

**From:** Mark Nelson (Home Gmail) [REDACTED]  
**Sent:** Tuesday, May 6, 2025 10:24 PM  
**To:** CityClerk <[CityClerk@redondo.org](mailto:CityClerk@redondo.org)>  
**Subject:** Public Comment: City Council, PWSC, PSC as non-agenda item at NEXT POSSIBLE MEETING

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This is a request to have the Public Safety Commission assess the 500-600 block of North Prospect as well as Public Works Commission. Last week safety concerns around our neighborhood were re-triggered when the Layne Pumping station was moved near the bus stop and Director Semann's child predator email about LA county security lighting resurfaced. That triggered other bus stop safety issues and the need for the area around the bus stop to be openly visible without cars parked in front to deter undesired acts there. It also triggered other issues associated with the wider BCHD area including the parking structures and the unhoused camping in the area.

Long time neighbor Daryl Boyd, also a 30+ year property owner, has been working to address some of the many problems that in his words "have increased in the past four years."

As a direct result of the discomfort and fears associated with frontage road safety issues, we haven't spent much time at our Redondo home during the past 4 years. We're retired so we can be away, but most others can't. At the recommendation of RBPD, our security video system was expanded after a 2AM stalking incident related to yet another hit and run. We can provide footage to the city. Over the years we've had 6 vehicles hit 8 times. Following the stalking and hit and run, we no longer leave a car parked pointed north on the street at the intersection so there's no longer any visual cue indicating the south end is one-way. Our security cams show a BIG increase in wrong way and reckless traffic as a result.

There are NUMEROUS other problems caused by this deceptively complex intersection. We appreciate that the Public Works dept and commission are looking for solutions and we strongly request that the safety commission review our area—including the safety of young eBikers that use the wrong way section as a bike path to and from school.

We strongly urge the city council to engage the Public Safety and Public Works to jointly work to increase safety around the bus stop, BCHD area, and service road in general.

Thank you

**From:** Mark Nelson (Home Gmail) <[REDACTED]>  
**Sent:** Wednesday, April 30, 2025 4:26 PM  
**To:** CityClerk <[CityClerk@redondo.org](mailto:CityClerk@redondo.org)>  
**Subject:** Fwd: Public Comment - Non Agenda Items - PWSC Meeting 4/28/25

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Public Comment RB Public Safety Commission next meeting

Mark Nelson, Redondo Beach

I have a public comment on a set of BCHD demolition and construction issues that will be coming to RBPW and likely this commission.

In a scant 18 months, BCHD plans to begin demo on the hospital despite a 20-point rejection of funding by its voter-owners on Measure BC. Quite the snub of the will of the voters.

From late 2026 through 2027, BCHD contractor activity will create traffic, noise, particulates, vibration, and required disposal of toxics - asbestos, industrial power plant waste, medical biohazard, medical nuclear waste, buried fuel tanks, and contaminated soil. During its 400-foot long, \$2M bike lane project (yes, \$5K a FOOT - that would make your home sidewalk \$200,000), BCHD queued heavy trucks on Diamond and the Prospect frontage roads from 400 to 600 due to a lack of advance planning and no oversight. That cannot be allowed again from 2026 through early 2028.

BCHD is also proposing 200 units of senior housing on the site. Like the unnecessary hospital demo, that will damage health, safety, and quality of life for surrounding neighborhoods. However, this time the damage will be for 5 to 10 years into the 2030s. All the same issues will occur again, on a much larger scale with toxic soil removal, footings, pile drivers, hundreds of construction workers needing parking, and queuing of inbound and outbound construction traffic.

No one expected that even BCHD could take nearly a year to do a 400-foot long bike path, nor could we have ever imagined they could plug up surrounding streets with idling diesel trucks. Now that we have direct experience, we cannot allow BCHD to destroy the health and quality of life for a year and a half with a demo project and 5 to 10 years with a construction project.

I urge the Commission and Public Works to intervene early and seek the input of the surrounding one-half mile of neighbors that have already lost \$125M in property value due to their proximity to BCHD prior to approving any permits or traffic plans for BCHD.

Thank you.