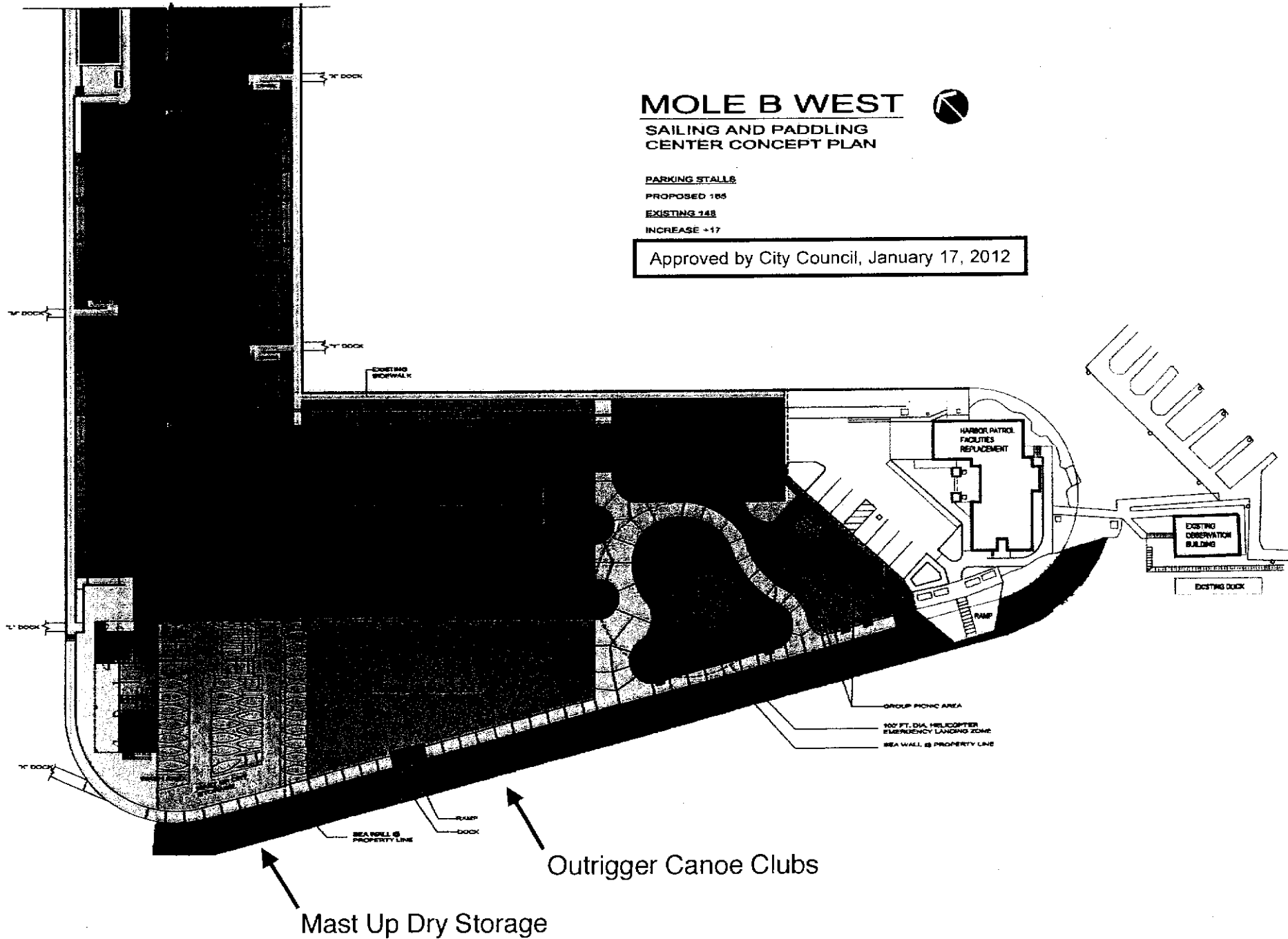
PARKING STALLS

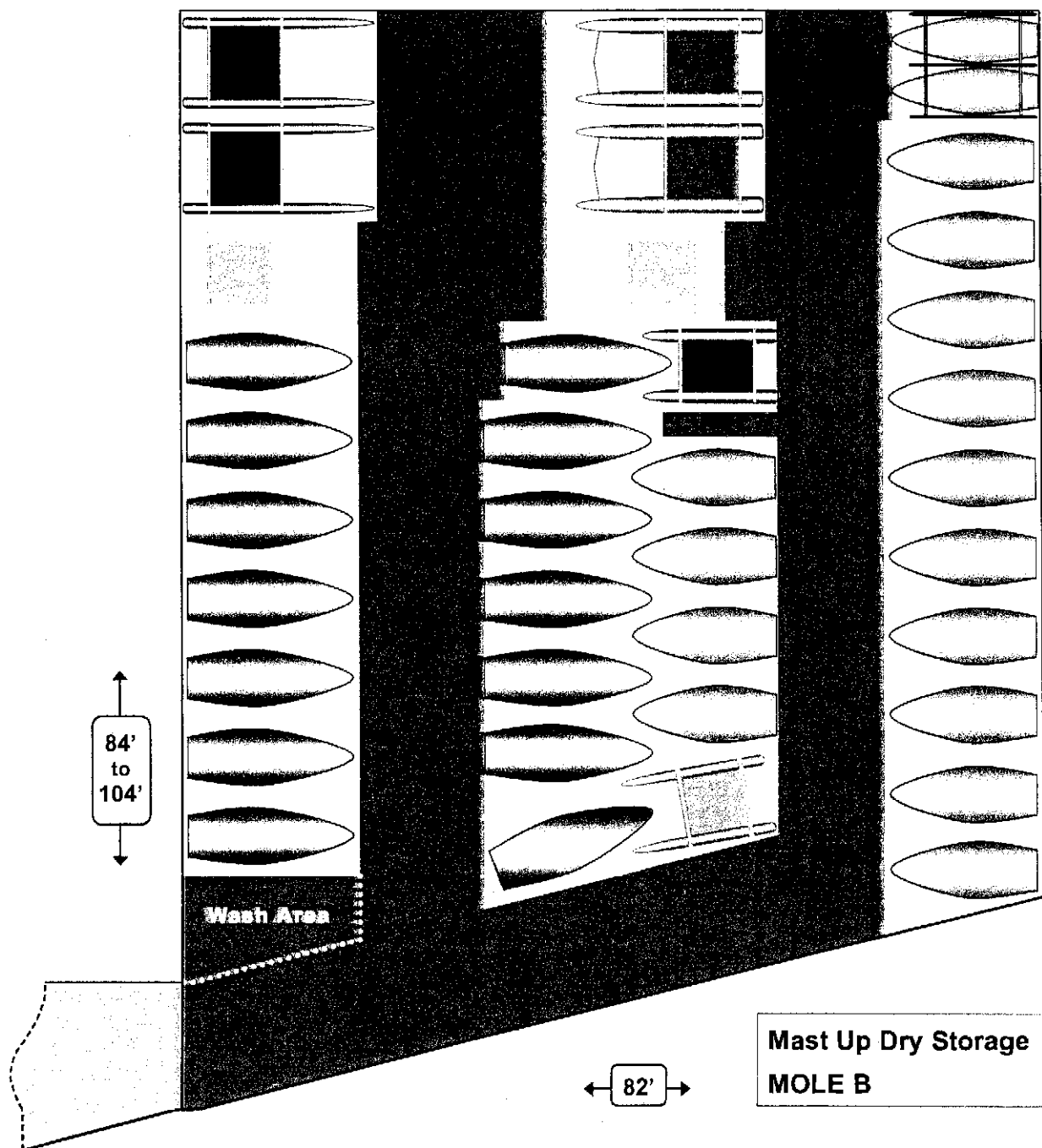
PROPOSED 185

EXISTING 148

INCREASE +17

Approved by City Council, January 17, 2012





82' X 94' = 7708 SF

Boat Storage	7708
Marina Access	330
Total	8038 SF

**Mast Up Dry Storage
MOLE B**

14	17' Spaces
14	15' Spaces
8	14' Stackable
6	Catamarans
2	Sm. Catamarans
44	Total

Appendix 3

From: **Dennis Groat** <creakytiki@gmail.com>

To: Steve.AspeI <Steve.AspeI@redondo.org>; martha.barbee <martha.barbee@redondo.org>; Bill.Brand <Bill.Brand@redondo.org>; christian.horvath <christian.horvath@redondo.org>; stephen.sanmarco <stephen.sanmarco@redondo.org>; laura.emdee <laura.emdee@redondo.org>; Joe.Hoefgen <Joe.Hoefgen@redondo.org>; 'Stephen Proud' <Stephen.Proud@redondo.org>; Mike Witzansky <Mike.Witzansky@redondo.org>

Cc: Dennis Groat <creakytiki@gmail.com>; Denise Groat <denisegroat@gmail.com>; Mark L Hansen <marklhansen@aol.com>

Sent: Mon, Oct 17, 2016 1:47 pm

Subject: Boat ramp location, CUP, and EIR appeal

Mayor and City Council, and City Manager:

At the October meeting of the Harbor Commission, a CUP was issued for a two-lane boat ramp and hoist on Mole B. This CUP had significant opposition from both boaters and the community, but was passed in spite of this opposition.

We have grave concerns regarding the issuance of this CUP.

Firstly, this ramp was initially a component of the DEIR submitted by CenterCal, and was proposed to be on Mole C near the current Joe's Crab Shack location. As we know, it was moved by proposal of City Staff to Mole B. This location was not acceptable in the DEIR, and many residents have concerns regarding the somewhat sudden and quick process used to place it on Mole B. With the entire EIR being appealed to you, and with the boat ramp a significant issue in this process, we felt that it was premature of the Harbor Commission to issue a CUP for this ramp until the EIR process is fully resolved, including potential lawsuits and, very importantly until the entire boat ramp project, operation, and location receive approval from the Coastal Commission. Why on earth would you approve a CUP for a project that has not received all required approvals, and that is an issue in the middle of the EIR approval/appeal/lawsuit process?

Secondly, the Mole B location, as proposed by City Staff, is a terrible proposal for our much-needed boat ramp. Please endure the volume of information that follows.

SAFETY: There are great safety concerns at the Mole B location. Members of our own Harbor Patrol have tried to express these concerns, but it appears that they were pressured to either approving this location, or remaining silent and hidden, but not permitted to express their true concerns.

ACCESS: With the recent construction of the two-way cycle track, the access off of Harbor Drive to Mole B, and from Mole B to Harbor Drive, can be extremely difficult for vehicles with large trailers. Mole C is the only possible ramp location that has access directly into it without difficult turns onto/off of Harbor Drive. Beryl is a direct line in and out, and is a much easier and safer access.

PARKING: At the 11th hour, Staff put forward a parking plan for Mole B that was misleading, a sham, and, frankly, not workable. Following is a summary to the best of my memory – perhaps not exact, but close. There are currently about 73 total parking spaces for the outrigger clubs and Moonstone Park. These spaces are frequently completely full. The final plan eliminated many of these single spaces, but then used the vehicle/parking spaces for the proposed boat ramp to claim "increased parking" for Mole B uses. To do this, the (approx.) 43 spaces designated for tow vehicles/boat trailers were also used for single vehicle parking. There is NO PROTECTED PARKING for tow vehicles and trailers, and single vehicles would be allowed to use them in a "comingled" parking

proposal. With about 79 TOTAL spaces (including tow vehicle/boat trailers), and an intensive ADDED use of a boat ramp, this parking plan is a disaster waiting to happen. There is a MARKED decrease in single vehicle parking compared to current availability, a fact that is obfuscated by using the tow vehicle/trailer spaces in the "new" total. Not only will this plan not function in an acceptable manner, it will create major conflicts between outrigger members, park users, and trailer boaters. Having had similar problems in the past at our current boat hoist trailer parking area, where single vehicles are not "permitted" to use tow vehicle/trailer spaces but OFTEN do, we can say from bitter personal experience that the current Staff parking plan for Mole B will simply not work.

DEMAND: At the Harbor Commission meetings on the Mole B site, I pointed out how the "average" numbers for boat ramp parking demand were misleading and deceptive. By using the numbers that Staff had in their possession for actual demand at our closest ramp neighbor (Cabrillo), I showed how actual demand is very likely more than the 20 or so that was predicted and presented by Staff on about **147** days per year. That is a HUGE number that has never been publicly accepted by Staff, even though it is taken from information that they requested and possessed. It was only through the process of a "public records request" that I was able to get the data from the City that demonstrate this discrepancy. Also, please see the letter below that shows reasons why demand for our current hoists is not an accurate predictor of demand for a ramp in our harbor.

(4-16)

Members of the Harbor Commission:

After the issue of the King Harbor boat ramp was discussed at your March meeting, local media posted stories with members of our Harbor Commission questioning why the "Demand" for a boat ramp is decreasing. The limited time for individual public comments at our Harbor Commission meetings didn't provide an opportunity for the boating public to weigh in on this critical issue at that meeting. Please take the time to read and consider the following information, and please consider it when you are faced with further consideration of any boat ramp in our harbor.

My wife and I have many decades of local boating experience, most of which was with trailered boats. Our experience has demonstrated to us that when you are considering the "demand" for the launching of trailered boats in King Harbor, there is a distinct and critical difference between "demand" and the current actual "use" of our boat hoists. While actual "use" of these hoists appears to be declining, the hidden and pent-up "demand" for usable and user-friendly launch "facilities" is likely higher than ever before. The hoists in King Harbor are anything but "user friendly", and their "usability" is incredibly limited. Thus, current "use" of the mechanical boat hoists in King Harbor is not a reliable indicator of the actual current "demand" for a functional trailer boat launching facility in our harbor. The factors contributing to these conditions include:

HOURS OF OPERATION: The hoists in King Harbor have more limited operational hours than local boat ramps. The hoists are open from only 7am to 5 pm on winter weekdays, and 6am to 6pm on weekends. Summer hours extend closings by only one hour (7pm at the latest). In contrast, the large boat ramp in Marina Del Rey is open 24/7, 365 days a year. The two large boat ramps in Long Beach are open 24 hours per day every day of the year. The other large local ramp in Cabrillo Beach is open from 5 am to 10 pm, 365 days a year. For boaters who fish, dive, or travel to local offshore islands, the limited hours of the hoists make it very difficult to be on the fishing grounds at the good times and still be able to launch/retrieve your boat, and to traverse the Catalina Channel during the periods of best boating conditions. It also requires boaters to head for the harbor relatively early in the boating day to be sure to return in time to get hoisted out of the water. None of the major boat ramps in our area have this limitation.

RELIABILITY: Being a large, complicated mechanical lifting device, the King Harbor boat hoists require significant amounts of down-time for maintenance and repairs. In recent years, there have been many months where both of our hoists were out of service for extended periods of time. It appears that our City has little interest in getting these hoists back to an operational status, and in maintaining them in a manner where their reliability is better insured. Imagine all of the preparations and scheduling for a boating adventure, only to arrive and find neither of the two hoists operational. Even if you check ahead of time and find one hoist is available, it could be unexpectedly broken and out of service by the time you arrive. This lack of reliability and availability has caused many boaters to simply ignore these hoists and travel to area launch ramps, where launch hours are greater, and availability for use is all but guaranteed.

COSTS: For boat ramps and boat hoists, users face costs for both "launching" and for parking. An evaluation of local facilities demonstrates that the costs for launching and for vehicle parking at our current hoist facilities are significantly higher than for local boat ramps. The fees for using our hoists range from \$18 to \$40 per launch and retrieval. Fees for the launch and retrieve at Marina Del Rey are only \$12.50 for any size boat, and this fee includes 24 hours of parking, with an additional fee of \$6 per day for parking. The Cabrillo boat ramp has no fee to launch a trailered boat, with parking of \$2 per hour, and a maximum parking fee of \$15 per day. The City of Long Beach has five small boat ramps in the harbor, and the fee at all of these ramps is \$12 per day, including parking, for any size trailered boat. Trailer boaters most often are on limited budgets, so when combined with other factors, these fee differences often cause them to use the cheaper alternatives, even if they are not the closest.

EASE OF USE: The time required to prepare for the use of a trailered boat is significant. Additionally, time of day for use on the ocean waters is often a critical consideration. Items such as weather and best times for fishing, diving, and crossing the channel must be factored in. Thus, the time required after arrival at a launch facility to prepare for launch, launch, park, then depart the launch area are also a significant item. Since launching a boat by trailer is often not an everyday occurrence, and since it can be a challenging process at times, the ease of use of the launch facility is very important. Our boat hoists are BY FAR the most time consuming and difficult method of launching a trailered boat. At a ramp, the process is basically to remove the tie-downs, check the drain plug, unplug the light harness, then back the boat in. The boat is tied to the launch dock, the tow vehicle and trailer parked, and the boat is ready to go. For our hoist, the two large hoist straps have to be placed between the boat and the bed rails of the trailer that the boat rests upon. So in addition to the above preparations for a ramp, the boat must be aligned perfectly under the hoist frame, often requiring several directed back-and-forth vehicle movements to achieve. Then the boat must have a hydraulic jack and blocks placed under one end of the boat. The end of the boat is then jacked up to a height where one of the hoist straps can be disconnected and threaded around the boat and its bottom. This end is then lowered down onto the strap and trailer, and the jack and blocks are then moved to the other end of the boat. The blocking and jacking process is repeated, with the other strap disconnected and threaded around the boat and bottom. The boat is lowered onto the trailer and this strap, the jack and blocks removed, then a "test strain" and limited hoist is done to insure proper strap length, proper strap placement for acceptable weight distribution between the two straps and proper vertical alignment of the boat in the straps. If necessary, the boat is lowered down, and adjustments made as needed. The boat is then hoisted above the trailer, the trailer moved out, then the boat is slowly craned over the water and lowered down. Once down, the boat must be moved completely clear of the hoist straps so that the hoist

can be raised and craned back over the hoist launch area. As compared to a launch ramp, the time and effort required to use the hoist are extraordinarily greater, making the hoist a very undesirable alternative to the comparatively quick and simple use of a boat ramp. We often experienced extreme wait times and waiting lines when we tried to use our harbor hoists.

Another significant issue with our boat hoists is that they cannot be used for many trailered sailboats that must be launched with their masts up and rigged. The metal hoist framework and cables require that boats do not exceed a certain height to move underneath it and be lifted and launched. Thus, there is a significantly large group of sailboaters that are physically prevented from using our hoists, but would likely use an unobstructed boat ramp in our harbor.

PARKING: The parking situation at our boat hoists is pathetic, to say the least. The boat vehicle and trailer parking is intermingled with the vehicle parking for other uses. Although the number of vehicle with trailer spaces should normally be adequate for a two-hoist facility, during many of the desirable times for trailer boating, single, non-boating vehicles block the boat vehicle and trailer spaces by parking in them and blocking their availability for their intended use and users (trailer boaters). We personally experienced times when there were NO trailer parking spaces available due to this issue, and other times when trailer spaces were available when we entered the launch line, but were all filled with single vehicles by the time our boat had been hoisted into the water. When we contacted the parking attendant, they refused to do anything about the illegally parked single vehicles. When our local Police Parking Enforcement were called, they advised that since this is private property, they had no authority to ticket and tow these obstructing vehicles and thus could not help with this situation.

Local boat ramps have parking that is physically separated from single vehicles. The lack of properly segregated boat vehicle and trailer parking at our harbor's boat hoist parking area, and the absolute reluctance of the parking employees to tow illegally parked single vehicles from this area, makes the use of our boat hoist an incredibly difficult, frustrating, and impractical experience.

RELIABILITY: As compared to our boat hoists, boat ramps require a bare minimum of maintenance while providing a much greater degree of reliability. Our hoists are complicated mechanical machines that live in an extremely corrosive environment. Maintenance costs are extreme, and reliability is not predictable. In recent times, both of these hoists were broken and remained unrepaired for months. Recently, and likely at a high cost. One of these hoists was returned to service. The availability of the hoist is now highly suspect. The usability of only one hoist (which we also encountered in our trailered boat years) creates even longer launch waiting times and launch lines. We never encountered a situation where a boat launch ramp was broken and out of service. From a cost, reliability, and user-friendly viewpoint, we frankly found the hoists to be a really crappy alternative to a boat ramp.

DEMAND: From our experiences, and from our ongoing contacts with trailerboaters in our local boating community, the DEMAND for an adequate boat ramp in King Harbor is far greater than the current USAGE numbers for our boat hoists would indicate. For the many years that we were actively trailer boating, we would often travel to one of the local boat ramps rather than endure the costs, inconvenience, and unreliability of our King Harbor boat hoists. There is little, if any, reason to believe that we have notably fewer trailer boaters in our surrounding area than there are in other areas of our coast. When King Harbor finally installs a fully functional boat ramp, we firmly believe that usage will be several orders of magnitude greater than the demand that we are currently seeing for our boat hoists.

SUMMARY: Current demand for use of our King Harbor Boat hoists is relatively low. This is due in very great part to all of the preceding information. A "use study" for a boat ramp in King Harbor should be completed as soon as possible to more accurately determine the realistic demand that exists and to identify the degree of "pent-up" ramp demand. When a properly sized boat ramp, with adequate access and segregated parking is created here, use of this ramp facility will FAR exceed the number of trailer boat launches that we are currently seeing via the hoists in King Harbor. The King Harbor boat ramp facility should be designed, located, and constructed based on the real demand and probable use as identified in a process similar to that recommended above. The current boat hoists are not a reliable or accurate indicator of the demand and use that such a ramp in King Harbor would have.

Thank you for taking the time to read and consider this information. Should you have any questions or require any further clarification, please contact us.

Sincerely,

Dennis and Denise Groat
450 N. Paulina Avenue
Redondo Beach, CA 90277-3018
310-465-9684 creakytiki@gmail.com
C: Mayor and City Council, Stephen Proud

In consideration of ALL the previous studies on the ramp location issue, the many community workshops on it, all of the above, and a host of other factors, it is our absolute belief that the ONLY acceptable location for a boat ramp in our harbor is on Mole C. It is also our belief that the major concerns raised regarding this location (cueing, interference with Portofino Hotel activities, pollution, and safety, can ALL be dealt with and mitigated to a most satisfactory degree. It is also our belief that the CenterCal project could (and should!) absorb all, or most all of, the costs associated with placing a ramp at the Mole C location, and that the City should vigorously pursue this as a component of the CenterCal development process. (note - we were married outdoors at the Portofino, and currently have a boat adjacent to the Mole C ramp location, so again can say from personal experience that the concerns presented above can be more than reasonably dealt with.)

We have waited many decades for a boat ramp in our harbor, and it needs to be done in the BEST manner possible – Mole B is NOT that solution.

Unfortunately, we will not be available for tomorrow night's meeting where the appeal of the CenterCal EIR will be heard. Please consider this e-mail as our "public input" on this issue.

Thank You,

Dennis and Denise Groat,
Residents, boaters, and voters

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RECEIVED
South Coast Region

MAR 20 2017

CALIFORNIA
COASTAL COMMISSION

CALIFORNIA COASTAL COMMISSION

MAR 20 2017

SOUTH COAST DISTRICT OFFICE
200 OCEANGATE, 10TH FLOOR
LONG BEACH, CA 90802-4416
VOICE (562) 590-5071 FAX (562) 590-5084

CALIFORNIA
COASTAL COMMISSION



APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT

Please Review Attached Appeal Information Sheet Prior To Completing This Form.

SECTION I. Appellant(s)

Name: LAURA D. ZAHN, AN AGGRIEVED PERSON
Mailing Address: 2315 HUNTINGTON LANE REDONDO BEACH
City: Zip Code: 90278 Phone: 714-865-5899

SECTION II. Decision Being Appealed

1. Name of local/port government:
CITY OF REDONDO BEACH, HARBOR COMMISSION, CITY COUNCIL
2. Brief description of development being appealed:
ACTION ON A COASTAL DEVELOPMENT PERMIT, CONDITIONAL USE PERMIT, AND HARBOR COMMISSION DESIGN REVIEW RELATED TO WATERFRONT PROJECT BOAT LAUNCH FACILITIES ON MOLE B. NO 2016-10-CDP-008
3. Development's location (street address, assessor's parcel no., cross street, etc.):
MOLE B AND MARINA WAY, REDONDO BEACH, CA
4. Description of decision being appealed (check one.):
☐ Approval; no special conditions
☒ Approval with special conditions:
☐ Denial

Note: For jurisdictions with a total LCP, denial decisions by a local government cannot be appealed unless the development is a major energy or public works project. Denial decisions by port governments are not appealable.

TO BE COMPLETED BY COMMISSION:

APPEAL NO:

DATE FILED:

DISTRICT:

A-5-RDB-17-0008
3/20/2017
South Coast

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 2)

5. Decision being appealed was made by (check one):

- ☐ Planning Director/Zoning Administrator
☒ City Council/Board of Supervisors
☐ Planning Commission
☒ Other HARBOR COMMISSION

6. Date of local government's decision:

MONDAY OCTOBER 10, 2016

7. Local government's file number (if any):

SC# 2014001071 / FILE NO 2014-CA-
ER-001)

SECTION III. Identification of Other Interested Persons

Give the names and addresses of the following parties. (Use additional paper as necessary.)

a. Name and mailing address of permit applicant:

STEPHEN PROUD, WATERFRONT AND ECONOMIC
DEVELOPMENT DEPARTMENT DIRECTOR
CITY OF REDONDO BEACH
415 DIAMOND STREET, REDONDO BEACH, CA 90277

b. Names and mailing addresses as available of those who testified (either verbally or in writing) at the city/county/port hearing(s). Include other parties which you know to be interested and should receive notice of this appeal.

(1) JIM LIGHT

(2) MARTIN HOLMES

(3) NILS NEHRENHEIM

(4)

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 3)

SECTION IV. Reasons Supporting This Appeal

PLEASE NOTE:

- Appeals of local government coastal permit decisions are limited by a variety of factors and requirements of the Coastal Act. Please review the appeal information sheet for assistance in completing this section.
- State briefly **your reasons for this appeal**. Include a summary description of Local Coastal Program, Land Use Plan, or Port Master Plan policies and requirements in which you believe the project is inconsistent and the reasons the decision warrants a new hearing. (Use additional paper as necessary.)
- This need not be a complete or exhaustive statement of your reasons of appeal; however, there must be sufficient discussion for staff to determine that the appeal is allowed by law. The appellant, subsequent to filing the appeal, may submit additional information to the staff and/or Commission to support the appeal request.

= CERTIFIED COASTAL LAND USE PLAN, LAND USE SECTION =

PRIMARY USE = PARKS, OPEN SPACE, RECREATIONAL FACILITIES
ACCESSORY USE = PARKING LOTS

LAND USE POLICIES SECTION C, ¹ COASTAL ZONE - COASTAL
DEPENDENT LAND USES WILL BE ENCOURAGED WITH IN THE
HARBOR-PIER AREA. THE CITY WILL PRESERVE AND ENHANCE
THESE EXISTING FACILITIES AND ENCOURAGE* FURTHER EXPANSION
OF COASTAL DEPENDENT LAND USES, WHERE FEASIBLE

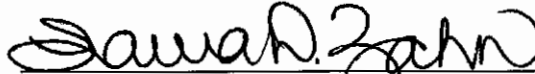
5. IN CONFORMANCE WITH THE GOALS AND POLICIES OF THE
CALIFORNIA COASTAL ACT, MAINTAIN A BALANCED UTILIZATION
OF COASTAL ZONE RESOURCES, INCLUDING PROTECTION AND
PROVISION OF LOWER COST* VISITOR-SERVING USES AND
RECREATIONAL FACILITIES WHERE FEASIBLE. THE ENTIRE
PROJECT CALLED THE WATERFRONT/HARBOR VILLAGE IS NOT
DESIGNED TO LOW-COST VISITORS OR LOW-COST LOCALS. IT IS
DESIGNED FOR PEOPLE WITH HIGH INCOMES. IT IS NOT DESIGNED
WITH "COASTAL DEPENDENT LAND USES" AT ALL. THAT IS WHY
THE DEVELOPERS HAD TO GO LOOKING FOR SOMEWHERE TO
"PUT" THE COASTAL COMMISSION MANDATED BOAT RAMP. THEIR
DESIGN COULD BE BUILT ANYWHERE. THEIR DESIGN USED
UP ALL THE 36 ACRE SITE WITH NON-COASTAL DEPENDENT USES.
THEY EVEN WANTED TO PERMANENTLY REMOVE THE PUBLIC
FISHING PIER KNOWN AS "POLLY'S PIER" UNTIL I TOLD THEM
IT WOULD VIOLATE THE STATE STATUTE OF 1915!

*- WHY ARE THEY BUILDING A "BOAT RAMP" IN THE COASTAL ZONE?

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 4)

SECTION V. Certification

The information and facts stated above are correct to the best of my/our knowledge.



Signature of Appellant(s) or Authorized Agent

Date: 3/20/17

Note: If signed by agent, appellant(s) must also sign below.

Section VI. Agent Authorization

I/We hereby
authorize _____

to act as my/our representative and to bind me/us in all matters concerning this appeal.

Signature of Appellant(s)

Date: _____

MAR 20 2017

ONLY BECAUSE...

CALIFORNIA
COASTAL COMMISSION

Mole B works as a Boat Launch Ramp site ONLY because the Master Lease holder Marina Cove Limited (MCL) "approves" of this location. They are looking at the probability of re-configuring their boat slip mix by reducing the amount of smaller slips and increasing their larger slip count. By doing this self imposed slip re-configuration, it would make it VERY convenient for both the City and CenterCal to select Mole B because there would not have to be any Master Leaseholder buy-out. Buy-outs take time and lots of money. Tarzan Stand Up Paddle Boards, is a sublease holder to MCL. One of the contentions of having Mole B as the Boat Launch site was the conflux of Stand Up Paddle boarders (SUPs) in the channel with boats being launched.

To reduce the possibility of ONLY the Tarzan SUPs interacting with the boaters, MCL has asked Tarzan to use another location WITHIN their Basin 1 leasehold to launch the SUPs. Again, this minor move of sending off the SUPs from another location ONLY works because MCL controls Basin 1. There will be NO control over any other SUPs using the channel between Mole A and Mole B as boats are being launched from the Mole B ramp. Many boat owners have their own SUPs sitting on their docks. They also use the channels for paddling, so it is not just those who rent paddle boards that are in the fairways and channels enjoying the sport.

Stand Up Paddle boarding is becoming one of the fastest growing sports (especially among the younger crowd). The cost to purchase a board is reasonable. The boards are easily transportable or rather inexpensive to store. There is no adverse environmental impacts because it is self propelled, and you do not have to be a fitness expert to enjoy or excel at the sport.

Mole B is a VERY busy destination. At the entrance to Mole B off Harbor Drive at Marina Way is a popular health club called (1) The Bay Club. Their members use this entrance to reach the club parking lot. This building also rents (2) office space to numerous business who's tenants also use this entrance to reach their business. (3) The Blue Water Grill a popular restaurant also uses this entrance for its patrons and its vendors. (4) Slip holders use this entrance to reach their docked boats. Hopkins Way dead ends into Marina Way and it is used for ingress and egress for the (5) Marina Cove Apartments. (6) The King Harbor Youth Sailing Club uses this entrance to reach their boats. (7) Lanakila trigger club uses this entrance to reach their outriggers as does (8) Naha Outriggers. (9) Mast-Up day sailors use this entrance to reach their boats. (10) Those who visit Moonstone Park use this entrance (11) Random people use this entrance to go fish off the rocks (12) There is storage space used by the maintenance crews who maintain the marinas and the pier who use this entrance (13) the waste haulers use this entrance to pick up the trash receptacles (14) MOST importantly...The Harbor Patrol uses this entrance to reach their headquarters at the end of Mole B. Their easy ingress and egress could be LIFE dependent.

There will not be a "dedicated" lane for trailered boats going to Mole B or out of Mole B. Every user who enters at Marina Way will be stuck behind the Queue of trailered boats. Have you ever parked at an In and Out Hamburger place? You have to wait till the line dies down to be able to pull your car out. THIS same scenario will play out at Mole B. This will not create "convenient access" for any public users of this site.

To me, that is way TOO many users who CURRENTLY depend on this ENTRANCE for either their livelihood or their recreational needs to even consider ADDING trailered boat traffic. THIS is only the LAND impact at this destination. The traveled route to get a trailered boat to this entrance is complicated as well. Marina Way dead ends into Harbor Drive. This makes for only a sharp right hand turn from Harbor Drive heading south into Marina Way or a hard left hand turn onto Marina Way from Harbor Drive headed north. Getting to the entrance on Marina Way is only AFTER the trailered boat has traversed either (1) Pier Avenue in Hermosa Beach to reach Hermosa Avenue which changes to Harbor Drive on the Redondo side. Pier Avenue is lined with retail shops and

restaurants where tons of residents and tourists shop. Hermosa Avenue is a very narrow two lane roadway with parking on either side. Hermosa Avenue is also lined with retail shops, restaurants and residential units. From Manhattan Avenue in Hermosa Beach to Hermosa Avenue in Hermosa Beach that block along Pier Avenue is closed for numerous community events (mainly in the summer, as is Hermosa Avenue for two blocks either side of Pier Avenue) One such event is the Hermosa Fiesta which draws hundreds of thousands of people. During the summer this route is heavily impacted with pedestrians (both locals and tourists). It would be virtual gridlock if trailered boats drove this route.

Another east west corridor would be 190th. Driving past Rindge in Redondo Beach the street starts to rise in a steep incline with a similar decline after passing Prospect Avenue. The downhill slope continues across Pacific Coast Highway which changes names to Herondo Street. At the base of Herondo is Harbor Drive which would be a left hand turn and then a rather quick right hand turn onto Marina Way. Currently there is a protected two way bike lane that these trailered boats would have to cross to access Marina Way to reach the proposed Boat Launch at the end of Mole B.

Another east west corridor would be Beryl Street which can be accessed from 190th before the steep incline. This route takes you past an elementary school, a small shopping center, another elementary school, and residential homes. As Beryl nears Pacific Coast Highway there are three commercial properties. Beryl continues on to intersect Harbor Drive. At that corner on the east side of the street are two hotels which cater to tourists. To reach Mole B the trailered boats would make a right hand turn and then a left hand turn across the double lane bike path onto Marina Way.

Another east west corridor would be Artesia Boulevard. Artesia is a busy artery street for access to the 405, 91, 110, 710 and the 605 freeways. At the 405 west exit trailered boats would pass a small commercial center, residential, another commercial district at Hawthorne Boulevard and then it would be commercial all the way to Aviation Boulevard, where it picks back up to residential, passes a high school and then returns back to commercial just before Pacific Coast Highway where the trailered boats would turn left and then a right at Herondo Avenue.

The final east west corridor would be Torrance Boulevard. Torrance Boulevard is also a very heavily trafficked street with a mix of commercial and residential. Trailered boats would turn right on to Pacific Coast Highway headed north to Beryl Street where they would turn left and then a right onto Harbor Drive and then a left onto Marina Way.

I foresee, a major back log of trailered boats trying to maneuver down these passenger vehicle roadways. Then once they reach Marina Way with its 14 different groups using the same entrance and exit it will be gridlock. Passenger cars are going to be stuck in the trailered boat traffic with no way out. I was at the City of Redondo Beach's Council meeting when the "Designer/consultant" gave a verbal presentation on just how he believed this intermingling of passenger cars, inexperienced boaters, and experienced boaters would all play out.

It sounded like he was describing a well-rehearsed wedding procession, really??? We all know that boating and beer/drinking go hand in hand. One would have to be very naïve to think that those towing boats have not had a few drinks before they left home. So now they are raring to get their boat in the water as fast as they can and get fishing. NOT so fast. Once they get through all the residential street gridlock and the commercial street gridlock they get in the launch que and WAIT until a "staff" person tells them when it is their turn and just how to proceed. As I mentioned there is going to be a mix of experienced boaters and inexperienced boaters. Tempers are going to flare. Boats, vehicles and people are going to be bumped into. Engines are going to stall

out, equipment is going to be forgotten in the truck/car, inadequate equipment or missing life vests will result in the boat being denied entrance to the water. Someone is going to have to stay with the launched boat (hopefully, someone with boat handling experience) while someone else goes and parks the vehicle with the trailer (hopefully someone with trailer experience). Since Mole B does not have adequate parking for trailered boats an off-site location will have to be used. NOT CONVENIENT. THIS will exacerbate the gridlock, the tempers, the frustration. Those vehicles with trailers that have off loaded their boats, which are now waiting at a queuing dock will have to drive out of the crowded exit at Marina Way onto Harbor Drive to find the off site lot. NOT CONVENIENT. Then that person(s) will have to park the car and walk back (possibly several blocks OR more) NOT CONVENIENT, to Mole B and then access their boat at the queuing dock. ALL before they get under way for a day on the water.

The city staff acknowledges that the boat ramp is "relatively small". One possibility for this intended design is so that LESS boaters can use the ramp, but it will still meet the Coastal Commission criteria for a mandated "Boat Ramp" thus allowing CenterCal to build their project. The "purpose" of a boat ramp is so that the public, lots of the public can access the water. I feel that this is disingenuous. It might meet the letter of the law but it does not meet the spirit of the law. The Coastal Act is all about public access, not the "appearance" of public access. The State Statutes of 1915 stated that this area of the state was intended for commerce, navigation and fishing...not trying to skimp on the usage of the site by providing just barely enough of a boat ramp to meet the minimum threshold. The Coastal Commission and the Local Coastal Plan indicate that only coastal dependent uses are allowed at this area and along the coast, so why, would the city want to RESTRICT the amount of public users for a Coastal dependent boat launch ramp by building a small ramp in a unsafe location?

Reviewing the project's Application for Coastal Development Permit

My understanding is that any of the Moles can/could be "designed" to be in full accordance with the development standards and other provisions of the Zoning Ordinance for the Coastal Zone. Not just Mole B. In reading the application one is lead to believe that ONLY Mole B is going to provide all the necessary criteria to meet the State Codes. Not so.

2. If the proposed development is located between the sea and the first public road paralleling the sea, indicate how it is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the California Public Resources Code.

Again...ANY Mole location would meet the public access and public recreation policies of Chapter 3 of Division 20 of the California Public Resource Code. NOTHING is exclusive to Mole B's location that makes it any more accommodating for "public access and public recreation". Mole B does however make it MORE unaccommodating if this site ends up being the Boat Launch site for the all the above geographic/transportation related congestion. This in and of itself would DETER the public from accessing the site. The California Coastal Act stresses "convenient access". Mole B will provide anything but convenient access. It will be dangerous to access on land and dangerous to access on the water.

3. Will the project have an effect on public access to and along the shoreline, either directly or indirectly (e.g. removing parking used for access to the beach)?

Selecting Mole B for the Boat Launch Ramp will have a negative effect on public access to and along the shoreline because it will remove 6,000 square feet of a public park called Moonstone Park and convert it

into boat trailer parking. To accommodate the reduction of Moonstone Park, (which is a Coastal Commission mandated public park) Lanakila the outrigger canoe club has crafted a design wherein they will utilize a portion of the park space for storage of their outriggers and in-turn deem 13 of their parking spaces as "open space". Lanakila also has designed a public scenic over-look along the tops of the Mole B rocks which is deemed "open space" as well. Now, while I admire this design and think it is praise worthy, it will start a precedence of deeming any PARKING SPACE as OPEN SPACE for the purpose of allowing any project to meet the Public Access standards. NOT sure if this is such a good idea.

CenterCal was "allowed" to not count their 45 high parking structure square footage into their overall development cap because of a slippery slope where in residential development, the driveways, garage and deck spaces are not counted in the Floor Area Ratio (FAR) This allowed them to build a much bigger project than was approved by the voters under Measure G back in 2010. I am not sure that many of the residents that voted back in 2010 realized just what CenterCal was doing with skewing the development cap square footage for their Waterfront Project. But, then again the voting public just shot down CenterCal's project by a whopping 57 percent of the votes to 43 percent on March 7, 2017.

SO...since the Zoning Department deems "open space" as any area that does not have a building on it, the city staff has become champions of saying a parking space is "open space"??? What would happen IF the public now realizes that any parking spot can be used NOT for parking but for recreation and relaxation? Who is going to stop anyone from setting out a beach chair or lounge chair and setting up an umbrella in a parking spot adjacent to their car and enjoying the day??? OR pulling their car up onto the grassy area of a park and calling it a parking space. Do you see where I am going with this? In a presentation to the City Council on this very subject, I referenced the song by the band Blondie called ONE WAY OR ANOTHER. One way the space is a parking space and another way the space is Open Space. I say...IT can only be ONE of these and it has to be applied consistently.

o the Moles...

ater users at Mole B also are numerous and create a dangerous mix of motorized and non motorized s all vying for the same space. These users are in no particular order; (1) Lanakila Outriggers, (2) the Nahoa gers, (3) Mast Up day sailors, (4) The King Harbor Youth Sailing Club, (5) Stand Up Paddle boarders (SUPs), rina boaters, (7) the Harbor Patrol and NOW..(8).trailer boats/hand launched boats???

is going to be a buffer wall to minimize the movement of the water for the Boats being launched at the This buffer wall will create a blind wall effect for boaters entering the Basin 1 channel or leaving the Basin nel. One key objective for those who trailer their boats is to get to the open sea as quickly as possible. lo not want to waste time being stuck in the channels or fairways, or waiting for a group of Youth Sailors h up their practice or race event. I also do not believe that they will be sympathetic to the paddle ers who are either experienced or inexperienced IF they happen to get in their way of getting to the open ie outriggers are 45' long and are not easy to turn. Marina boaters who have been in the Marina for a long ill also face frustration as inexperienced trailer boaters try to maneuver into and out of Basin 1 and ally out of the harbor and into the open sea. Mole A/Mole B, are the farthest from the open sea in the

day on the water with overeating, over indulging in alcohol, exhausted inexperienced boaters will be ing possibly at night to an unfamiliar harbor and have to traverse all the way through the harbor to the ole to reach the ramp. They will have to tie the boat up and then someone is going to have to go retrieve

their vehicle and trailer, drive it back to the ramp, hook up the boat and drive away. Boating statistics say that most trailered "boaters" only use their boats 9 times a year. That is hardly enough "experience" even IF they use the same location for all those 9 times. Weather conditions change throughout the year as does the "time" of day with daylight savings time etc. Putting a boat into the water or taking a boat out of the water in daylight is far easier than doing it at night.

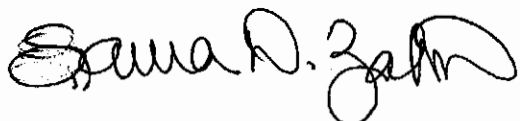
Mole D did not "work" because that is where CenterCal wanted to build their huge Market Hall. It is interesting that a NON ocean dependent development can dictate WHERE in the harbor a boat ramp is going to go isn't it.

Mole C also did not "work" because existing lease holders did not want to inconvenience their patrons that utilize their business for weddings, banquets, and hotel stays, and the restaurant Joe's Crab Shack still had several years left on their lease. THIS SPACE was a HARBOR before it ever became a Hotel, Wedding Destination, Banquet Hall, or chain restaurant. WHY are these NON-ocean dependent businesses dictating where in the harbor a boat ramp can go???

THUS... Mole B was selected ONLY BECAUSE the Master Lease holder was accommodating. THIS is not how important long term expensive decision should be made! Mole B in essence became the weakest link. In fact several former Harbor Patrol Captains and many Baywatch captains said that Mole B is inherently dangerous.

It is like riding a space ship to Mars knowing that the lowest bidder built the rocket and space capsule you are riding in. Not a comforting feeling whatsoever. The City of Redondo Beach is a self-insured city. One speaker at a City Council meeting said that the best scenario for the City would be IF someone died. He clarified his statement by saying that in another city a young lady was injured in a boating accident and that City settled in a \$52 million dollar case because the woman sustained head injuries rendering her incapable of self-care. The \$52 million would pay for round the clock personal attendants in a facility for the rest of the woman's life.

No one wants anyone to be hurt, maimed or killed, so WHY would the city allow Mole B to be used for a boat launch site. As one Harbor Commissioner said, you can build the world's safest boat ramp, but if you built it in an unsafe location it makes no difference. The current Harbor Master said this is the "safest boat ramp". I am not sure IF you can bifurcate the ramp FROM the location. Any attorney will look up the public records and all the comments from the public and those in authority who denounced Mole B as an unsafe location for a boat ramp and will sue the city and win.



LAURA D. ZAHN SheSpeaksUP@LiaIZAHN.com 714-865-5899

RECEIVED
South Coast Region

MAR 20 2017

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ONLY BECAUSE...

Mole B only works for the Boat Launch Ramp Site (BLRS)...Because, the Leaseholder of this site is willing to allow it in their lease space. If they did not approve of this site like the leaseholder at Mole A or the two leaseholders on Mole C there would be no BLRS at Mole B either. Mole D is where CenterCal wants to build their huge Market Hall so...CenterCal will not allow any BLRS on any of their project's property period.

Mole B only works because the Planning Manager inferred to the California Coastal Commission (CCC) that the land at the end of Mole B is vacant and undeveloped. By stating this...6,000 sf of this vacant and undeveloped land can be converted into boat trailer parking. Residents in the City and the Parks Department call this vacant and undeveloped area at the end of Mole B Moonstone Park. This park is mandated by the CCC. Mole B had to have approx. 24,000 sf of public open space.

Mole B only works because...Lanakila Outrigger's design converts 13 parking spaces into "open space" and builds a viewing platform and coastal overlook walkway on top of the rock embankment and calls this "open space" as well.

The Zoning Department's definition of open space is "any land that has no building on it" SO... the band Blondie sang a song titled One Way or Another. One way a parking space IS a parking space and another way a parking space IS open space?

(250 words)

Laura Zahn 2315 Huntington Lane Redondo Beach 90278 310-937-6087

on local government

easyreadernews.com

Set up to be sunk

by Bob Pinzler

When I was elected to the Redondo Beach City Council in 1993, one of the first things I noticed was the number of "slip and fall" lawsuits that the Council had to deal with.

When I asked one of my colleagues about it and he said it was about the sidewalk repair program that the City had started in 1991, prior to the dramatic dip in City revenues due to the Cold War recession that hit the area in 1992-93. To prepare for the program, the City had canvassed the sidewalks and marked all the problem spots, in Day-glo spray paint.

But, the City never got around to repairing any of them. Knowing this, the professional "slip and fall" artists (every City has them) filed lawsuits that were impossible to successfully defend. After all, the City had told the world where the problem areas were and that they weren't fixed. It couldn't claim ignorance.

A lot of money was wasted settling these claims.

Watching the council discussion over the placement of the boat launch in King Harbor, I felt like I was living in a "Groundhog Day" remake. By selecting what serious professionals said was the most hazardous location, the City appeared to be setting itself up for sim-

ilar litigation.

After all, the only discovery a plaintiff's lawyer needed to do was get a recording of that meeting. The City would have no defense. By ignoring the safety facts that were not only presented but stipulated by the Council itself, perhaps millions of dollars could go to waste.

For what?

Selecting a boat ramp location on the same night that the Council approved a ballot measure that would require it to be moved to a different location defied sanity. There is no reason the decision on the boat ramp could not have just as easily been made after the voters have made their determination about the site.

Since the moving of the boat ramp is linked to the status of the CenterCal redevelopment project for the Harbor, which is nowhere near breaking ground, nothing is going to happen for years. All the three-hour discussion did was to provide irrefutable fodder for the scam artists.

The tone deafness of the present City Council is stupefying. Getting an initiative approved for the ballot is not an insignificant task. If the anti-CenterCal folks can motivate the petition signers to come out to vote, the pro-development forces will have a large hill to climb. And, if those voters can be turned against the Mayor, who is one of the strongest proponents of the project, he could be in trouble, too.

The disdain for the alarm bells of the boat ramp placement was a perfect example of their inability to hear what concerns the public.

And, we've all seen the recent results of doing just that. ER

CAMILO (W) MARINA

Southern California's Newest Marina

Merry Christmas!

Guest slips available for the holiday!

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MAR 20 2017

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City of Redondo Beach

NOTICE OF PUBLIC HEARING

NOTICE OF IMPENDING ACTION ON A COASTAL DEVELOPMENT PERMIT, CONDITIONAL USE PERMIT, AND HARBOR COMMISSION DESIGN REVIEW RELATED TO WATERFRONT PROJECT BOAT LAUNCH FACILITIES. NOTICE IS HEREBY GIVEN THAT A PUBLIC HEARING WILL BE HELD BEFORE THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH ON THE FOLLOWING MATTER. ANY AND ALL INTERESTED PERSONS MAY APPEAR AND BE HEARD.

SUBJECT OF THE HEARING: Consideration of issuance of a Conditional Use Permit, a Coastal Development Permit No 2016-10-CDP-008, and Harbor Commission Design Review for the construction of a public boat launch facility on Mole B, on property located in the Coastal Zone, and more specifically within a Coastal Commercial (CC-4) zone. The City of Redondo Beach is the applicant for the proposed Boat Launch Facilities, and the Redondo Beach Waterfront, LLC is the applicant for other components of the Waterfront Project.

LOCATION OF PROPOSED PROJECT: Mole B (Moonstone Park, end of Marina Way), Redondo Beach. (Legal description on file)

HEARING WILL TAKE PLACE: Monday, October 10, 2016 at 6:30 p.m., or as soon thereafter as possible, in the City Council Chambers, 415 Diamond Street, Redondo Beach.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA): Environmental review for the proposed project has been addressed within the Final Environmental Impact Report (FEIR) prepared for the Waterfront Development Project (SCH# 2014061071 / FILE NO. 2014-04-EIR-001). The Harbor Commission may also provide additional findings regarding compliance with CEQA.

DOCUMENT AVAILABILITY AND PUBLIC COMMENT:

The case file containing the applications and plans may be reviewed in the Planning Division, located through Door E of the Redondo Beach City Hall, 415 Diamond Street, Redondo Beach from 7:30am to 5:00pm. City Hall is closed every other Friday.

Public testimony will be taken at the hearing described in this notice. Written comments for the Harbor Commission may be submitted to the Planning Division by mail, fax, email, or in person no later than 4:00 p.m. the day of the public hearing, October 10, 2016.

For additional project information, contact the Planning Division at (310) 318-0637.

If you challenge this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Harbor Commission at, or prior to, the public hearing.

Action on a Conditional Use Permit, Harbor Commission Design Review associated with the Boat Launch Facilities may be appealed to the City Council for a fee. These items must be appealed to the City Council by 5:00 pm of the tenth (10th) day following such a decision (or of the next working day if the tenth (10th) day falls on a weekend or holiday). The system of appeals is described in greater detail in Redondo Beach Municipal Code (RBMC), including §§ 10-5.2506(g), 10-2502(g). A decision on the Coastal Development Permit (CDP) is appealable to the City Council without a fee. Thereafter, City Council's action on a CDP is appealable to the Coastal Commission. (Pub. Res. Code Section 30603.) The grounds for a CDP appeal to the Coastal Commission shall be limited to an allegation that the development does or does not conform to the standards set forth in the certified local coastal program or the public access standards set forth in Division 20 of the Public Resources Code. (Public Resources Code Section 30603(b).) The procedures governing such appeals are outlined in Title 14, California Code of Regulations, Section 13111. The appeal to Coastal Commission must be received in the Commission district office with jurisdiction over the local government on or before the tenth (10th) working day after receipt of the notice of the permit decision by the executive director.

Easy Reader Inc/Redondo Beach News/September 29, 2016/RD16-081

BOAT RAMP HISTORY

The *King Harbor Boater's Advisory Panel* recommendations include:

Public Launch Facility: as a Ramp adjacent to the South Turning Basin,
consistent with the Guidelines of the CA Department of Boating & Waterways

The *Harbor Revitalization Task List* of the *City Manager's Working Group* recommended:

Establish the Location and Funding for a New Harbor Boat Launch Ramp

In 2009 & 2010, *Measure G Zoning* accepted the *Coastal Commission's* directive that:

**"A public boat launch ramp shall be *constructed* in association with future
development projects within the Harbor area."**

At eight community workshops, boaters provided a recommendation that the Boat Ramp should have direct access to the South Turning Basin but could be located anywhere along that basin.

The majority of the community working tables preferred a location at the North end (Mole C/Joe's). At the February 23 Workshop, CenterCal announced that it had initiated discussions with Joe's Crab Shack to move them into the new development and locate the Boat Ramp there.

CenterCal also proposed opening the Seaside Lagoon to the Harbor. This would create a safe 'Mother's Beach' area for families and a safe launching area for paddle sports.

Boat Ramp Design Meetings, February 6 & 27, 2014:

Discussions centered on how to separate the swimmers from the paddlers, and separate the paddlers from the Boat Ramp. The previous project illustration depicted the Lagoon opening facing to the North. The boaters suggested that, by 'flipping' the existing small break wall, the opening could face to the South, to achieve that separation.

The boaters also recommended a 'cueing lane' to mitigate traffic on Portofino Way.

An Engineering Study, by Moffatt & Nichol, in March 2014, as well as their previous study in 2006, confirmed the feasibility of that Boat Ramp location.

City Council meeting on October 21, 2014: Regarding a proposed consulting contract for the public Boat Ramp and Opened Lagoon, the Staff Report from the previous Waterfront Director advised:

Studies have been conducted in the harbor to identify potential locations for a ramp focusing primarily on the South Turning Basin.

The City Council provided direction to proceed with an (EIR) based on the conceptual design proposed by CenterCal Properties. Their concept...includes the construction of a new boat ramp at the north end of the south turning basin as well as the opening of the Lagoon...Both the concepts for the boat ramp and the modifications for the Lagoon were well received [at the workshops].

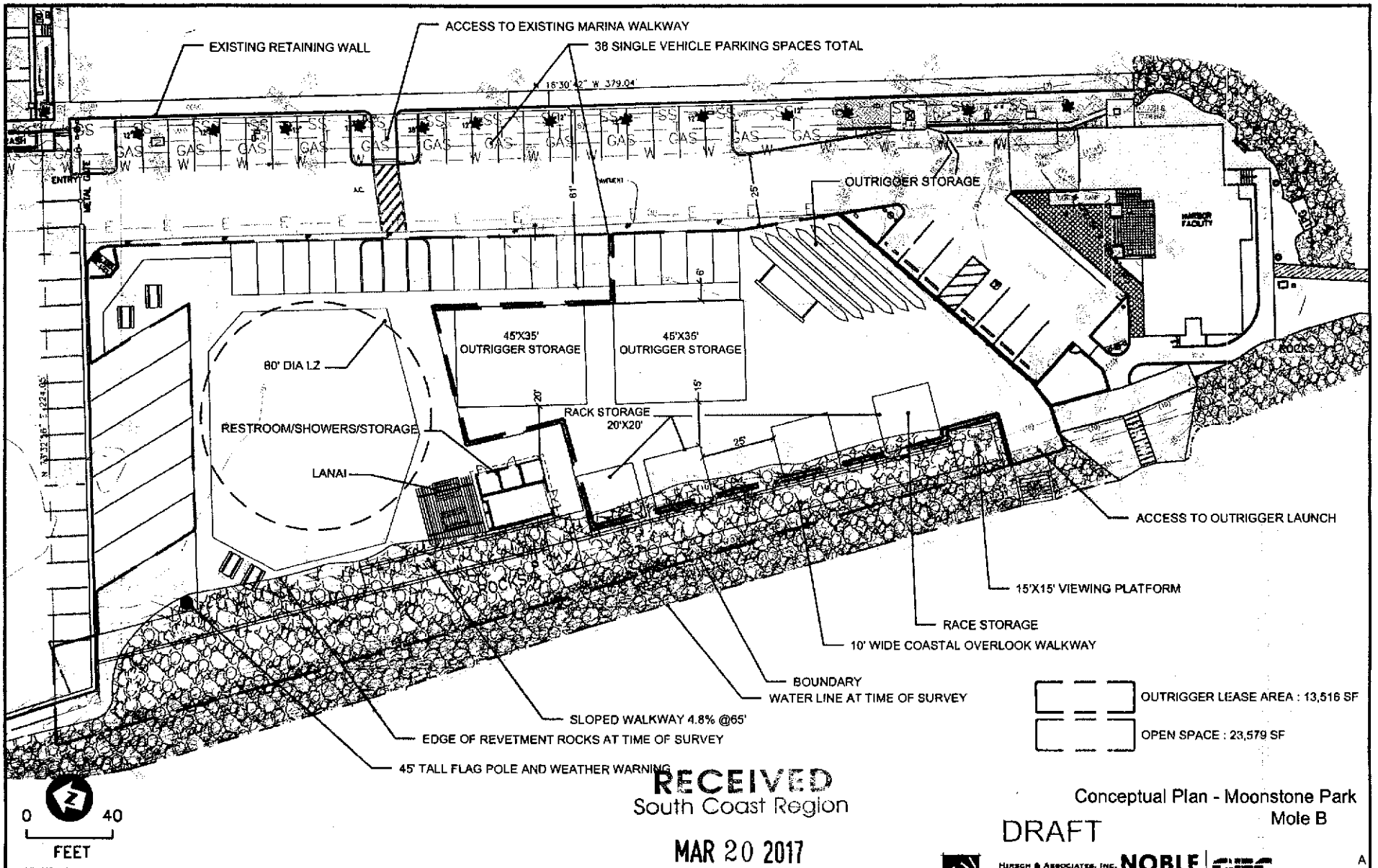
However, at that Council meeting, the Waterfront Director very unexpectedly suggested redirecting the Consultant to evaluate alternate sites for the Boat Ramp. It was relayed that the Portofino Hotel had voiced concerns about the ramp being adjacent to their banquet room where they hold weddings.

Some Councilpersons also voiced concerns about separating the paddlecraft from the Boat Ramp. However, that, of course, had actually been analyzed in detail at the Boat Design meetings.

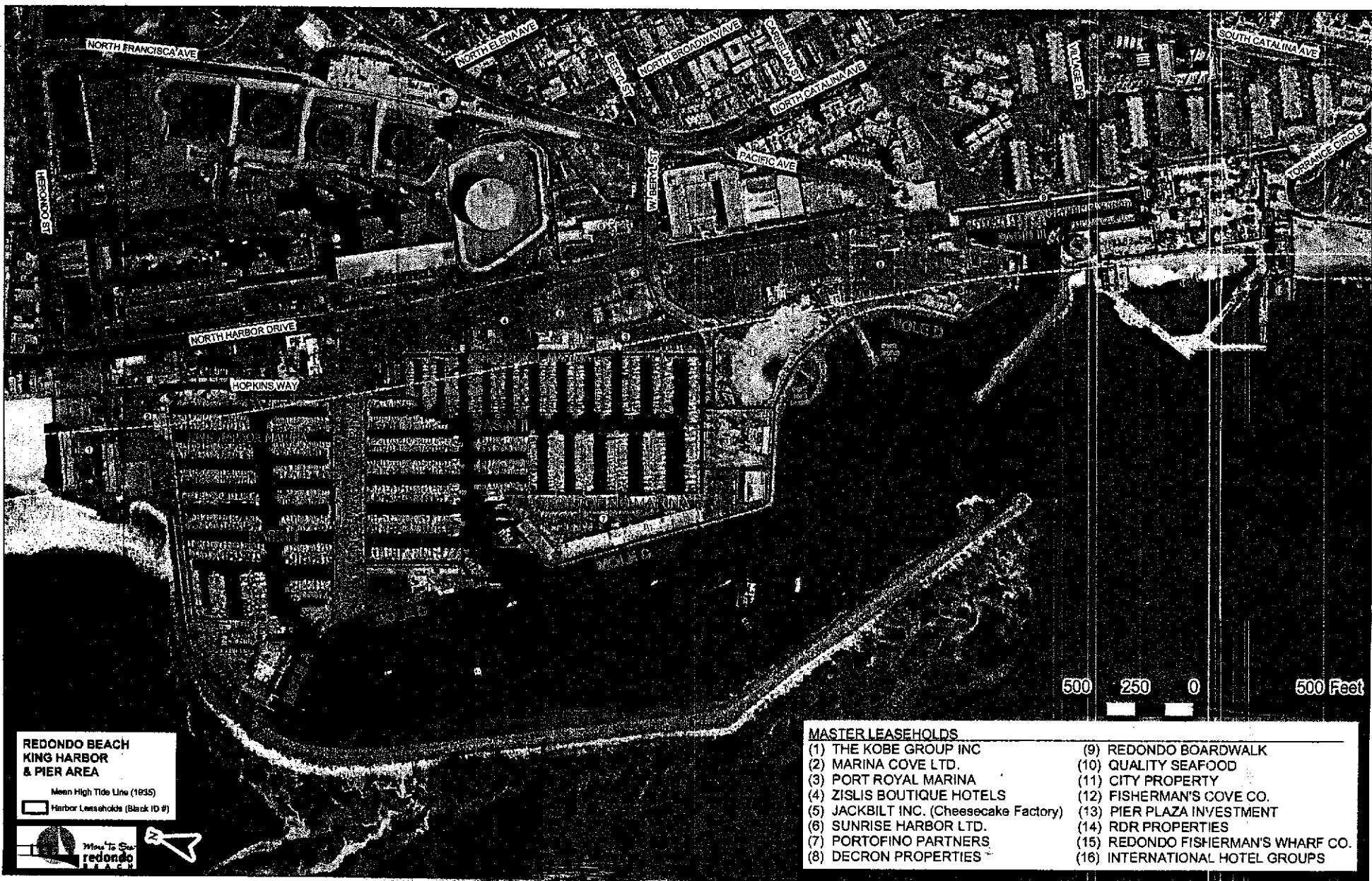
It was also learned that the King Harbor Marina had initiated negotiations for a new long term lease, and that the Waterfront Director had suggested that they accommodate the boat ramp instead.

City Council meeting on November 18, 2014: The Council indeed directed Staff to direct the Consultant to research alternative sites for the Boat Ramp.

The Council had previously approved a community process to discuss the Boat Ramp and its location. However, when queried, the Assistant City Manager advised that would be after the DEIR process.



CALIFORNIA
COASTAL COMMISSION



REDONDO BEACH HARBOR PATROL STATISTICS

2016 YTD	MONTH												TOTALS
CATEGORY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	
DISPATCHED													
VESSEL ACCIDENT	0	0	0	2	0	0	1	4	0				7
VESSEL IMPOUND	1	1	0	1	0	0	0	0	0				3
ESCORTING	0	0	0	5	2	1	2	1	0				11
SEA LIFE DISPOSAL	2	3	1	19	16	5	15	3	1				65
POLLUTION	2	1	2	3	1	2	3	2	1				17
MAYDAY	4	5	4	15	9	8	27	30	9				111
WATER RESCUE	4	7	6	3	2	3	9	2	1				37
ROCK RESCUE	0	3	0	0	0	0	0	0	0				3
VESSEL SINKING	4	0	0	0	0	0	2	0	0				6
FIRE RESPONSE	9	3	5	3	3	1	7	12	4				47
MEDICAL AID	18	11	10	24	24	23	37	19	17				183
PD ASSIST	3	7	5	2	7	2	4	2	2				34
AGENCY ASSIST	6	4	3	3	16	8	7	3	2				52
NON-DISPATCHED													
ANCHORAGE PERMIT	6	8	3	28	11	17	42	6	6				127
MOORING PERMIT	8	6	12	23	30	14	26	12	9				140
COMMERCIAL INSPECTION	0	0	0	0	0	0	0	0	0				0
OVERHANG INSPECTION	2	2	3	1	1	0	0	0	0				9
ILLEGAL MOORING	14	13	9	3	1	15	6	5	3				69
MARINE ENFORCEMENT ACTIVITY													
SUP - RULES OF THE ROAD	13	22	55	50	105	26	55	31	10				367
SUP - PFD	11	17	23	37	31	21	71	46	14				271
SUP - ILLEGAL LAUNCHING	0	3	1	6	3	1	11	10	2				37
SUP - SWIMMING	0	4	1	7	14	12	65	24	43				170
VESSEL - RULES OF THE ROAD	7	11	10	2	62	7	35	12	6				152
VESSEL - PFD	6	2	6	12	9	11	48	23	4				121
VESSEL - REGISTRATION	12	9	12	2	70	7	72	29	8				221
SPEEDING	8	9	7	10	9	9	34	17	3				106
ANCHORAGE- NO PERMIT	1	8	13	13	15	13	37	19	5				124
FISHING AREA	5	0	2	27	8	4	39	8	2				95
300 YARDS OFFSHORE	9	6	2	3	2	2	23	4	1				52
TERMINATION CRITERIA													
PFD'S	15	10	6	28	10	8	48	10	4				139
NAVIGATION LIGHTS	12	3	6	2	2	1	21	2	0				49
FISH AND WILDLIFE													
F&W LICENSE CHECK	2	5	3	1	0	5	2	0	2				20
HAZARD TO NAVIGATION	0	4	1	4	8	2	22	4	0				45
MISCELLANEOUS													
PUBLIC INFORMATION CONTACT	196	127	153	168	207	144	191	153	129				1468
PUBLIC ASSIST	30	17	11	28	34	45	46	29	9				250
TOTALS	410	331	375	536	712	417	1008	522	297	0	0	0	4608

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RE: 2016-06-HC-001 / 2016-06-CDP-003
(case number and name)

Address/Location of Subject Property Mole B, Redondo Beach

(if applicable)

Decision-making body that made the decision which is the subject of the appeal:

Approval of Boat Ramp location on Mole B

- ☐ Planning Commission
- ☒ Harbor Commission
- ☐ Preservation Commission
- ☐ Planning Director
- ☐ Board of Appeals/Uniform Code

Date of decision: 8-8-16

Appealing: ☒ Approval ☐ Denial

Name of Appellant Lanakila Outrigger Canoe Club

(type or print)

Address of Appellant 2102 Spayer Lane Redondo Beach 90278

Telephone Number of Appellant 310.489.1830

Email Address of Appellant Moses@Piarpm.com

Signature Moses Ramler

Moses
Ramler

Appeal Fee Paid \$ _____ Date _____ For office use only: Received by _____

Notice to: City Council _____ City Manager _____ City Attorney _____ Planning Department _____
Harbor Department _____

Other _____

RETURN TO:
Office of the City Clerk
415 Diamond Street
Redondo Beach, CA 90277
(310) 318-0656

This appeal is made pursuant to the following Redondo Beach Municipal Code Section(s) (see page 3 for a partial listing of City's municipal code appeal provisions):

10-3.301 + 10-5.2502 + conditional use permit
10-5.1700

Ground(s) for Appeal:

Please specify the grounds for this appeal. Where an approval /denial involves multiple entitlements/actions, please specify which entitlements/actions are contested in this appeal (e.g. Conditional Use Permit) and the specific grounds for contesting each entitlement/action.

Appellant is responsible for reviewing and complying with the relevant appeal procedures contained in the City's municipal code or state law, which may contain additional substantive and/or procedural requirements depending upon the nature of the appeal. It may be necessary for appellant to supplement this form with additional pages/information to fulfill these requirements. Issues not raised here will not be considered by City Council.

10-3.301

see attached

Appeal Coastal Development Permit - location of
Boat Ramp on Mole B
Conditional Use permit

1

FINAL EIR - SCH# 2014061071 / file

2014-04-EIR-001

03

The following list provides a brief overview of some of the City's Municipal Code Appeals (to City Council) by topic area. This is not intended to be an exhaustive list. Potential appellants are advised to review the Municipal Code Sections to determine applicability of these sections and for additional appeal procedures and appeal content requirements.

For example, California Environmental Quality Act (CEQA) Appeal Procedures are contained within Redondo Beach Municipal Code, Title 10, Chapter 3, Section 10-3.901. CEQA Appeals (1) must be filed within ten [10] days of the decision-making body's action and contain specific information described in 10-3.901, (2) require the appellant to notify the project applicant of the appeal within ten [10] days of the City's action by certified mail (and provide the City a copy of the mail receipt), (3) require appellants to file any additional documentation (such as presentations) with the City Clerk no later than seven [7] days before the public hearing, and (4) require appellant to mail a copy of any additional documentation (such as presentations) to the applicant no later than seven [7] days before the public hearing by certified mail (and provide the City a copy of the mail receipt at the public hearing).

Redondo Beach Municipal Code Section	General Topic Area for Appeal
RBMC § 3-14.04	Encroachment permits
RBMC § 3-7.1906	Temporary Street Closure
RBMC § 4-11.146	Oil Wells-Notices to Comply
RBMC § 4-15.07	Registration of Canvassers, Solicitors, itinerant Merchants, Salesmen, and Peddlers
RBMC § 4-17.12	Amusement and Entertainment Permits
RBMC § 4-18.11	Removal of Abandoned, Wrecked, Dismantled, or Inoperative Vehicles from Private or Public Property
RBMC § 4-26.09	Bingo Games for Charitable purposes-Appeals of revocations to the Council
RBMC § 5-2.206	Weeds, Rubbish, and Stagnant Water
RBMC § 8-2.10	Uniform Transient Occupancy Tax
RBMC § 10-1.506	Subdivisions
RBMC §§ 10-1.906(a), 10-1.1011	Subdivisions
RBMC § 10-2.2500(g)	Administrative Design Review
RBMC § 10-2.2502(g)	Planning Commission Design Review
RBMC § 10-2.2504(f)	Zoning Amendments
RBMC § 10-2.2505(f)	General Plan and Specific Plan amendments
RBMC § 10-2.2506(g)	Conditional Use Permits
RBMC § 10-2.2507(f)	Administrative Use Permits
RBMC § 10-2.2508(i)	Modifications
RBMC § 10-2.2510(g)	Variances
RBMC § 10-2.2514(i)	Planned Development Review
RBMC § 10-2.2520(f)	Temporary Use Permits
RBMC § 10-3.901	California Environmental Quality Act
RBMC § 10-4.601	Certificate of Appropriateness by the Preservation Commission
RBMC § 10-5.2500(g)	Administrative Design Review [Coastal Zone]
RBMC § 10-5.2502(g)	Planning Commission Design Review [Coastal Zone]
RBMC § 10-5.2504(f)	Zoning Amendments [Coastal Zone]
RBMC § 10-5.2505(f)	General Plan and Specific Plan amendments [Coastal Zone]
RBMC § 10-5.2506(g)	Conditional Use Permits [Coastal Zone]
RBMC § 10-5.2507(f)	Administrative Use Permits [Coastal Zone]
RBMC § 10-5.2508(i)	Modifications [Coastal Zone]
RBMC § 10-5.2510(g)	Variances [Coastal Zone]
RBMC § 10-5.2514(i)	Planned Development Review [Coastal Zone]
RBMC § 10-5.2520(f)	Temporary Use Permits [Coastal Zone]
RBMC § 10-5.2222	Coastal Development Permit
RBMC § 11-2.10(d)	Public Utilities
RBMC § 11-3.608(b)	Cable TV-Liquidated damages
RBMC § 1-4.01	General Appeal Procedures* only applicable if there are no specific appeal procedures provided for the challenged action.
RBMC § 2-9.712	General Appeal Procedures [Harbor Commission]* only applicable if there are no specific appeal procedures provided for the challenged action.

ISSUE 1 Mole B is unsuitable for a boat ramp because of obstruction to emergency services Mole B was determined to be unsuitable for a boat ramp due to disruption of ingress and egress for land vehicles to get to the Harbor Patrol Headquarters, regardless of boat ramp going out of Basin 1 or 2:

Code: 10-3.301 significant effect on environment, planning and zoning – ENVIRONMENTAL REVIEW PURSUANT TO CEQA

Z: Interfere with emergency response plans or emergency evacuation plans

And

L: Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system

FINAL EIR: Final EIR (modification of section ES.5.2.8, page ES-25): After further review, it was determined that potential environmental impacts associated with Mole B would be greater than the proposed project, so Mole B was eliminated from further consideration. Specifically, locating a small craft boat launch ramp at Mole B on land partially controlled by the City, which would include the placement and orientation of the launch ramp into Basin 2, could result in potential significant impacts on emergency services, by disruption of ingress and egress for land vehicles from Fire Station 3/Harbor Patrol Headquarters to the southern part of Mole B as shown in the Final EIR Chapter 1 Figure 1.5b.

ISSUE 2 – Loss of outrigger operating space due to boat ramp: Moonstone Park is required to be 33% of mole B. As a result of Moonstone Park being mandated at 33% of mole B, Lanakila and Nahoia Outrigger Canoe Clubs leasehold space would be reduced rendering.

**Code: 10-3.301 significant effect on environment, planning and zoning – ENVIRONMENTAL REVIEW
PURSUANT TO CEQA**

W: Conflict with established recreational use of area

and

**Code: 10-3.301 significant effect on environment, planning and zoning – ENVIRONMENTAL REVIEW
PURSUANT TO CEQA**

L: Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system

Per California Coastal Act of 2010.

Article 4 - Marine Environment

Section 30234 - Commercial fishing and recreational boating facilities

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided.

(City of Redondo Beach Chapter 3 Modifications to the Draft EIR The Waterfront Final EIR July 2016 3-4 File No. 2014-04-EIR-001 SCH# 2014061071 After further review, it was determined that potential environmental impacts associated with Mole B would be greater than the proposed project, so Mole B was eliminated from further consideration. Specifically...(the boat ramp) use approximately 22 boat slips and marina parking stalls, and require removal of a portion of Moonstone Park. While a one-lane small craft boat launch ramp and parking could be accommodated by removing only a small portion of Moonstone Park, a two-lane ramp would require converting the entire Moonstone Park to a parking lot.)

There would have to be an appeal by the city to CCC to get boat trailer parking and general public parking spaces as part of the park itself. (This has not been approved by the CCC).

FYI: One boat slip on mole B gets 3/4 parking space.

ISSUE 3 - safety concerns. No Public boat ramp workshop or meeting was held by the City for Mole B Location.

The city has a responsibility to the public to hold an official meeting when determining a decision which has profound impact on the community resources, services, safety and future development. To make a decision without such due diligence is negligent and opens up precedent for future neglect into such issues.

These safety issues have been documented at the harbor commission meetings and at Bill Brand's meeting.

The issues:

Kid use area - accidents will occur (this coming from KHYC/sailing club/Lanakila/Nahoa/boat slip users/general public).

Risk assessment studies - none done, no harbor traffic SUP egress/ingress, no harbor traffic outrigger egress/ingress on weekends, no KHYC junior sailing or big sailboat racing impacts.

Safety needs to be a priority - human lives.

Blind wall - safety issue.

Afraid for the kids - safety issue.

Future litigation from incidents/accidents will cost the city based on copious documentation of safety concerns/issues before building boat ramp on mole B.

CCC 30050:

ISSUE 4 Boat ramp on mole B directly impacts multiple water oriented activities.

**Code: 10-3.301 significant effect on environment, planning and zoning - ENVIRONMENTAL REVIEW
PURSUANT TO CEQA**

W: Conflict with established recreational use of area

This is being proposed to create "connectivity" for the CenterCal development (building a movie theater on the water). This movie theater would go on Mole D along with a parking structure and a "meeting hall" which has nothing to do with water-oriented activities in a harbor.

Per California Coastal Act of 2010

Article 3 - Recreation

Section 30220 Protection of certain water-oriented activities

Coastal areas suited for water-oriented activities that cannot readily be provided at inland water areas shall be protected for such uses. - Lanakila/Nahoa Outrigger Canoe Clubs cannot go inland

and

Section 30221 Oceanfront land; protection for recreational use and development "oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreation activities that could be accommodated on the property is adequately provided for in the area. - This is not the case.

ISSUE 5 -- no traffic impact studies have been done concerning a boat ramp on mole B.

Code: 10-3.301 significant effect on environment, planning and zoning -- ENVIRONMENTAL REVIEW
PURSUANT TO CEQA

L: Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of street system

And

Z: interfere with emergency response plans or emergency evacuation plans

traffic impacts: the new projects study says traffic impacts will be made at: PCH/Torrance blvd, PCH/beryl, PCH/catalina and PCH/catalina/herondo/anita BUT it claims there will be NO impact at harbor drive/yacht club way or harbor drive/marina way - not sure how this will happen with impacts to all the arteries leading into the harbor but none along the harbor ??? NO boat ramp on mole B traffic studies have been done let alone the implication of bicycle/pedestrian versus car accidents (as one bike accident has already occurred at Harbor Drive and Marina Way, right after the new, improved road opened)

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MAR 20 2017

CITY OF REDONDO BEACH
PLANNING DIVISION



RECEIVED BY:

AJ

DATE RECEIVED:

9/28/16

APPLICATION FOR HARBOR COMMISSION DESIGN REVIEW

Application is hereby made to the Harbor Commission of the City of Redondo Beach, for Harbor Commission Design Review, pursuant to Section 10-2.2502, of Chapter 2, Title 10 of the Redondo Beach Municipal Code.

PART I - GENERAL INFORMATION

A. APPLICANT INFORMATION	
STREET ADDRESS OF PROPERTY: XXXX Marina Way, Redondo Beach, CA	
EXACT LEGAL DESCRIPTION OF THE PROPERTY:	
LOT: 900 BLOCK: 003 TRACT: 7503	ZONING: CC-4 (Coastal Commercial)
FLOOR AREA RATIO (EQUAL TO GROSS FLOOR AREA DIVIDED BY SITE SIZE)	
SITE SIZE: 2.31 acres GROSS FLOOR AREA: n/a FLOOR AREA RATIO: n/a	
RECORDED OWNER'S NAME: City of Redondo Beach 415 Diamond Street, Redondo Beach, CA 90277	AUTHORIZED AGENT'S NAME: Stephen Proud, Waterfront and Economic Development Director
MAILING ADDRESS: Same	MAILING ADDRESS: Same
TELEPHONE:	TELEPHONE:
APPLICANT'S NAME: City of Redondo Beach	PROJECT ARCHITECT: Noble Consultants-GEC, Inc.
MAILING ADDRESS: Same	MAILING ADDRESS: 2201 Dupont Drive, Suite 830 Irvine, CA 92612
TELEPHONE:	TELEPHONE: (949) 752-1530 LICENSE NO. C25673

B	REQUEST
	<p>The applicant requests a Harbor Commission Design Review to use the above described property for the following purposes:</p> <p>Mole B boat launch facility.</p>
C	<p>SHOWINGS: Explain how the project is consistent with the criteria in Section 10-2.2514(C) of the Zoning Ordinance</p>
	<p>1. Is the project designed in full accordance with the development standards of the zone in which it is located? If not, explain.</p> <p>Yes</p>

2. Indicate how the location of buildings and structures respects the natural terrain and is integrated with natural features of the landscape including the preservation of existing trees where feasible.

3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics.

Access to the boat launch facility will via Marina Way from Harbor Drive. Harbor Drive's south bound approach has a 60-foot long dedicated and signalled right turn pocket to Marina Drive. The north bound approach has a much long turn pocket lane that is also signalled. The entrance and exit lanes to Marina Drive are both approximately 30-foot wide which affords ample turning and maneuvering space for vehicles with trailers. Similarly, departing vehicles with trailers may turn either left or right on Harbor Drive with adequate turning space available. The flow of departures will be controlled by the existing traffic signal.

Expected use patterns of the relatively small boat launch facility are not expected to create adverse arrival queues and traffic backup on Harbor Drive. Peak demand for the boat launch ramp is expected to occur during early morning hours when traffic is generally light elsewhere. Most of the facility's 31 parking spaces are expected to be occupied before 8:00 a.m. on peak demand weekend days. Vehicles with trailers departing the facility during the later afternoon will be regulated by the traffic signal and similarly not expected to create significant impacts to existing traffic patterns on Harbor Drive. During non-peak use of the facility, traffic to and from the boat launch facility is expected to be intermittent and non impacting to existing traffic patterns.

The boat launch facility will be located at the northwest end of Mole B out of Marina Way traffic lanes. Accordingly, launch ramp users are not expected to impact other existing or planned uses at Mole B.

4. Describe how the overall design is compatible with the neighborhood and in harmony with the scale and bulk of surrounding properties.

The site provides provides 1.28 acres of over water space for the two-boat launch ramp, boat hoist launch pier, and maneuvering space to queue departing and returning small craft. The facility also provides the opportunity to perform hand launching of personal paddle craft. The upland portion of the parcel will be improved to provide parking for 31 vehicles with trailers. Stall lengths will vary from 40 feet to 55 feet to accommodate the expected range of small craft expected to use the facility. Approximately 320 linear feet of continuous side-tie queue dock space and 300 feet of side-tie boarding float space will be provided to allow departing and returning boats to stage their ingress and egress to the ramp. This space will provide temporary mooring for up to 23 small craft which can address times of potential peak demand.

The boat launch ramp, parking plan, floating docks, and gangways will conform to California Division of Boating and Waterways design guidelines. Design criteria such as ramp slope, lane width, vehicle drive aisles, parking stall dimensions and layout, and the ramp apron space plan meet or exceed the minimum specifications recommended by the State.

Parking studies by MCL have indicated that the parcel space is substantially underutilized in parking use. Consequently, the removal of the existing marina's 73 parking spaces will not impact access to the Basin 1 and 2 marinas. The King Harbor Marina is also currently experiencing boat slip vacancies. Existing boats impacted by the removal of MCL's K, L, and portion of M dock slips will be re-located elsewhere by MCL within their available and vacant Basin 1 and 2 slips. Impacts to loss of parking of wet storage boat space will be further reduced by MCL's via the expected renovation and reconfiguration of their Basin 1 and 2 marina facilities.

The launch ramp has been located and oriented to provide adequate sight lines to the entrance to Basin 1 and the interior fairway channel to promote safe navigation during inbound and outbound maneuvering. Navigation within Basin 1 will be further improved by relocating the Tarsan SUP rental to Basin 2. Elimination of SUP traffic in Basin 1 will further increase safe boating operations at the site. The boat hoist pier adjacent to the baffle wall will be used by infrequent launches from that location only. Nearly all launch ramp boat traffic will originate from and return to the interior between queue docks and boarding floats such that no boat queueing will occur within the Basin 1 fairway channel.

The site will be elevated to a grade of approximately +12 feet NAVD 88 to minimize inundation impacts related to future sea level rise.

5. Describe how the design of buildings and structures avoids the appearance of flat facades or boxlike construction.

The proposed hoist launch pier will be an elevated concrete platform to allow for an alternative boat launch accommodation. The pier's deck will be level with finished grade elevation. The thin deck section and concrete pile support members are consistent with the general appearance of the municipal pier, Sportfishing Pier, and existing hoist launch facilities on Mole A. The 5-ton jib crane at the end of the pier will be similar in appearance to the existing hoists on Mole A.

6. SIGNS: Indicate how the size, shape, color, materials, illumination, and placement of signs if harmonious and in scale with the building and surrounding area, and avoids needless repetition or proliferation of signs or any adverse impacts on surrounding properties.

To be determined

D It is desirable, but not required, to have the signatures of owners of property in the immediate area affected, certifying that they have no objection to the proposed project. Use reverse side of this sheet if more space is needed.

NAME	ADDRESS	LOT	BLOCK	TRACT



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CITY OF REDONDO BEACH
PLANNING DIVISION

MAR 20 2017
CALIFORNIA

APPLICATION FOR COASTAL DEVELOPMENT PERMIT
(or application for exemption or categorical exclusion)

RECEIVED BY: AJ
DATE RECEIVED: 9/28/16
FILE NUMBER: 2016-10-COR-008

PLEASE NOTE: Within 30 days of receipt of an application, the Planning Division will inform the applicant in writing if the application is incomplete, and what items must be submitted to complete the application. Processing of the application will not begin until it is complete, pursuant to Section 10-5.2210 of the Municipal Code.

Application is hereby made to the City of Redondo Beach, for a Coastal Development Permit, pursuant to Article 10 of Chapter 5, Title 10 of the Redondo Beach Municipal Code.

A	APPLICANT INFORMATION	
	STREET ADDRESS OF PROPERTY: Mole B and Marina Way, Redondo Beach, CA	
	EXACT LEGAL DESCRIPTION OF THE PROPERTY: LOT: 900 BLOCK: 003 TRACT: 7503	ZONING: CC-4 (Coastal Commercial)
	RECORDED OWNER'S NAME: City of Redondo Beach 415 Diamond Street, Redondo Beach, CA 90277 MAILING ADDRESS: Same TELEPHONE: (310) 318-0631	AUTHORIZED AGENT'S NAME: Stephen Proud, Waterfront and Economic Development Director MAILING ADDRESS: Same TELEPHONE: (310) 318-0631 Ext 2246
	PROJECT DEVELOPER: Same MAILING ADDRESS: TELEPHONE:	PROJECT ARCHITECT/FIRM/PRINCIPAL: Noble Consultants-GEC, Inc. MAILING ADDRESS: 2201 Dupont Drive, Suite 830 Irvine, CA 92612 TELEPHONE: (949) 752-1530 LICENSE NO. C25673
B	TYPE OF APPLICATION (Consult with Planning Department staff)	
	<input type="checkbox"/> Exempt	
	<input type="checkbox"/> Categorical Exclusion	
	<input type="checkbox"/> Coastal Development Permit public hearing waiver	
	<input checked="" type="checkbox"/> Coastal Development Permit public hearing required	

C PROJECT DESCRIPTION. (Provide a detailed description of the project.)

The proposed Mole B boat launch facility will consist of a two-lane boat launch ramp, elevated launch pier with boat hoist, boarding floats and queuing docks for boat launch staging, gangways, shoreline improvements, parking lot reconfiguration, minor landscaping, and utilities to service the electric boat hoist and boat wash-down area. The facility will re-develop portions of lease space currently utilized by Marina Cove Limited (MCL) and the City of Redondo Beach's Moonstone Park. The MCL space consists of Docks K, L, and a portion of M Dock where a total of 39 small boats are berthed. The upland space consists of approximately 30,700 square feet of paved parking area for 73 vehicles. The 6,600 square foot section of the northernmost end of the City's Moonstone Park parcel that will be incorporated within the project plan is currently vacant and undeveloped. ???

The project will provide 1.28 acres of over water space for small craft boat launching from the ramp or hoist pier and maneuvering space to navigate and queue departing and returning small craft. The facility also provides the opportunity to perform hand launching of personal paddle craft from one lane of the launch ramp. The upland portion of the parcel will be improved to provide parking for 32 vehicles with trailers. Stall lengths will vary from 40 feet to 55 feet to accommodate the expected range of small craft expected to use the facility. Approximately 320 linear feet of continuous side-tie queue dock space and 300 feet of side-tie boarding float space will be provided to allow departing and returning boats to stage their ingress and egress to the ramp. This dock space will provide temporary mooring for up to 23 small craft to accommodate times of peak demand use.

The existing pavement, floating docks, curb, and associated improvements will be demolished and removed from the site using conventional earth moving equipment. Debris removed during demolition will be hauled away by trucks to local area recycling centers for beneficial re-use. The launch ramp will be constructed by placing approximately 12,000 cubic yards of crushed rock and quarry stone to build up the foundation footing for the 15% ramp slope. The fill material imported from inland or Catalina Island quarries. The latter source material will be delivered by barge. The ramp pavement will be constructed in a combination of cast-in-place concrete and precast, prestressed concrete panel sections. The perimeter side slopes of the launch ramp fill area will be protected with quarry stone slope protection. The ramp will be constructed using conventional earth moving equipment or barge mounted cranes.

The hoist pier will be a 55-foot long by 20-foot wide cast-in-place concrete deck supported by precast, prestressed concrete piles. A 10-foot square crane pad will be located at the end of the pier to support a 5-ton jib crane to launch and retrieve boats that are driven into position on their trailers. The pier will be build using land based and barge mounted cranes and equipment.

The facility will include 888 square feet of concrete floating dock to provide queuing and staging space for small craft during launching and retrieval operations. The dedicated hoist pier will be accessible via an 80-foot long pre-fabricated aluminum gangway. Two additional gangways will be installed to provide access to the main queue dock. The launch ramp's boarding float will be a conventional 150-foot long by 8-foot wide dock consisting of five articulated segments and a permanently floating fixed section. The dock will be a composite building material product approved by the State Division of Boating and Waterways. All of the docks will be plant manufactured, delivered to the site by truck, and installed in segments. Docks shall be secured in position with a total of eighteen 16 to 20-inch diameter precast, prestressed concrete guide piles. Piles shall be driven to their specified embedment depths using a combination of initial jetting and impact hammer techniques.

The upland parking area will be elevated by about two feet to address long term sea-level rise design criteria. Approximately 3,000 cubic yards of fill material imported from offsite will be placed and compacted to provide the subgrade for a hot mix asphalt and aggregate base pavement section, curb and gutter, small landscape islands, and

walkway surfaces. The ramp apron and northwest perimeter of the site boundary will be stabilized with a precast, prestressed concrete vertical bulkhead that is intended to minimize ramp fill quantities and rehabilitate the over steepened section of Mole B on the west end.

The project' construction is estimated to be complete within nine months.

D PROJECT INFORMATION: (Note: Please provide a detailed project description on a separate page.)

Where questions do not apply to your project, indicate "NOT APPLICABLE" or N.A.

1. TYPE OF PROJECT

- ☒ New Boat launch ramp - 9,000 Sq. Ft.
- ☐ Addition _____ Sq. Ft.
- ☒ Demolition Existing pavement, curb, landscape -- 33,000 Sq. Ft.
Existing K and L floating slips, guide piles, and dock improvements -- 9,700 Sq. Ft.
- ☒ Change of use from: marina wet storage and vehicle parking to municipal public boat launch facility.
- ☒ Grading 3,000 upland import; 12,000 over water Cu. Yds.
- ☐ Fence n/a _____ Height n/a _____ Length _____
- ☒ Paving 37,000 Sq. Ft. of which 33,000 Sq. Ft. is existing paved area.
- ☒ Other 1,200 Sq. Ft. reinforced concrete hoist pier with 5-ton jib crane;
400 Ft of precast, prestressed concrete bulkhead; floating docks.

2. ADDITIONAL INFORMATION

Note: If yes to any of the items b through h, please explain on a separate sheet.

- a. Has any application for development on this site been submitted previously to the California Coastal Zone Conservation Commission or Coastal Commission? ☐ YES ☒ NO
If yes, state previous Application Number:

- b. Are any utility extensions necessary to serve the project? If yes, explain. ☒ YES ☒ NO
Power, water and wastewater connections will need to be extended to this site.

- c. Does the development involve diking, filling, dredging or placing structures in open coastal waters? If yes, explain and indicate whether the U.S. Army Corps of Engineers Permit has been applied for.
☒ YES ☐ NO

Approximately 12,000 cubic yards of material will be placed in submerged land with a bottom footprint of that covers about 20,000 square feet of existing soft bottom and quarry stone slope protection. The hoist pier will shade about 1,200 square feet of over water area. Preparation and submittal of a Section 404 permit from the Department of the Army is pending.

- d. Will the development extend into or adjoin any beach, tidelands, submerged lands or public trust lands?
☒ YES ☐ NO

See response to Item 2c above.

- e. Is the development in or near:
- Sensitive habitat areas? ☒ YES ☐ NO
 - 100 year floodplain? ☒ YES ☐ NO
 - Park or recreation area? ☒ YES ☐ NO

The proposed boat launch ramp and hoist facility will require land side and water side improvements that will be conducted in or adjacent to the water. The facility is also located within an area identified as within the 100 year flood plain. The proposed boat launch facility adjoins the northern end of Moonstone Park. The public park promotes public participation in outrigger and canoe activity. The proposed boat launch ramp and

accessible gangway would provide increased opportunities for improved accessibility for these participants.

- f. Will the development harm existing lower-cost visitor and recreational facilities? ☐ YES ☒ NO
Will the development provide public or private recreational opportunities? ☒ YES ☐ NO

See response to Items Nos. E2 and E3.

g. Does the site contain any:

- Historic resources? ☐ YES ☒ NO
- Archaeological Resources? ☐ YES ☒ NO

h. Will the proposed development be visible from:

- Park, beach or recreation areas? ☒ YES ☐ NO
- Harbor area? ☒ YES ☐ NO

i. Is the project a "Priority Project" as defined by the City's NPDES Permit pursuant to Section 5-7.103 of the Redondo Beach Municipal Code? ☒ YES ☐ NO

- If yes, are copies (2 or 25 copies, as applicable) of the *Low Impact Development (LID)* report attached?
☐ YES ☒ NO

j. Is the a project with "Planning priority project characteristics" as defined by the City's NPDES Permit pursuant to Section 5-7.103 of the Redondo Beach Municipal Code? ☐ YES ☒ NO

- If yes, are copies (2 or 25 copies, as applicable) of the *Low Impact Development (LID)* report attached?
☐ YES ☒ NO

E	SHOWINGS: Explain how the project is consistent with the Certified Local Coastal Program.
	<p>1. Is the project designed in full accordance with the development standards and other provisions of the Zoning Ordinance for the Coastal Zone? If not, explain.</p> <p>The project is fully consistent with the development standards contained in Section 10-5 of the Redondo Beach Municipal Code including provisions regarding allowable coastal recreation uses and other criteria.</p> <p>The boat launch ramp, parking plan, floating docks, and gangways will conform to California Division of Boating and Waterways design guidelines. Design criteria such as ramp slope, lane width, vehicle drive aisles, parking stall dimensions and layout, and the ramp apron space plan meet or exceed the minimum specifications recommended by the State.</p> <p>The upland parking site and amenities will be designed to minimize hazards from storm waves, wave uprush, storm erosion, and future sea level rise. Design features will include grading improvements to elevate the existing low lying areas, enhanced shoreline stabilization using bulkheads, and rehabilitation to portions of the existing perimeter slope protection. The project plan does not contain any upland building structures that would be subject to flooding or inundation issues.</p>

2. If the proposed development is located between the sea and the first public road paralleling the sea, indicate how it is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the California Public Resources Code.

The proposed boat launch facility will provide additional public access opportunities for water oriented and coastal dependent recreation in King Harbor consistent with its general use and purpose. The boat launch facility is intended to fulfill a harbor use objective that was originally envisioned as part of King Harbor's 1960 original development master plan.

* ANY MOLE WOULD DO THE
SAME THING!

3. Will the project have an effect on public access to and along the shoreline, either directly or indirectly (e.g. removing parking used for access to the beach)? If yes, describe the effect.

The proposed project will enhance public access to King Harbor and water use opportunities for the public. The site will provide 1.28 acres of over water space for the two-boat launch ramp, boat hoist launch pier, and maneuvering space to queue departing and returning small craft. The facility will also provide the opportunity to perform hand launching of personal paddle craft.

The proposed hoist pier, accessible gangway, and queue dock dedicated to it will provide increased accessibility for boaters who may be more physically challenged and restricted from using more conventional boat launch ramp facilities.

The upland portion of the parcel will be improved to provide parking for 32 vehicles with trailers. Individual stall lengths will vary from 40 feet to 55 feet to accommodate the expected range of small craft expected to use the facility. Approximately 320 linear feet of continuous side-tie queue dock space and 300 feet of side-tie boarding float space will be provided to allow departing and returning boats to stage their ingress and egress to the ramp. This space will provide temporary mooring for up to 23 small craft which can address times of potential peak demand.

Parking studies by Marina Cove Limited (MCL) have indicated that the parcel space currently used for marina tenants is underutilized for parking use. Consequently, the removal of the existing marina's 73 parking spaces will not impact access to the Basin 1 and 2 marinas. The King Harbor Marina is also currently experiencing boat slip vacancies. Existing boats impacted by the removal of MCL's K, L, and portion of M dock slips will be re-located elsewhere by MCL within their available and vacant Basin 1 and 2 slips.

* ANY MOLE WOULD ENHANCE PUBLIC ACCESS
TO KING HARBOR AND WATER USE OPPORTUNITIES
FOR THE PUBLIC!

Redondo Beach Mole B Boat Ramp Appeal
Updated 11 Mar 17

1. Executive Summary –

The City of Redondo Beach denied an appeal and approved the CDP, the Harbor Commission Design Review, the CUP, and other documents and approvals related to the Mole B Boat Ramp Design on November 29th, 2016. The vote was a split 3 to 2 vote of the Council. The Council ignored significant concerns and violations of the California Coastal Act, Redondo's Local Coastal Plan and a variety of city ordinances and planning documents.

On behalf of the residents of Redondo Beach, all King Harbor boaters, all potential users of the future boat ramp, and all those who currently enjoy using King Harbor as an actual Harbor, the appellants jointly request the Coastal Commission reverse the actions of the City of Redondo Beach based on the violations detailed in this appeal.

Concerns with the Mole B Boat Ramp include:

- Insufficient parking (and therefore access) for all the uses crammed into Mole B
- Loss of existing boat slips, including large boat slips which are in high demand and have low vacancy rates and growing waiting lists
- Negative impacts to Moonstone Park and the Outrigger canoe club area
- Public safety concerns with the location of the boat ramp
- Public safety concerns with the colocation of SUP's and kayaks at the same facility
- Prioritization of non-coastal dependent development over coastal dependent uses of the harbor as an actual harbor
- Biased assessment of city staff
- Growing demand for boating facilities – slips and ramps
- Social justice – creating a boat ramp that is inconvenient, unsafe, and undersized for nominal peak demand days (in season weekends)

As noted in our previous appeal (to the Waterfront project), the City's approval of the broader Waterfront Project violates the Coastal Act and City's Local Coastal Program. Therefore, this appeal does not attempt to duplicate the concerns with those previous approvals by the City.

The appellants request the Coastal Commission find that the Boat Ramp does not comply with the California Coastal Act and the City of Redondo Beach Local Coastal Program.

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Furthermore, we request the **Commission suggest** that:

- **that the boat ramp facility be built to the standards of the Division of Boating and Waterways and the recently passed King Harbor CARE Act;**
- **that the boat ramp facility include a minimum of 30 trailer parking spaces per lane; and,**
- **that the boat ramp be located in a location supported by the Harbor Patrol Department and Lifeguard Rescue Boat crews from a public safety perspective.**

The appellants appreciate the consideration of the Coastal Commission staff and Commissioners. We all support revitalization of the harbor, but feel the current CenterCal project and boat ramp project do not represent a balanced solution or a solution that complies with the California Coastal Act and the Local Coastal Program.

BODY OF THE APPEAL

2. The City's LCP defines the role of the Harbor Commission and upon appeal, the City Council, in approving project designs in the Harbor area. The ordinance (Title 10, Chapter 5 Coastal Land Use Plan Implementing Ordinance, Article 12 Procedures, 10-5.2502) requires the city to ensure that the project is compatible and that it consider the impact to users. The City's finding that the boat launch ramp would have no adverse impact on abutting property or permitted use thereof is inaccurate.
 - a. Current slips with tenants would be eliminated with no plan before the public that demonstrates how these slips would be replaced.
 - b. The city discusses reworking other slips which would be an impact to those slips and tenants.
 - c. The close proximity to slips north of the project site will be negatively impacted by increased waterside traffic. The proposed operational plan and reconfiguration of the boat ramp does not alleviate this impact.
 - d. All slips in the vicinity of the boat ramp will be impacted by increased noise from car and boat traffic at all hours of the day and night, every day of the year.
 - e. The reconfiguration of parking reduces the usable public open space in Moonstone Park from its already small usable size to accommodate boat trailer parking spots. The city has not demonstrated that the resulting space left on Mole B would allow the execution of the Mole B Master Plan that has been approved by the City Council.
 - f. The requirement for overflow parking (30 trailer/vehicle spaces and 30 single vehicle spaces) increases traffic and uses limited parking space in unnamed portions of the harbor area. The city did not provide sufficient detail to fully analyze the impact as the overflow parking remained undefined.
 - g. The loss of parking spaces will impact all Mole B users and all slip tenants on both sides of the road and parking lot leading to the Mole. While a limited parking utilization study was submitted by the leaseholder, the leaseholder is conflicted and any analysis paid for by the current leaseholder is, at best, suspect. Furthermore, the city has not accomplished and presented any demand study that evaluates the total demand for parking after reconfiguration. For example, the ramp will allow

Redondo Beach Mole B Boat Ramp Appeal

hand launch of boats. The impact of this new use on parking has not been evaluated and presented. The enhancement of Moonstone Park would attract more visitors - increasing parking demand. The impact on parking of the movement of Tarsans to Basin 2 has not been evaluated or presented to the public. The evaluation of the impact of the future growth of the outrigger canoe clubs has not been evaluated and presented. The evaluation of the future growth of ramp and slip demand has not been evaluated and presented.

Since the city refused to conduct an evaluation of parking demand versus supply in the proposed reconfiguration, Building A Better Redondo presented one in its briefing to the Council at the Appeal Hearing. This evaluation demonstrates the severe shortage of parking under the project's proposed parking changes. Figure 1 shows that at the low end, the configuration has a 257 parking space shortage and 9 trailer space shortage, and at the high end the Mole would experience a 342 parking space and 29 trailer/vehicle parking space shortage. A survey provided by the city and conducted by the current Mole B leaseholder over a one week period showed a peak Saturday concurrent utilization of 239 spaces – already short of the parking available with the project and without considering the increased demand created by the boat ramp, the ability to hand launch SUP's from the boat ramp, and the long overdue enhancement of Moonstone Park.

MOLE B BOAT RAMP CREATES PARKING SHORTAGE FOR ALL USES

	Actual Today	Proposed	Demand	Peak Demand	Source
Boat Ramp Trailer (Double spaces)		31	40	60	State guidelines
Boat Ramp Guest Parking		0	10	10	State guidelines estimate
Mole B Park	17	37	15	15	As allocated today
Lanakila	15		50	75	Per public record submitted by Lanakila
Hand Launch Boat Ramp		0	15	15	Estimate based on DEIR
Public Pay Parking	42	172	42	42	Current allocation
Slips (445) Permit Parking	210		334	334	RB Municipal Code
TOTAL	284	209	466	551	
Single space shortage			257	342	
Trailer parking shortage			9	29	

Figure 1: Parking Supply and Demand Evaluation for Mole B

- h. Queueing of traffic down the Mole B parking lot will have an adverse impact on the ability of slip tenants to get to parking near their vessel or trap them in the parking lot until the queue clears. While the city contends the road between the parking spots is wide enough for two lanes, all

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drives use the middle to assure safety from cars backing up from both sides and people loading and unloading boating equipment, supplies and guests from vehicles.

3. The finding that the ramp conforms to all requirements of the city zoning and Local Coastal Program is inaccurate. The process and the design of the Ramp itself violate many state and local land use requirements and policies.
 - a. Coastal Land Use Plan, Section VI, Subsection D, Land Use Policy 1 states "existing facilities shall be preserved, enhanced, and expanded where feasible". Removal of existing uses shall be strongly discouraged unless it is determined the uses are no longer needed.
 - i. The ramp will remove 39 current slips and no plan has been provided to show where these slips will be replaced or how the replacement slips would impact other slip availability in the harbor. In fact, this need may be a cumulative impact with up to approximately 30 slips that the FEIR allows to be removed from Basin 3. Additionally, staff has testified that the large commercial vessels in Basin 3 would be displaced to other areas of the harbor and the relocation of these vessels remains undefined. Even if the city does not force the move, the pedestrian bridge over Basin 3 is a deterrent to large vessels that can only pass when the bridge is open – especially those with rapid response requirements and those that operate outside the CenterCal operating hours. It is likely most would relocate on their own – leaving large slips vacant due to the inconvenience and constraints of the drawbridge. Additionally, the city has refused to address the fact that slip utilization remains at near historical lows due to slow recovery from the recession. Pre-recession, there was a 10 year waiting list for slips over 33' throughout the harbor. The recreational boating industry has shown slow and steady recovery and is predicting increased sales across the US and in Southern California. The appellants submitted evidence demonstrating this recovery in written and verbal testimony. The City itself produced evidence that shows slips greater than 30' have a very low vacancy rate of 1 to 2 slips. Since larger boats cannot fit in smaller slips, the vacancies of smaller slips will not provide a mitigation to the displacement of 30 slips over 30', 5 of which are over 50'. Until a reasonably mature plan and assessment is developed no one can reasonably conclude there will be no impact on slip availability and current tenants. Neither the city nor the Commission could possibly conclude that the removed and impacted uses are no longer needed until the city provides that evaluation and plan. And finally,

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the city's position that there will be not growth in demand for slips is not supported by industry trend data including Southern California specific trends.

- ii. The city has not demonstrated that combination of Moonstone Park, the outrigger canoe operational needs and the boat ramp facilities will all fit and conform to all state and local requirements (including the City's Mole B Master Plan). Thus the boat ramp could foreseeably remove at least part of an existing recreational use.
 - iii. The city has not defined how the 15-17 free Moonstone Parking space and the 42 existing pay public parking spaces would be replaced. The enhancement of Moonstone Park would increase demand making this parking all the more important. And the elimination of current public pay parking on Herondo and to accommodate the loss of spaces along Harbor Drive to make room for larger turn pockets makes all public pay parking spaces even more critical.
- b. The City Council directed and approved a Mole B Master Plan that eliminated an overlook built on top of the breakwater that would be used as square footage for Moonstone Park. The plan presented by staff, though not binding, does not demonstrate that the size of the park can be preserved to zoning requirements with the loss of Mole B recreational space to trailer parking stalls.
 - c. Redondo Beach Harbor Civic Center Specific Plan Transportation/ Circulation Policies require adequate parking to support expected activity. The city has provided no assessment of parking demand under the evolving boat ramp configuration. Therefore the City could not conclude that this policy is being met.
 - d. Redondo Beach Harbor Civic Center Specific Plan 5.5.1 requires preservation, protection, and expansion of public open space and recreational land. By cramming all the recreational uses together, the city is decreasing the effective public open space and recreational land.
 - e. The Parks and Recreation Element of the General Plan Policy 8.2a.10 calls for enhanced parking and circulation. The current plan reduces parking with no parking demand analysis and creates circulation impediments by queueing trailer vehicles through the parking area for slips.

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- f. The Parks and Recreation Element of the General Plan Policy 8.2b.5 (and others) establishes the policy to minimize parking conflicts at parks. Mashing trailer boaters, their guests, slip tenants, outrigger canoe club members, fishermen, kayakers, SUP'ers and Moonstone Park visitors into one tiny parking area is direct opposition to this policy.
- g. The Parks and Recreation Element Implementation Program requires the city to conduct parking analysis to mitigate problems at peak use. There was no analysis and the solution to overflow parking has not been presented to the public or to the Commission.
- h. Coastal Act 30252 requires the maintenance and enhancement of public access. Cramming a boat ramp with boat slips, the outrigger canoe club, Moonstone Park and the narrow, busy fairway for over 600 recreational boaters serves as a degradation and impediment to public access. Likewise, the loss of public parking represents a significant impact to access.
- i. Coastal Act 30255 requires that coastal dependent development shall have priority over other development on or near the shoreline. Testimony from recently retired Harbor Patrolman Tim Dornberg concluded: "The City's consideration of mole B for a boat ramp location can only be supported by financial considerations. The prioritization of development has inarguably put the best interest of the boating community, and the safety of our harbor, into a subordinate position." Two commissioners, Callahan and Keidser, came to the same conclusion. Even other Commissioners admitted it was the economic impacts not the recreational or safety impacts that drove their support for a Mole B location. Though the EIR falsely concludes otherwise, the broad consensus of boating professionals, current and retired harbor patrolmen, Baywatch lifeguards, and recreational boaters like Mark Hansen all conclude the turning basin is the best and safest location for a boat ramp. In fact, in 2007, the City Manager's Harbor Committee concluded Mole D was the best place for a boat ramp due to parking availability, safety, maneuvering space, impacts on other uses, access to the harbor mouth and harbor surge conditions all factored in. In 2010, the Harbor Business Plan established the goal to work with then Redondo Beach Marina leaseholder, Decron, to build a boat ramp in the turning basin. Up until this year, even the Waterfront DEIR and plan supported a boat ramp at Mole C. Though the DEIR artificially and subjectively rated the attractiveness of Mole D. In the Appeal Hearing, recently retired 25 year Deputy Harbor Master, Tim Dornberg, testified that when City staff asked their department to assess boat ramp locations, the City had take Mole D off the table as it was slated for the CenterCal commercial development. There is ample evidence the

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Waterfront non-coastal dependent development has forced the boat ramp to Mole B and out of the turning basin.

- j. Coastal Act 20234 Facilities serving recreational boating and commercial fishing shall be upgraded and protected. Existing facilities shall not be reduced. As we have seen recreational boat slips will be reduced by this plan and potentially exacerbated by the final decision on Basin 3 boat slips.
 - k. Coastal Act 30224 Increased recreational boating use shall be encouraged. Cramming hand launched boaters, trailer boaters, slip tenants and the outrigger canoe clubs into one tiny sliver of land reduces the overall capacity and attractiveness of the harbor to support increased recreational boating. In fact, both staff and Commission members specifically discussed how to design and operate the boat ramp to limit the number of users. Deputy City Manager Witzanski stated the operations flow and design were meant to result in a "purposeful reduction in flow rate" .
 - l. Coastal Act 30211 and 30212 state that development shall not interfere with access. Insufficient parking, trailer queues blocking slip tenant parking, and tight maneuvering requirements all interfere with access to existing uses.
 - m. Coastal Act 30007.5 defines that conflicts between policies should be resolved in a manner which is most protective of coastal resources - again it is clear, commercial non-coastal dependent uses have forced the boat ramp to Mole B. There are viable alternatives that result in preserving and enhancing existing coastal dependent uses and the new boat ramp. Mole B is not one of them.
 - n. Coastal Act 30006 requires that planning programs should include the widest opportunity for public participation. There were no public workshops on the Mole B design. It evolved up to the subject Commission meeting which gave the public no time to really evaluate or provide meaningful input into the proposed changes. The EIR should have been recirculated with a reasonably mature Mole B boat ramp plan that encompassed the potential impacts. Even the Harbor Commissioners complained that a public input meeting should occur. The City made an arbitrary and capricious decision to site the boat ramp at Mole D and did not afford any meaningful public evaluation or interaction.
4. Title 10, Chapter 5, Article 12 of the Coastal Land Use Implementing Ordinance, paragraph 10-5.2502(a) requires the City to protect the "health safety and

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welfare” of the public. The finding that the conditions of approval protect the public health, safety and general welfare is inaccurate. The submitted testimony of current and recently retired harbor patrolmen and Baywatch lifeguards contradicts city and commission findings of the project as safe. Additionally, Beach Reporter published an internal City email in which current Deputy Harbor Master Norm Matte concludes in no uncertain terms that a ramp at Mole B into the fairway of Basin 1 is unsafe. Recently retired 25 year Deputy Harbor Master Tim Dornberg testified at the appeal hearing that the retired and current Harbor Master/Harbor Patrol staff and the current Baywatch Lifeguard Rescue Boat captains stationed at King Harbor all concur that the Mole B boat ramp is unsafe due to lack of maneuvering space, proximity to the Basin 1 Fairway, the heavy traffic on Basin 1 Fairway and the blind corner immediately west of the boat ramp site. He further stated that all agree the turn basin is the appropriate location for a boat ramp in King Harbor because it has ample maneuvering space and it minimizes impact to and interaction with other harbor traffic due to its proximity to the harbor mouth.

5. Title 10, Chapter 5, Article 12 of the Coastal Land Use Implementing Ordinance, paragraph 10-5.2502(b)(1) requires the City to consider the impact of the project on users. The design review finding that circulation, parking and traffic were fully considered is inaccurate. In fact, no parking demand analysis was performed or presented and overflow parking is required but remains undefined. Overflow parking is exacerbated by the undefined replacement parking for lost parking on Herondo and Harbor Drive and the lack of any assessment of parking demand for recreational uses in the CenterCal project area. A harbor commissioner called it “kicking the can down the road again”.
6. Other considerations: A variety of evidence points to City staff and certain elected official bias toward the CenterCal commercial development which resulted in impact assessments and interpretation of the Coastal Act and the City’s LCP in favor of the development and to the detriment of both new and long standing coastal dependent recreational and commercial uses.
 - a. Harbor patrolmen and lifeguard opposition to this location and design was never brought forward by city staff. Why did the city hide the strong opposition of the harbor patrol? In fact, City staff repeatedly stated the final design incorporated the concerns and inputs of the harbor patrol staff – implying the staff supported the new design. We now know from direct testimony this is not the case. This lack of transparency shows the bias that has dominated the city’s evaluation of the entire project

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- b. Testimony by both city staff, consultants, and commissioners on artificially limiting the attractiveness and utilization of the boat ramp demonstrate they have the wrong priorities.
- c. The rapid push and limited public engagement combined with the absence of analysis (such as future parking demand with the project) or reliance on shoddy and unreliable analysis and studies (like the one time video analysis of fairway traffic presented by the leaseholder and the reliance a leaseholder provided parking utilization study) demonstrate that the city has made up its mind and is now desperate to manipulate the facts to support their needed, and pre-determined conclusions.
- d. The incongruent arguments to support the Mole B location show bias. Examples:
 - i. Staff argues that Mole D is vulnerable. They cite that in the 60's Mole D once housed the boat ramp. But that ramp was washed out by a storm. First, since the breakwater has been heightened and strengthened, Mole D has not suffered overtopping. But even if it did, is it not better to wash out some relatively inexpensive boat ramp than a giant Market Hall?
 - ii. Commissioners and Councilmen argued Mole C is not a viable location as it had proximity problems with the kayakers and SUP'ers coming out of Seaside Lagoon. First the city spent much time in the DEIR and in public workshops to show how that could be made safe by changing the break water configuration and/or using separation buoys. Second, the city seems to ignore that it now proposes hand launch of SUPs and kayaks from the new boat ramp itself. Certainly that proximity is more dangerous than a Mole D or Mole C boat ramp separate from a hand launch site.
 - iii. Mole D was deemed unsafe because it was close to the Basin 3 fairway and professional boat captains pulling up to the sport fishing pier. Basin 3 has just 60 slips and about half of the vessels are skippered are commercial fishermen and professional boat captains. A Mole D location would not put boats in the fairway or right next to the sport fishing pier. Conversely, Basin 1 houses over 600 recreational boaters. And the ramp dumps boat traffic into the fairway, behind a blind corner where the main harbor fairway and the Basin 1 fairway intersect.

The text from the DEIR and EIR demonstrate this bias:

Mole D Boat Ramp – DEIR Assessment

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"the Mole D ...boat launch ramp would be located near the mouth of Basin 3, which could result in a traffic conflict. Additionally,...there would be potential traffic conflicts with vessels (i.e. charter vessels) maneuvering to and from berths at the Sport fishing Pier. This could pose a potential safety hazard, particularly during times of peak use."

Mole B Boat Ramp – FEIR assessment

"...boats feeding into the Basin 1 fairway would be sufficiently spaced far enough apart so they would be smoothly introduced into arriving or departing Basin 1 boat traffic. Boater sight lines to outbound and inbound lanes of the fairway...would provide sufficient visibility to avoid conflict with other boaters.... It is anticipated that the facility would be managed...to ensure safe operating conditions...."

Figure 2 shows how biased the city's assessment is in light of the actual conditions and location in the harbor.

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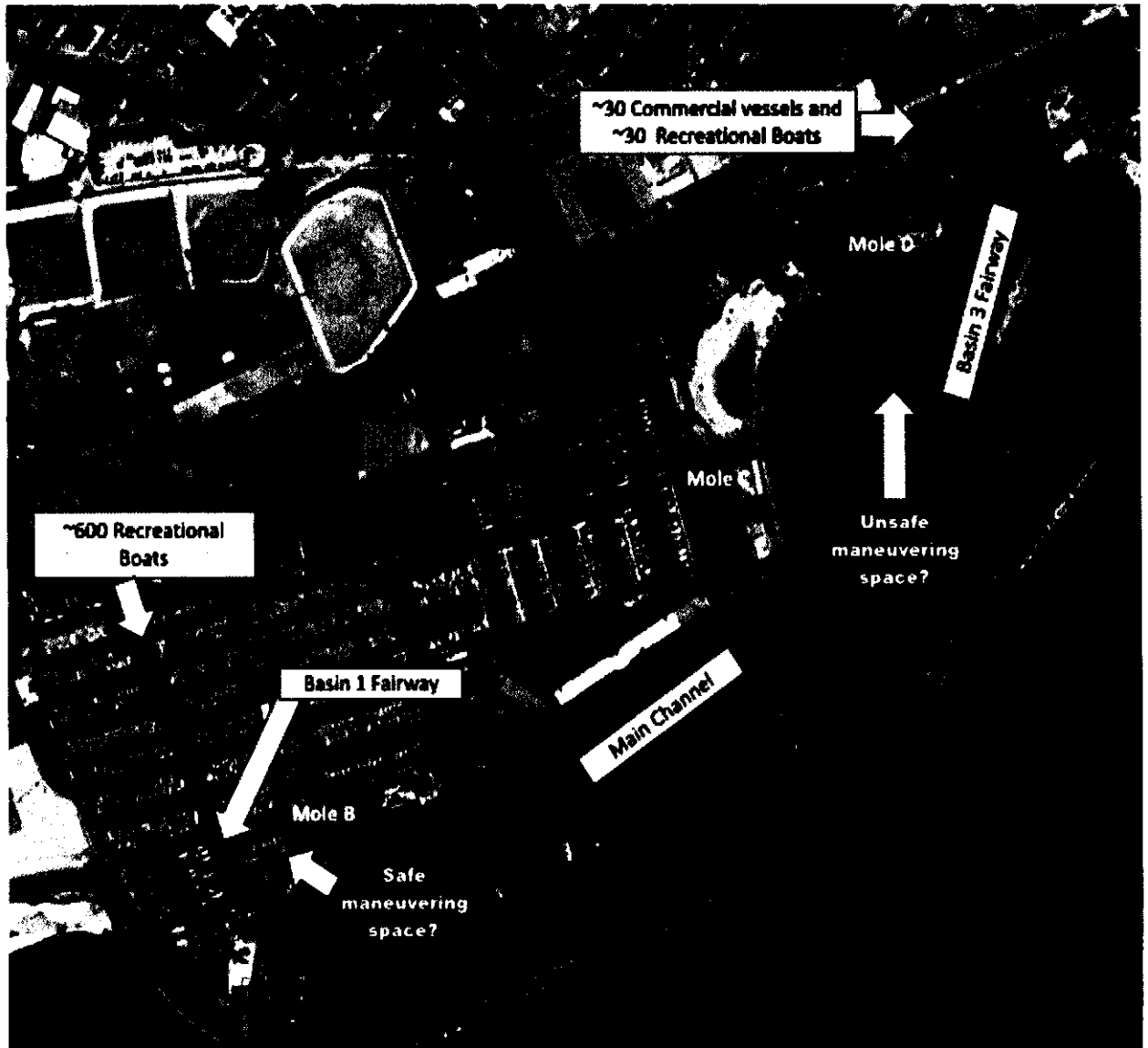


Figure 2: A view of the actual conditions at the potential boat ramp locations in the harbor demonstrates just how biased the City assessment is

- iv. The city's latest boat ramp configuration eliminated more slips to the east to prevent drifting trailer boats from hitting boats in those slips. South winds would blow drifting boats into slips to the north and a backing boat that loses power, throttle control, or direction control could easily back into boats in slips to the north. The fairway is very narrow.
- v. Even the city consultant conceded this was a "very small site" for a boat ramp.

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- e. Deputy City Manager Witzanski misrepresented CEQA during the discussions on multiple occasions. Certainly, CEQA allows a city to change a project. However, any change cannot introduce a greater impact than that examined in the EIR. In this case, the impacts to Moonstone Park increased, the impacts to parking on Mole B increased, the impacts to existing slips increased, and the impacts to unnamed offsite parking increased well beyond that discussed in the last minute EIR changes.
- f. Multiple city staff tried to mislead the public and commission that a 24' wide lane through Mole B parking lots would operate like a two-lane road, allowing other Mole B traffic to pass in a boat trailer queueing situation. Anyone driving the Mole knows people drive down the middle for safety from backing cars and people moving supplies, equipment, and people to and from cars. A boat trailer operator would do the same. Any trailer queue extending east into the Mole would result in blocking access to slip parking, outrigger canoe parking, Moonstone Park parking and hand launch boat parking.
- g. Comments by Commissioners Keidser and Callahan and current and retired harbor public safety staff deserve special weight. Callahan holds a Coast Guard 100 ton Captain license and Keidser is an attorney with understanding of CEQA and the Coastal Act. Both opposed all actions of the Harbor Commission on this topic. And public safety officials with decades of experience in our harbor, who hold USCG 100 ton Masters Licenses, and who are used by the Department of Boating and Waterways to train new rescue boat operators. But the City staff, Commissioners and Council dismiss the concerns of our most qualified and experienced staff and Commissioners.
- h. Staff shows its bias in how it justifies the limited parking spaces for the trailer boaters at the boat ramp. The Department of Boating and Waterways Small Craft Boat Launching Facilities Handbook states:

"There should be sufficient parking spaces to meet the expected demand on a normal peak day during the boating season. The typical minimum parking requirement per launching lane is 20-30car/trailer spaces. This will vary with the type of waterbody, boating activities allowed, and whether the project is in an urban or rural area."

Note the phrase "peak day during the boating season". The city attempts to justify just 31 vehicle/trailer parking spaces by comparing to traffic at Marina Del Rey and Cabrillo boat ramps.

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The Marina Del Rey data supplied was monthly totals which are worthless in determining peak day utilization. But it is important to note that the Marina Del Rey facility has 8 boat launch lanes, 8 boat wash lanes, 211 vehicle/parking trailer parking spaces, 22 single car parking spaces, and 4 ADA single car parking spaces. If Marina Del Rey peak utilization is so low, as the City would have us believe, why did they apply for and recently receive a grant from the Department of Boating and Waterways to improve the facility in part to increase capacity?

Cabrillo Boat Launch data is daily data. While the City aggregated monthly totals to conclude 31 parking spaces is sufficient, **the daily data shows 61 days per year where the demand would exceed boat ramp capacity.** Though the city says the proposed boat ramp meets or exceeds DBW standards, the fact is it does not come close to meeting the DBW boat ramp parking standards.

Arguably, a boat ramp in Redondo will be far more attractive than the one in Marina Del Rey due to proximity to great fishing grounds including Rocky Point and due to the proximity to Catalina Island. King Harbor is located adjacent to some of the most densely packed urban communities in the state. Proximity to attractive boating destinations and high density urban residential communities make it unreasonable to conclude that less than the DBW's typical minimum parking would be sufficient for a new boat ramp in King Harbor. Yet our City does. This again, shows how biased the city assessment really is.

- i. Staff shows its bias in testimony on current traffic passing the boat ramp site in Basin 1 Fairway. Staff testifies the boat traffic is not busy. Yet the city received and published traffic counts conducted by the Mole B leaseholder showing otherwise. This data, though taken in October rather than peak boating season demonstrates that even in October nice weekends created significant traffic using the Basin 1 Fairway. Although counts stopped early at 4PM, one nice Saturday generated 95 boat passes and another generated 132 boat passes. Peak hours generated 20 and 28 passes. For some unknown reason the leaseholder only recorded outbound SUP traffic, but these were also high 62 and 114 outbound SUP's. Although the city tries to imply SUP traffic largely comes from Tarsans, most of the over 600 slip occupants launch SUP's from their slips. At peak hours, traffic averaged new boat/SUP traffic in about 1 minute 35 seconds. Unfortunately, boat traffic does not space itself evenly so in real terms there are times of much more frequent traffic... and remember, this is not summer boat traffic. So contrary to staff statements, this fairway is heavily trafficked. Once again, we see the City grasping at straws and twisting or ignoring data to defend their selection of Mole B.

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7. The City's impact analysis of the resident's King Harbor CARE Act demonstrates that a full-size boat ramp complying with Department of Boating and Waterways standards is possible elsewhere in the harbor... in this this case, Mole D (see Figure 3). The ramp configuration depicted could be further optimized to better fit Mole D, but it, never-the-less demonstrates a full capacity, safe boat ramp conforming to state standards and addressing Deputy Harbor Master, Harbor Patrol, Baywatch Rescue Boat Captain and boating community concerns with the Mole B boat ramp public safety.

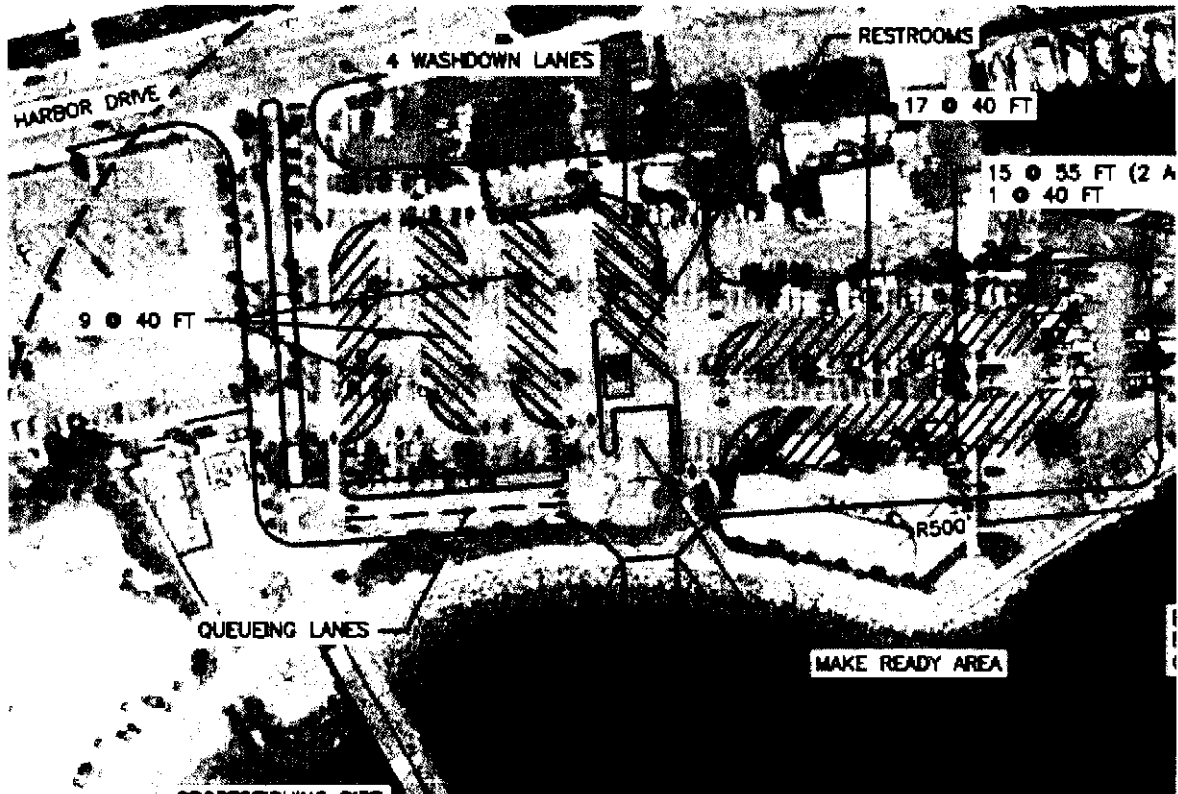


Figure 3: City analysis of King Harbor CARE Act demonstrates a safe, boat ramp on Mole D fully compliant with state standards

8. The City has multiple designs for boat ramps in the harbor's turn basin (Moles C and D) that are safer with greater capacity than the approved Mole B design.

Figure 4 shows a Mole C configuration that was presented by the city but never included or analyzed in the EIR. While this design only provides onsite parking for 35 trailer/vehicles, the city can provide overflow parking in the near vicinity at the old Triton site parking lot or on the parking lot in front of the Seaside Lagoon which already has 67 trailer/vehicle parking spots today.

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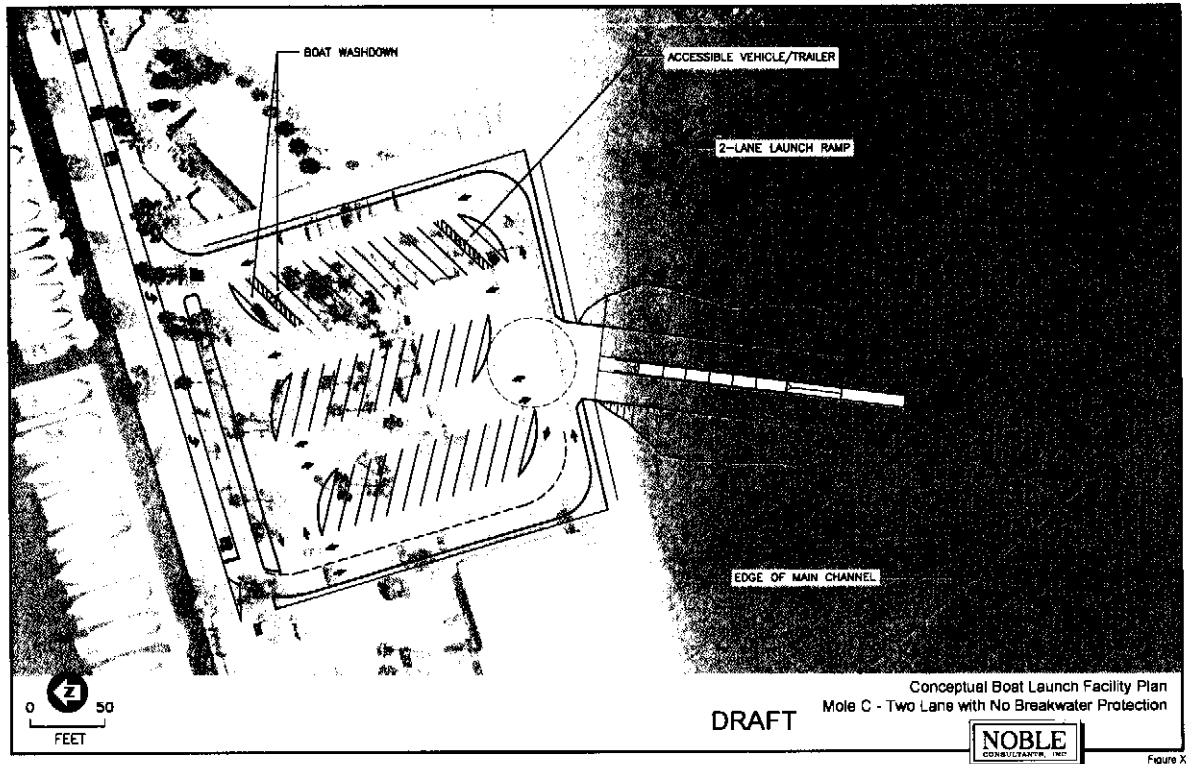


Figure 4: City design for boat ramp on Mole C

Figure 5 is an alternate plan for a Mole D boat ramp with a smaller footprint that still meets the DBW minimum parking standard of 40 trailer/vehicle spaces for a two lane boat ramp. Again, this provides a safe launch while meeting state standards. Overflow parking could be provided in the Mole C and D parking lots.

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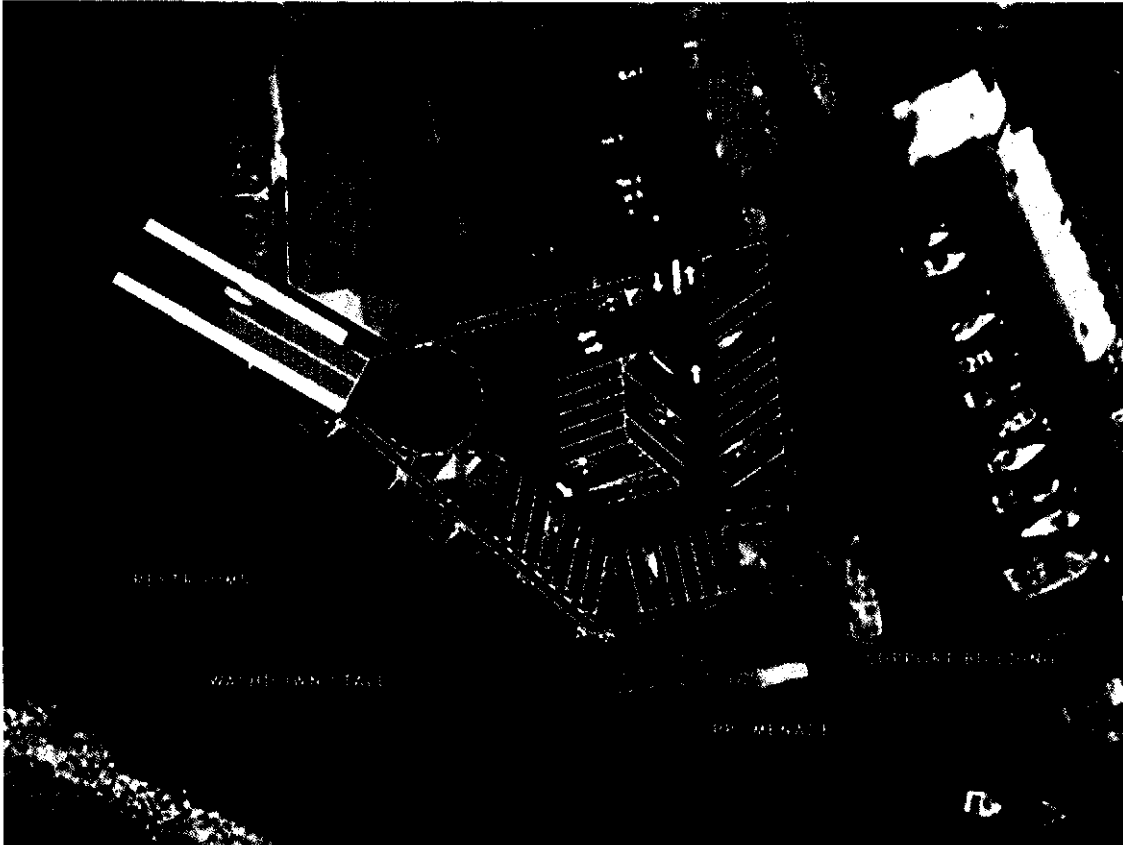


Figure 5: An alternate Mole D boat ramp design safely routing boats into the turn basin while meeting state boat ramp standards.

These alternate designs clearly demonstrate viable alternatives that:

- Are much safer than the Mole B design approved by the City
- Are supported by harbor public safety professionals
- Provide more capacity than the Mole B design
- Represent zero impact on existing boat slips
- Represent zero impact to existing public parkland
- Represent zero impact to the outrigger canoe clubs

Any reasonable assessment would conclude Mole C or D alternatives are far superior to a Mole B boat ramp. And that is why there is so much public and safety professional opposition to the Mole B boat ramp.

The city's choice of Mole B clearly demonstrates that the city prioritized private commercial non-coastal dependent development over the coastal dependent recreational uses of the harbor as an actual harbor.

Redondo Beach Mole B Boat Ramp Appeal

9. The boating community has presented their concerns with the location of the Mole B boat ramp through the King Harbor Boating Association. These concerns are largely reflected in the previous appeal sections. However, to demonstrate the concerns are widespread across the boating community, submissions from extremely experienced boaters, Mark Hansen and Dennis Groat are included in Appendix 3.
10. **Boating Industry recovery and demand increase** – Appendix 5 includes an article summarizing boat manufacturing industry performance in 2016. The statistics show a strong recovery of the boating industry resulting in an increase in sales. California boat sales were up by over 5%. The industry trends show an increase in demand for large vessels as well as smaller starter vessels.

The proposed boat ramp eliminates large boat slips that are already in demand and, according to boating industry statistics, will face an increasing demand. While the city has said they will replace the slips, the city has provided no plan on how it intends to do that. But simply replacing lost slips does not address the demand increase.

The increase in demand for smaller, more affordable boats is an indicator that demand will increase for boat ramp capacity. So we are faced with a current pent up demand of people who already have trailer boats and will use the ramp more frequently because it is much more convenient than the hoist or going to Marina Del Rey or Cabrillo ramps, the prime location of King Harbor close to great fisheries off Rocky Point, the incentive a local boat ramp will have for more families to buy a trailer boat and break into the sport, and the general industry trend showing increasing demand for small, affordable boats.

11. Social Justice Considerations-

Boat ramps provide a means for families who cannot afford slip fees to participate in boating, sailing and fishing. Building a boat ramp that is unsafe and does not provide reasonable parking capacity represents a real deterrent to these families to use the boats they already have or to buy a reasonably priced boat to get into the sport.

Now that King Harbor will finally have a boat ramp, it should be safe for the families that use it and it should have the capacity for families to conclude they have a good chance of being able to use it on a nice summer weekend.

The boat ramp as currently designed is neither safe nor adequate capacity. The testimony of lifeguard rescue boat captains, harbor patrolmen, and Deputy Harbor Masters all demonstrate the location of the boat ramp is unsafe and that there are far safer locations in the harbor. An unsafe boat ramp is a deterrent to

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ramp utilization. And for those who take the risk puts an undue increase in risk on lower income families.

Undersized capacity represents a second deterrent. How many times will a family want to load up all their gear and drive down to the ramp only to discover there are no parking spaces left? Based on Cabrillo ramp data every summer weekend would experience an overcapacity situation. The Harbor Commissioners understand and are concerned about the lack of capacity. That is why they require 30 overflow trailer parking spots and 30 overflow regular parking spots. However, city staff admitted they do not know where this overflow would be located in the harbor and that there is no overflow capacity elsewhere on Mole B. Overflow parking a quarter or half mile away is not reasonable or viable and would tie up the boat ramp while boaters walk long distances.

As demonstrated earlier, the city has already analyzed safer locations with more parking capacity. But non-coastal dependent commercial uses outprioritized these locations.

12. **Summary** – The Mole B boat ramp Design, CDP and CUP violate multiple Coastal Act and Redondo Beach LCP requirements. It is unsafe, undersized, and has significant and unnecessary impacts on other Mole B and Basin 1 long standing, coastal-dependent uses. The facts drive the reasonable conclusion that the city has prioritized private, noncoastal-dependent uses over coastal dependent uses of the harbor as an actual harbor. The city has demonstrated it has become a biased advocate for the CenterCal Waterfront project which has resulted in the city twisting facts and interpretations of data and requirements to justify the move of the boat ramp from the turn basin (Mole C or D) to Mole B.

APPENDIX 1: WRITTEN TESTIMONY OF KING HARBOR DEPUTY HARBOR MASTERS, HARBOR PATROLMEN AND BAYWATCH RESCUE BOAT CAPTAINS

Tim Dornberg

Recently retired 25 year Deputy Harbor Patrolman, USCG 100 ton Master License, DBW Rescue Boat Instructor

"To whom it may concern:

Having just concluded a 25 year career as a boating safety professional in King Harbor (Rescue Boat Captain), I am extremely concerned about the unsafe and ill advised consideration of a mole B location for a boat ramp.

With over 40 years of boating experience in King Harbor. I have developed a thorough understanding of the intricate and involved flow of traffic within our harbor. With respect to trailer launched small craft, there are many considerations that make mole B the least desirable choice within our small harbor.

A mole B boat ramp location has several detrimental aspects with respect to boating safety, and boating rescue and law enforcement. Both land side and waterside problems exist that make mole B the least safe location of all the moles. My concerns and conclusions are shared amongst my peers.

The City's consideration of mole B for a boat ramp location can only be supported by financial considerations. The prioritization of development has inarguably put the best interest of the boating community, and the safety of our harbor, into a subordinate position.

Any city official that argues on behalf of a mole B boat ramp location is either driven by financial considerations, or is, unfortunately, not very familiar with how our harbor works.

My opinions are based on years of experience and my motives are formed around the best interests and safety of our boating community.

My family and I are avid users of King Harbor, and I can assure you that safe boating is my number one concern!

I look forward to sharing my views and concerns regarding a safe and logical selection of a King Harbor boat ramp location.

Sincerely,

Tim Dornberg"

Recently retired 25 year Deputy Harbor Patrolman, USCG 100 ton Master License, DBW Rescue Boat Instructor

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Joe Bark

Retired Harbor Patrolman, USCG 100 ton Masters License, DBW Rescue Boat Instructor

"As a 30 year boater in Redondo Beach and 6 year Harbor patrol officer in Redondo Beach, I feel we need a ramp in a safe place. Mole B has traffic and wind coming into a narrow channel with no room for error making this an unsafe place to put a ramp. Please do not rush into this and put the ramp in a safe location for everybody to enjoy. I feel strongly that this is a unsafe area for a ramp. There are many other areas in King Harbor that would make for a safe boat launch.

Thank you,

Joe Bark"

Harbor Patrolman, USCG 100 ton Masters License, DBW Rescue Boat Instructor

Erik Nelson, Baywatch Rescue Boat Captain

"From: Erik Nelson, Rescue Boat Captain, EMT-P (Paramedic), Worked in King Harbor/Redondo Beach since 1985.

The Mole B location for a public boat ramp will introduce the inexperienced general public to a narrow channel with a blind corner in a busy fairway leaving little room for error. This constrained location with lots of traffic, especially on summer weekends, make it an inherently unsafe location for a public boat ramp.

There are other areas in King Harbor that could made safe for a boat launch. I don't consider Mole B to be one of them. "

Many thanks!

Erik Nelson, Baywatch Rescue Boat Captain

Lee Davis

Rescue Boat Captain, L.A. County Lifeguards

"To whom it may concern,

Redondo Beach Mole B Boat Ramp Appeal

I, Lee Davis, have grown up around the marine environment. My parents had a boat as a kid and to this day I own and operate a sportfisher out of the Portafino Marina. I've been a L.A. County Lifeguard for over 35 years, a Rescue Boat Captain for 17 years and hold a 100 Ton Coast Guard Masters license.

In regards to the proposed launch ramp in mole B. The marine traffic at the entrance to basin 1 will be a source of frustration for both marina tenants as well as trailer boats standing by for the ramp. The 33 parking spots will go quick on week days and the weekends will be extreme. I would foresee King Harbor Marina parking being used for trailer parking.

All in all there are not only better, but more importantly safer places to locate a launch ramp in King Harbor.

Sincerely,

Lee Davis
Rescue Boat Captain
L.A. County Lifeguards"

Internal email trail from Public Records Request. Norm Matte is the most senior Deputy Harbor Master. He holds a USCG 100 ton Master license, and is a Rescue Boat Instructor for the DBW

Subject: RE: City of Redondo Beach - Customer Service case number 26448 From: Denise Weed <DoNotReply@redondo.org>

Date: 10/13/2016 5:57 AM

To: nils.nehrenheim@gmail.com

CC: lupe.cazares@redondo.org

Please see the email stream below. The stream begins at the bottom and concludes at the top. This is the only correspondence the Fire Department has regarding this issue.

Thanks Chief,

I'm not campaigning against it. But I can't in good conscious say its safe or support it.
Norm

From: Robert Metzger

Sent: Monday, September 19, 2016 6:54 PM

To: Norman Matte

Cc: Christopher Lubba; Matthew Bandy Subject: Re: Mole B Boat Launch Concept

Thank you for responding with your point of view. I will be sharing it verbatim with those who are involved in making these decisions.

Robert Metzger, Fire Chief City of Redondo Beach, CA

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On Sep 19, 2016, at 19:11, Norman Matte <Norman.Matte@redondo.org> wrote:

Chief,

Once again I know my opinion is not popular and probably not what the city wants to hear. However it is honest, professional and without political bias. **In my opinion any location that launches into a small area of maneuvering water, especially a narrow fairway that is highly trafficked is unsafe.**

I probably have more boating experience, specifically, trailering and launching vessels between 23' and 27' from Ventura to San Diego than the entire Harbor Patrol staff combined. Possibly Tim Dornberg has more experience than me, but that's a long long story as we know. I will never say that any location is safe other than the Turning Basin. No matter how many times I am asked or how the question is framed. **Design variations are not mitigating of the overwhelming hazard, which is limited maneuvering water combined with high traffic.**

I would not be honest to my education, background, experience, my years as a professional boat operator and most importantly I would violate the public trust by giving a false endorsement to a plan that every boater knows is ludicrous.

Respectfully, Norm

From: Robert Metzger

Sent: Thursday, September 15, 2016 8:21 PM

To: Christopher Lubba; Norman Matte; Matthew Bandy

Cc: David Lorenson; David Poirier; Grant Currie

Subject: Mole B Boat Launch Concept

HP Personnel;

Since the last discussion with City management about the concept of a boat launch at Mole B, a new rendering was created and distributed to you. At that time, your thoughts on the feasibility of the concept were requested. The City is trying to understand whether, in the opinion of the Harbor Patrol, this concept can be safely implemented in the area designated, and what needs to be done to create that safe situation.

In the next two weeks, please caucus with one another to consider those question. I will be returning to the office during the week of September 27th and will be reaching back out to you for your input. I look forward to hearing what you have to say about this concept. Thank you.

Chief Metzger

Redondo Beach Mole B Boat Ramp Appeal

APPENDIX 2: BRIEFING CHARTS PRESENTED BY BBR AT BOAT RAMP
APPEAL HEARING

Redondo Beach Mole B Boat Ramp Appeal
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APPENDIX 3: REPRESENTATIVE COMMENTS SUBMITTED BY
EXPERIENCED BOATERS

APPENDIX 4: BOATING INDUSTRY STATISTICS SUPPORT CONCLUSION OF
DEMAND INCREASE IN LARGE SLIPS AND BOAT RAMP CAPACITY

U.S. Boat Sales Float Back to the Top, Expected to Surge through 2018

Critical selling season for uniquely American-made industry kicks off in January with boat shows around the U.S., bringing best deals of the year for buyers

1/3/2017 12:00:00 AM | *General NMMA News*

CHICAGO – January 3, 2017– The National Marine Manufacturers Association (NMMA), representing the nation's recreational boat, engine and marine accessory manufacturers, announced today it expects unit sales of new powerboats to have increased between six and seven percent in 2016, reaching an estimated 250,000 boats sold as consumer confidence soared and manufacturers introduced products attracting younger boaters. In addition to increases in unit sales of new boats, recreational boating industry dollar sales are expected to rise between 10-11 percent from \$8.4 billion in 2016.

In fact, as one of the few original American-made industries – 95 percent of boats sold in the U.S. are made in the U.S. – recreational boating is seeing some of its healthiest gains in nearly a decade, a trajectory the NMMA expects to continue through 2018.

“With the U.S. boating industry having one of its strongest years in the last decade in 2016, and manufacturers saying, ‘we’re back!’, it’s likely we will reflect on this period as a golden age for our economy and our industry,” notes Thom Dammrich, NMMA president. “Economic indicators are working in the industry’s favor—a continuously improving housing market, strong consumer confidence, growing disposable income and consumer spending, and low interest rates all contribute to a healthy recreational boating market. Looking ahead, 2017 is likely to bring new dollar and unit sales gains on par with or better than 2016, and this trend will likely continue through 2018.”

Heading into 2017, U.S. manufacturers are gearing up for a busy winter boat show season to further attract the growing number of boating enthusiasts. Boat shows provide a platform for the boating industry to unveil its latest innovations around the country, and generate as much as 50 percent of annual sales for some manufacturers and dealers. They’re also the best time for consumers to shop as dealers and manufacturers offer some of their most attractive incentives and deals, while giving shoppers the chance to compare different boats, and different dealers, in one location.

The shows also provide a glimpse of buyer trends and sales for the year ahead:

Top 4 Boating Trends to Watch in 2017

Big boats are back—One of the more standout areas of growth in 2016 was among yachts and large cruising boats—a category that has been slower to rebound as high net worth individuals looked to remain more liquid post-recession. New yachts and cruisers are expected to have seen gains between one and three percent in 2016, and that trend is likely to continue into 2017 as consumer confidence and spending remain strong.

Affordable, versatile boats helping a new generation become boaters—

Manufacturers are making smaller boats (watersports boats, pontoons, day boats, etc.) that are more affordable as they aim to attract new, younger boaters and even more sales. What's more, boats are also becoming more versatile, providing an all-in-one experience from fishing to cruising to watersports, making them more appealing to a wider audience.

Intuitive marine technology—The boating industry has embraced new technology from docking a boat with a joystick reminiscent of video games to creating wake surf waves from a wristwatch. As consumers turn to their smartphones to manage numerous aspects of their lives, manufacturers are responding and will unveil boats at 2017 boat shows that provide a more intuitive experience—one that makes certain aspects of operating a boat as simple as pushing a button.

Shared experiences—The 'sharing economy' isn't lost on the boating industry, which is welcoming the opportunity to expose a new demographic to life on the water with everything from boat rental apps to shared boat ownership. Companies like Boatsetter, Boatbound, Sailo and GetMyBoat are some of the options listed on the industry's DiscoverBoating.com, which helps beginners find ways to get on the water.

U.S. Recreational Boating by the Numbers

- I. Annual U.S. sales of boats, marine products and services totaled \$36 billion in 2015 and are expected to have climbed three percent in 2016 to \$37 billion.
- II. Annual U.S. retail sales of NEW boats, marine engines and marine accessories totaled \$17.4 billion in 2015 and are expected to grow to \$19.1 billion as numbers are finalized for 2016.
- III. There were approximately 238,000 NEW power boats sold in 2015. The NMMA expects this number to grow to more than 250,000 for 2016.
- IV. The recreational boating industry in the U.S. has an annual economic impact of more than \$121.5 billion (includes direct, indirect and induced spending), supporting 650,000 direct and indirect American jobs and nearly 35,000 small businesses.
- V. Leading the nation in sales of new powerboat, engine, trailer and accessories in 2015 were the following states:
 1. Florida: \$2.6 billion, up 11.4 percent from 2014
 2. Texas: \$1.4 billion, up 8.2 percent from 2014

Redondo Beach Mole B Boat Ramp Appeal

3. Michigan: \$842.5 million, up 10.5 percent from 2014
 4. Minnesota: \$661.5 million, up 10 percent from 2014
 5. New York: \$643.3 million, up 7.6 percent from 2014
 6. North Carolina: \$634.6 million, up 9.4 percent from 2014
 7. Wisconsin: \$616.5 million, up 10 percent from 2014
 8. California: \$576.3 million, up 5.4 percent from 2014
 9. Louisiana: \$528.1 million, down 0.3 percent from 2014
 10. Alabama: \$512.3 million, up 11.9 percent from 2014
- VI. It's not just new boats Americans are buying; there were an estimated 958,000 pre-owned boats (powerboats, personal watercraft, and sailboats) sold in 2015, an increase of 1.9 percent.
- VII. There were an estimated 12.1 million registered/documented boats in the U.S. in 2015.
- VIII. Ninety-five percent of boats on the water (powerboats, personal watercraft, and sailboats) in the U.S. are small in size at less than 26 feet in length—boats that can be trailered by a vehicle to local waterways.
- IX. Boating is predominantly “middle-class” with 72 percent of boat owners having a household income of less than \$100,000.
- X. 95 percent of all Americans live within an hour's drive of a navigable body of water

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About NMMA: The National Marine Manufacturers Association (NMMA) is the leading trade organization for the North American recreational boating industry. NMMA member companies produce more than 80 percent of the boats, engines, trailers, marine accessories and gear used by millions of boaters in North America. The association serves its members and their sales and service networks by improving the business environment for recreational boating including providing domestic and international sales and marketing opportunities, reducing unnecessary government regulation, decreasing the cost of doing business, and helping grow boating participation. As the largest producer of boat and sport shows in the U.S., NMMA connects the recreational boating industry with the boating consumer year-round. Learn more at www.nmma.org and get engaged with us on Twitter and LinkedIn.

Appendix 1

Appeal of Harbor Commission Boat Ramp Design Review, CDP, and CUP

Jim Light

Building a Better Redondo

29 Nov 16

Appeal of Harbor Commission Mole B Boat Ramp approvals

- Mole B Boat Ramp unsafe
- Mole B site and ramp design artificially limits capacity
- Mole B Boat Ramp creates parking shortage for all uses
- Mole B Boat Ramp does not conform to State Guidelines
- Mole B Boat Ramp does not meet demand
- Accommodation of displaced boats not supported by evidence
- Ramp configuration precludes ability to comply with Mole B Master Plan
- Staff biased in assessments

MOLE B and RECENT BOAT RAMP HISTORY

1983 – Feasibility Study	Mole B parcels are too small. Mole B boat ramp abandoned
1989 – Siting Study	Seaside Lagoon and Mole B boat ramps shelved due to opposition
2007 – Harbor Area Working Group	Mole D selected as having the most potential development of the ramp. "The location provides the most convenient in/out of water access, offers more space for watercraft to maneuver safely without creating excess traffic and compared to other sites in the harbor it enjoys the most shelter from the existing breakwater."
2012-2015 Public Workshops	Mole D taken off the table by the city. Mole C is agreed to location. Moles A and B unacceptable
2015 - DEIR	" ...it was determined that the potential environmental impacts associated with Mole B would be greater than the proposed project, so Mole B has been eliminated from the project"
2016 - Post DEIR	Portofino voices concern with Mole C. Mole A chosen and abandoned due to KHYC concerns. Mole B suddenly selected no public workshops and in spite of previous workshops

Mole B chosen for political reasons
not because it is the best or safest location

Mole B Boat Ramp Unsafe

- Current Harbor Patrol staff strongly deem it unsafe
 - Despite commitment to Harbor Patrol staff, Fire Chief did not pass on concerns "verbatim" to Harbor Commission
- Two former harbor patrolmen testified it is unsafe
- Two current Baywatch lifeguards stationed in King Harbor have deemed it unsafe
- Former Marina Del Rey harbor patrolman called it unsafe
- Two Harbor Commissioners deemed it unsafe
 - One - Coastguard licensed for 100 ton commercial vessels
 - One – Avid boater, KHYC officer, and lawyer

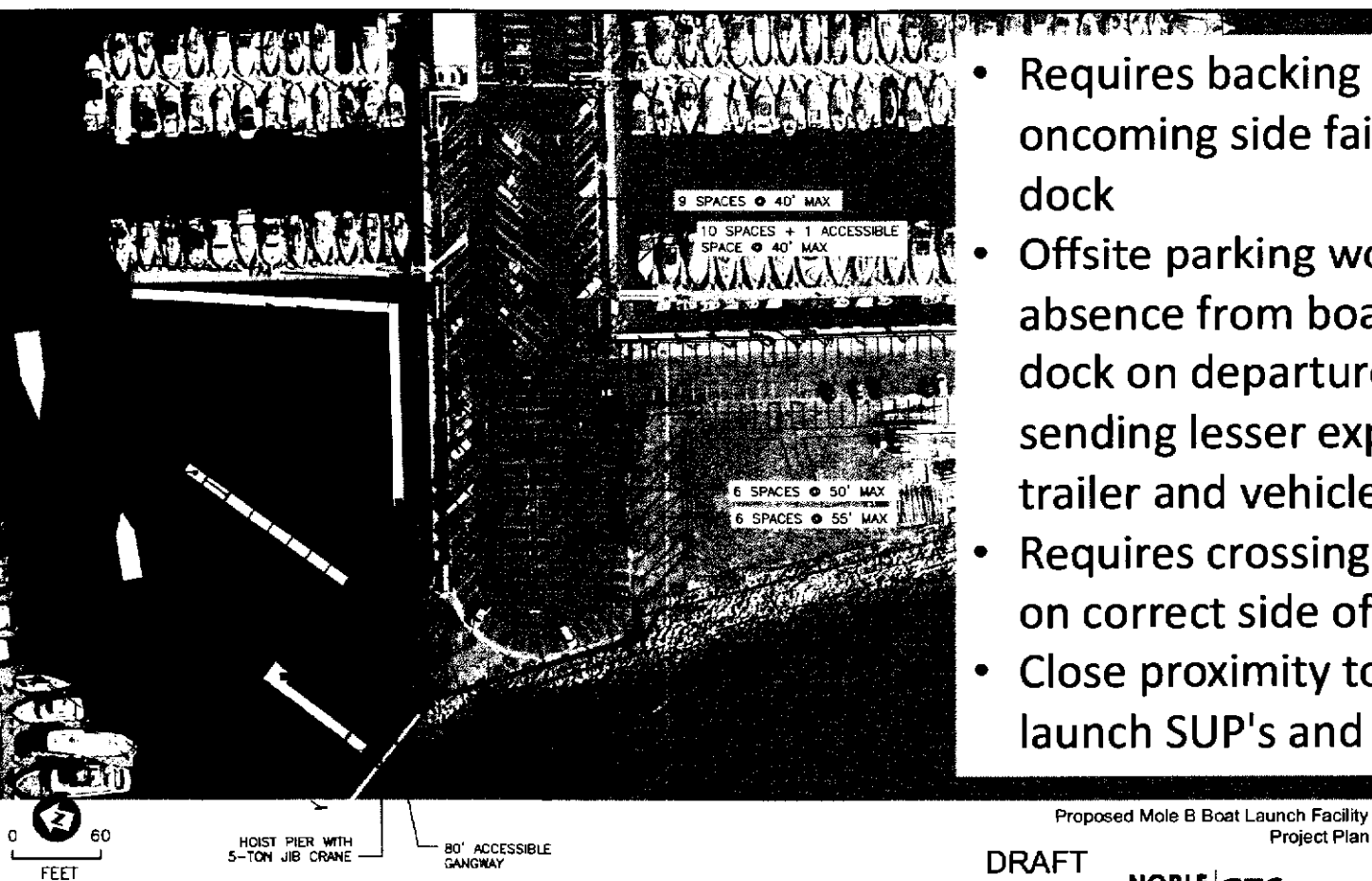
Our harbor public safety professionals strongly oppose a Mole B Ramp because it is unsafe

- ***"... any location that launches into a small area of maneuvering water, especially a narrow fairway that is highly trafficked is unsafe... I will never say that any location is safe other than the Turning Basin. No matter how many times I am asked or how the question is framed. Design variations are not mitigating of the overwhelming hazard, which is limited maneuvering water combined with high traffic. I would not be honest to my education, background, experience, my years as a professional boat operator and most importantly I would violate the public trust by giving a false endorsement to a plan that every boater knows is ludicrous. "***
 - Norm Matte – Current Harbor Patrolman
- ***"I feel strongly that this is a unsafe area for a boat ramp. There are other areas in King Harbor that would make for a safe boat launch"***
 - Joe Bark – retired Harbor Patrolman
- ***"...there are many considerations that make mole B the least desirable choice within our small harbor.... Both land side and waterside problems exist that make mole B the least safe location.... The prioritization of development has inarguably put...the safety of our harbor, into a subordinate position."***
 - Tim Dornberg - retired 25 year Harbor Patrolman
- ***"All in all there are not only better, but more importantly safer locations to locate a launch ramp in King Harbor."***
 - Lee Davis – 35 year lifeguard, 17 year Rescue Boat Captain, 100 ton Coast Guard Masters License

Staff writes off public safety official concerns

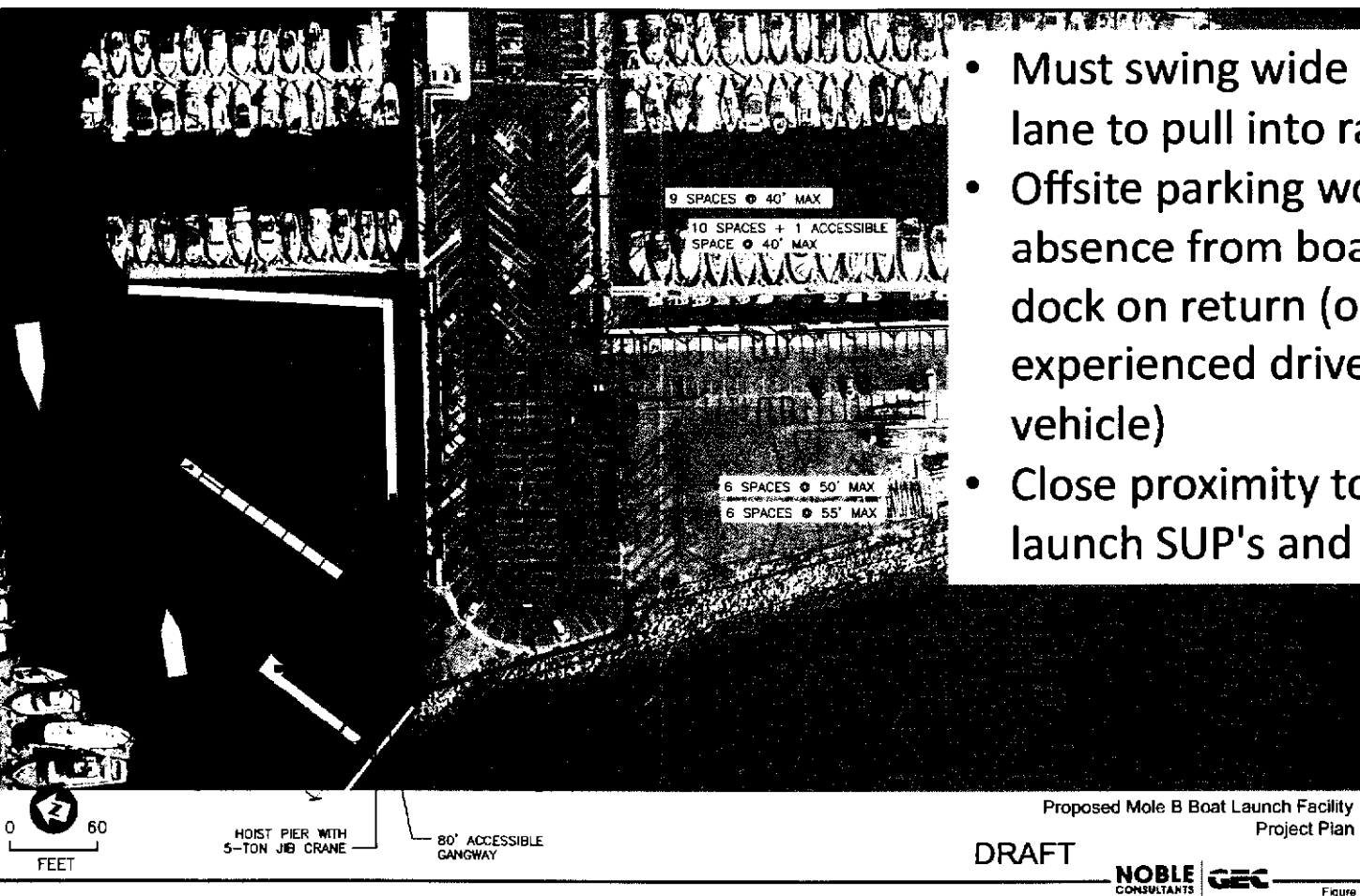
- Staff report says “the factual basis for their opinions has not been provided”
- Comments from public safety officials make it very clear they feel the location is unsafe due to:
 - Lack of maneuvering space
 - Proximity to the narrow fairway
 - Traffic in that fairway
 - Other boating activities in and around location
 - Blind corner between main fairway and Basin 1 fairway
- Safety officials base their concerns on their professional opinion and vast experience in the harbor

Convoluting queuing demonstrates site is inadequate and only increases safety hazards



- Requires backing into or in vicinity of oncoming side fairway to get to queuing dock
- Offsite parking would require extended absence from boat at launch or queuing dock on departure and return (or sending lesser experienced driver to park trailer and vehicle)
- Requires crossing inbound traffic to get on correct side of fairway
- Close proximity to hoist dock and hand launch SUP's and kayaks

Convoluting queuing demonstrates site is inadequate and only increases safety hazards



- Must swing wide into outbound traffic lane to pull into ramp float
- Offsite parking would require extended absence from boat at launch or queuing dock on return (or sending lesser experienced driver to back in trailer and vehicle)
- Close proximity to hoist dock and hand launch SUP's and kayaks

Ramp design and location artificially limit capacity of boat ramp

- " The PLBF is designed with 31 adjacent parking spaces which is by definition the capacity of the facility." — Staff response to allegation III.H.
- Operations flow and design were meant to result in a purposeful reduction in flow rate. — Mike Witzanski testimony to Harbor Commission
- In testimony to Harbor Commission the city's design consultant admitted the site is "very small" for a boat ramp and the design was the best he could do given the space on Mole B.

Design and location should not limit ramp capacity when less limiting sites are available

MOLE B BOAT RAMP CREATES PARKING SHORTAGE FOR ALL USES

	Actual Today	Proposed	Demand	Peak Demand	Source
Boat Ramp Trailer (Double spaces)		31	40	60	State guidelines
Boat Ramp Guest Parking		0	10	10	State guidelines estimate
Mole B Park	17	37	15	15	As allocated today
Lanakila	15		50	75	Per public record submitted by Lanakila
Hand Launch Boat Ramp		0	15	15	Estimate based on DEIR
Public Pay Parking	42	172	42	42	Current allocation
Slips (445) Permit Parking	210		334	334	RB Municipal Code
TOTAL	284	209	466	551	
			Single space shortage	257	342
			Trailer parking shortage	9	29

Marina Cove parking survey shows peak weekend use of current uses at 239 parking spaces

- MCL analysis is only of current conditions and does not account for demand of new hand launch boat ramp, trailer boaters, and enhanced Moonstone Park, was accomplished prior to the current expanded trailer parking configuration

Staff has not published any parking demand analysis for Mole B and instead relies on anecdotal opinion

Staff takes credit for "adding" spaces that already exist today on Mole B access to Lanakila and Harbor Patrol



Staff report claims current spots are "illegal"

- 15 spaces today are striped by the city
- They were used in MCL parking survey that city relies on

Mole B Ramp does NOT meet state guidelines

- Staff claims ramp "meets or exceeds" all state guidelines
- 401. Parking a. General Requirements
 1. *"Where physically possible, parking areas are to be located immediately adjacent to the launching ramp with **all parking spaces within 600' of the head of ramp.***
 2. *There should be **sufficient parking spaces to meet the expected demand on a normal peak day during the boating season.** The typical minimum parking requirement per launching lane is **20-30 car/trailer spaces.** This will vary with the type of waterbody, boating activities allowed, and whether the project is in an urban or rural area."*
 - *California Department of Boating and Waterways, Boating Facilities Division, Layout, Design, and Construction Handbook for Small Craft Boat Launching Facilities, March 1991*
- Boat ramp does not even meet low end minimum
- Harbor Commission required "overflow" parking is not defined and cannot be anywhere reasonably close to boat ramp
- Staff's assertion that the overflow parking may be near a pick up point by boat assumes: No solo boaters AND that each group would include an experienced boat and an experienced trailer/vehicle driver – neither of which is a reasonable assumption

Trailer Boating Parking Demand

- **Staff uses average year round daily ramp utilization to conclude 31 trailer spaces are sufficient**
 - State ramp guidelines call for "*sufficient parking spaces to meet the expected demand on a normal peak day during the boating season.*"
 - Cabrillo data shows weekends regularly exceeds 31 boaters - 61 days per year
- **Staff assumes trailer boaters would largely show up early to justify shared parking use**
 - Only accounts for early morning fishermen
 - Cruisers, jet skiers, lobster fishermen, sailors, after work boaters, evening fishermen, and lobster fishermen represent peaks at other times of day
- **Staff fails to address pent-up demand and future growth of demand**
 - Many locals do not use boat ramps often due to distance, closeness will increase utilization
 - Close shot to prime fishing grounds and Catalina makes Redondo much more attractive than Marina Del Rey
 - New ramp will increase local sales to new local boaters
 - Population growth and boating industry post-recession recovery will increase demand
- **Staff ignores City reports**
 - "King Harbor Boat Launch Facility Siting Study 2016" Concludes: "*The various alternatives provide a range of 20 to 40 vehicle/trailer parking spaces which is not expected to satisfy future demand.* "
 - "*The launch ramp facility is envisioned to be a popular amenity, and overflow parking opportunities will need to be explored further to accommodate peak use periods*" — Moffatt & Nichol Memorandum to City of Redondo Beach, 14 Nov 2007

REPLACEMENT BOAT SLIPS NOT ADEQUATELY ADDRESSED

- Loss of 39 slips – 30 over 30' in length, 5 of those over 50'
 - Displacement of commercial vessels in Basin 3 exacerbates loss
- City response to records request shows very low vacancy in slips over 33'
 - King Harbor Marina monthly average 2013, 2014, 2015 = 2
 - King Harbor Marina monthly average 2016 = 1
 - Portofino Marina June 2016 = 1
 - Redondo Beach Marina June 2016 = 0
- Smaller slip vacancy higher but cannot move large boats into small boat slips with vacancies
- Staff relies on anecdotal testimony from conflicted marina owner on "high slip turnover" to magically conclude there is room,
 - No turnover data included in records request response
 - Even if true: high turnover + low vacancy = high demand

STAFF DOES NOT ADDRESS FUTURE DEMAND

Demand growth expected to increase for boat ramp and slips

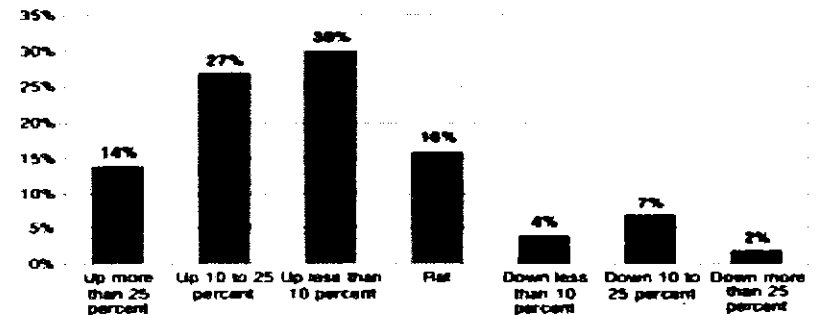
- Staff does not address recovery from recession - retail boating sales increasing since 2014
- Increased sales + increasing population = increased demand
- Pre-recession King Harbor had a 10 year waiting list for slips over 33'

Multiple Harbor Commission meetings note increase in SUP's in harbor

Lanakila has testified to the ongoing growth of their club and operations

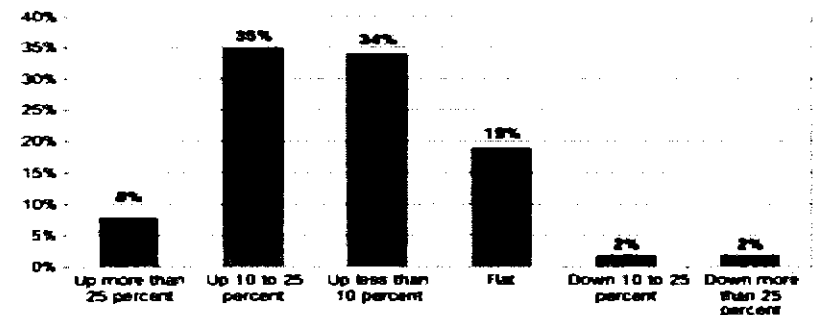
Demand for slips and parking will increase

HOW HAS YOUR 2015 REVENUE COMPARED TO 2014?



Click image to view larger (Source: Boating Industry survey)

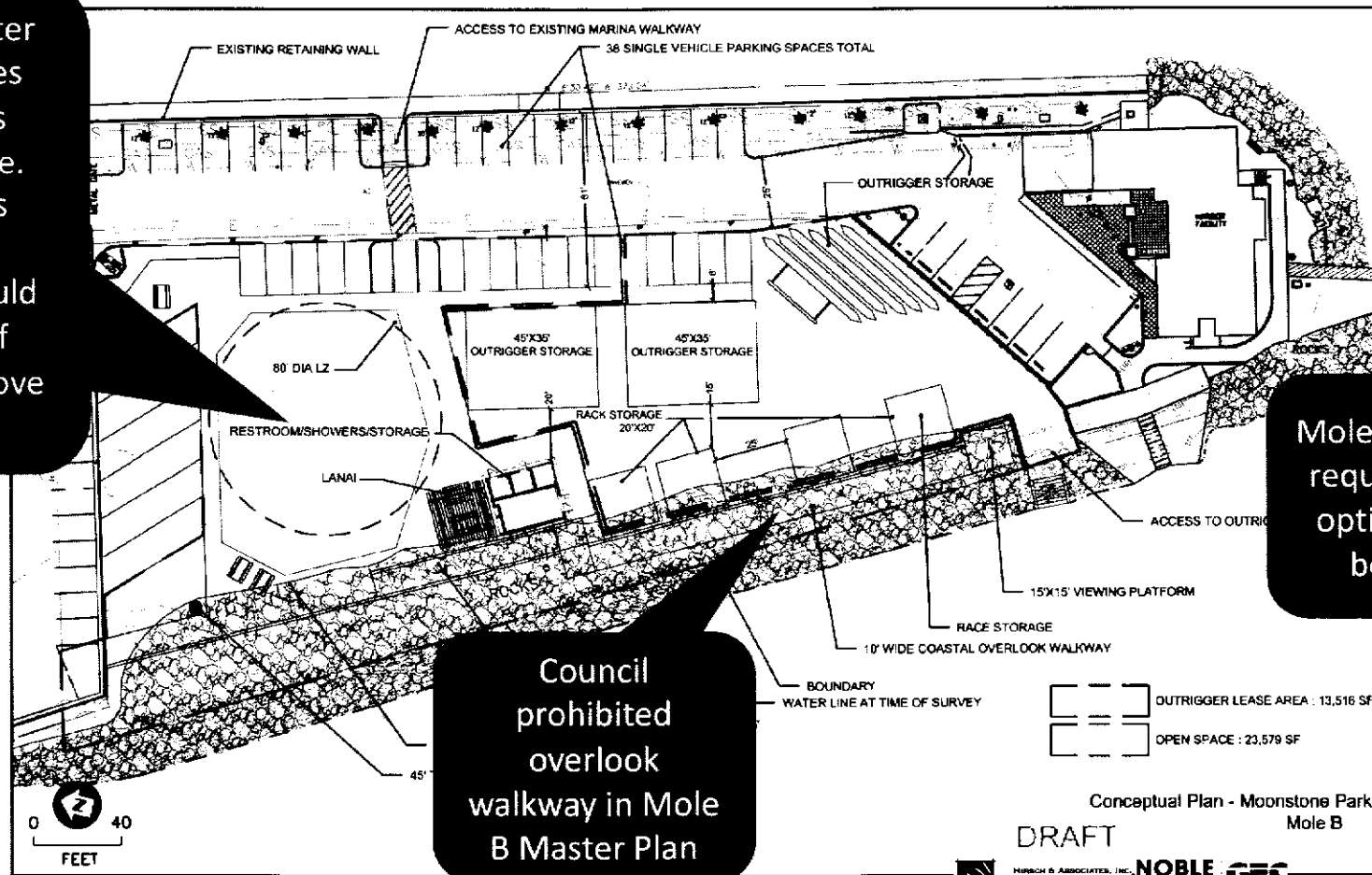
WHAT ARE YOUR EXPECTATIONS FOR 2016 REVENUE VS. 2015?



Click image to view larger (Source: Boating Industry survey)

LAN DOES NOT DEMONSTRATE THAT RECONFIGURATION FROM BOAT RAMP WILL ALLOW CONFORMANCE WITH MOLE B MASTER PLAN

Mole B Master Plan requires 100' radius landing zone. Standard is 100'x100'. Upwind should be clear of obstacles above ground.



Mole B Master Plan requires space for optional mast up boat storage

Council prohibited overlook walkway in Mole B Master Plan

City Council Approved Final Mole B Master Plan

MOLE B WEST

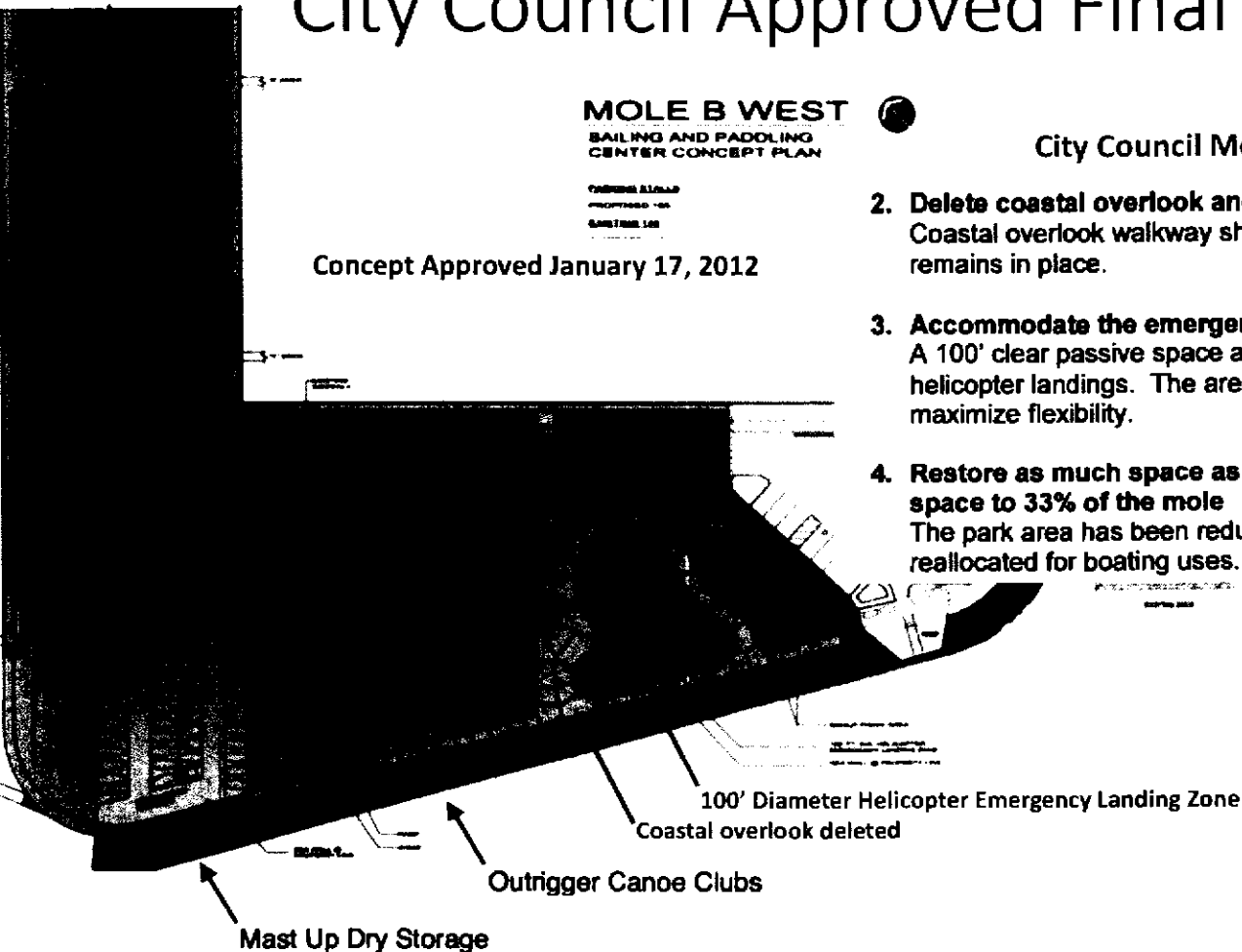
SAILING AND PADDLING
CENTER CONCEPT PLAN

PREPARED BY
CITY OF SAN FRANCISCO
SANDRINE LEE

Concept Approved January 17, 2012

City Council Meeting, July 5, 2011

- 2. Delete coastal overlook and replace with a seawall**
Coastal overlook walkway shown in previous concept has been removed. Sea wall remains in place.
- 3. Accommodate the emergency helicopter landing area**
A 100' clear passive space area has been retained to provide for emergency helicopter landings. The area has been pushed to the south as far as possible to maximize flexibility.
- 4. Restore as much space as possible to boating uses by reducing the park space to 33% of the mole**
The park area has been reduced to 33% of the mole and additional space has been reallocated for boating uses.



Staff has not demonstrated Mole B Master Plan can be met concurrently with approved boat ramp

STAFF BIAS EVIDENT IN EVALUATION

- Relying on public testimony for some findings while ignoring it on others
 - Example: relying on MCL testimony while ignoring former Harbor Patrolmen
- Ignoring strong inputs from most qualified staff
 - Ignoring strong safety concerns of current Harbor Patrol staff
- Contradicting previous city findings without any explanation
 - Multiple previous study findings on parking and ramp location ignored
- Ignoring own studies and industry data
 - Study findings on parking and boating industry growth data
- Twisting of data to meet their desired conclusions
 - Ignoring Cabrillo peak day parking data and using daily averages
- Convenient interpretations and misrepresentation of city policies
 - Park parking conflict policy from Parks and Rec Element
- Misleading statements
 - Equating Mole B public meetings to all previous workshops over the years

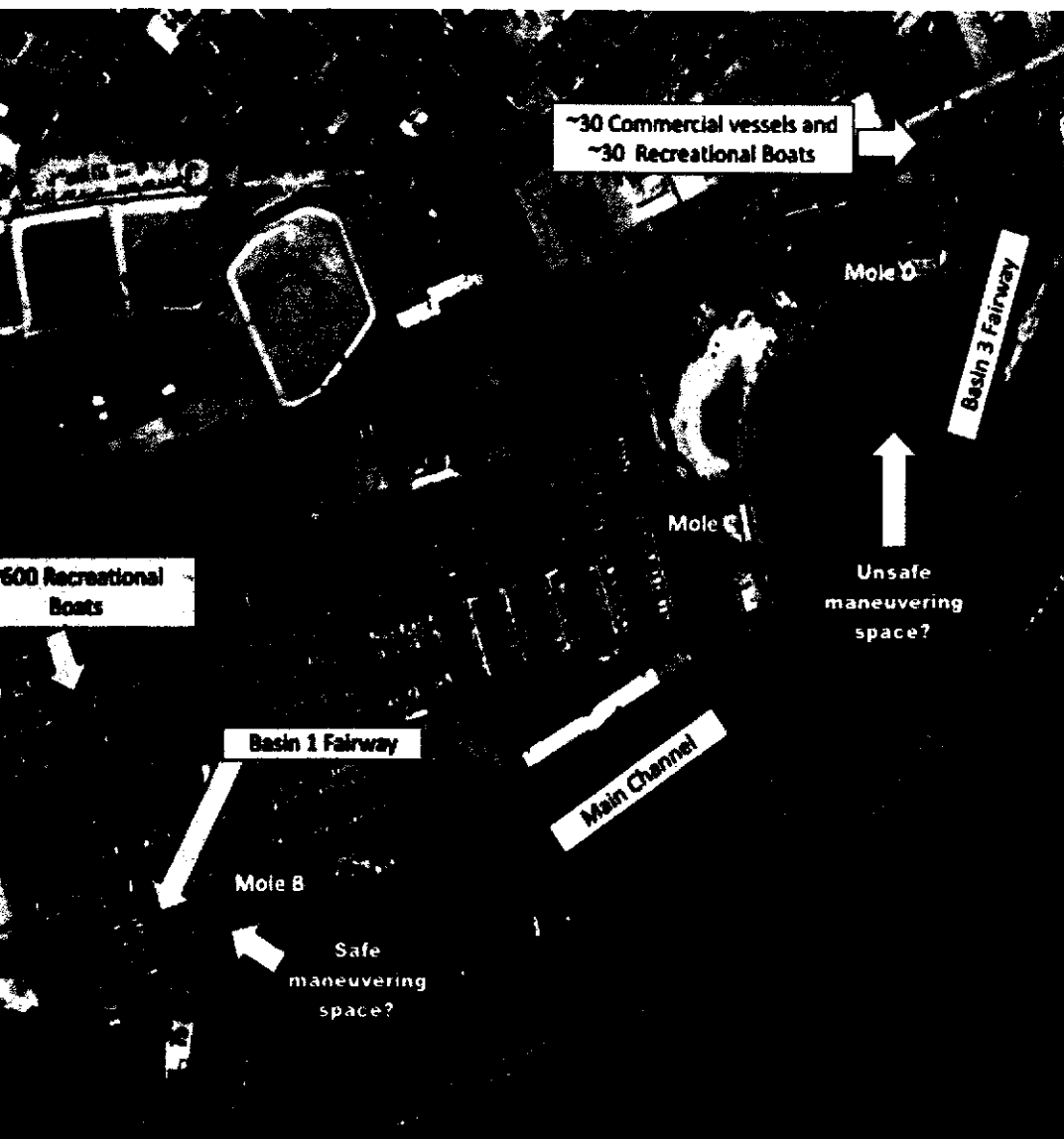
Example of assessment bias

- Mole D – DEIR Assessment

- *“the Mole D ...boat launch ramp would be located **near the** mouth of Basin 3, which **could** result in a **traffic conflict**. Additionally,...there would be **potential traffic conflicts** with vessels (i.e. charter vessels) maneuvering to and from berths at the Sport fishing Pier. This **could** pose a **potential safety hazard**, particularly during times of peak use.”*

- Mole B – EIR assessment

- *“...boats **feeding into the Basin 1** fairway would be **sufficiently spaced** far enough apart so they would be smoothly introduced into arriving or departing Basin 1 boat traffic. Boater sight lines to outbound and inbound lanes of the fairway...would provide **sufficient visibility to avoid conflict** with other boaters.... It is **anticipated** that the facility would be **managed...to ensure safe operating conditions....**”*



Side-by-side comparison shows blatant assessment bias

- Mole D – Unsafe according to staff
 - Much more maneuvering space
 - No fairway encroachment
 - No slips in proximity
 - Only 60 slips in Basin 3 with about 50% commercial vessels skippered by professionals
 - Sport fishing pier only used by licensed captains
 - Far from hand launch
 - Straight shot to harbor mouth
 - Simple waterside queuing
 - Ample parking
 - Already has boat hoist
- Mole B – safe according to staff
 - Much less maneuvering space
 - Direct encroachment into fairway
 - Over 600 recreational boats using fairway
 - Collocated hand launch
 - Close proximity to outrigger canoe ops
 - Must traverse entire harbor
 - Complicated waterside queuing
 - Landslide queuing impact slip, park, and outrigger canoe parking
 - Insufficient parking

COMMISSIONER CONCERN ON MOLE C PROXIMITY TO HAND LAUNCH UNBALANCED

- DEIR describes multiple solutions to mitigate Mole C boat ramp risks with hand launch traffic
 - Reconfigured breakwater
 - Buoy separation
- Mole B boat ramp includes hand launch after 10AM
 - Much closer proximity with no means to separate traffic
- Other kayaks and SUP's in Basin 1 fairway in direct maneuvering space for Mole B boat ramp
- Mole D has no conflict with hand launched vessel launch points

Staff Claims versus reality

Staff Claim	Reality
Moisture ramp launch similar to slip launch	Concentrated launching at all hours rather than spread through marina (especially morning traffic and at night during lobster season). More communication required. More vehicle movement with trailers. Chains and winch operations. There are approximately 40 liveaboards along Mole B.
Slip launch similar to ramp launch	Slip boats maintained ready to go – limited loading. Back out ready to go. No queuing. Vessels in water, ready to go.
No future demand increase	Many indicators to the contrary
Appellant misrepresents Parks and Rec Element policy to minimize parking conflicts at parks. Parking only a concern at Perry Park, Anderson Park, Veterans Park, and Aviation Park	Exhibit 5 lists "Minimize parking conflicts at parks." As separate from the specific concerns with the listed parks. Furthermore, other city documents document concerns with park parking conflicts – particularly at Seaside Lagoon. So the policy is broader than the staff argues.
Harbor Patrol access road parking illegal	Parking spaces are lined by city. City accepted MCL parking assessment that included parking along this access road
Meetings on Mole B boat ramp were equivalent to boat ramp workshops	Current configuration of boat ramp never covered at workshop. Testimony during Harbor Commission meeting is not a workshop. Even Chairperson of Harbor Commission stated a workshop was needed.
Boat ramp meets or exceeds state requirements	Parking does not meet minimum requirements or distance requirements
Peak use of boat ramp will be early morning	Jetskiers, cruisers, and sailors launch later. Can expect a post work rush. And evenings will create a peak during lobster season.

Summary

- Mole B is not the right place for a boat ramp
 - It is too small
 - There are too many long existing coastal dependent uses that would be impacted
 - It is unsafe
- Staff's assessment is biased and does not stand up to reasonable scrutiny
 - Driven more by desire to protect Waterfront commercial development than to optimize coastal dependent harbor uses
- City Council should support appeal and send boat ramp back to the drawing board with meaningful community input

Appendix 2

To: **City Council of Redondo Beach**

From: **Mark Hansen, King Harbor Boater**

Date: **November 29, 2016**

Re: **L.1 APPEAL OF HARBOR COMMISSION DECISIONS TO APPROVE
CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW, AND
COASTAL DEVELOPMENT PERMIT AND CA ENVIRONMENTAL QUALITY
ACT DETERMINATION, FOR PUBLIC BOAT LAUNCH RAMP AND HOIST
(COMPONENT OF THE WATERFRONT PROJECT) ON MOLE B**

Recommend that the City Council uphold the Appeal, reject the location
for the boat ramp on Mole B, and move the boat ramp back to Mole C.

Representatives of all of the boating organizations in King Harbor were consulted regarding a Boat Ramp on Mole B, versus the location on Mole C, preferred by the community during the Waterfront meetings.

The boating community identified sixteen (16) specific concerns with the functionality and safety of that location, most of which cannot be mitigated, due to the very limited maneuvering water and very limited land area. Those concerns are attached.

On the other hand, effective mitigation measures can be applied to address the concerns identified at Mole C. Those are attached. Please see included observations on site control and costs at Mole C.

Boat Rescue Captains, for both the Redondo Harbor Patrol and the LA County Baywatch, have opined that a Ramp on Mole B would be unsafe.

Please see the attached documents in support of this recommendation.

Please note that an open dedicated public meeting was never held to discuss the boat ramp location on Mole B.

Please note that the most recent, most refined boat ramp drawing of Mole C, dated June 1, 2016, was excluded from the Final EIR of July 7, 2016.

RB City Council
Tuesday, November 29 - 6:00 pm
Chambers, 415 Diamond St.

Public Boat Launch Ramp

Appeal of Harbor Commission Decisions on:

**Conditional Use Permit - Coastal Development Permit
Design Review - Environmental Impact Determination**

**Staff has proposed a new concept of a Boat Ramp
on Mole B, launching to the north, into Basin 1.**

**During 8 public meetings, the community had selected a location on Mole C.
The staff proposal has never been discussed in a dedicated open forum.**

Safety Professionals strongly recommend against a boat ramp on Mole B:

"I am extremely concerned about the unsafe and ill-advised consideration of a Mole B location for a boat ramp. Both land side and waterside problems exist that make Mole B the least safe location of all the moles."

- Harbor Patrol Rescue Boat Captain, Ret., Tim Dornberg

"In my opinion any location that launches into a small area of maneuvering water, especially a narrow fairway that is highly trafficked is unsafe. I will never say that any location is safe other than the [South] Turning Basin. I would violate the public trust by giving a false endorsement to a plan that every boater knows is ludicrous."

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Mole B has traffic and wind coming into a narrow channel with no room for error, making this an unsafe place to put a ramp. I feel strongly that this is [an] unsafe area for a ramp. – Harbor Patrol Rescue Captain, Ret., Joe Bark

"This constrained location with lots of traffic, especially on summer weekends, make it an inherently unsafe location for a public boat ramp. There are other areas in King Harbor that could [be] made safe for a boat launch. I don't consider Mole B to be one of them." - Baywatch Rescue Boat Captain, E. Nelson

"All in all there are not only better, but more importantly safer places to locate a launch ramp in King Harbor." - Baywatch Rescue Boat Captain, L. Davis

Boaters - Attend and add your expert counsel.

www.redondo.org/depts/council/rbtv_council.asp

BOAT RAMP CONSIDERATIONS

Mole B - Launching into Basin 1

Vs.

Mole C - Launching into South Turning Basin

The following concerns have been raised by the boating community, regarding the city staff's new alternative proposal for a public boat launch ramp on Mole B, versus the location on Mole C, preferred by the community during the Waterfront meetings.

- 1. Lack of navigable water for vessel staging during egress and ingress.**
- 2. Located inside a marina at the intersection of the Main Channel and Basin 1.**
- 4. Blind wall between the boat ramp and the Main Channel.**
- 3. Often highest traffic area in harbor,** including activities of King Harbor Yacht Club, Youth Foundation Training, Sea Scout Training, Outrigger Canoe Clubs, and egress for Redondo Beach Yacht Club and for Tarsan SUP.
- 5. Staging area for major harbor events,** including: Holiday Boat Parade, Sea Fair, Santa Barbara Race, and Youth Sailathon.
- 6. Public hand launching,** including paddle craft, into often-busiest area of harbor.
- 7. Large boats back out directly into the launching area.**
- 8. Significantly greater transit distance to the harbor entrance.**
- 9. Only one 'trailer' launching lane, with one 'hand-launch' lane.**
The DBW directs that single lane ramps are not practical and can be difficult to use. Two full trailer lanes can be accommodated at Mole C.
- 10. Only 32 on-site parking spaces.** *DBW recommends 40-60 spaces for two lanes. The 60 overflow spaces will be more than DBW-max of 600 ft. from the ramp. Less than half of spaces are DBW-recommended "pull-through" spaces. Size of boats that can be accommodated is limited at 20 of the spaces.*
- 11. Land-side access is through marina parking, via Marina Way, with no room for a 'cueing lane', as can be accommodated on Mole C.**
- 12. Significantly reduces available area and blocks access for Outrigger Clubs.**
- 13. Blocks landside emergency egress from the Harbor Patrol building.**
- 14. Eliminates Mast-Up Dry Storage for the Public and for the City Sailing Program,** that was an integral component of the last council-approved Mole B Master Plan.
- 15. Eliminates 39 existing boat slips.**
- 16. Greater potential noise impacts on live-aboard boaters**

BOAT RAMP CONSIDERATIONS

Mole B Specifics

V1

1. No Navigable water for vessel staging

Boaters are often not quite ready to get underway immediately after launching; they often rush off of the docks to make way for the next boat, and require some staging water to finish preparing to depart the harbor. At the end of the day, many boats return at the same time, and staging water is required. Only the South Turning Basin provides this vessel staging water. Mole B does not.

6. Public paddle craft launching

1) Previous community discussions have identified the busy area of Mole B as too congested for public paddle craft launching 2) the specific location, behind the blind wall, adds an unacceptable risk, as the low-profile paddle craft cannot be seen by larger vessels from the main channel entering Basin One. 3) The Opened Lagoon and South Turning Basin provide a much safer site for public paddle craft launching.

Note: At the last community meeting regarding Mole B, there was a general consensus that by cutting a "subtraction" into the west side of Mole B, the experienced Outrigger Paddlers could safely launch toward the main channel.

9. Limited parking

The Marina Del Rey and Cabrillo Beach parking counts suggest that on our busier summer weekends, the parking would be over capacity and boat ramp traffic would be backed up down Marina Way, blocking access for both the slip tenants and for the Outrigger Canoe Clubs. There are no adjacent potential overflow parking areas, as exist to both the north and south of Mole C.

14. Mast Up Dry Storage Elimination

The last City Council approved Mole B Master Plan design (Jan 17, 2012) included dry storage for approximately 44 small sailboats.

The Coastal Act, Section 30224, directs, in part, that:

"Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas [and] increasing public launching facilities.

The King Harbor Boater's Advisory Panel published the recommendation:

"Small Boat Mast Up Dry Storage: coordinate with enhanced programs on Mole B".

The Immediate Tasks (10) of the City Manager's Harbor Working Group included:

"Establish Mast Up Storage for Small Trailer Boats".

The Coastal Commission approved Measure G Land Use Plan for Mole B included, in part:

"Primary Land uses, sub-area 3b (Mole B) • Boating facilities, such as boating clubs, boating instruction, boat storage, Harbor Patrol, and similar support facilities."

Mast Up Dry Storage:

- Will bring entry-level sailors back to King Harbor that have been precluded from using our harbor since all beach launching was eliminated, the harbor perimeter was ringed with commercial development, and no boat ramp was provided. The existing hoist cannot launch sailboats with their masts up, and egress from Basin 3 without auxiliary power is very difficult.

- Will provide feed to the smaller empty marina slips, as the natural next step in boat ownership will be to boats that can occupy those slips. King Harbor Marina alone recently reported 60 vacancies in their smallest slips.

- Will provide mitigation for low cost recreational access, to satisfy the Coastal Commission, when we presumably eventually request to replace our smaller empty slips with larger in-demand slips.

MOLE C – Concerns, Perceptions and Available Mitigations

v2

Effective mitigation measures can be applied to address concerns at Mole C.

p1

Noise – *specifically as might impact weddings at the west end of the Portofino Banquet Hall.* This appears to primarily be a perception issue. Coastal boat ramps are a completely different environment than seen on TV at Lake Havasu's Spring Break, or experienced at the Colorado River. There is virtually no social environment. It is a very business-only environment, where boaters expedite their launching to make way for the next boat. There are very few V-8 go-fast boats revving up their engines. Instead, there are mostly relatively quiet four-stroke outboards, most often focused on fishing. There will be no nearby speeding boats, as the harbor speed limit is 5 mph. The Mole B concept would have greater potential noise impacts on liveaboard boaters. To the modest degree that there will be some increased noise, the developer has been very cooperative in suggesting mitigations, including a "living green wall", essentially a brick wall with latticework and ivy, which will significantly mitigate any new noise.

Landside Traffic – The EIR accurately reports that the boat ramp adds only a negligible component to vehicular traffic. Vehicular traffic itself is not significant as long as there is sufficient boat ramp parking, and a modest 'cueing lane', for those occasions when more than one vehicle with trailer happens to arrive at the same time to pay for entry.

At Mole B, Marina Way cannot accommodate such a cueing lane.

Both the original Mole C drawing of 2006, and the most recent, refined Mole C drawing, of June 1, 2016, includes the depiction of such a 'cueing lane'.

Unfortunately, the Final EIR only includes drawings of two less-refined concepts that omit the cueing lane, and it does NOT include that most recent, most refined drawing.

Parking – Mole B can only accommodate 32 spaces that are immediately adjacent to, or within 600 feet of the ramp, as directed by the DBW. Only 15 of those spaces are "pull-through" spaces, which are strongly recommended by the DBW. The Mole B concept acknowledges the need for 60 more 'overflow' spaces, but does not identify a location, and staff acknowledges that there is no appropriate land surface with 600 feet. The footprint of 'Joe's' itself will accommodate 37 parking spaces, 100% of which are "pull-through" spaces. If indeed additional parking is needed, there is potential land surface area immediately adjacent to, or within 600 feet of, the boat ramp: to the south – within the 36 acre blank-slate Waterfront Project, or to the north – at the Triton Oil Site.

Misperceptions – The public has sometimes been concerned regarding traffic and parking near a boat ramp on Mole C. Once they learn that the ramp will have its own dedicated parking, as well as a "cueing lane", those concerns are largely allayed. Some also mistakenly believe that CenterCal does not want the boat ramp adjacent to their project. Their CEO has consistently and recently confirmed that they have no problem with the boat ramp and are willing to move Joe's into their development.

MOLE C –Concerns, Perceptions and Available Mitigations

p2

Waterside Traffic Separation from Paddle Craft – At the Boat Ramp Design Meetings, in February 2014, discussions centered on how to separate the boat ramp traffic from the paddle craft traffic exiting the newly-opened Seaside Lagoon. The initial project illustration depicted the opening of the Lagoon facing to the North. The boaters suggested that, by 'flipping' the existing small 'hook' breakwater, the opening could face to the South, to achieve the desired separation. This concept was very well received by the community.

Although clearly worthy of discussion, this separation issue was subsequently somewhat over-emphasized by some. This is mostly a "transitory" issue – when boaters first leave the ramp, they are somewhat distracted. But then we all share the harbor via the rules of the road.

The Mole B concept has the paddle craft actually *sharing* the dock floats with the boat ramp traffic, and has them launching into a busy intersection behind a blind wall.

The Mole C boat ramp concepts had initially included a wave mitigation breakwater, to protect the dock floats during storm conditions. Following more detailed analysis, the engineers advised of their recommendation to omit that breakwater, as the cost was much higher than the value of the docks that it would protect. With that breakwater removed, the boat ramp traffic would no longer be directed toward the Lagoon's paddle-craft traffic, and the boat ramp dock floats could be angled directly toward the entrance of the harbor. 'Flipping' the existing small 'hook' breakwater would become optional.

Maneuvering and Training Water – In the South Turning Basin, sailboats often drop their sails, and the youth sailors often conduct training. With the presumed elimination of the storm mitigation breakwater, much less navigable water would be impacted and these concerns will be significantly mitigated.

The Mole B concept has NO maneuvering water and launches into a busy intersection.

Site Control – Staff has recently evolved toward emphasizing site control as a primary reason for advocating for the boat ramp location on Mole B vs. Mole C.

However, King Harbor Marina has 15½ years left on their lease, and Joe's Crab Shack has 13½ years left on their lease. In negotiations, King Harbor Marina would be required to 1) loose 39 slips, 2) endure landside traffic backed up down Marina Way, blocking access for both their slip tenants and the Outrigger Canoe Clubs, and 3) endure waterside traffic at the intersection of their Basin 1 and the Main Channel.

By comparison, Joe's Crab Shack would be relocated from a dead-end access road into the brand new CenterCal Project. Both companies have noted the obvious, that this would result in significant revenue increases for Joe's Crab Shack.

Site control should actually be faster and easier to obtain at Mole C than Mole B.

MOLE C –Concerns, Perceptions and Available Mitigations

p3

Cost – Staff has similarly also recently evolved toward emphasizing cost as a primary reason for advocating for the location on Mole B. It is interesting to note that, when previously negotiating for a potential boat ramp location on Mole A, Staff was willing to offer millions to purchase a new building for the tenant yacht club, of similar size to Joe's. However, Staff now cites such a relocation cost as prohibitive at Mole C. This has led many boaters to interpret the purported site control and cost concerns as being red herrings for a Staff desire to maximize revenue producing uses over recreational boating uses by moving the boat ramp from Mole C to the inferior Mole B.

Sidebar - During the eight (8) Waterfront Meetings, the community selected Mole C for the boat ramp. Contrary to that, Staff seems to have decided that they do not want the boat ramp next to that development. However, it should be noted that the even larger AES property will be developed near the proposed location at Mole B.

Staff has recently suggested building a minimalistic boat ramp at Mole B, and then, if and *when* the demand exceeds its capacity, build a new boat ramp at Mole C, when the Joe's lease expires in 13 ½ years. Of course, many question spending 'good money after bad'. Moreover, most boaters fully expect the demand to quickly exceed the capacity at Mole B. If the boat ramp is built on Mole C now, a new Joe's facility could potentially be constructed and opened prior to removal of the old facility, and the City would not need to pay for any lost business time. However, by the time a boat ramp was built on Mole B, and found to be over capacity, the Waterfront Project would likely be complete and fully occupied. So there would no longer be an available site in the harbor for Joe's, and a buyout would require the City to pay for ten (10) or more years of lost business revenue.

Previous feasibility analyses have reported that a boat ramp on Mole C would be a good candidate for a matching grant from the Department of Boating & Waterways. However, boaters have identified several characteristics of the boat ramp proposal on Mole B that do not comply with the DBW Handbook for Boat Launching Facilities, (e.g.) insufficient parking and insufficient use of "pull-through" parking spaces, etc. Several million dollars of grant funding are at risk for a boat ramp at Mole B vs. Mole C. *(The Coastal Commission is also likely to look with disfavor on a boat ramp location that cannot comply with the DBW guidelines, when the Mole C location can comply.)*

To the degree that the cost of the location on Mole C is higher than on Mole B, it is important to recognize that the Mole C location will provide much greater recreational boating access and more fully meet our obligation to the Public Trust of the Tidelands. The Mole C location will provide for a much safer and functional public boat ramp. It will also preserve 39 slips and provide for the preservation of the Council-approved Master Plan for Mole B, which includes an effective home for the Outrigger Canoe Clubs, and important Mast Up Dry Storage for the Public and our City Sailing Program. This is the highest and best use of our Tidelands Funds. After 57 years, it is time for the City to do the right thing and provide for a safe, effective recreational boat launch ramp.

Boat Ramp Launching Demand

City Staff secured the launching numbers for both Marina Del Rey and Cabrillo Beach. Cabrillo provided daily numbers. The average launches per day over the full year were 19 and 16 respectfully. Of course, the summer and weekend peaks are much higher. At Cabrillo, the busiest ten (10) days had launches ranging from 61 to 105. Note that MdR has 224 parking spaces and Cabrillo has 112 spaces.

Our boat ramp could easily become as popular as Cabrillo or MdR, as we have:

- Immediate access to the open ocean
- Better access to Catalina than MdR
- Best access to Rocky Point Fishing
- Redondo Canyon nutrient upwelling and good fishing
- Draw of the popular South Bay vs. San Pedro
- Draw of our New Waterfront Project

City Staff has suggested that we will not be as popular as the larger harbors. However, unlike the east coast, there is no on-the-water social scene in MdR or Cabrillo. Boaters primarily launch to get access to the open ocean.

Staff has suggested that we will not create any new demand, and that we will only siphon off users from the other ramps. The boating community strongly disagrees. Many local area boaters, with their boats at home or in dry storage, whose boating is currently limited by the drive to the north or south, will go boating much more with a new ramp in the South Bay neighborhood. Over time, local boat ownership will increase, precisely because convenient local launching is available.

It is critical to acknowledge that Cabrillo is just one of six (6) launch ramps in the Long Beach/San Pedro area.

With only 32 on-site parking spaces planned, if our demand were to become similar to Cabrillo's, we would be overcapacity 61 days of the year! On the busiest ten (10) days, we would be overcapacity by the following:

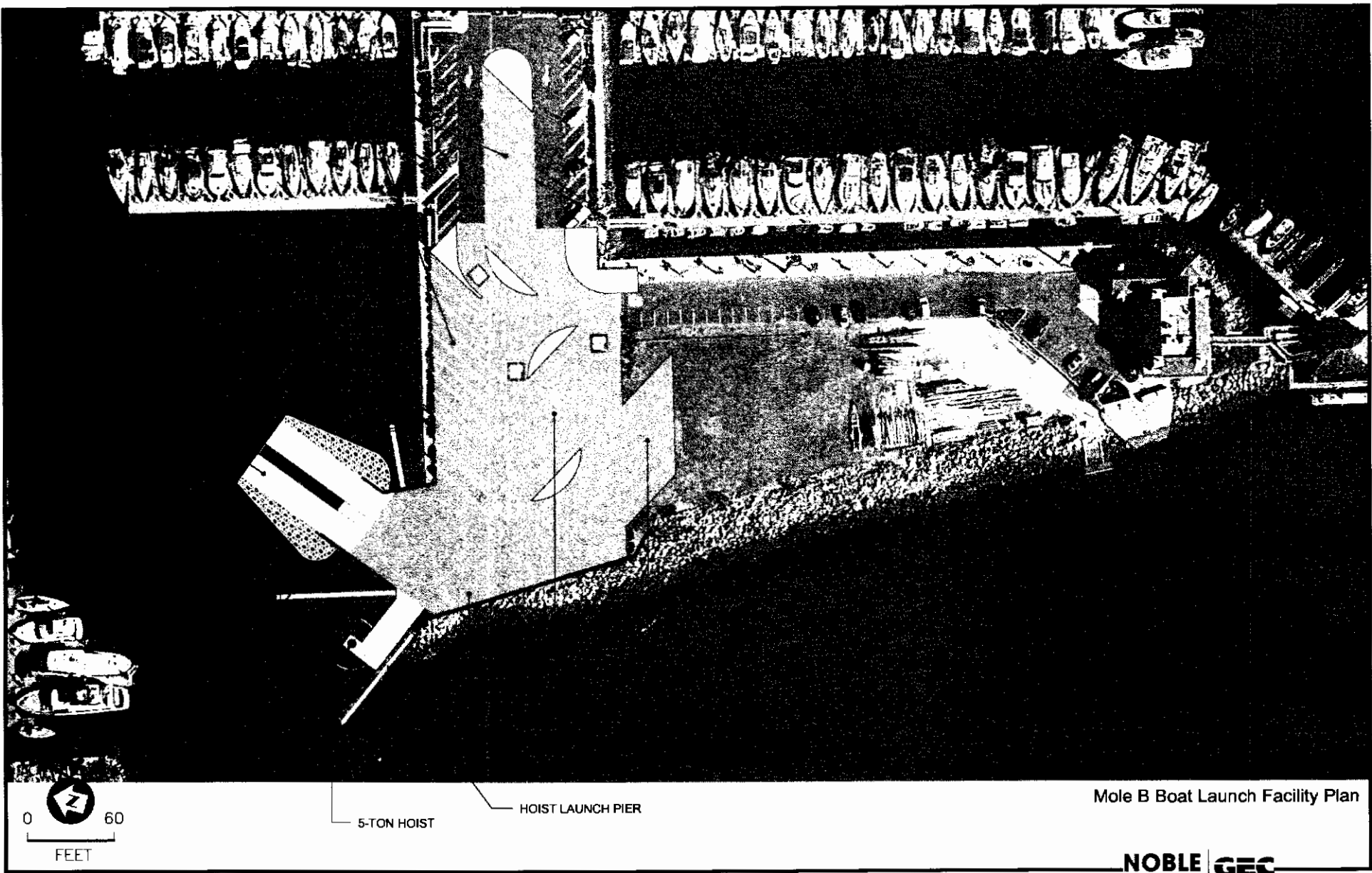
<u>Launches</u>	<u>Overcapacity</u>	<u>Launches</u>	<u>Overcapacity</u>
105	73	71	39
84	52	66	34
74	42	64	32
73	41	62	30
71	39	61	29

The consequences of insufficient car-trailer parking are much more impactful than for single cars, as trucks and trailer boats would clog the roads of our community.

The 67 spaces currently zoned at the hoist would handle this on all but six (6) days. The DBW guidelines direct that:

The typical minimum parking requirement per launching lane is 20-30 car/trailer spaces. **Note that 60 spaces would handle this usage on all but the above ten (10) days.**

Mole B Boat Ramp
City Staff Proposal



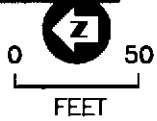
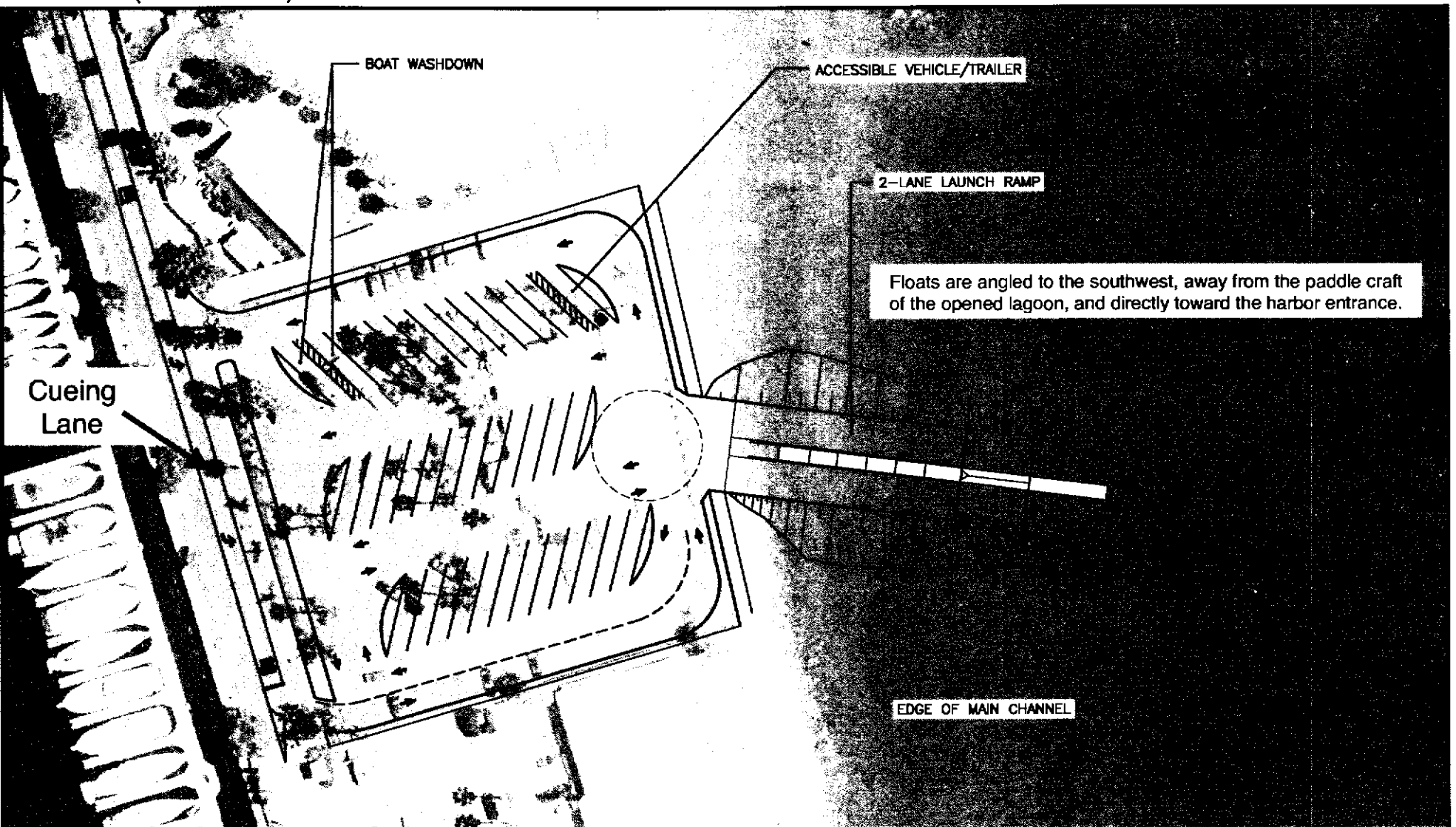
Mole B Boat Launch Facility Plan

NOBLE CONSULTANTS | GEC

Figure 1

One Trailer Boat Launch Lane and One Hand Launch Lane
32 parking spaces: 17 pull-in and 15 pull-through spaces

Mole C (Joe's Site)



This refined design is dated June 1, and was presented to the Harbor Commission on June 13, but it is NOT included in the Final EIR of July 7.

DRAFT

Conceptual Boat Launch Facility Plan
Mole C - Two Lane with No Breakwater Protection

NOBLE
CONSULTANTS, INC.

2016-06-01

Figure X

Mole C

Redondo Beach Boat Launch Ramp Facility Feasibility Report

for the California Department of Boating and Waterways 2015 Grant Cycle

Submitted by moffatt and nichol, March 13, 2014

Review the 16-page report: <http://laserweb.redondo.org/weblink/0/doc/245301/Page1.aspx>

Of the five alternative presented at the last public outreach meeting, the **"Yellow Alternative"** was the most well received by the public. This alternative was preferred for various reasons including:

- The reversing of the existing hook breakwater provided a distinct physical barrier between the launch ramp and lagoon users;
- The parking lot layout provided close to the maximum number of pull-through car/trailer parking spaces and single parking spaces possible on the site; and
- The adding of the third lane on Portofino Way and circulation within the parking area.



Figure 7 – Alternative 'Yellow' Launch Ramp Improvements

The current engineer suggests that we could potentially omit the surge mitigation breakwater and accept the intermittent damage to the docks. Conceptual only – the final design would be opened up for maneuverability.

MOLE B WEST

SAILING AND PADDLING CENTER CONCEPT PLAN



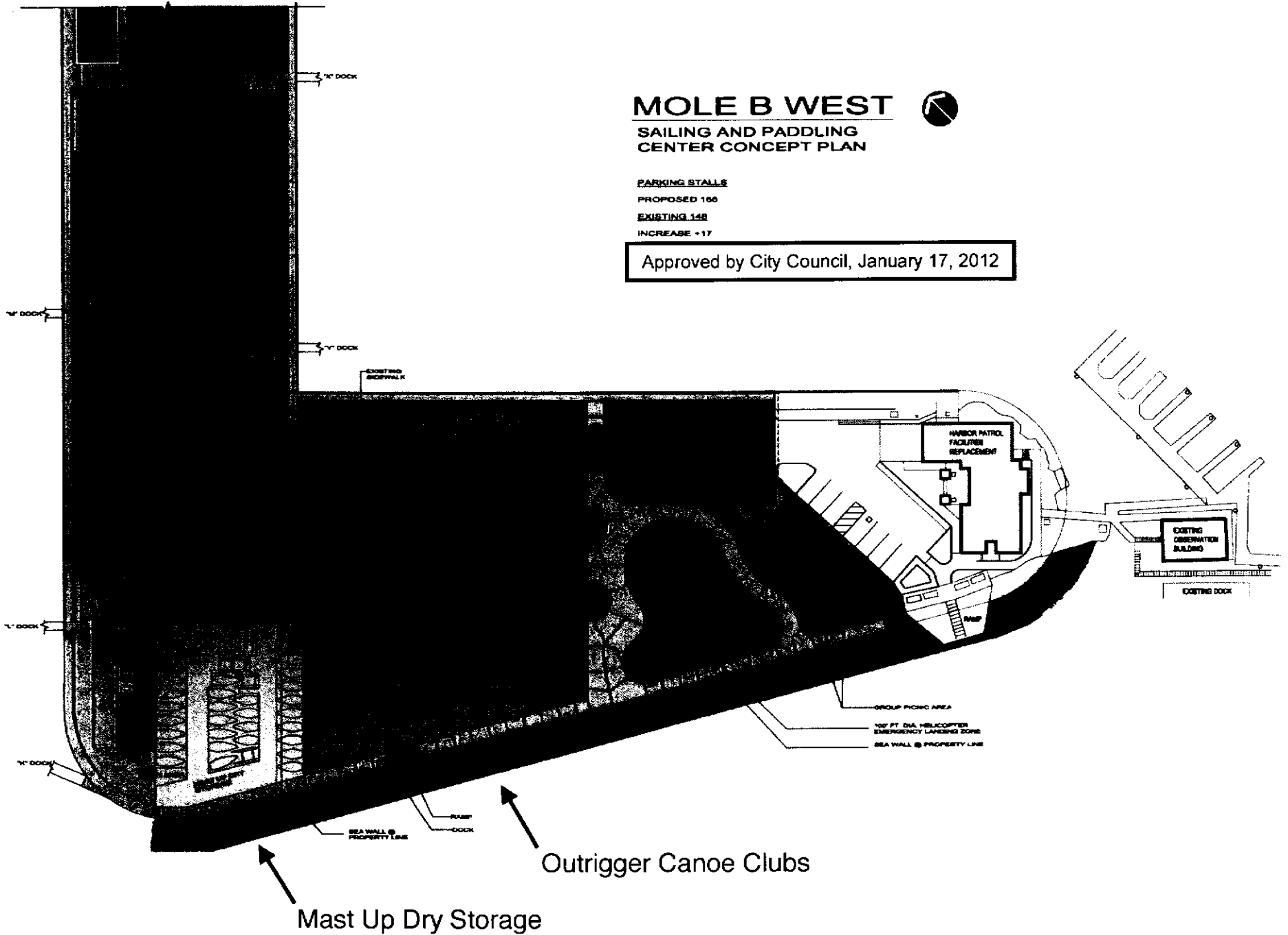
PARKING STALLS

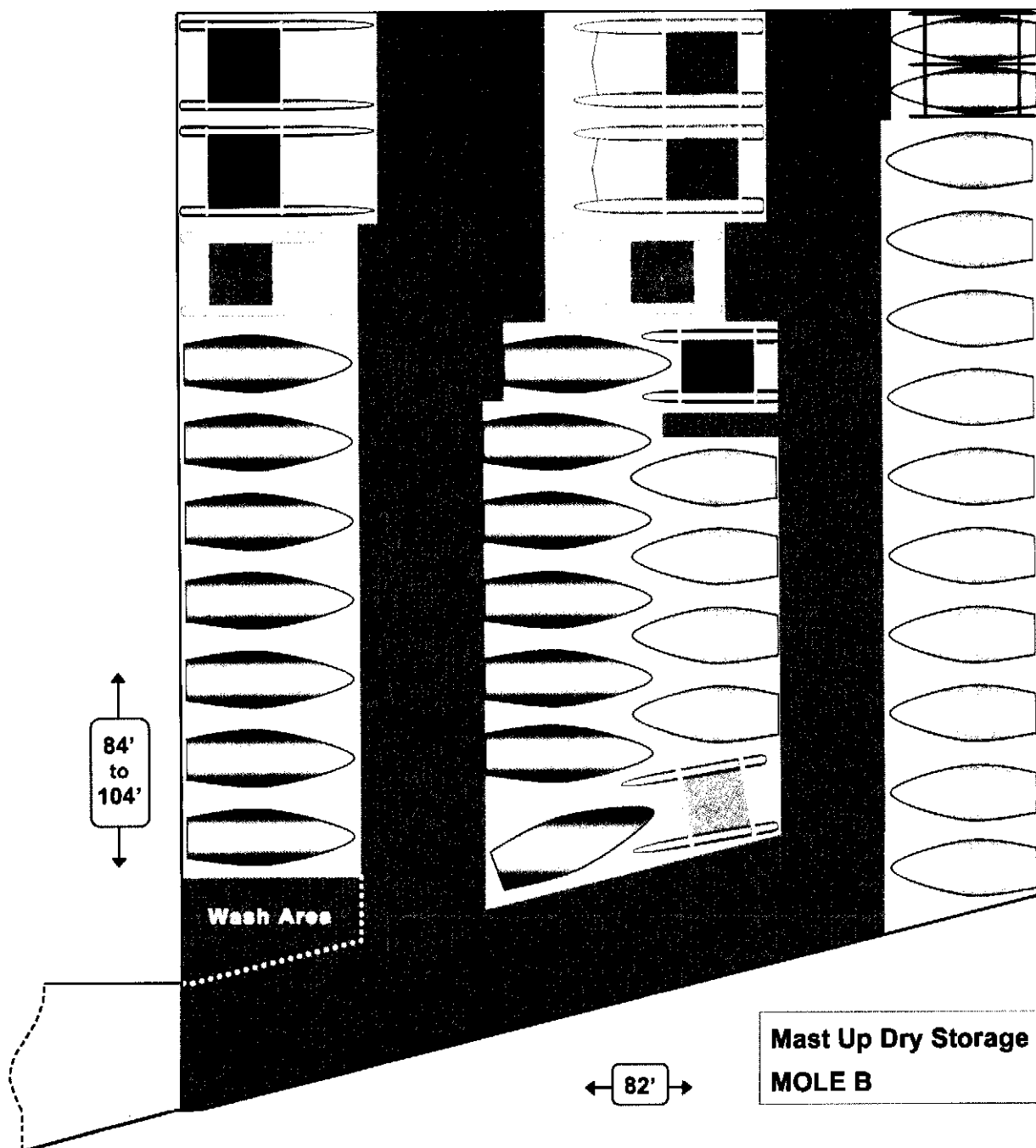
PROPOSED 166

EXISTING 148

INCREASE +17

Approved by City Council, January 17, 2012





82' X 94' = 7708 SF

Boat Storage	7708
Marina Access	330
Total	8038 SF

14	17' Spaces
14	15' Spaces
8	14' Stackable
6	Catamarans
2	Sm. Catamarans
44	Total

To: City Council of Redondo Beach

From: Mark Hansen, King Harbor Boater

Date: November 29, 2016

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www.redondo.org/depts/council/rbtv_council.asp

BOAT RAMP CONSIDERATIONS

Mole B - Launching into Basin 1

Vs.

Draft #11

Mole C - Launching into South Turning Basin

The following concerns have been raised by the boating community, regarding the city staff's new alternative proposal for a public boat launch ramp on Mole B, versus the location on Mole C, preferred by the community during the Waterfront meetings.

- 1. Lack of navigable water for vessel staging during egress and ingress.**
- 2. Located inside a marina at the intersection of the Main Channel and Basin 1.**
- 4. Blind wall between the boat ramp and the Main Channel.**
- 3. Often highest traffic area in harbor,** including activities of King Harbor Yacht Club, Youth Foundation Training, Sea Scout Training, Outrigger Canoe Clubs, and egress for Redondo Beach Yacht Club and for Tarsan SUP.
- 5. Staging area for major harbor events,** including: Holiday Boat Parade, Sea Fair, Santa Barbara Race, and Youth Sailathon.
- 6. Public hand launching,** including paddle craft, into often-busiest area of harbor.
- 7. Large boats back out directly into the launching area.**
- 8. Significantly greater transit distance to the harbor entrance.**
- 9. Only one 'trailer' launching lane, with one 'hand-launch' lane.**
The DBW directs that single lane ramps are not practical and can be difficult to use. Two full trailer lanes can be accommodated at Mole C.
- 10. Only 32 on-site parking spaces.** *DBW recommends 40-60 spaces for two lanes. The 60 overflow spaces will be more than DBW-max of 600 ft. from the ramp. Less than half of spaces are DBW-recommended "pull-through" spaces. Size of boats that can be accommodated is limited at 20 of the spaces.*
- 11. Land-side access is through marina parking, via Marina Way, with no room for a 'cueing lane', as can be accommodated on Mole C.**
- 12. Significantly reduces available area and blocks access for Outrigger Clubs.**
- 13. Blocks landside emergency egress from the Harbor Patrol building.**
- 14. Eliminates Mast-Up Dry Storage for the Public and for the City Sailing Program,** that was an integral component of the last council-approved Mole B Master Plan.
- 15. Eliminates 39 existing boat slips.**
- 16. Greater potential noise impacts on live-aboard boaters**

BOAT RAMP CONSIDERATIONS

Mole B Specifics

V1

1. No Navigable water for vessel staging

Boaters are often not quite ready to get underway immediately after launching; they often rush off of the docks to make way for the next boat, and require some staging water to finish preparing to depart the harbor. At the end of the day, many boats return at the same time, and staging water is required. Only the South Turning Basin provides this vessel staging water. Mole B does not.

6. Public paddle craft launching

1) Previous community discussions have identified the busy area of Mole B as too congested for public paddle craft launching 2) the specific location, behind the blind wall, adds an unacceptable risk, as the low-profile paddle craft cannot be seen by larger vessels from the main channel entering Basin One. 3) The Opened Lagoon and South Turning Basin provide a much safer site for public paddle craft launching.

Note: At the last community meeting regarding Mole B, there was a general consensus that by cutting a "subtraction" into the west side of Mole B, the experienced Outrigger Paddlers could safely launch toward the main channel.

9. Limited parking

The Marina Del Rey and Cabrillo Beach parking counts suggest that on our busier summer weekends, the parking would be over capacity and boat ramp traffic would be backed up down Marina Way, blocking access for both the slip tenants and for the Outrigger Canoe Clubs. There are no adjacent potential overflow parking areas, as exist to both the north and south of Mole C.

14. Mast Up Dry Storage Elimination

The last City Council approved Mole B Master Plan design (Jan 17, 2012) included dry storage for approximately 44 small sailboats.

The Coastal Act, Section 30224, directs, in part, that:

"Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas [and] increasing public launching facilities.

The King Harbor Boater's Advisory Panel published the recommendation:

"Small Boat Mast Up Dry Storage: coordinate with enhanced programs on Mole B".

The Immediate Tasks (10) of the City Manager's Harbor Working Group included:

"Establish Mast Up Storage for Small Trailer Boats".

The Coastal Commission approved Measure G Land Use Plan for Mole B included, in part:

"Primary Land uses, sub-area 3b (Mole B) • Boating facilities, such as boating clubs, boating instruction, boat storage, Harbor Patrol, and similar support facilities."

Mast Up Dry Storage:

- Will bring entry-level sailors back to King Harbor that have been precluded from using our harbor since all beach launching was eliminated, the harbor perimeter was ringed with commercial development, and no boat ramp was provided. The existing hoist cannot launch sailboats with their masts up, and egress from Basin 3 without auxiliary power is very difficult.

- Will provide feed to the smaller empty marina slips, as the natural next step in boat ownership will be to boats that can occupy those slips. King Harbor Marina alone recently reported 60 vacancies in their smallest slips.

- Will provide mitigation for low cost recreational access, to satisfy the Coastal Commission, when we presumably eventually request to replace our smaller empty slips with larger in-demand slips.

MOLE C – Concerns, Perceptions and Available Mitigations

v2

Effective mitigation measures can be applied to address concerns at Mole C.

p1

Noise – *specifically as might impact weddings at the west end of the Portofino Banquet Hall.* This appears to primarily be a perception issue. Coastal boat ramps are a completely different environment than seen on TV at Lake Havasu's Spring Break, or experienced at the Colorado River. There is virtually no social environment. It is a very business-only environment, where boaters expedite their launching to make way for the next boat. There are very few V-8 go-fast boats revving up their engines. Instead, there are mostly relatively quiet four-stroke outboards, most often focused on fishing. There will be no nearby speeding boats, as the harbor speed limit is 5 mph. The Mole B concept would have greater potential noise impacts on liveaboard boaters. To the modest degree that there will be some increased noise, the developer has been very cooperative in suggesting mitigations, including a "living green wall", essentially a brick wall with latticework and ivy, which will significantly mitigate any new noise.

Landside Traffic – The EIR accurately reports that the boat ramp adds only a negligible component to vehicular traffic. Vehicular traffic itself is not significant as long as there is sufficient boat ramp parking, and a modest 'cueing lane', for those occasions when more than one vehicle with trailer happens to arrive at the same time to pay for entry.

At Mole B, Marina Way cannot accommodate such a cueing lane.

Both the original Mole C drawing of 2006, and the most recent, refined Mole C drawing, of June 1, 2016, includes the depiction of such a 'cueing lane'.

Unfortunately, the Final EIR only includes drawings of two less-refined concepts that omit the cueing lane, and it does NOT include that most recent, most refined drawing.

Parking – Mole B can only accommodate 32 spaces that are immediately adjacent to, or within 600 feet of the ramp, as directed by the DBW. Only 15 of those spaces are "pull-through" spaces, which are strongly recommended by the DBW. The Mole B concept acknowledges the need for 60 more 'overflow' spaces, but does not identify a location, and staff acknowledges that there is no appropriate land surface with 600 feet. The footprint of 'Joe's' itself will accommodate 37 parking spaces, 100% of which are "pull-through" spaces. If indeed additional parking is needed, there is potential land surface area immediately adjacent to, or within 600 feet of, the boat ramp: to the south – within the 36 acre blank-slate Waterfront Project, or to the north – at the Triton Oil Site.

Misperceptions – The public has sometimes been concerned regarding traffic and parking near a boat ramp on Mole C. Once they learn that the ramp will have its own dedicated parking, as well as a "cueing lane", those concerns are largely allayed. Some also mistakenly believe that CenterCal does not want the boat ramp adjacent to their project. Their CEO has consistently and recently confirmed that they have no problem with the boat ramp and are willing to move Joe's into their development.

MOLE C –Concerns, Perceptions and Available Mitigations

p2

Waterside Traffic Separation from Paddle Craft – At the Boat Ramp Design Meetings, in February 2014, discussions centered on how to separate the boat ramp traffic from the paddle craft traffic exiting the newly-opened Seaside Lagoon. The initial project illustration depicted the opening of the Lagoon facing to the North. The boaters suggested that, by ‘flipping’ the existing small ‘hook’ breakwater, the opening could face to the South, to achieve the desired separation. This concept was very well received by the community.

Although clearly worthy of discussion, this separation issue was subsequently somewhat over-emphasized by some. This is mostly a “transitory” issue – when boaters first leave the ramp, they are somewhat distracted. But then we all share the harbor via the rules of the road.

The Mole B concept has the paddle craft actually *sharing* the dock floats with the boat ramp traffic, and has them launching into a busy intersection behind a blind wall.

The Mole C boat ramp concepts had initially included a wave mitigation breakwater, to protect the dock floats during storm conditions. Following more detailed analysis, the engineers advised of their recommendation to omit that breakwater, as the cost was much higher than the value of the docks that it would protect. With that breakwater removed, the boat ramp traffic would no longer be directed toward the Lagoon’s paddle-craft traffic, and the boat ramp dock floats could be angled directly toward the entrance of the harbor. ‘Flipping’ the existing small ‘hook’ breakwater would become optional.

Maneuvering and Training Water – In the South Turning Basin, sailboats often drop their sails, and the youth sailors often conduct training. With the presumed elimination of the storm mitigation breakwater, much less navigable water would be impacted and these concerns will be significantly mitigated.

The Mole B concept has NO maneuvering water and launches into a busy intersection.

Site Control – Staff has recently evolved toward emphasizing site control as a primary reason for advocating for the boat ramp location on Mole B vs. Mole C.

However, King Harbor Marina has 15½ years left on their lease, and Joe’s Crab Shack has 13½ years left on their lease. In negotiations, King Harbor Marina would be required to 1) loose 39 slips, 2) endure landside traffic backed up down Marina Way, blocking access for both their slip tenants and the Outrigger Canoe Clubs, and 3) endure waterside traffic at the intersection of their Basin 1 and the Main Channel.

By comparison, Joe’s Crab Shack would be relocated from a dead-end access road into the brand new CenterCal Project. Both companies have noted the obvious, that this would result in significant revenue increases for Joe’s Crab Shack.

Site control should actually be faster and easier to obtain at Mole C than Mole B.

MOLE C –Concerns, Perceptions and Available Mitigations

p3

Cost – Staff has similarly also recently evolved toward emphasizing cost as a primary reason for advocating for the location on Mole B. It is interesting to note that, when previously negotiating for a potential boat ramp location on Mole A, Staff was willing to offer millions to purchase a new building for the tenant yacht club, of similar size to Joe's. However, Staff now cites such a relocation cost as prohibitive at Mole C. This has led many boaters to interpret the purported site control and cost concerns as being red herrings for a Staff desire to maximize revenue producing uses over recreational boating uses by moving the boat ramp from Mole C to the inferior Mole B.

Sidebar - During the eight (8) Waterfront Meetings, the community selected Mole C for the boat ramp. Contrary to that, Staff seems to have decided that they do not want the boat ramp next to that development. However, it should be noted that the even larger AES property will be developed near the proposed location at Mole B.

Staff has recently suggested building a minimalistic boat ramp at Mole B, and then, if and *when* the demand exceeds its capacity, build a new boat ramp at Mole C, when the Joe's lease expires in 13 ½ years. Of course, many question spending 'good money after bad'. Moreover, most boaters fully expect the demand to quickly exceed the capacity at Mole B. If the boat ramp is built on Mole C now, a new Joe's facility could potentially be constructed and opened prior to removal of the old facility, and the City would not need to pay for any lost business time. However, by the time a boat ramp was built on Mole B, and found to be over capacity, the Waterfront Project would likely be complete and fully occupied. So there would no longer be an available site in the harbor for Joe's, and a buyout would require the City to pay for ten (10) or more years of lost business revenue.

Previous feasibility analyses have reported that a boat ramp on Mole C would be a good candidate for a matching grant from the Department of Boating & Waterways. However, boaters have identified several characteristics of the boat ramp proposal on Mole B that do not comply with the DBW Handbook for Boat Launching Facilities, (e.g.) insufficient parking and insufficient use of "pull-through" parking spaces, etc. Several million dollars of grant funding are at risk for a boat ramp at Mole B vs. Mole C. *(The Coastal Commission is also likely to look with disfavor on a boat ramp location that cannot comply with the DBW guidelines, when the Mole C location can comply.)*

To the degree that the cost of the location on Mole C is higher than on Mole B, it is important to recognize that the Mole C location will provide much greater recreational boating access and more fully meet our obligation to the Public Trust of the Tidelands. The Mole C location will provide for a much safer and functional public boat ramp. It will also preserve 39 slips and provide for the preservation of the Council-approved Master Plan for Mole B, which includes an effective home for the Outrigger Canoe Clubs, and important Mast Up Dry Storage for the Public and our City Sailing Program. This is the highest and best use of our Tidelands Funds. After 57 years, it is time for the City to do the right thing and provide for a safe, effective recreational boat launch ramp.

Boat Ramp Launching Demand

City Staff secured the launching numbers for both Marina Del Rey and Cabrillo Beach. Cabrillo provided daily numbers. The average launches per day over the full year were 19 and 16 respectfully. Of course, the summer and weekend peaks are much higher. At Cabrillo, the busiest ten (10) days had launches ranging from 61 to 105. Note that MdR has 224 parking spaces and Cabrillo has 112 spaces.

Our boat ramp could easily become as popular as Cabrillo or MdR, as we have:

- Immediate access to the open ocean
- Better access to Catalina than MdR
- Best access to Rocky Point Fishing
- Redondo Canyon nutrient upwelling and good fishing
- Draw of the popular South Bay vs. San Pedro
- Draw of our New Waterfront Project

City Staff has suggested that we will not be as popular as the larger harbors. However, unlike the east coast, there is no on-the-water social scene in MdR or Cabrillo. Boaters primarily launch to get access to the open ocean.

Staff has suggested that we will not create any new demand, and that we will only siphon off users from the other ramps. The boating community strongly disagrees. Many local area boaters, with their boats at home or in dry storage, whose boating is currently limited by the drive to the north or south, will go boating much more with a new ramp in the South Bay neighborhood. Over time, local boat ownership will increase, precisely because convenient local launching is available.

It is critical to acknowledge that Cabrillo is just one of six (6) launch ramps in the Long Beach/San Pedro area.

With only 32 on-site parking spaces planned, if our demand were to become similar to Cabrillo's, we would be overcapacity 61 days of the year! On the busiest ten (10) days, we would be overcapacity by the following:

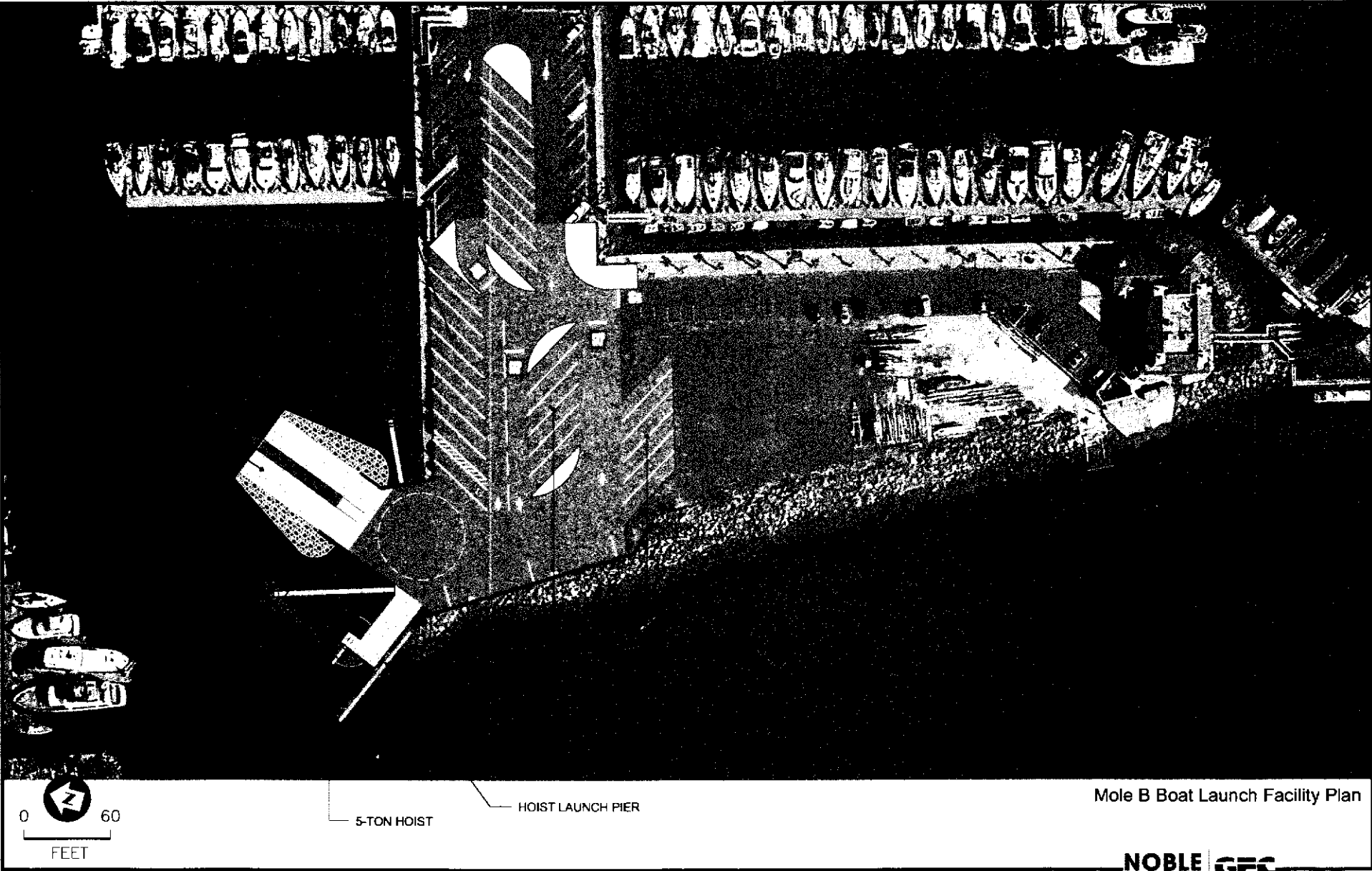
<u>Launches</u>	<u>Overcapacity</u>	<u>Launches</u>	<u>Overcapacity</u>
105	73	71	39
84	52	66	34
74	42	64	32
73	41	62	30
71	39	61	29

The consequences of insufficient car-trailer parking are much more impactful than for single cars, as trucks and trailer boats would clog the roads of our community.

The 67 spaces currently zoned at the hoist would handle this on all but six (6) days. The DBW guidelines direct that:

The typical minimum parking requirement per launching lane is 20-30 car/trailer spaces. **Note that 60 spaces would handle this usage on all but the above ten (10) days.**

**Mole B Boat Ramp
City Staff Proposal**



One Trailer Boat Launch Lane and One Hand Launch Lane
32 parking spaces: 17 pull-in and 15 pull-through spaces

Figure 1

Mole C (Joe's Site)

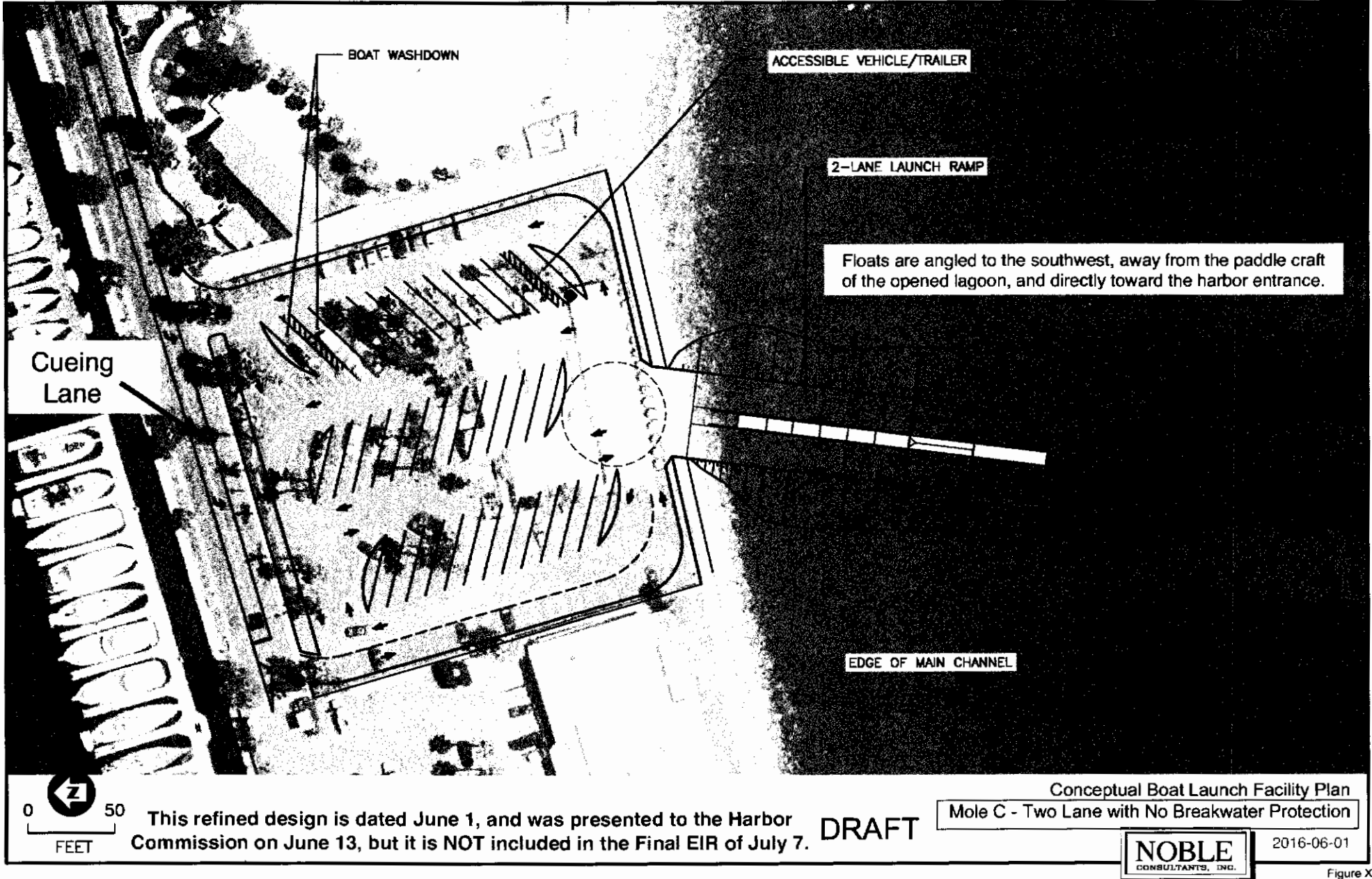


Figure X

Mole C

Redondo Beach Boat Launch Ramp Facility Feasibility Report

for the California Department of Boating and Waterways 2015 Grant Cycle

Submitted by moffatt and nichol, March 13, 2014

Review the 16-page report: <http://laserweb.redondo.org/weblink/0/doc/245301/Page1.aspx>

Of the five alternative presented at the last public outreach meeting, the "Yellow Alternative" was the most well received by the public. This alternative was preferred for various reasons including:

- The reversing of the existing hook breakwater provided a distinct physical barrier between the launch ramp and lagoon users;
- The parking lot layout provided close to the maximum number of pull-through car/trailer parking spaces and single parking spaces possible on the site; and
- The adding of the third lane on Portofino Way and circulation within the parking area.



Figure 7 – Alternative 'Yellow' Launch Ramp Improvements

The current engineer suggests that we could potentially omit the surge mitigation breakwater and accept the intermittent damage to the docks. Conceptual only – the final design would be opened up for maneuverability.

MOLE B WEST

SAILING AND PADDLING CENTER CONCEPT PLAN



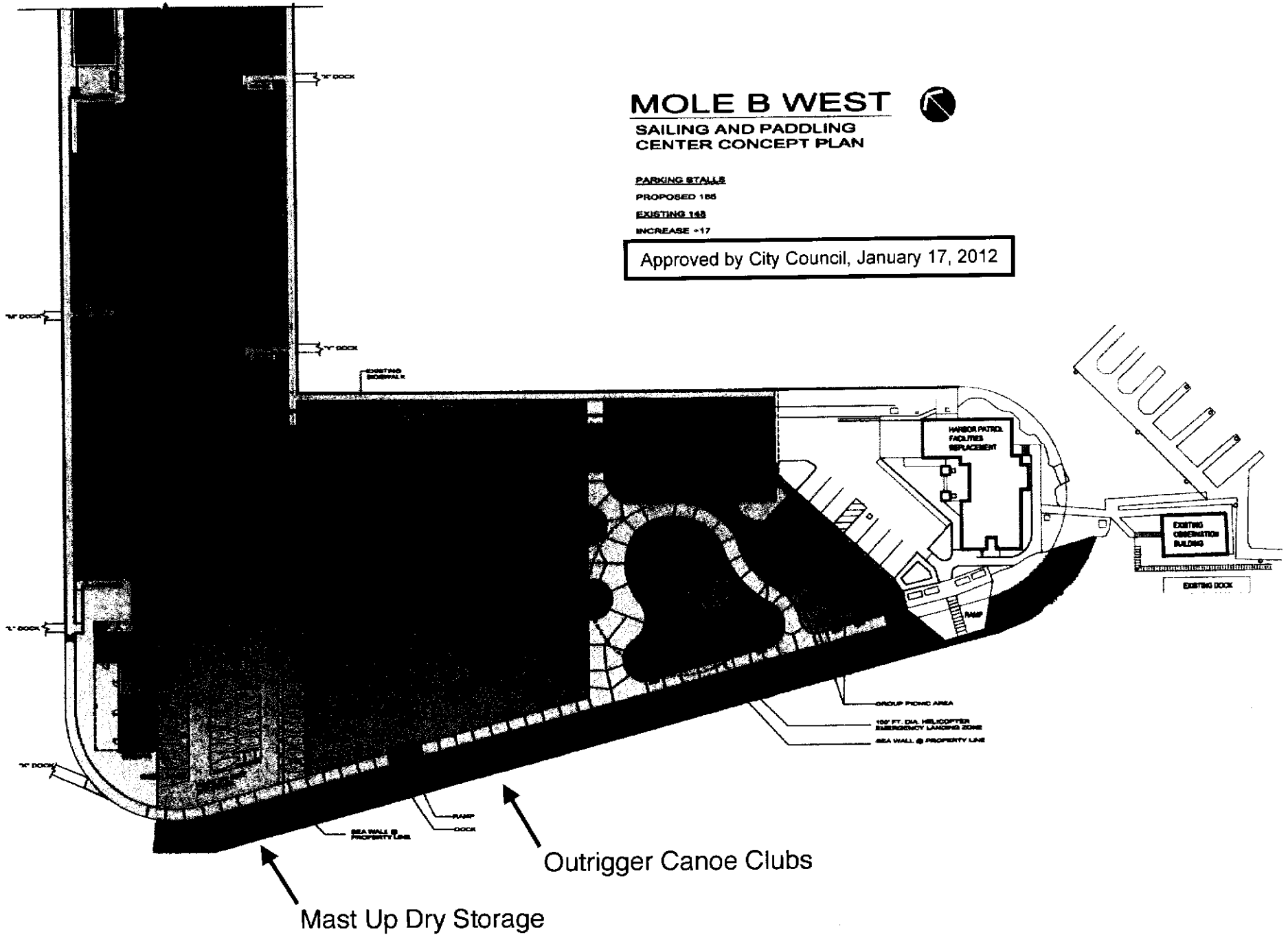
PARKING STALLS

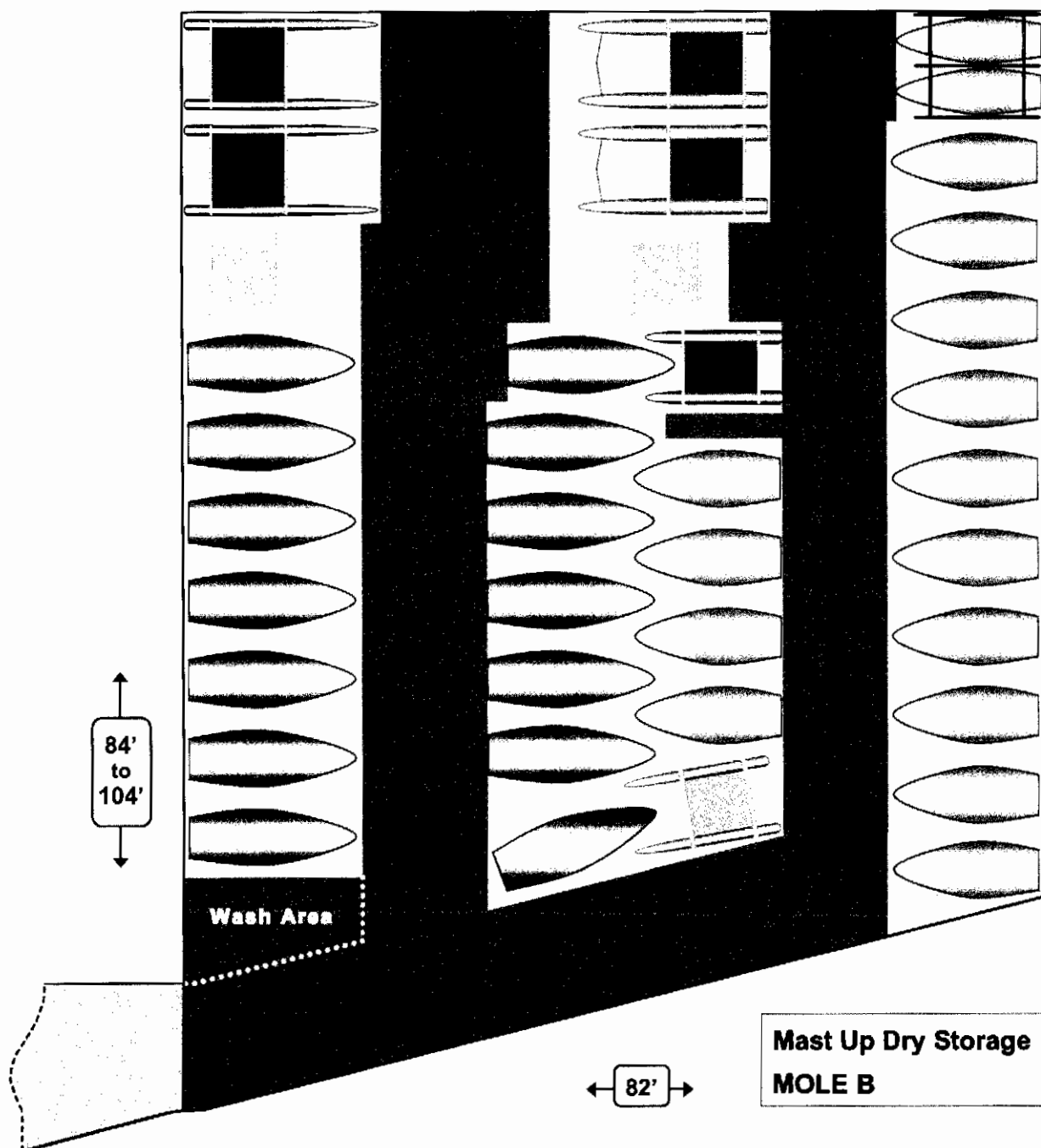
PROPOSED 185

EXISTING 143

INCREASE +17

Approved by City Council, January 17, 2012





82' X 94' = 7708 SF

Boat Storage	7708
Marina Access	330
Total	8038 SF

14	17' Spaces
14	15' Spaces
8	14' Stackable
6	Catamarans
2	Sm. Catamarans
44	Total

Appendix 3

From: **Dennis Groat** <creakytiki@gmail.com>
 To: Steve Aspel <Steve.Aspel@redondo.org>; martha.barbee <martha.barbee@redondo.org>; Bill Brand <Bill.Brand@redondo.org>; christian.horvath <christian.horvath@redondo.org>; stephen.sanmarco <stephen.sanmarco@redondo.org>; laura.emdee <laura.emdee@redondo.org>; Joe.Hoefgen <Joe.Hoefgen@redondo.org>; 'Stephen Proud' <Stephen.Proud@redondo.org>; Mike Witzansky <Mike.Witzansky@redondo.org>
 Cc: Dennis Groat <creakytiki@gmail.com>; Denise Groat <denisegroat@gmail.com>; Mark L Hansen <marklhansen@aol.com>
 Sent: Mon, Oct 17, 2016 1:47 pm
 Subject: Boat ramp location, CUP, and EIR appeal

Mayor and City Council, and City Manager:

At the October meeting of the Harbor Commission, a CUP was issued for a two-lane boat ramp and hoist on Mole B. This CUP had significant opposition from both boaters and the community, but was passed in spite of this opposition.

We have grave concerns regarding the issuance of this CUP.

Firstly, this ramp was initially a component of the DEIR submitted by CenterCal, and was proposed to be on Mole C near the current Joe's Crab Shack location. As we know, it was moved by proposal of City Staff to Mole B. This location was not acceptable in the DEIR, and many residents have concerns regarding the somewhat sudden and quick process used to place it on Mole B. With the entire EIR being appealed to you, and with the boat ramp a significant issue in this process, we felt that it was premature of the Harbor Commission to issue a CUP for this ramp until the EIR process is fully resolved, including potential lawsuits and, very importantly until the entire boat ramp project, operation, and location receive approval from the Coastal Commission. Why on earth would you approve a CUP for a project that has not received all required approvals, and that is an issue in the middle of the EIR approval/appeal/lawsuit process?

Secondly, the Mole B location, as proposed by City Staff, is a terrible proposal for our much-needed boat ramp. Please endure the volume of information that follows.

SAFETY: There are great safety concerns at the Mole B location. Members of our own Harbor Patrol have tried to express these concerns, but it appears that they were pressured to either approving this location, or remaining silent and hidden, but not permitted to express their true concerns.

ACCESS: With the recent construction of the two-way cycle track, the access off of Harbor Drive to Mole B, and from Mole B to Harbor Drive, can be extremely difficult for vehicles with large trailers. Mole C is the only possible ramp location that has access directly into it without difficult turns onto/off of Harbor Drive. Beryl is a direct line in and out, and is a much easier and safer access.

PARKING: At the 11th hour, Staff put forward a parking plan for Mole B that was misleading, a sham, and, frankly, not workable. Following is a summary to the best of my memory – perhaps not exact, but close. There are currently about 73 total parking spaces for the outrigger clubs and Moonstone Park. These spaces are frequently completely full. The final plan eliminated many of these single spaces, but then used the vehicle/parking spaces for the proposed boat ramp to claim "increased parking" for Mole B uses. To do this, the (approx.) 43 spaces designated for tow vehicles/boat trailers were also used for single vehicle parking. There is NO PROTECTED PARKING for tow vehicles and trailers, and single vehicles would be allowed to use them in a "comingled" parking

proposal. With about 79 TOTAL spaces (including tow vehicle/boat trailers), and an intensive ADDED use of a boat ramp, this parking plan is a disaster waiting to happen. There is a MARKED decrease in single vehicle parking compared to current availability, a fact that is obfuscated by using the tow vehicle/trailer spaces in the "new" total. Not only will this plan not function in an acceptable manner, it will create major conflicts between outrigger members, park users, and trailer boaters. Having had similar problems in the past at our current boat hoist trailer parking area, where single vehicles are not "permitted" to use tow vehicle/trailer spaces but OFTEN do, we can say from bitter personal experience that the current Staff parking plan for Mole B will simply not work.

DEMAND: At the Harbor Commission meetings on the Mole B site, I pointed out how the "average" numbers for boat ramp parking demand were misleading and deceptive. By using the numbers that Staff had in their possession for actual demand at our closest ramp neighbor (Cabrillo), I showed how actual demand is very likely more than the 20 or so that was predicted and presented by Staff on about 147 days per year. That is a HUGE number that has never been publicly accepted by Staff, even though it is taken from information that they requested and possessed. It was only through the process of a "public records request" that I was able to get the data from the City that demonstrate this discrepancy. Also, please see the letter below that shows reasons why demand for our current hoists is not an accurate predictor of demand for a ramp in our harbor.

(4-16)

Members of the Harbor Commission:

After the issue of the King Harbor boat ramp was discussed at your March meeting, local media posted stories with members of our Harbor Commission questioning why the "Demand" for a boat ramp is decreasing. The limited time for individual public comments at our Harbor Commission meetings didn't provide an opportunity for the boating public to weigh in on this critical issue at that meeting. Please take the time to read and consider the following information, and please consider it when you are faced with further consideration of any boat ramp in our harbor.

My wife and I have many decades of local boating experience, most of which was with trailered boats. Our experience has demonstrated to us that when you are considering the "demand" for the launching of trailered boats in King Harbor, there is a distinct and critical difference between "demand" and the current actual "use" of our boat hoists. While actual "use" of these hoists appears to be declining, the hidden and pent-up "demand" for usable and user-friendly launch "facilities" is likely higher than ever before. The hoists in King Harbor are anything but "user friendly", and their "usability" is incredibly limited. Thus, current "use" of the mechanical boat hoists in King Harbor is not a reliable indicator of the actual current "demand" for a functional trailer boat launching facility in our harbor. The factors contributing to these conditions include:

HOURS OF OPERATION: The hoists in King Harbor have more limited operational hours than local boat ramps. The hoists are open from only 7am to 5 pm on winter weekdays, and 6am to 6pm on weekends. Summer hours extend closings by only one hour (7pm at the latest). In contrast, the large boat ramp in Marina Del Rey is open 24/7, 365 days a year. The two large boat ramps in Long Beach are open 24 hours per day every day of the year. The other large local ramp in Cabrillo Beach is open from 5 am to 10 pm, 365 days a year. For boaters who fish, dive, or travel to local offshore islands, the limited hours of the hoists make it very difficult to be on the fishing grounds at the good times and still be able to launch/retrieve your boat, and to traverse the Catalina Channel during the periods of best boating conditions. It also requires boaters to head for the harbor relatively early in the boating day to be sure to return in time to get hoisted out of the water. None of the major boat ramps in our area have this limitation.

RELIABILITY: Being a large, complicated mechanical lifting device, the King Harbor boat hoists require significant amounts of down-time for maintenance and repairs. In recent years, there have been many months where both of our hoists were out of service for extended periods of time. It appears that our City has little interest in getting these hoists back to an operational status, and in maintaining them in a manner where their reliability is better insured. Imagine all of the preparations and scheduling for a boating adventure, only to arrive and find neither of the two hoists operational. Even if you check ahead of time and find one hoist is available, it could be unexpectedly broken and out of service by the time you arrive. This lack of reliability and availability has caused many boaters to simply ignore these hoists and travel to area launch ramps, where launch hours are greater, and availability for use is all but guaranteed.

COSTS: For boat ramps and boat hoists, users face costs for both “launching” and for parking. An evaluation of local facilities demonstrates that the costs for launching and for vehicle parking at our current hoist facilities are significantly higher than for local boat ramps. The fees for using our hoists range from \$18 to \$40 per launch and retrieval. Fees for the launch and retrieve at Marina Del Rey are only \$12.50 for any size boat, and this fee includes 24 hours of parking, with an additional fee of \$6 per day for parking. The Cabrillo boat ramp has no fee to launch a trailered boat, with parking of \$2 per hour, and a maximum parking fee of \$15 per day. The City of Long Beach has five small boat ramps in the harbor, and the fee at all of these ramps is \$12 per day, including parking, for any size trailered boat. Trailer boaters most often are on limited budgets, so when combined with other factors, these fee differences often cause them to use the cheaper alternatives, even if they are not the closest.

EASE OF USE: The time required to prepare for the use of a trailered boat is significant. Additionally, time of day for use on the ocean waters is often a critical consideration. Items such as weather and best times for fishing, diving, and crossing the channel must be factored in. Thus, the time required after arrival at a launch facility to prepare for launch, launch, park, then depart the launch area are also a significant item. Since launching a boat by trailer is often not an everyday occurrence, and since it can be a challenging process at times, the ease of use of the launch facility is very important. Our boat hoists are BY FAR the most time consuming and difficult method of launching a trailered boat. At a ramp, the process is basically to remove the tie-downs, check the drain plug, unplug the light harness, then back the boat in. The boat is tied to the launch dock, the tow vehicle and trailer parked, and the boat is ready to go. For our hoist, the two large hoist straps have to be placed between the boat and the bed rails of the trailer that the boat rests upon. So in addition to the above preparations for a ramp, the boat must be aligned perfectly under the hoist frame, often requiring several directed back-and-forth vehicle movements to achieve. Then the boat must have a hydraulic jack and blocks placed under one end of the boat. The end of the boat is then jacked up to a height where one of the hoist straps can be disconnected and threaded around the boat and its bottom. This end is then lowered down onto the strap and trailer, and the jack and blocks are then moved to the other end of the boat. The blocking and jacking process is repeated, with the other strap disconnected and threaded around the boat and bottom. The boat is lowered onto the trailer and this strap, the jack and blocks removed, then a “test strain” and limited hoist is done to insure proper strap length, proper strap placement for acceptable weight distribution between the two straps and proper vertical alignment of the boat in the straps. If necessary, the boat is lowered down, and adjustments made as needed. The boat is then hoisted above the trailer, the trailer moved out, then the boat is slowly craned over the water and lowered down. Once down, the boat must be moved completely clear of the hoist straps so that the hoist

can be raised and craned back over the hoist launch area. As compared to a launch ramp, the time and effort required to use the hoist are extraordinarily greater, making the hoist a very undesirable alternative to the comparatively quick and simple use of a boat ramp. We often experienced extreme wait times and waiting lines when we tried to use our harbor hoists.

Another significant issue with our boat hoists is that they cannot be used for many trailered sailboats that must be launched with their masts up and rigged. The metal hoist framework and cables require that boats do not exceed a certain height to move underneath it and be lifted and launched. Thus, there is a significantly large group of sailboaters that are physically prevented from using our hoists, but would likely use an unobstructed boat ramp in our harbor.

PARKING: The parking situation at our boat hoists is pathetic, to say the least. The boat vehicle and trailer parking is intermingled with the vehicle parking for other uses. Although the number of vehicle with trailer spaces should normally be adequate for a two-hoist facility, during many of the desirable times for trailer boating, single, non-boating vehicles block the boat vehicle and trailer spaces by parking in them and blocking their availability for their intended use and users (trailer boaters). We personally experienced times when there were NO trailer parking spaces available due to this issue, and other times when trailer spaces were available when we entered the launch line, but were all filled with single vehicles by the time our boat had been hoisted into the water. When we contacted the parking attendant, they refused to do anything about the illegally parked single vehicles. When our local Police Parking Enforcement were called, they advised that since this is private property, they had no authority to ticket and tow these obstructing vehicles and thus could not help with this situation.

Local boat ramps have parking that is physically separated from single vehicles. The lack of properly segregated boat vehicle and trailer parking at our harbor's boat hoist parking area, and the absolute reluctance of the parking employees to tow illegally parked single vehicles from this area, makes the use of our boat hoist an incredibly difficult, frustrating, and impractical experience.

RELIABILITY: As compared to our boat hoists, boat ramps require a bare minimum of maintenance while providing a much greater degree of reliability. Our hoists are complicated mechanical machines that live in an extremely corrosive environment. Maintenance costs are extreme, and reliability is not predictable. In recent times, both of these hoists were broken and remained unrepaired for months. Recently, and likely at a high cost. One of these hoists was returned to service. The availability of the hoist is now highly suspect. The usability of only one hoist (which we also encountered in our trailered boat years) creates even longer launch waiting times and launch lines. We never encountered a situation where a boat launch ramp was broken and out of service. From a cost, reliability, and user-friendly viewpoint, we frankly found the hoists to be a really crappy alternative to a boat ramp.

DEMAND: From our experiences, and from our ongoing contacts with trailerboaters in our local boating community, the DEMAND for an adequate boat ramp in King Harbor is far greater than the current USAGE numbers for our boat hoists would indicate. For the many years that we were actively trailer boating, we would often travel to one of the local boat ramps rather than endure the costs, inconvenience, and unreliability of our King Harbor boat hoists. There is little, if any, reason to believe that we have notably fewer trailer boaters in our surrounding area than there are in other areas of our coast. When King Harbor finally installs a fully functional boat ramp, we firmly believe that usage will be several orders of magnitude greater than the demand that we are currently seeing for our boat hoists.

SUMMARY: Current demand for use of our King Harbor Boat hoists is relatively low. This is due in very great part to all of the preceding information. A "use study" for a boat ramp in King Harbor should be completed as soon as possible to more accurately determine the realistic demand that exists and to identify the degree of "pent-up" ramp demand. When a properly sized boat ramp, with adequate access and segregated parking is created here, use of this ramp facility will FAR exceed the number of trailer boat launches that we are currently seeing via the hoists in King Harbor. The King Harbor boat ramp facility should be designed, located, and constructed based on the real demand and probable use as identified in a process similar to that recommended above. The current boat hoists are not a reliable or accurate indicator of the demand and use that such a ramp in King Harbor would have.

Thank you for taking the time to read and consider this information. Should you have any questions or require any further clarification, please contact us.

Sincerely,

Dennis and Denise Groat
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 Redondo Beach, CA 90277-3018
 310-465-9684 creakytiki@gmail.com
 C: Mayor and City Council, Stephen Proud

In consideration of ALL the previous studies on the ramp location issue, the many community workshops on it, all of the above, and a host of other factors, it is our absolute belief that the ONLY acceptable location for a boat ramp in our harbor is on Mole C. It is also our belief that the major concerns raised regarding this location (cueing, interference with Portofino Hotel activities, pollution, and safety, can ALL be dealt with and mitigated to a most satisfactory degree. It is also our belief that the CenterCal project could (and should!) absorb all, or most all of, the costs associated with placing a ramp at the Mole C location, and that the City should vigorously pursue this as a component of the CenterCal development process. (note - we were married outdoors at the Portofino, and currently have a boat adjacent to the Mole C ramp location, so again can say from personal experience that the concerns presented above can be more than reasonably dealt with.)

We have waited many decades for a boat ramp in our harbor, and it needs to be done in the BEST manner possible – Mole B is NOT that solution.

Unfortunately, we will not be available for tomorrow night's meeting where the appeal of the CenterCal EIR will be heard. Please consider this e-mail as our "public input" on this issue.

Thank You,

Dennis and Denise Groat,
 Residents, boaters, and voters