

## **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.*

## **CITY COUNCIL MEETING JANUARY 6, 2026**

### **J.1 PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

- PUBLIC COMMUNICATION**

**From:** Stop BCHD  
**To:** CityClerk; info; [cityclerk@manhattanbeach.gov](mailto:cityclerk@manhattanbeach.gov); [cityclerk@hermosabeach.gov](mailto:cityclerk@hermosabeach.gov); [executiveoffice@bos.lacounty.gov](mailto:executiveoffice@bos.lacounty.gov); [cityclerk@torranceca.gov](mailto:cityclerk@torranceca.gov); Sean Scully; Marc Wiener; Mike Witzansky  
**Subject:** Public Comment - BCHD False Information Dissemination and REQUIRED Restriction on Construction Height of 51.5-feet MAXIMUM  
**Date:** Monday, December 29, 2025 8:00:21 AM  
**Attachments:** <image.png>

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**CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.**

Public Comment to all Mayors and Councils

Public Comment to all City Managers

Public Comment to LA County Board Members at next Meeting as a Non-Agenda Comment

Public Comment to LALAFCO Commissioners at next Meeting as a Non-Agenda Comment

Public Comment to Redondo Beach Planning Commission at next Meeting as a Non-Agenda Comment

Public Comment to Redondo Beach Planning Director and Manager

BCHD continues to LIE and claim the 4-story hospital is 60-ft tall to enrich a PRIVATE DEVELOPER's scheme. Only a meager 962-sf of the 312,000-sf of BCHD buildings is taller than 51.5-ft. That's 99.7% at 51.5-ft tall or SHORTER.

Taxpayers paid \$12.7M in pre-development costs on BCHD's FAILED PMB LLC deal. Don't let BCHD destroy surrounding neighborhood character, safety and value by lying about the height of the 4-story hospital to enrich a PRIVATE DEVELOPER.

email [CityClerk@redondo.org](mailto:CityClerk@redondo.org) and comment to the City Council and Planning Commission that 51.5-feet is a HARD CAP ON ANY FUTURE BUILDING HEIGHTS AT BCHD!

**After spending \$12,708,121 OF TAXPAYER FUNDS!**  
on pre-development costs for a private developer's failed project, BCHD is 100% aware that the **4-story hospital is 51.5-ft TALL – NOT 60-ft as BCHD falsely claims**



**Data Sources: BCHD CEO Report, BCHD Pre-CUP Drawing Set**

the quality-of-life, health, and economic damages that BCHDs 110-foot above the street, 800,000 sqft commercial development will inflict for the next 50-100 years. Our neighborhoods have been burdened since 1960 by the failed South Bay Hospital project and have not received the benefit of the voter-approved acute care public hospital since 1984. Yet we still suffer 100% of the damages and we will suffer 100% of the damages of BCHDs proposal.

**From:** [Mark Nelson \(Home Gmail\)](#)  
**To:** [CityClerk](#)  
**Cc:** [Garth Meyer](#); [Darryl Boyd](#)  
**Subject:** Public Comment - RB Mayor and Council - The Sunset of Redondo Beach's Signature Event - the 25-year Run of Cruise at the Beach comes to an end  
**Date:** Thursday, December 18, 2025 7:41:31 PM

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***CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.***

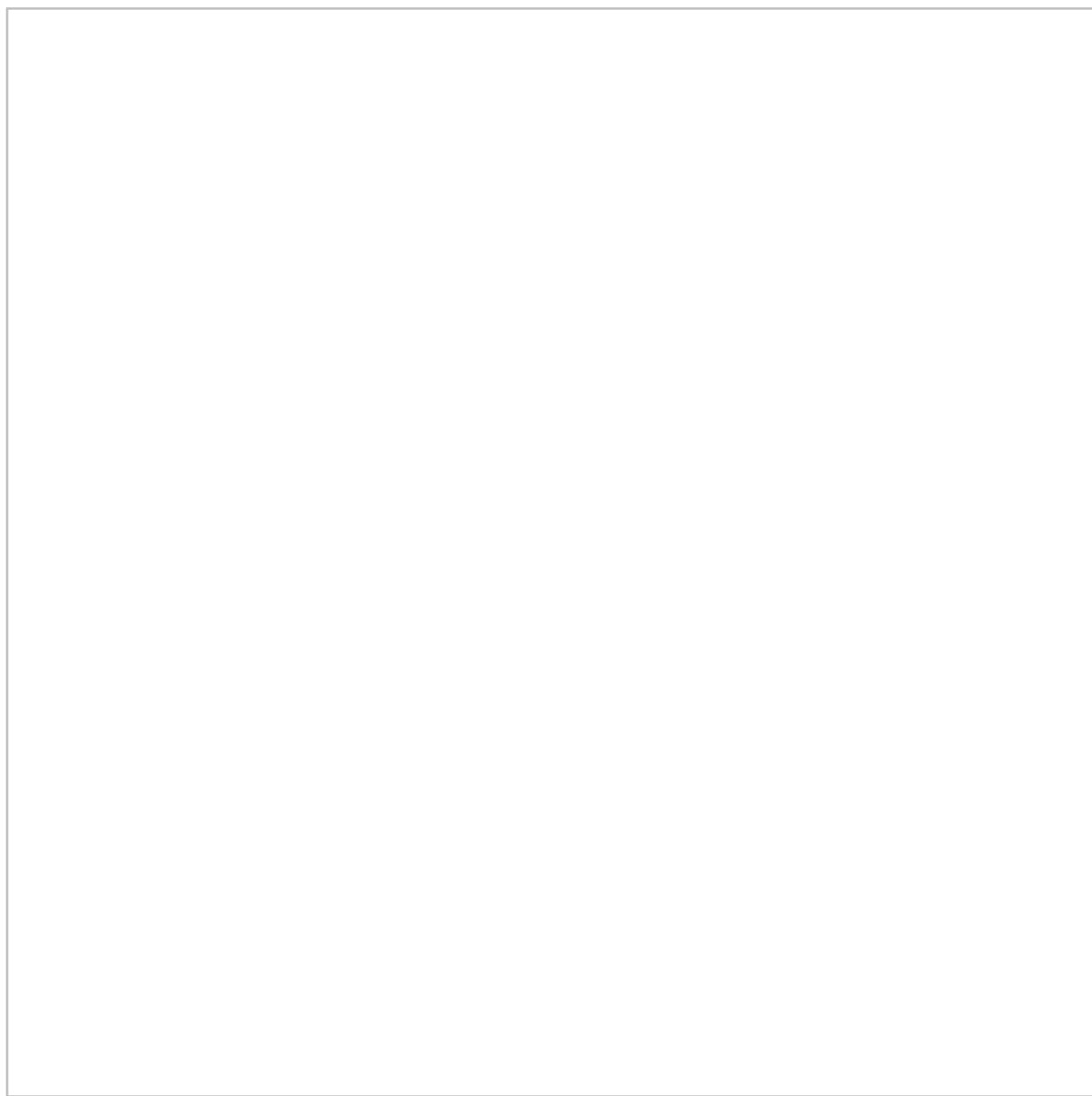
I really want to thank Wordsmith Garth Meyer and of course Publisher Kevin Cody for providing Cruise at the Beach with such a rich send off after a quarter century run..

Not many people work for the same employer for 25 years anymore. It's such an accomplishment for Darryl Boyd to have "raised" and shepherded Cruise at the Beach as a Redondo Beach signature event - and to do so as a pure labor of love. Congrats to Darryl, his family, his volunteers, and the many, many, many participants over the years!

I enter Garth's great article below into the public record with my thanks and admiration ...

## Waterfront 'rescuer' bows out, car show ends after 25 years

Garth Meyer  
December 18, 2025



Darryl Boyd, right, at the final "Cruise at the Beach" Dec. 13, with his wife and three daughters (left to right); Amber, Noelle, wife Amy and Somer. Photo by Jaymz Eberly

**by Garth Meyer**

"Cruise at the Beach Legacy Car Show" has closed its two-and-a-half-decade run in Redondo Beach.

Before the final event, Dec. 13, founder and organizer Darryl Boyd announced it is done. The weekly summer series became a subject of strife, according to Boyd, with new neighbor California Surf Club, coinciding with the City asking Boyd for permit fees for the first time in the show's history, which were set to take effect next year.

Boyd contends it is not the permits, he could afford them if he had to. It is the way he's been treated in the past five years, after bringing the event back following the pandemic.

In the background, Boyd has been in a face-off this year with Redondo Beach Mayor Jim Light about safety concerns regarding a street median near his house.

The problems started, though, he said, on the waterfront asphalt.

“Cruise at the Beach Legacy Car Show” was a tribute to the days when Harbor Drive loop-turned in front of today’s Captain Kidd’s, making an ideal cruising strip in a time when Detroit made cars identifiable from a beach town away, not to mention Germany and Japan; 1960s and ‘70s vehicles that teenagers could work on, no computer diagnostics required. The music coming out of 8-tracks, then cassettes was so striking, much of it would be played 50 years into the future.

But it all fell apart in the neon light, or the glow from the KONA Aloha Garden at California Surf Club, which opened in May, just as Boyd was about to begin the 25th season of the car show.

It was a season he did not even want to do.

He ultimately decided to for another year. He had an agreement with the city that he could leave his trailer in the parking lot through the summer, which held P.A. equipment, tables, and tents, while he was doing the shows, extending to events at Halloween, Thanksgiving and the Christmas gathering this past weekend.

Boyd contends the trailer agreement was fought by city representatives, and also that he had to get an attorney before the city backed off and let him finish out the year, under the previous, no-permit-required-plus-free-parking deal for participating vehicles.

Boyd previously stored equipment at Ruby’s. Then, without that, he brought down the trailer instead.

“I support the car show. I think it’s great,” said Allen Sanford, California Surf Club co-owner and BeachLife Festival co-founder. “The California Surf Club loves car shows. Everything that brings people down to the waterfront. I did not kibosh it at all. We are surprised by the misdirected vitriol. We support any individual that wants better for the City of Redondo Beach, is *not* content with the status quo, and who wants to contribute to a collective vision of what the Waterfront could and should be. We hope they work it out. It’s an empty lot. It’s never full.”

But as the summer went on Boyd said he had enough.

“Darryl’s been operating without a permit,” said Mayor Light. “The city was a little lax (in previous years), and people were saying why does he get an unfair deal? Why does he get to have sound without a permit, why can he operate a food truck without a permit?”

After this summer, city staff asked Boyd to move out the trailer. He replied he had a longstanding agreement – with the city contractor who runs the parking lot – to leave the trailer in place through the three fall shows.

“So the city said it would honor that agreement through the end of the year,” Light said. “After that, he would need to get a permit.”

“We’ve had some people come forward with interest in running it,” the mayor continued. “... I fully expect there will be a car show next summer. Darryl is welcome to apply. If we get multiple applicants, he might have to compete for it. The city welcomes a car show there. I used to go to the show before Mr. Boyd started his tirades about the hedge on his street and then about the Surf Club and (its) North Grill. We actually fought the CenterCal project to preserve space for events like the car show and Super Bowl 10K.”

“When nothing was going on down there, I saved it,” Boyd said.

He cites a change in the past two to three years, after the pandemic cancellations.

“It was an unwelcome vibe. When Ruby’s was open, it was different. Why do I want to be in a place where the vibes are terrible. It’s painful, it’s hard labor,” Boyd said. “I’m not going to watch our crowd being treated that way. The treatment is one thing, the pain I go through to do it, is another. This is a piece of Redondo Beach history that I preserved. We’re seeing the gentrification of Redondo Beach happening. It’s my choice. What I started with the Boyd family is going to end with me and my family,” he said, referring to his father and grandfather’s history with cars, hot-rodding and dirt-track racing.

Is Boyd opposed to permits being required for events at the waterfront?

"Who in their right mind would do that [pay] and go in the hole?" Boyd said. "(The car show) has been a gift to the city. They don't get what was given to them. Commerce and a free event that the community has come to love. They got a gift from me, for 25 years."

### *Chris Bredesen*

Chris Bredesen, co-owner of Captain Kidd's, was involved in bringing Cruise at the Beach back after the pandemic shutdowns. Boyd went to him because there was no more Ruby's to go to as a sponsor. It closed in 2020.

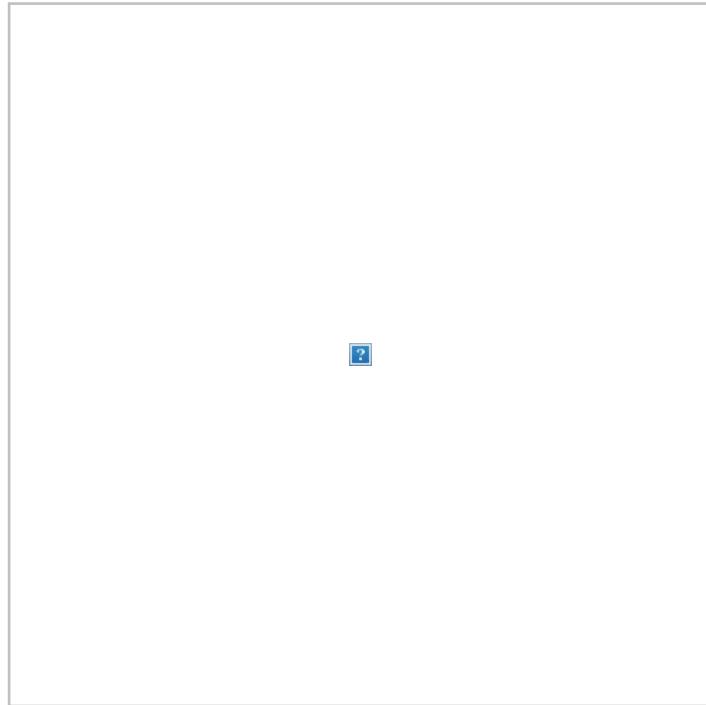
"It was a very local, smooth event. Then (the pandemic) happened, it stopped for a couple years," Bredesen said. "The next couple years, just a nice event. Everybody was respectful, a great show."

Any noise issue?

"Trust me, other events do much more noise than that. We love those shows, they bring people down. The sales increase. It's good, it's a bummer that they're done."

Bredesen took part in Cruise at the Beach through the King Harbor Association, which helped Boyd with some hard costs, such as paying for bands, and portable restrooms. The Association acted as a sponsor.

"It's not fair for that guy to go out of pocket for an event like that," Bredesen said. "It's a non-problem event. The numbers don't lie; he brought people in (to the restaurants)."



An overhead view of Opening Night 2025 for "Cruise at the Beach!" June 13 at the Redondo Beach waterfront.  
Photo by Damon Duran

Bredesen also co-owns Riviera Mexican Cantina, which opened on the waterfront in spring 2024.

Boyd said the new permits would add up to \$2,500 per show, including the required insurance.

But he asserted the permits were not the sole issue.

"I am not behind the decision to require permits for Mr. Boyd's car show. That is pure fabrication," Mayor Light said.

He points out that in January, In-N-Out Burger will hold a classic car cruise at Seaside Lagoon. It and other events have had to get permits.

On Saturday, Boyd paid tribute to his grandfather at the final Cruise at the Beach.

"Car culture is as much a Southern California tradition as surfing," he said.

Boyd has been critical of the mayor and city council representatives about a Prospect Avenue median in front of his Redondo Beach house that he says is dangerous.

"It's beyond car shows. It's become a personal thing because I'm holding the mayor's feet to the fire," he said.

#### *City waterfront director Greg Kapovich*

When the car shows started, Ruby's was fairly new and On the Rocks was still open in the adjacent building, both of which went vacant for years before being reconstructed and combined to create California Surf Club.

"When I approached Ruby's about starting a show, they were excited, and wanted it right away," Boyd said.

The permit now being asked of him is called a Harbor Access Permit.

"We wanted to formalize the process," said Greg Kapovich, Redondo Beach waterfront and economic development director. "We're in a different state down there now, all our buildings are occupied, there's a need for the parking lot."

The permit's flat rate is \$426, plus the hourly cost of however many parking spots it takes up.

"It's not a money-maker," Kapovich said. "If an event's using shared space that affects other businesses, that's when it comes into play. We're trying to balance the needs of everybody."

To apply, you submit a letter, a site plan and "we look at it on a case-by-case basis," Kapovich said. "But it's universal, it's applicable to everybody."

The original arrangement for Boyd and Cruise at the Beach was coordinated by the parking lot management company.

"We've got to formalize this," Kapovich said. "We can't give an event quite that much wiggle room without (review/oversight). Our parking lot management company, we allowed them to dictate terms..."

"That's me," Kapovich said when asked who made the decision to change the permit policy.

"We want to recover lost revenue, \$2 per hour per stall," he said.

The new system is set to start Jan. 1.

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He added that the new process has drawn interest for summer 2026.

"We're getting quite a few inquiries from people wanting to put on car shows," he said. "Including people from Darryl's car group."

Boyd, a 38-year Redondo resident, first cruised Harbor Drive in 1977, coming in from his childhood home in Lawndale. His father and grandfather passed away two years after the "Cruise at the Beach" car shows began

Darryl gave a concluding speech at the final show, Dec. 13, before the newly expanded King Harbor Holiday Boat Parade.

He thanked a group who helped put on the events for the last two years: Jim Newell, Paul Medina, Bill Kidman, Rob DeCresendo, Dagberto Rodriguez and Zack Macabulos.

"... And of course (in the late '70s) I was getting into trouble down here in the Beach Cities with the muscle car, street machine, and rock & roll crowd. This kid from Lawndale and his friends spent summer days in Manhattan and Hermosa Beach. But summer nights were right here, cruising Hermosa Avenue to Harbor Drive. Imagine the days when bands like Journey, Van Halen, Dokken, The Ramones, Black Flag and so many more were playing right across the street. The old triangle shopping center was the home of rock & roll clubs like the Smokestack, later called the Fleetwood, and the Sweetwater. Mix that music scene with our car culture and it was magic. Hang out and party in the old gravel parking lot right here. And maybe later you were off to race for pink slips at Santa Fe Avenue or Pershing Drive. It was exciting, it was rock & roll, it was life in the fast lane, it was epic, it was a culture and a lifestyle. It was historic. It was the best of times and it will never happen again."

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"And city leaders could have put differences aside for a day and just come by and acknowledge the 25 years," he said. "And none of them did." **ER**



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*Woodies are very popular at the "Cruise at the Beach" car show in Redondo Beach.*  
*Photo by Jefferson Graham*

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From: [StopBCHD@gmail.com](#)  
To: [City Clerk](#) [Info](#) [City Clerk](#) [Manhattan Beach](#) [Gov](#) [City Clerk](#) [Hermosa Beach](#) [Gov](#) [Executive Office](#) [City Clerk](#) [Bos Inc County](#) [Gov](#) [City Clerk](#) [Torrance](#) [Gov](#) [Sean Scully](#) [Marc Wiener](#) [Mike Witzansky](#)  
Subject: Public Comment: Recent, Modern 4-story Senior living and memory care facility is 50-feet with flat roof  
Date: Tuesday, December 30, 2025 10:44:01 AM  
Attachments: [image.png](#)

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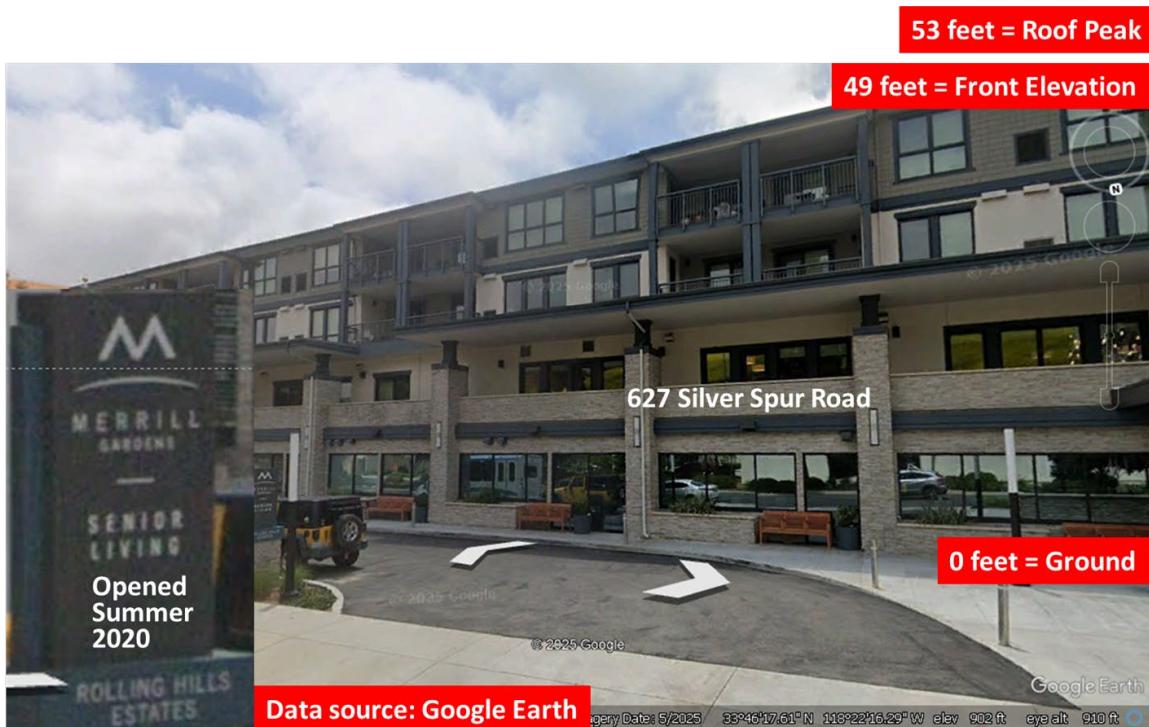
BCHD continues to LIE regarding the height requirement of a 4-story, senior living and memory care facility. The 2000 Merrill Gardens facility on Silver Spur in RHE demonstrates that 60-feet is wholly unneeded for a 4-story, and in fact, using a flat roof, the facility is under 50-feet tall.

Merrill Gardens in RHE is a 2020, upscale senior living facility with memory care. It's 4-stories and 53-feet tall with a peaked roof. If the roof were flat, it would only be 49-feet tall.

We called a CODE BROWN on BCHD for its false claim that "modern" 4-story buildings must be 60-feet tall. If Merrill Gardens had a flat roof like other surrounding buildings, it would be LESS THAN 50-FEET TALL.

BCHD's PRIVATE DEVELOPER MUST BE LIMITED TO 51.5-FEET MAXIMUM HEIGHT ON ANY CONSTRUCTION PROJECT!

## **CODE BROWN: BCHD'S CLAIM THAT A "MODERN" 4-STORY BUILDING IS 60-FEET TALL IS FALSE!**



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StopBCHD.com ([StopBCHD@gmail.com](mailto:StopBCHD@gmail.com)) is a Neighborhood Quality-of-Life Community concerned about the quality-of-life, health, and economic damages that BCHDs 110-foot above the street, 800,000 sqft commercial development will inflict for the next 50-100 years. Our neighborhoods have been burdened since 1960 by the failed South Bay Hospital project and have not received the benefit of the voter-approved acute care public hospital since 1984. Yet we still suffer 100% of the damages and we will suffer 100% of the damages of BCHDs proposal.