

**Redondo Beach Planning Commission  
March 18, 2004**

**Comments by  
Mark Hansen, Chairman,  
King Harbor Boater's Advisory Panel**

Good evening members of the Planning Commission. My name is Mark Hansen; I am the Chairman of the King Harbor Boater's Advisory Panel. Numerous delegates of our Panel are in attendance this evening, as well as various other boaters.

Our Panel has been deeply involved with this process for the past three and a half years. As you know, we have developed a short set of recommendations, determined to be instrumental to preserving our Harbors' primary purpose of supporting recreational boating activities. After providing our research and findings at the Community Workshops, most all of our recommendations have been incorporated into both of the proposed plans. I would like to highlight just three of those recommendations.

Our Panel is very supportive of a continuous bike path through the Harbor Area. We have found that most boaters are also bikers; outdoor people are outdoor people. Such a bike path simply must be SAFE, with no unregulated cross traffic, and thereby, on the mainland side of marina parking. In the Port Royal Marina, tenants traverse between parking and 338 slips, through four access gates. They often have dock carts full of supplies and equipment, and children in tow. Any cross traffic here would cause self-evident dangers. We want to be SAFE, both when we bike and when we boat. We support the efforts in both plans to address this important safety issue.

Our Harbor has a pressing need for Mast Up Dry Storage. The most recent 'Facilities Needs Study', by the California Department of Boating and Waterways, identifies over 220 Dry Storage Facilities with approximately 22,000 boat storage spaces. Sadly, King Harbor has ZERO (0) public boat storage spaces. The citizens of our community deserve to be able to keep their small boats at their own Harbor. Our Panel strongly recommends that Mast Up Dry Boat Storage be provided with access to the water.

Finally, but perhaps most importantly, we must address the issue of Public Access to our Harbor. We have a wonderful Harbor in many ways; but the lack of an adequate public launching facility has been our most conspicuous deficiency for decades. The aforementioned California State study identifies over 500 Launch Ramps with just over 1600 launch lanes. KING HARBOR has ZERO (0). Every delegate serving on our Panel already has access to the water; but the rest of our community deserve to join us in the enjoyment of our wonderful Harbor.

The current hoist is operated at a high cost per use, and at a loss to the City, to give lip service to the concept of Public Access. It is physically impossible to sail a boat from that hoist out into the Harbor. The developments planned for the Redondo Beach Marina area will necessitate the removal of that hoist. Any new Specific Plan MUST provide Public Access in order to receive approval from the Coastal Commission.

Against our recommendations and all common sense, the original 'Heart of the City' plan depicted a launch ramp jutting out from Mole B into the main navigable fairway of the Harbor, a

horrible and dangerous idea. Mole B does not provide adequate vehicle access, parking, water access, nor maneuvering water to support a launching facility.

In 1989, the City commissioned a "Launch Ramp Conceptual Engineering Study". That study concluded that the South Turning Basin was the best location for the Launch Ramp. Our Panel has previously provided copies of that study to each member of the City Council. A Public Launch Ramp in the South Turning Basin would be imminently safer, accessible, and useable. A successful launching facility will provide for vibrant community recreational activities and support a healthy Harbor Area economy.

A tremendous amount of superb work has been contributed by community volunteers at the Workshops. I tend to concur with the previous speakers who have suggested that the two plans are actually conceptually not that far apart. They both have a substantial park. Perhaps a final consensus plan may coalesce by simply resolving the question of just how big a park we can afford through the available funding sources.

I have previously voiced my concern that we have not, as originally hoped, achieved a community vision and consensus on ONE (1) plan. Many workshop attendees have voiced a concern that they have indeed felt rushed in this community workshop process. Perhaps we workshop attendees should be locked back into the library until we do reach that consensus on one plan. Or perhaps continued movement towards that community consensus can be accomplished under the guidance of the Planning Commission.

I am just concerned that, without a final community consensus, whatever comes out of the Planning Commission and the City Council may be perceived as a 'loss' by the advocates of one plan or the other and we will risk yet another referendum. Too much wonderful work has gone into these plans to allow this community process to fail. I would strongly encourage the Planning Commission to take whatever measures it deems appropriate to lead us all toward a final community consensus.

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Thank you.

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Final Land Use / Zoning Maps by the Community (Powerpoint) - USC:  
<http://ced.usc.edu/redondo/link4.htm>

"Village" Plan - RB Citizens Group:  
<http://www.thevillageplan.com/>

"Heart Park" plan - Redondo Life:  
<http://www.redondolife.org/>

Heart of the City - RB Citizens Group:  
<http://www.rbcg.org/Pages/Issues/HOC/HOC.htm>

Heart of the City - KH Boater's Advisory Panel / RB Boaters Association  
<http://southbaynet.com/rbba/heartcity.htm>

King Harbor Boater's Advisory Panel - RBBA  
<http://southbaynet.com/rbba/boateradvisory.htm>

Heart of the City - RB Chamber of Commerce:  
<http://www.redondoadvocacy.biz/heartofthecity.htm>

