

## **Alternative Plan Introduction**

Many in the community agree that there is nothing wrong with the existing development cap in the Harbor Civic Center Specific Plan of 229,000 square feet, or 324,000 is you go off of staff's stated "intensions". In either case, this zoning was perfectly acceptable in the past and several community members question the need to drastically increase the allowable development levels in the harbor.

Some will claim this density is require to revitalize the Harbor, but revitalization is already underway with more planned. Others will claim we need the civic revenue, but at what cost? Even 350,000 additional square feet will significantly increase traffic and degrade quality of life. Several feel that 350,000 more square feet is certainly a reasonable compromise.

The whole purpose of the Alternative vision was to allow for new development in appropriate places, classify as many existing structures as legal and conforming land uses, and set clear and easily definable development standards for each parcel without the need for problematic area wide development "cap".

Many parts of the waterfront are related to the core small boat harbor primary land use. Several of these core land are zoned for commercial development under the staff plan, such as the boat yard, boat launching area and several surface parking lots dedicated to marina uses.

The staff generated plan increases the legally approve zoning to over 1.0 million square feet and then set a "cap" of 750,000 square feet. The problem is that there are several areas that are already built-out where adding additional development square footage will diminish the overall visual appeal of the waterfront.

Most of the square footage reductions in the 350,000 square foot Alternative Plan over the million square feet in the staff proposal are in areas that should not be further developed anyway.

Examples where development is already a high levels are the Crowne Plaza hotel/office property, the Portofino Hotel, the Marina Cove leasehold next to SeaLAB, International Boardwalk, the Pier Plaza office property on top of the parking structure, and the Pier.

Example of areas where additional development could occur are the Redondo Beach Marina area around Captain Kidds, the Seaside Lagoon parking area, Port Royal Marina area including the adjacent restaurants along Harbor Drive between Portofino Way and Marina Way.

Examples of areas where very limited additional development or no development should occur are on the "moles", like Mole A where King Harbor Yacht Club is or Mole B where Moonstone Park and the Harbor Patrol is located. Mole C is where Portofino is located as that area has already been discussed.

To see exactly where the square foot differences are between the Alternative 350,000 square foot plan and the 750,000 square foot Staff Plan, see the side by side comparison tables and zoning maps found on this website. Each analysis has a set of corresponding zoning maps that are color-coded to the parcel detail tables.

The problem with the proposed zoning "cap" is that it creates a first come, first served rush for development rights. You have no control over your own parcel and what you can build on it. If other parcels develop first you could be left with no development rights. This is not an effective way to do zoning.

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Take a look at the other documents on this website for further details, and please take the time to leave some feedback to help make the Alternative Plan even better.